



ADAMS COUNTY

COLORADO

BOARD OF COUNTY COMMISSIONERS

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**STUDY SESSION AGENDA
TUESDAY
April 26, 2016**

ALL TIMES LISTED ON THIS AGENDA ARE SUBJECT TO CHANGE.

10:30 A.M.	ATTENDEE(S):	Jeanne Shreve / Kevin Doran
	ITEM:	Legislative Working Group
11:00 A.M.	ATTENDEE(S):	Abel Montoya / Rachel Bacon
	ITEM:	Making Connections
12:00 P.M.	ATTENDEE(S):	Julia Ferguson / Nick Kittle / Brigitte Grimm / Patsy Melonakis / Paul Scharfenberger
	ITEM:	PACE Program
12:30 P.M.	ATTENDEE(S):	Barry Gore / Tricia Allen / Kristin Sullivan
	ITEM:	ACED Annual Work Plan Review
1:00 P.M.	ATTENDEE(S):	Todd Leopold
	ITEM:	Administrative Item Review / Commissioner Communications

(AND SUCH OTHER MATTERS OF PUBLIC BUSINESS WHICH MAY ARISE)

AGENDA IS SUBJECT TO CHANGE



STUDY SESSION AGENDA ITEM

DATE: April 26, 2016
SUBJECT: Making Connections
FROM: Abel Montoya
AGENCY/DEPARTMENT: Office of Long Range Strategic Planning
ATTENDEES: Abel Montoya, Rachel Bacon, Rebecca Zamora, Lori Wisner, consultants from Wilson & Co
PURPOSE OF ITEM: Information/Update
STAFF RECOMMENDATION: Information

BACKGROUND:

The Making Connections Plan focuses on formulating a sound and rational basis for guiding development, redevelopment, and supporting infrastructure in unincorporated Southwest Adams County within the Planning Area of 52nd, 96th, Sheridan, and Brighton Blvd.

AGENCIES, DEPARTMENTS OR OTHER OFFICES INVOLVED:

ATTACHED DOCUMENTS:

Summary of plan progress
PowerPoint

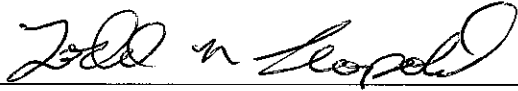
FISCAL IMPACT:

Either mark X if there is no fiscal impact or provide the following information for the recommended action:

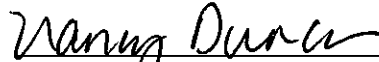
Fund(s):	
Cost center(s):	
Self-generated / dedicated revenues:	\$
Annual operating costs:	\$
Annual net operating (cost) / income:	\$
Capital costs:	\$
Expenditure included in approved operating budget:	\$
Expenditure included in approved capital budget:	\$
New FTEs requested:	

APPROVAL SIGNATURES:

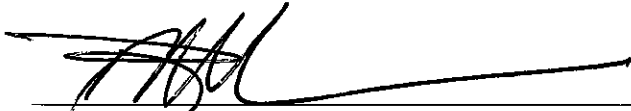
APPROVAL OF FISCAL IMPACT:



Todd Leopold, County Manager



Budget / Finance



Raymond H. Gonzales, Deputy County Manager

Ed Finger, Deputy County Manager



Project Mid-Point Update

The Making Connections in Southwest Adams County Planning and Implementation Plan provides Adams County, citizens, business owners, and other project stakeholders a framework to define the goals, objectives, and priorities for strategic investment in the Planning Area. Throughout the planning process, a series of public and stakeholder outreach activities are being conducted (a summary of involvement activities to date is presented on page 2). The ultimate goal of the outreach effort will be to provide educational materials and ensure opportunities for stakeholder and public feedback which allows for greater support and community ownership of the resulting recommendations.

<p>Planning Area: The unincorporated area bounded by the following streets: 96th Avenue, Sheridan Boulevard, 52nd Avenue, and Brighton Boulevard.</p>	<p>Identify Priority Projects (land use, housing, brownfields, transportation, water, sewer, stormwater, etc.) that stimulate economic development whereby the improved infrastructure and funding opportunities increase the attractiveness for private developers and/or utility providers (i.e. sanitary and water districts). Rank projects based on potential project success, including potential return on critical public priorities and investments. This includes identifying Top 40 Priority Projects and Top 10 Priority Projects.</p>	<p>Provide Transportation Recommendations to improve multimodal connectivity between the station areas. Focus on Complete Streets concepts for the segment of Federal Boulevard in the Planning Area, including planning-level cost estimating and project phasing strategy..</p>	<p>Provide Land Use and Development Regulation Recommendations including reviewing existing development regulations within the Planning Area and regulations used in other transit station areas to determine their applicability within the planning area.</p>	<p>Provide Infrastructure Recommendations including documenting infrastructure recommendations from previous plans, studies and reports, as well as collecting additional recommendations from County experts and the public. The resulting priorities will balance the challenge of providing projects to existing neighborhoods and communities as well as supporting development opportunities.</p>
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Project Mid-Point Goal:

The Making Connections project is entering the Top 40 Project Identification and Prioritization phase. This phase is informed by public and stakeholder input and prioritization, an understanding of existing conditions, opportunities and constraints, and data-driven modeling to identify the interconnectivity between projects (with a focus on multimodal first and last mile connections), development trends/opportunities, and public desires. At the next public input workshop on May 2, 2016, residents and stakeholders will evaluate a list of 40 projects to ensure these are the highest priority for strategic investment and implementation, and will begin to identify the top 10 priority projects.

A variety of interactive prioritization tools will be used at the public workshop, with online participation for those unable to attend. This public input will be evaluated at the subsequent May 3, 2016 Technical Advisory Committee workshop. Projects may be traditional infrastructure projects, such as roadway improvements or water lines, or more policy-based, such as a recommended strategy for sidewalk installation or affordable housing targets. The Top 40 project list will include planning-level cost information to invite public-private partnerships for implementation, and the Top 10 list which ultimately emerges will include cost information and an implementation matrix identifying potential funding, partners, and action steps.

May 2, 2016 Interactive Public Input Workshop:

Nearly 200 stakeholder groups have been identified for the Making Connections study area, including RTD, CDOT, Adams County Economic Development, Adams County Housing Authority, county departments, nearby municipalities, water, sanitation and utility providers, schools, non-profits, businesses and others. These stakeholders have been engaged throughout the process and will be invited via e-mail and postcards to the May 2 Interactive Public Input Workshop.

Approximately 52,000 postcards are being sent to all property owners, businesses and residents (including renters) within the Making Connections Study Area to invite participation in the project identification process. In addition to advertising the

workshop, postcards inform residents of the plan process, and direct residents to the project website and staff contacts to learn more, ask questions, and participate online.

A press release and newspaper advertisements will also invite participation in the plan development and project prioritization process.

Table | Public and Stakeholder Involvement Activities

Project Introduction and Kick-Off Meeting	September 24, 2015	Internal stakeholders (approx. 20 people)
Technical Advisory Committee Workshop 1	November 02, 2015	TAC members
Website/Email Blasts/Meeting Advertisements (includes Spanish Translation)	ongoing	Residents and Businesses within study area
Planning Commission Study Session	November 12, 2015	Planning Commissioners
Focus Group Forum	November 18, 2015	Stakeholder List (196 invited, 60 attended)
Community Open House	November 18, 2015	Invitation mailed to all addresses within zip code, estimated 40 people in attendance.
Board of County Commissioners Study Session	November 24, 2015	County Commissioners
ACED Infrastructure Task Force Meeting	December 02, 2015	Task Force members (approximately 20 in attendance)
Meeting with non-profits/stakeholders about Spanish outreach strategies	December 14, 2016	12 attendees
TAC Meeting: Phase 1 Overview and Update	December 16, 2015	TAC Members
TAC Meeting: Review Projects and Needs (3 Areas)	February 3, 2016	TAC Members
Community Workshop: Project and Needs Identification (3 Areas)	February 17, 2016	60 members of public/stakeholders
TAC Meeting: Review overlay of public input and opportunities mapping	February 18, 2016	TAC Members
TAC Meeting: Review project identification/prioritization modeling and initial Top 40 list; revise list	April 14, 2016	TAC Members
	UPCOMING MEETINGS:	
Board of County Commissioners Study Session- review Top 40 project list and materials for May 2 public workshop	April 26, 2016	BOCC
Planning Commission Study Session	April 28, 2016	PC
Top 40 Project Prioritization Interactive Public Workshop	May 2, 2016	Members of the Public and Stakeholders
TAC Meeting: Review Public Workshop Results	May 3, 2016	TAC

Advertisement | May 2, 2016 Interactive Public Input Workshop for Top 40 Project Identification and Prioritization



MAKING CONNECTIONS
SW ADAMS COUNTY PLANNING AND IMPLEMENTATION PLAN

Be the link. Making Connections in SW Adams County.

The *Making Connections Plan* focuses on formulating a sound and rational basis for guiding development, redevelopment, and supporting infrastructure in unincorporated Southwest Adams County within the Planning Area of 52nd, 96th, Sheridan, and Brighton Blvd.

MAKING CONNECTIONS
PLANEACIÓN Y PLAN DE IMPLEMENTACIÓN EN EL SUROESTE DEL CONDADO DE ADAMS

Sea la conexión. Making Connections en el suroeste del Condado de Adams.

El *Plan Making Connections* se enfoca en la formulación de una base racional y sólida para dirigir el desarrollo, renovación y la infraestructura complementaria en las áreas no incorporadas del suroeste del condado de Adams, dentro de la zona de planeación delimitada por la calle 52, la calle 96, Sheridan Boulevard y Brighton Blvd.

Contact Information in English:
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amontoya@adco.gov

Información de contacto en español:
(303) 239-5325
informacion@heinrich.com

INTERACTIVE MEETING

May 2nd at 6:00-8:30pm
Skyview Campus Student Center
8990 York Street, Thornton, CO 80229

This interactive meeting will provide an opportunity for the community to weigh in on which identified projects should be prioritized, resulting in projects the County will work to execute within the next 5-10 years.

www.adco.gov/MakingConnections

TALLER INTERACTIVO

El 2 de mayo 6:00 a 8:30 p.m.
Skyview Campus Student Center
8990 York Street, Thornton, CO 80229

Esta reunión ofrecerá la oportunidad a los residentes de la comunidad dar su opinión a cual proyectos son más importantes para la el condado de Adams. Los proyectos seleccionados serán lo que el condado invertirá en los próximos 5 a 10 años.

Federal Blvd and Federal Station Projects (13)

Rank	Project Number	Project Name	PlanID	PlanIDs	Project Status	Partnership	Timeframe			Cost Estimate
							2017-2020	2021-2025	2026+	
1	i68 i17	<u>Federal Boulevard Comprehensive Street Design</u> <ul style="list-style-type: none"> Federal, 52-72 Ave 2035 Baseline Roadway Network (comprehensive street design) Sidewalk Gap Fill Project Phasing considerations will include ranked projects 2 through 6, as well as 10 and 11 	14 85	14, 85	In Progress Not In Progress					
2	i95 i49	<u>Federal Boulevard Waterline Improvements</u> <ul style="list-style-type: none"> Waterline Replacement Federal, 56th to 64th Ave "Improve Crestview Water Capacity to Accommodate New Development" 	22 9	9, 22	Not In Progress Not In Progress	Water & Sanitation				
3	i1 i10	<u>Little Dry Creek Federal Blvd Bridge</u> <ul style="list-style-type: none"> Federal Blvd Bridge Expansion Over Little Dry Creek/ BSNF Lighting Under Bridge Little Dry Creek Trail 	1 4	1,4,9,22	In Progress Not in Progress	DOT				
4	i45 i44 i5 i7	<u>Intersection Improvements</u> <ul style="list-style-type: none"> Intersection Improvement (High Priority) 64th and Federal Intersection Improvement 70th and Federal 65 Ave Alignment to 4 way Intersection Intersection Improvement, Federal and 55 Ave 	9 9 9 4	4, 9,18,74, 76	Not In Progress In Progress Not In Progress Not In Progress					
5	i4 i43	<u>Westminster Partnership Project</u> <ul style="list-style-type: none"> Westminster Federal Streetscape 70-72 Intersection Improvement 72nd and Federal 	4 9	4,9,14,36,40	Not In Progress Not In Progress	Westminster				
6	i32 i46 i93 i98	<u>Proposed Clear Creek Parkway or 60th Avenue</u> <ul style="list-style-type: none"> Study necessary, various recommendations to be considered. Proposed Clear Creek Pkwy (Multimodal) 60th Ave Intersection Improvements/ Realignment Waterline Replacement 60th Ave, Federal to Zuni Roadway Improvement 60th Ave, Federal to Zuni 	74 9 22 22	9,18,22,74	Not In Progress In Progress Not In Progress Not In Progress	Water & Sanitation				
7	i108	Parcels to be Removed from Floodplain in proposed Phase B Urban Drainage Master Plan	74	18, 74	Not In Progress	UDFCD				
8	i105 i153 i123	<u>Park/ Open Space & Trail Improvement</u> <ul style="list-style-type: none"> Park and Open Space in Clear Creek TOD Plan New/ Improvement of Park/ Open Space, NW Corner of Federal and I-76 ADCO Multi-Use Trail Improvement/ Development 	74 22 82	12,13,18,22,74,82	Not In Progress Not In Progress Not In Progress					
9	i31	Proposed Elm Court, 61st to 67th Ave (Multimodal)	9	9,18,74	Not In Progress					
10	i33	Proposed Clay St, Federal Blvd to Little Dry Creek (Multimodal)	9	9,18,74	Not In Progress					
11	i29 i8	<u>I-76 and Federal Ramp</u> <ul style="list-style-type: none"> Preserve and Enhance On/Off-Ramp at Federal & I-76 Safe Pedestrian Crossing, I-76 and Federal 	9 4	4,9	In Progress Not in Progress	DOT				
12	i30 i9	<u>US 36 and Federal Ramp</u> <ul style="list-style-type: none"> Preserve and Enhance On/Off-Ramp Federal & US36 Safe Pedestrian Crossing, US 36 and Federal 	9 4	4,9	In Progress Not in Progress	DOT Westminster				
13	i165	<u>Clay Community Outfall</u> <ul style="list-style-type: none"> County indicated need for Clay Outfall project. Zuni Street alignment under UPRR Connect Guardian Angel Neighborhood north to Clear Creek. 			Not In Progress				\$4-20M	

Pecos Station and Pecos Commercial District Projects (5)

Rank	Project Number	Project Name	Plan ID	PlanIDs	Project Status	Partnership	Timeframe			Cost Estimate
							2017-2020	2021-2025	2026+	
1	i23 i146 i117	<u>Pecos Street Improvements</u> <ul style="list-style-type: none"> •Pecos Street Roadway Improvement, 52nd Ave to I-76 - 5yr CIP •Pecos Street Bike/ Trail Facility, 52nd Ave to I-76 •Pecos St Bike Facility/Trail, 70th to US36 	7 13 82	7,13,14,22,74,82,84	In Progress Not In Progress Not In Progress	DOT				
2	i106 i79	<u>Pecos Station Area Improvements</u> <ul style="list-style-type: none"> • New Collector Street, Federal to Pecos to Broadway • Multimodal/Pedestrian Activity Center at Pecos Station 	9 14	9,14,74	Not In Progress Not In Progress					
3	i116 i137 i145	<u>Pecos/US36 Commercial Area Improvements</u> <ul style="list-style-type: none"> • SH224/ 70th Ave Bike Facility , I-25 to Pecos •70th/68th Ave Bike Lanes, Federal to Pecos •72nd Ave Non-Motorized Improvements, Lowell to Pecos 	82 84 13	13,82,84	Not In Progress Not In Progress Not In Progress	DOT				
4	i105	New Parks/ Open Space in Clear Creek TOD Plan	74	18,74	Not In Progress					
5	i71	•US36 Highway Multi-Use Path, I-25 to Sheridan	14	14	Not In Progress	DOT				

Welby Station and Welby Neighborhood Projects (5)

Rank	Project Number	Project Name	Plan ID	PlanIDs	Project Status	Partnership	Timeframe			Cost Estimate
							2017-2020	2021-2025	2026+	
1	i6	<u>York/ Welby St Improvements</u>	10	7,10,22,23,13,82	Not In Progress					
	i18	•Welby Street Improvements including Bike/Trail Facility	7		In Progress					
	i19	•York Rd Improvement, SH224 to 78 th – 5yr CIP	7		In Progress					
	i24	•York/ Welby St Improvement 78 th to 88 th – 5yr CIP	7		In Progress					
	i50	• York St Road Improvement, 58Ave to SH224	10		Not In Progress					
	i96	• York St/78 Ave Intersection Improvement • York/Welby and Coronado Grade Separation For Niver Creek Trail	22		In Progress					
2	i118	<u>Thornton Partnership Project</u>	43	10,13,14,43,82	Not In Progress	Thornton & RTD				
	i125	•86th and 88th Ave Bike Connection	82		Not In Progress					
	i76	•Adams County Local Trail •88th Ave New Bus Route	14		Not In Progress					
3	i166	<u>North Washington Water and Sanitation Partnership Project</u>			Not In Progress	Water & Sanitation				
	i167	•York Street Water and Sewer Improvements, 78 th and 88 th •York Street Water and Sewer Improvements, 58 th to SH224			Not In Progress					
4	i15	<u>Park/ Trail Improvements</u>	7	7,10,13	In Progress	DOT				
	i141	•Clear Creek Trail Access - 5yr CIP	10		Not In Progress					
	i142	•Downing/78th Ave, Park Improvement	10		Not In Progress					
	i143	•SW of Welby Street/Coronado Pkwy, Rotella Park Improvement	10		Not in Progress					
	i148	•West of Railroad-78 th to I-76, New/Improved Park/Open Space	13		Not in Progress					
	i157	•NW of SH224/York, Preserve Agriculture Presence at Parks/Open Spaces • York and I-76, New Park/Park Improvement	10		Not In Progress					
5	i51	<u>Proposed Roadway Network (Approximate Alignments)</u>	10	10	Not In Progress					
		•N/S Streets: Downing, Lafayette, Franklin, Richard, Race, Clayton, Steele •E/W Streets: Coronado, 79 th , 77 th , 76 th , 75 th , 74 th , Brannan								
6	i166	<u>78th Street Improvements</u> Improvements for 78 th Street from York Street to Steele Street.			Not In Progress					

Policies and Programs (12)

Rank	Project Number	Project Name	Plan ID	PlanIDs	Project Status	Partnership	Timeframe			Cost Estimate
							2017-2020	2021-2025	2026+	
1	P1	<u>Update Zoning</u> Need to provide at least one base zone district that is workable in mixed use activity centers. Perhaps need two - "Residential Mixed Use" and "Employment Mixed Use". Current zoning does not allow for good urban development patterns without forcing a developer to go through a PUD process.			Not in Progress		x			
2	P2	<u>Update Parking Regulations</u> Parking regulations are not calibrated enough to account for typical spaces provided in and near transit areas or to accommodate mixed use activity centers.			Not in Progress		x			
3	P3	<u>Affordable Housing Policy</u> Create comprehensive affordable housing policy for development within 1 mile of rail station or bus rapid transit area (to start).			Not in Progress	Adams County Housing Authority	x			\$100,000 for creation of comprehensive policy
4	P4	<u>Sidewalk Gap Annual Implementation</u> Identify budget dollar amount per year for 10 years (to start) to provide better pedestrian mobility.			Not in Progress		x	x	x	\$900,000 to \$1,000,000/annually
5	P5	<u>Bicycle Facility Annual Implementation Program</u> Identify budget dollar amount per year for 10 years (to start) to provide better bicycle mobility. This could include bicycle lanes, trails, bicycle racks, bicycle lockers, etc.			Not in Progress					
6	P6	<u>ADA Transition Plan Annual Implementation</u> Identify budget dollar amount per year for 10 years (to start) to implement ADA Transition Plan within study area. Involves updating public sidewalks, ramps, crossings and other features to be ADA-Accessible.			In Progress		x	x	x	\$900,000 to \$1,000,000/annually
7	P7	<u>Create Low Impact Development Standards</u> Update subdivision regulations to encourage low impact developments.			Not in Progress			x		
8	P8	<u>Create a Neighborhood Toolkit</u> Neighborhood and community support program offering broad and comprehensive tools to address individual neighborhood needs. This may range from branding/placemaking programs, traffic and speed mitigation programs, community gardens, mini-grants for neighborhood needs, tool libraries, leadership and community development training and support, clean-up programs, etc.			Not in Progress					\$200,000/annually
9	P9	<u>Create a Transportation Demand Management Program</u> Study and identify strategies to enhance mobility management. Such strategies may include improved transportation options, incentives to use alternative modes and reduce driving, parking and land use management, and policy and institutional reforms.			Not in Progress					
10	P10	<u>Create a Complete Streets Policy and Complete Streets Standards</u> Create urban roadways design standards that promote mixed traffic activity and identify mode priorities by street type and character of development area.			Not in Progress					
11	P11	<u>Study Feasibility of Local Use Tax or Financing Alternative</u> Options discussed include Special Use Tax, Local Improvement Districts (LIDs), Public Improvement Districts (PIDs), Infrastructure Authority/Intergovernmental Agreement, and Bond Measure. Funds to be dedicated to transportation, public health, and recreational facilities.			Not in Progress					
12	P12	<u>Create a "Planning to Programming" or "Planning to Projects" process at Adams County</u> Create an internal process where long range planning results in programmatic decision-making as well as translates to development review processes.			Not in Progress					

Development (5)

Rank	Project Number	Project Name	PlanID	PlanIDs	Project Status	Partnership	Timeframe			Cost Estimate
							2017-2020	2021-2025	2026+	
1	D1	<u>Federal Gold Line Station – Sites included in Clear Creek TOD Plan</u> <ul style="list-style-type: none"> • Larger sites • Mix of uses currently • Approximately 4-5 parcels around future rail station • Some within area identified for key future road connection • Portions in floodway and floodplain • Recommend Phase I & II Environmental Testing as part of ongoing brownfields study 					x			
2	D2	<u>Federal Boulevard - between 62nd and 70th</u> <ul style="list-style-type: none"> • Smaller sites • Mix of uses currently • Approximately 3-4 parcels • In floodplain • Recommend Phase I & II Environmental Testing as part of ongoing brownfields study 					x			
3	D3	<u>64th and Pecos –both sides of Pecos north of I-76</u> <ul style="list-style-type: none"> • Mix of uses currently • Approximately 4-5 parcels around future rail station • Portions in floodway and floodplain • Recommend Phase I & II Environmental Testing as part of ongoing brownfields study 					x			
4	D4	<u>72nd and Colorado</u> <ul style="list-style-type: none"> • Currently industrial • Approximately 4-5 parcels around future rail station • Small piece in floodway • Recommend Phase I & II Environmental Testing as part of ongoing brownfields study 					x			
5	D5	<u>72nd and Pecos – Southwest Corner</u> <ul style="list-style-type: none"> • Currently commercial • 1 small parcel/area of larger development identified as solid waste site • Recommend Phase I & II Environmental Testing as part of ongoing brownfields study 					x			

Making Connections: Plan ID Key

Plan ID	Plan/Study/Report Name	Agency	Other Agency(s)	Date	Document Type
1	US 287 & 69 th Bridge Replacement over BNSF & RTD Railways	Westminster	Colorado DOT	TBD	Project highlights
2	Goat Hill Neighborhood	Adams County		TBD	Neighborhood Plan
3	South Westminster Revitalization Strategy	Adams County	City of Westminster, RTD, CDOT, Urban Drainage and Flood Control District, Denver Regional Council of Governments	TBD	Open House Presentation
4	Federal Boulevard Health Impact Assessment	Adams County	Tri-County Health	2015	Health Impact Assessment
5	Development Engineering Fee Schedule	Adams County		?	Development Fee
6	Permit Applications (ROW)	Adams County		?	Right of Way Application
7	2016 Preliminary Budget Book	Adams County		2015	5-Year CIP
8	Quality of Life Survey	Adams County		2014	Survey Results
9	Federal Boulevard Framework Plan	Adams County		2014	Long Range Plan/Corridor Plan
10	Welby: Where Deep Roots Grow	Adams County	Welby Community	2014	Community Plan
11	Adams County Mission, Vision, Values and Goals	Adams County		2012	Mission Statement
12	Imagine Adams County	Adams County		2012	County Comprehensive Plan
13	Open Space, Parks & Trails Master Plan	Adams County		2012	Master Plan
14	Imagine Adams County Transportation Plan	Adams County		2012	Transportation Plan
15	Stormwater Utility Fee	Adams County		2012	Utility Fee
16	I-70 Corridor Economic Assessment	Adams County	I-70 Regional Economic Advancement Partnership, Arapahoe County	2011	Economic Assessment
17	Balanced Housing Plan	Adams County		2009	Housing Plan
18	Clear Creek Transit Village Vision Plan	Adams County	TOD Group	2009	Vision Plan
19	Berkeley Neighborhood Plan	Adams County	Berkeley Neighborhood Association	2008	Neighborhood Comprehensive Plan
20	Transit Oriented Development and Rail Station Area Planning Guidelines	Adams County		2007	Planning Guidelines
21	Mineral Extraction Plan	Adams County		2005	Master Plan

Making Connections: Plan ID Key

Plan ID	Plan/Study/Report Name	Agency	Other Agency(s)	Date	Document Type
22	Southwest Adams County Framework for Future Planning	Adams County		2005	Framework Plan
23	Riverdale Road Corridor Plan	Adams County		2005	Corridor Plan
24	Development Standards and Regulations	Adams County		2005	Standards and Regulations
74	Cleer Creek TOD Plan	Adams County		2009	Comprehensive Plan
75	Third Quarter Budget Update	Adams County		2015	Budget
76	Report on the First Building Healthy Corridors Workshop Federal Boulevard, 52 to 72 Avenue (Denver, Adams County, Westminster)	Adams County	Urban Land Institute, The Colorado Health Foundation	2015	Healthy Corridor Workshop
77	Adams County Colorado Analysis of Impediments to Fair Housing	Adams County		2015	Analysis to Fair Housing
82	Adams County Bicycle and Trails GIS Data	Adams County		2015	GIS Dataset
83	Public Identified Extra Projects	Adams County	Public	2016	Public Input
84	Westminster: Making Connections Southwest Adams County Planning and Implementation Plan	Westminster	Adams County	2016	Implementation Plan

Making Connections: Public Meeting Live Polling 5/2/16

1. Rank 1 through 4 how you would prioritize the PROJECT AREAS displayed on the boards tonight. (1 being highest priority, 4 being lowest priority)
 - a. Federal Boulevard and Federal Station Projects
 - b. Pecos Station and Pecos Commercial District Projects
 - c. Welby Station and Welby Neighborhood Projects
 - d. Other areas of unincorporated Adams County
2. Rank the Policies and Programs in order of which you support the most. (1 being highest priority, 7 being lowest priority)
 - a. Update zoning
 - b. Update parking regulations
 - c. Create affordable housing policy
 - d. Create low impact development standards
 - e. Create a neighborhood toolkit
 - f. Create a bicycle facility annual implementation program
 - g. Create a sidewalk gap annual implementation program
 - h. Create an ADA Transition Plan (updating public sidewalks, ramps, crossings and other features to be ADA-Accessible) annual implementation program
 - i. Create a Transportation Demand Management program (programs to help residents use multiple modes of transportation instead of just cars)
 - j. Create a County Complete Streets Policy and Complete Streets Standards
 - k. Study the feasibility of a local use tax alternative
3. Would you prefer to implement projects that are:
 - a. Road projects
 - b. Sidewalk or Trail Projects
 - c. Sewer/Water/Electric Projects
 - d. Parks and Recreation Projects
 - e. Projects that have multiple components (e.g. road, sidewalk, sewer, trail, etc. all at once)
 - f. Other- please respond in detail on your comment card
4. Would you support a local tax or voter-approved financing option that would pay for a specific project list in this area?
 - a. No new taxes or financing option
 - b. Depends on the project list
 - c. Depends on the type of tax or financing option
5. What type of local tax or financing option would you support?
 - a. Special Use Tax
 - b. Local Improvement Districts (LIDs)
 - c. Public Improvement Districts (PIDs)
 - d. Infrastructure Authority/Intergovernmental Agreement
 - e. Bond Measure
 - f. I don't support any new taxes or financing options



Working Paper #2

Synthesis Report

4/12/2016 DRAFT – SUBJECT TO CHANGE

Prepared for:



Prepared by:





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1 INTRODUCTION

1.1 Study Overview

The Making Connections Plan focuses on formulating a sound and rational basis for guiding development, redevelopment, and supporting infrastructure in unincorporated Southwest Adams County. The 13,177 acre study area focuses on the unincorporated lands within Southwest Adams County bounded generally by Sheridan Boulevard on the west, 96th Avenue on the north, Brighton Boulevard on the east, and 52nd Avenue or the Adams County boundary on the south. Please refer to Working Paper 1 under separate cover for more information about the project, the process, and existing conditions.

1.2 Working Paper 2 Objectives

Working Paper 2 builds on the background information gathered and analysis of existing conditions completed and summarized in Working Paper 1. The purpose of Working Paper 2 is to explain the second major phase of the project which included outreach meetings, with a primary purpose of outlining a methodology to identify a list of 40 projects, and to provide that "Top 40 Projects" list. Note that the term "Top 40 Projects" may be utilized throughout this working paper, and that term includes anything from policy or program recommendations, to capital improvement projects, to highlighting key parcels for development opportunities.

1.3 Outreach

In the first phase of this project a public open house was held to vet the initial project list with the community. At this gathering, meeting participants provided additional ideas or recommendations for projects to add to the list. They also provided additional insights related to what they believe is the greatest need for the area. In this phase of the project two different outreach strategies were utilized, including gaining additional insights via a Community Workshop and a Technical Advisory Committee meeting. Each of these meetings is further described below.

1.3.1 Community Workshop

A community workshop was held on February 17th at the Skyview Academy High School in Thornton from 6:00 pm to 8:30 pm. Approximately 60 persons attended the meeting. An update of the project was presented, followed by break-out sessions, and ending with an interactive polling exercise. Spanish interpretation was provided at the meeting. There were approximately 6 Spanish speaking individuals that utilized the interpretation services. The workshop activities conducted at this meeting were utilized as a primary component in identifying the Top 40 Projects.

The break-out sessions allowed participants to "zoom-in" to three sub-areas within the Making Connections Planning area. Participants were provided with one sticker dot per category listed



Sticker Dot Exercise Participants

below, for a total of nine stickers per person. The sticker dots allowed participants to mark where they would like to see future investment and activity happen within the Study Area. Within each of the three sub-areas, two maps were provided with categories identified within each. The maps and their respective categories voted on by participants included:

- **Public Infrastructure Map:** This map allowed participants to indicate their support for public investments in Parks or Open Space, Roadway or Traffic Signals, Walking, Biking or Transit Stop Facilities, Water or Sewer, and Stormwater or Drainage.
- **Jobs, Housing and Services Map:** This map allowed participants to indicate their support for locations of development investments for Shops or Restaurants, Educational or Medical, Housing, and Jobs.

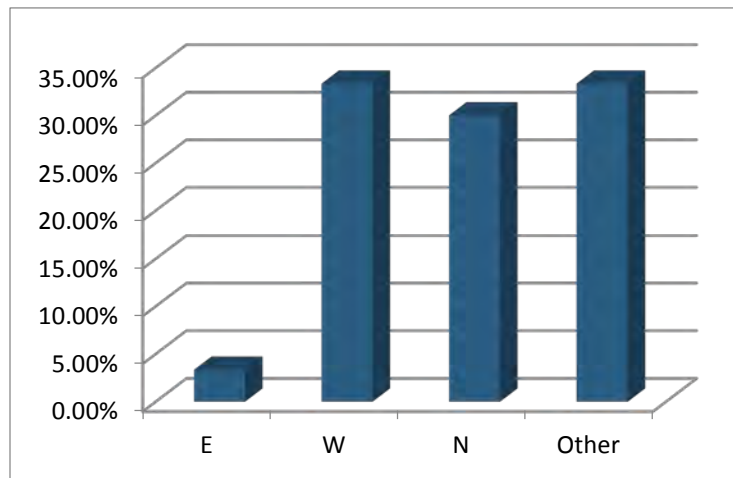
Figure 1, on page 7 is a map identifying the results of the sticker dot exercise.

In addition to the sticker dot exercise, meeting participants were asked a series of questions via an interactive remote polling tool. The questions asked included an “ice breaker question” followed by a series of questions that provide guidance as to how to appropriately prioritize and fund improvements in the study area. The interactive polling questions, followed by the summarized results area provided below:

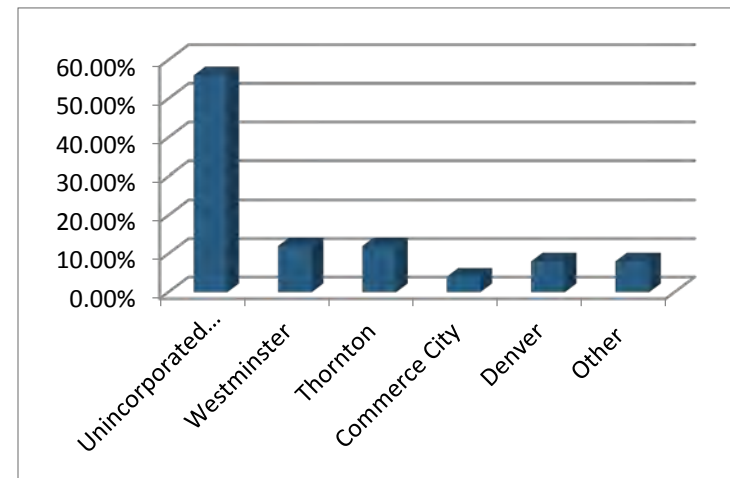


Spanish Translation and Interactive Polling Participants

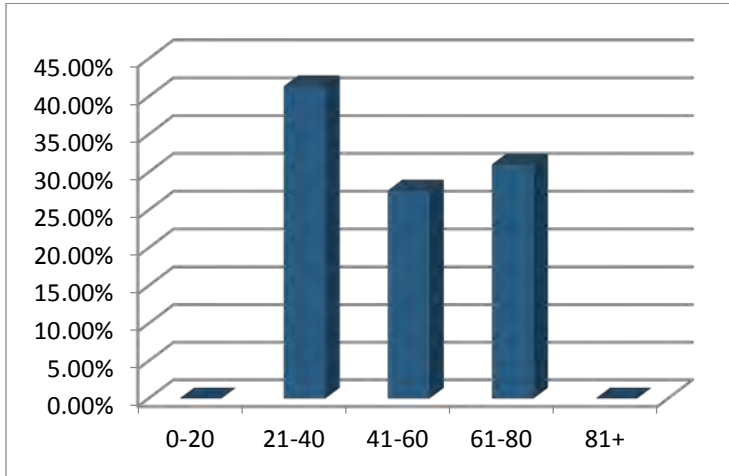
2. Do you live in one of the sub-group areas?



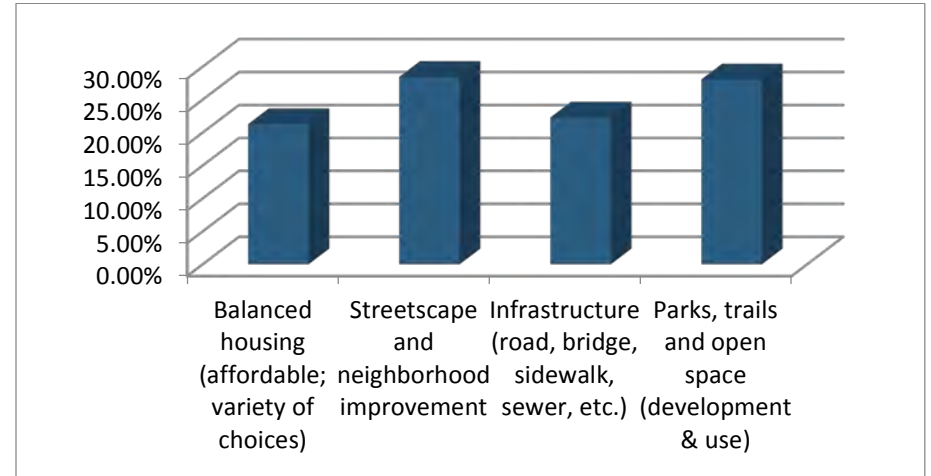
3. Do you live in unincorporated Adams County or a City?



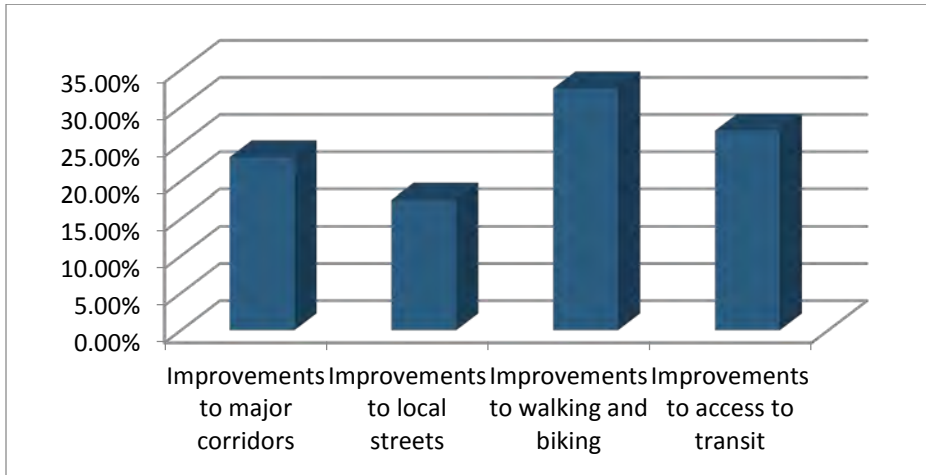
4. How old are you?



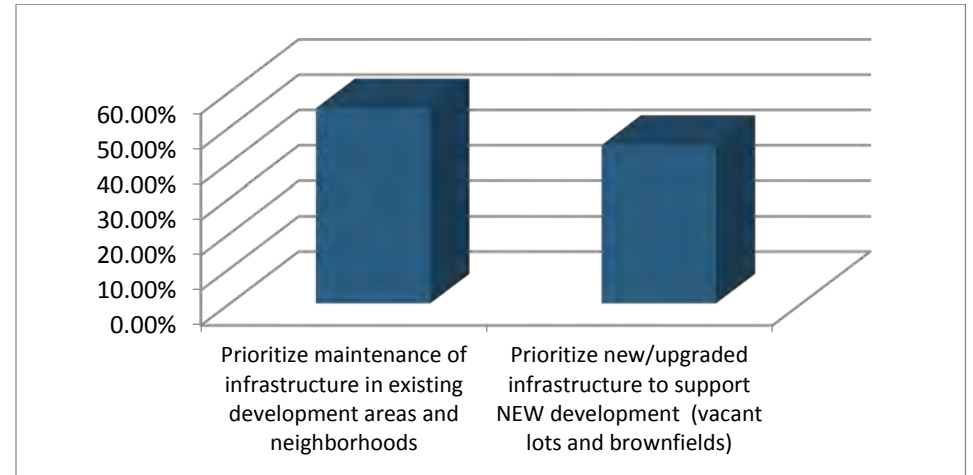
5. What types of programs needs more investment?



6. How should we prioritize transportation needs?

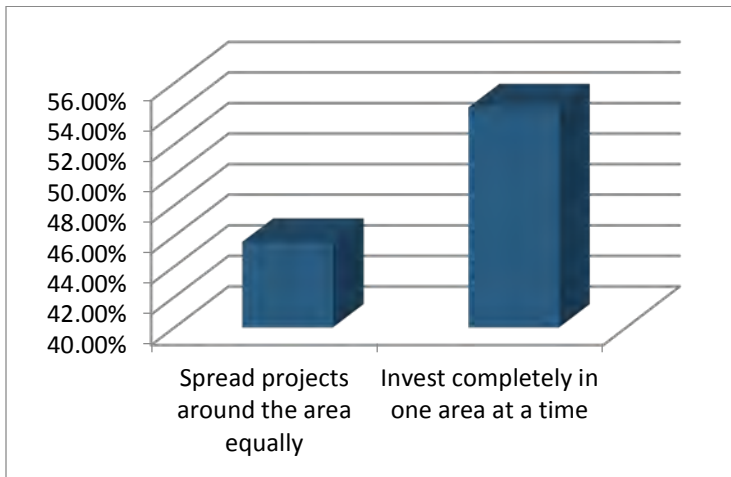


7. Where should we prioritize water, sewer or stormwater infrastructure?

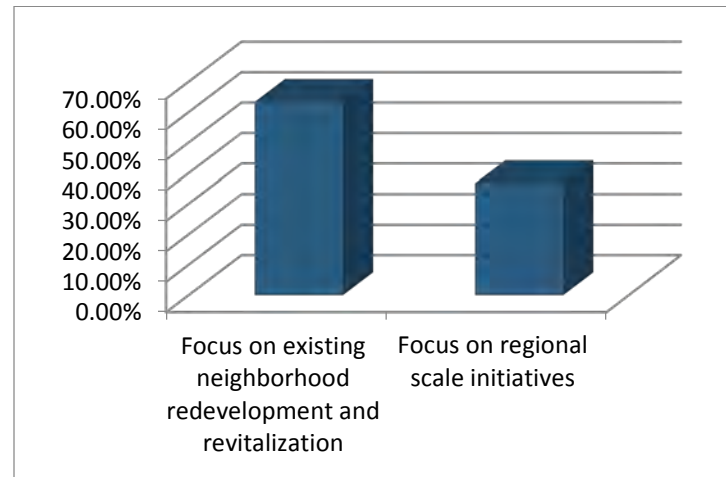




8. How should we prioritize our investments?



9. What scale should we prioritize our investment upon?



10. How should we pay for projects?

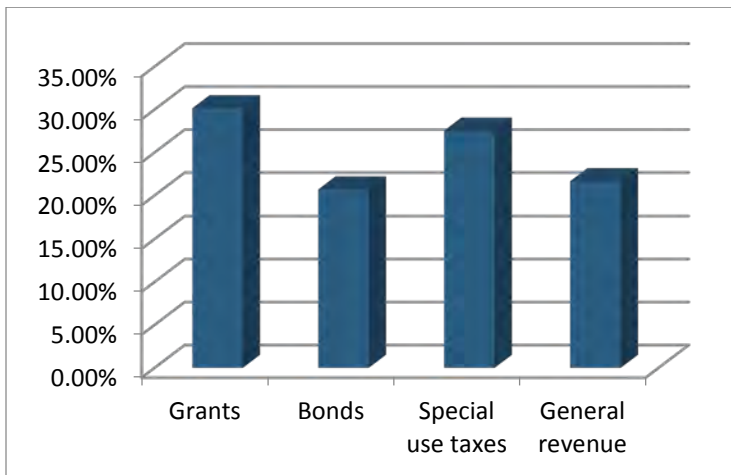
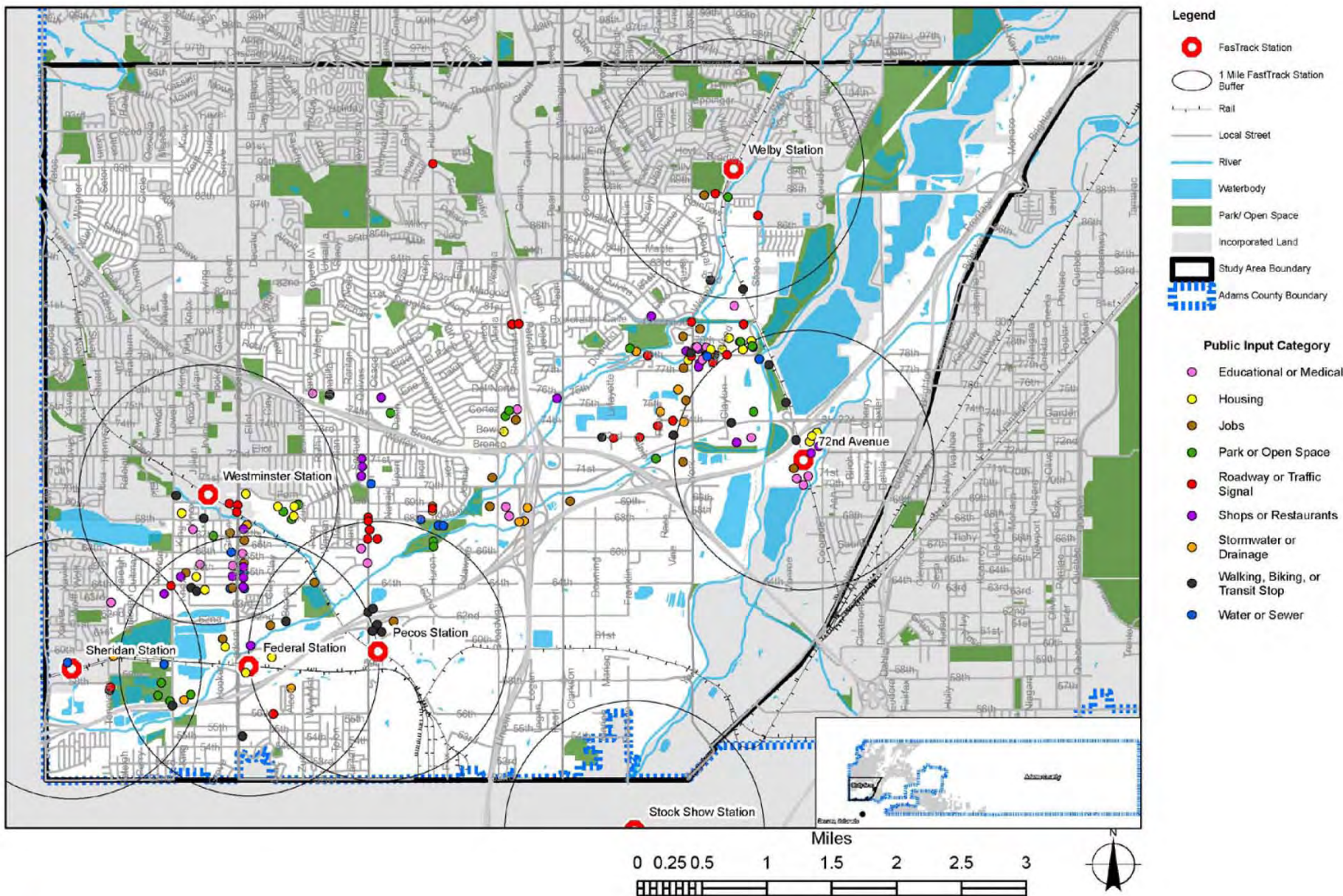


Figure 1: Public Input Results for Recommended Redevelopment



1.3.2 Technical Advisory Committee Meeting

A Technical Advisory Committee (TAC) meeting took place on February 18, 2016, the morning following the Community Workshop. The Consultant Team provided a summary of the input garnered at the Community Workshop and discussed alternative ways to compile all the information to-date in an effort to establish a methodology to create a Top 40 Projects list. This methodology was discussed with TAC members. They provided some insights related to how to affectively prioritize areas where new development interest is being discussed and how to prioritize those infrastructure needs.

1.3.3 Project Team Meetings

Between February and April 2016 numerous conference calls were held between the Consultant Team and the County's Project Managers during this phase of the process. The County Project Managers provided additional insights that helped to refine the project ranking methodology.

Feedback collected from the Community Workshop, TAC meeting, and Project Team meetings were ultimately used to produce the Project Identification Methodology, further described in Chapter 2 of this report.



2 PROJECT IDENTIFICATION

A significant amount of background data was utilized for this project. This background data included various GIS datasets provided by Adams County, as well as a list of 84 previous plans and studies that the Consultant Team worked to collect and analyze. The background information as well as public input collected during the first two public meetings were compiled to provide an exhaustive list of 167 projects. The primary contributions to producing the full project list include a literature review, TAC Input, Public Meeting Input. The following sub-sections provide more detail on each primary contributor to the full project list.

2.1 Full Project List

Throughout the first phase of this project, Adams County staff and the Consultant Team compiled an exhaustive list of 84 previous plans, studies and reports that were conducted within the Making Connections study area. These plans, studies and reports include relevant publications from incorporated cities that fall within the study area as well as adopted publications produced by Adams County. The process of this initial literature review is further described in Working Paper 1.

In addition to the Literature Review several ongoing efforts were considered in the identification of projects within the study area. The City of Westminster provided some recommendations related to neighborhoods that fall within unincorporated Adams County but are close in proximity to the Westminster commuter rail station. Meetings and conversations were held with the various Water and Sanitation Districts to determine what large projects they could potentially use Adams County's support on; these projects were added to the project list. Additionally, two data files were provided by TAC members; these files included a database of known stormwater improvement projects as well as a database of planned bicycle infrastructure.

Ultimately what came of this process was identification of projects out of each of these plans, studies and reports. Each of these projects were mapped to determine their locations as well as proximity to other projects. The project list database that was created includes fields for the following:

- **Project ID:** Each project was provided with a unique Project ID number. The Project ID number is not an indication of ranking of the project.
- **Plan ID:** Each plan, study or report that was referenced was provided with a unique Plan ID number.
- **Plan/Study/Report Name:** This entry is an abbreviated writing of the full report name.
- **Date:** This entry provides the date upon which the plan, study or report was published or adopted.
- **Recommendation or Project Name/Description:** This entry provides an abbreviated writing of the project name, recommendation or project description.
- **Plan IDs:** This entry provides a cross-reference of all other plans, studies or reports upon which the recommendation or project was referenced.
- **Project Type:** This entry classifies the project in six project types including Drainage, Non-Motorized, Parks/Open Space, Roadway/Traffic, Water/Sanitation, and Development/Private Development.
- **Project Status:** This entry classifies projects in four status categories including Completed/To Be Completed in 2016, Non-Relevant, In Progress, and Not in Progress. This effort is further described in Section 2.1.2 that follows.



2.2 Project Vetting

After the full project list was compiled members of the TAC were asked for “vet” these projects. This exercise included asking the following questions:

- Has the project been implemented?
 - Yes or No
- Is the project still relevant?
 - Yes or No
- Do you have a status update to provide on this project?
 - Updates that were provided included if they were raising funds for the project, if it’s programmed in the Capital Improvements Program (CIP), as well as if the initial project components or facility type has changed, among other comments.

From this process the consultant team was able to classify if a project was not completed, if it is no longer relevant, and provided a better understanding of where the project is in the various project processes. Of the 167 projects initially identified, 19 projects were deemed as completed and 15 were determined to be no longer relevant. This information was then used to narrow the project list further before conducting the project ranking process.

The resulting project map is illustrated at the end of Chapter 3, after the priority area methodology is described.

2.3 Policy/Program Observations

The Consultant Team created a list of several policies or program items that should be considered to support investment within the study area. The most critical policy and program observations became part of the Top 40 Project list. The policy and program observations include the following:

- Update Comprehensive Plan as needed to support recommendations from this Study, particularly discussing future station areas.
- Update zoning ordinance(s) to provide base zoning appropriate for mixed use and transit-oriented development.
- Update parking regulations to work with mixed use and transit-oriented development.
- Update landscape regulations to make sure adequate screening and minimal site design standards are employed for every new development as well as improvements over 50% value of the property plus improvements.
- Improve code enforcement to reduce visual blight and general “run down” appearance of areas within the Study Area.
- Create stormwater utility fee to help pay for stormwater improvements in the area.
- Create an Affordable Housing Program with a focus initially on southwest Adams County within a one mile radius of future transit stations.
- Create or execute the annual ADA Transition Plan implementation funding, focusing first on areas with high active travel propensity (further described in Chapter 3).
- Create missing sidewalk implementation program with annual funding.
- Undertake a comprehensive review and update of the County's street standards to assure that appropriate urban street design standards are in place, available, and are targeted particularly for Activity Centers (as identified in the Comprehensive Plan) and around transit stations. Current street standards are very rural focused and do not accommodate urban development patterns.
- Create a streamlined development review process for high priority development areas.



3 IDENTIFYING PRIORITY AREAS

Discussed during TAC meetings and Project Team meetings the Consultant Team proposed conducting two versions of propensity models in order to determine areas to prioritize investments in the study area. These propensity models include a model to identify the propensity for people to walk, bike and use transit, as well as a model to determine where development is more likely to occur within the study area.

Understanding areas within the Adams County study area with the highest opportunity for active travel and development is critical for developing a multimodal transportation network and in determining high priority areas. The following section provides the methodology behind the propensity models describing the data sets used for model inputs, the input point based scoring system, and a discussion of the model output results. The raster-based Active Travel Propensity Model (ATPM) and Development Propensity Model (DPM) were built using Geographical Information Systems software (GIS) by combining two submodels.

The ATPM and DPM were developed based off steps used in the methodology behind ‘spatial suitability analysis’ which is commonly used in the geography field. Spatial suitability analysis is a systemic and multi-factor tool used to aid decision-making by determining the qualification of a given area for a particular use by layering input information on a map. Layering the multiple factors helps pinpoint the spatial correlation between the different inputs; ultimately, to determine an areas suitability or unsuitability for planned actions based on the spatial distance between certain land uses or population types.

Each of the ATPM and DPM models are further described in the following sections of this chapter. The results of these models are used to identify target areas in order to appropriately prioritize projects where the County is likely to get the best return on investment. That return on investment may be with more people using walking, biking and transit facilities, or in development activities in target areas.

3.1 Development Propensity Model

Suitability analysis tools have been widely used by cities and developers to aid decision making by forecasting where development will likely occur. Southwest Adams County is anticipated to undergo a significant growth in development patterns with the emergence of the FasTrack transit system. As part of the Adams County TOD Plan, a Development Propensity Model (DPM) was developed using geographic data sets to identify locations within the study area that have prime conditions suitable for development. The DPM is composed of an attractor submodel and a detractor submodel. The attractor submodel identifies locations within the study area that have favorable conditions for redevelopment; whereas, the detractor submodel identifies locations within the study area with obstacles that may prevent or make development more challenging. The public input collected during the Community Workshop (described in Chapter 1.3) was a factor in the DPM. In the Community Workshop meeting participants placed a sticker dot in areas where they would encourage specific development types to occur. Each dot placed by a participant in the meeting was mapped and became a layer of information that was subsequently weighted and utilized in the DPM. Table 9 and 10 show the data sets used to build the attractor and detractor submodels for the development propensity model, as well as the primary data source for each input. The categories for each input receive a score on a point ranking system based on research and discussion between the project team and the Technical Advisory Committee (TAC).

Table 9: Attractor Submodel Inputs & Sources

Model Input	Source
Age of Structure (Joined to Parcel)	Adams County GIS
Improvement to Land Value Ratio	Adams County GIS
Future Land Use	Adams County GIS
Proximity to Transit Stations (Future Rail Stations and Existing High Ridership Bus Stops)	Adams County GIS
Public Input (Proximity to Public Recommended Locations for Redevelopment)	Public Meeting
Proximity to Limited Access Freeways	Adams County GIS
Proximity to Primary Travel Corridors (Principal Arterials with Transit Service)	Adams County GIS

Table 10: Detractor Submodel Inputs & Sources

Model Input	Source
Floodplain/Floodway	Adams County GIS
Landfills	Adams County GIS

Table 11 lists the development generator inputs with the assigned point value for each category which is related to the effect on possible development or redevelopment. For instance, land with structures built in 1945 or earlier are more likely to be redeveloped compared to land with recently constructed infrastructure. In addition, a weighted percentage is shown for each input, which is multiplied by the point value to produce the final score. The weighted multipliers are used to determine how sensitive of a factor each of the inputs area in ultimately determine the propensity for development activity.

Table 11: Attractor Submodel Scoring

Attractor	Points	Weight
Age of Structure (Joined to Parcel for Non-Residential Uses)		
1945 and earlier	3	10%
1946 to 1975	2	
1976 to 1990	1	
1991 and later	0	
Improvement to Land Value Ratio		
Less than 1.0	2	15%
1.0 to 2.0	1	
Greater than 2.0	0	
Future Land Use		
Mixed Use Neighborhood, Activity Center, Commercial, Mixed Use Employment	2	5%
Industrial	1	
Urban/Estate Residential, Agriculture, Parks and Open Space, Public, DIA Reserve	0	
Proximity to Transit Stations (Future Rail Stations and Existing High Ridership Bus Stops)		
Within ½ mile	2	25%
Within 1 mile	1	
Not within 1 mile	0	
Public Input (Proximity to Public Recommended Locations for Redevelopment)		
Within ¼ mile	2	25%
Within ½ mile	1	
Not within ½ mile	0	
Proximity to Limited Access Freeways		
Within ½ mile of traffic interchange	1	5%
Not within ½ mile of traffic interchange	0	
Proximity to Primary Travel Corridors (Principal Arterials with Transit Service)		
Within ¼ mile of route	1	5%
Not within ¼ mile of route	0	

Table 12 provides the two inputs in the detractor submodel used to identify physical barriers for development within the study area. The negative point values are correlated with the level of constraint on future development opportunity.

Table 12: Detractor Submodel Scoring

Detractor	Points	Weight
Floodplain/Floodway		
Within floodway	- 2	5%
Within floodplain	- 1	
Landfill		
Moderate Risk (Solid Waste Landfill, Solid Waste and Construction Debris Landfill)	- 3	5%
Low to Moderate Risk (Construction Debris Landfill)	- 2	
Low Risk (Inert Fill Land Fill, Other Disposal Facilities)	- 1	

3.1.1 Development Propensity Model Results

Figure 2 displays the development attractor submodel results where the dark areas on the map are likely attract development. Land neighboring the future FasTrack stations and areas along the highways and major arterial streets are showing the highest level of potential opportunity for development.

Figure 3 visually shows the results from the development detractor submodel. The map illustrates land in directly adjacent to Clear Creek and South Platte River as the areas with unfavorable conditions for development.

The Development attractor and detractor submodels are combined together to produce a composite map illustrating the areas within the entire study area with highest propensity for development opportunity within the study area. As shown in Figure 4, the land illustrated in the darker green near the FasTrack stations and the Pecos Commercial district just south of the US 36 are showing the greatest opportunity for development. The centrally located land where the I-25 intersect with the I-76 and the I-276 are also forecasted for development opportunity.

Figure 5 displays refined results from the development propensity composite map highlighting the top quartile for development within the unincorporated land within the study area. The model shows identifies the land near Federal and Pecos FasTrack stations has scoring the highest for development opportunity.

Figure 2: Development Propensity - Model: Attractor Submodel Results

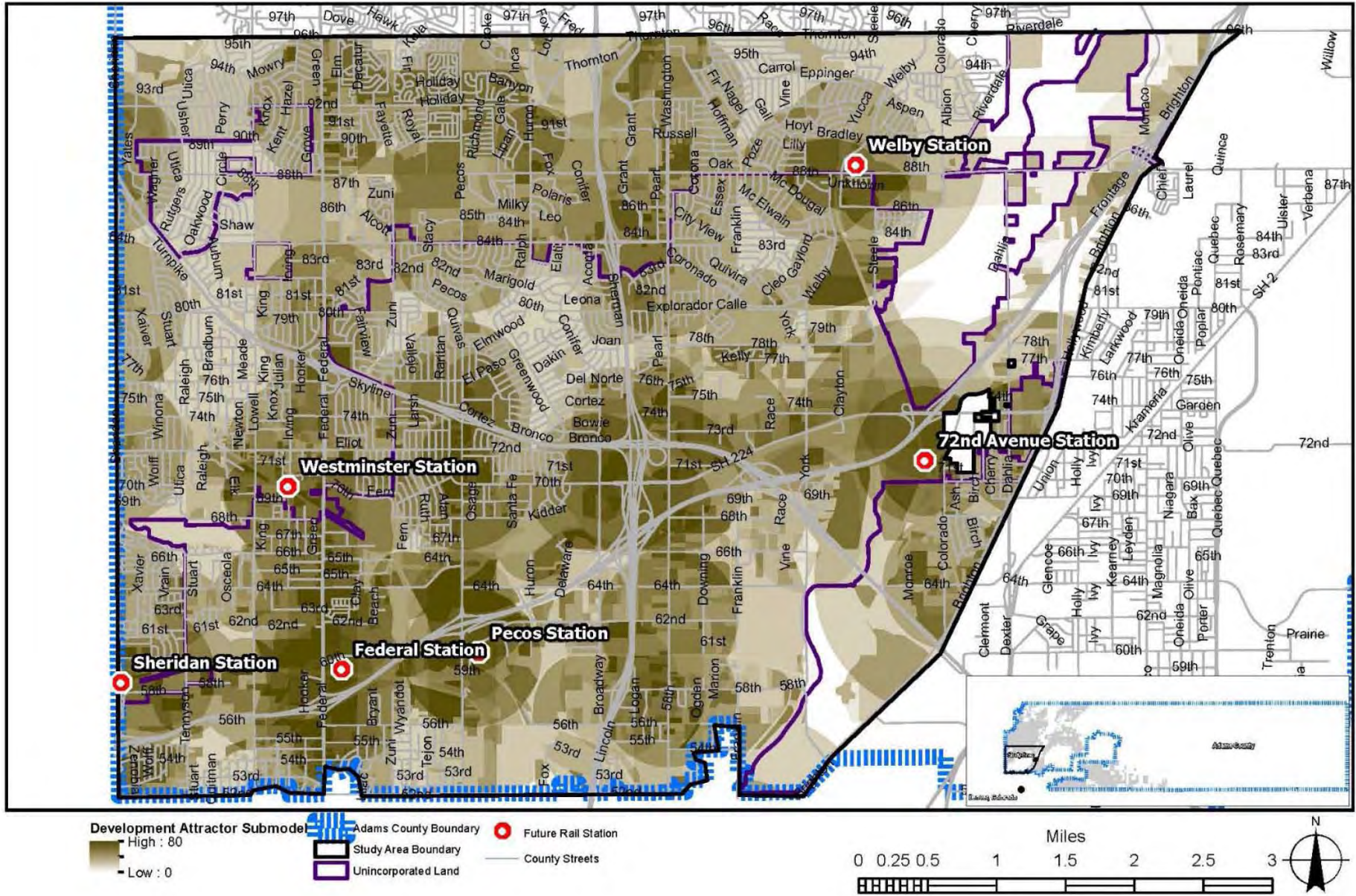
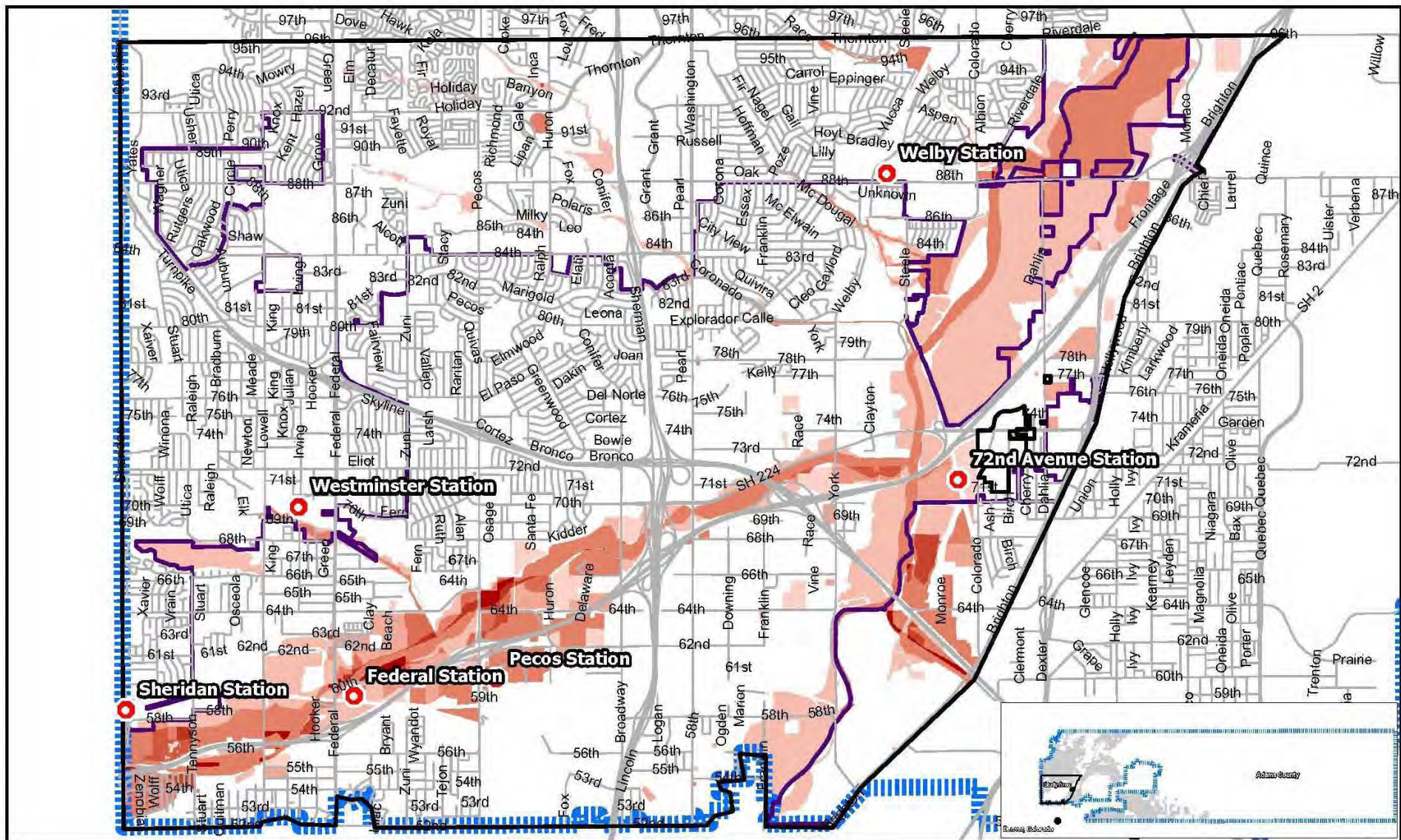


Figure 3: Development Propensity Model - Detractor Submodel Results



Development Detractor Submodel
 High : 0
 Low : -10

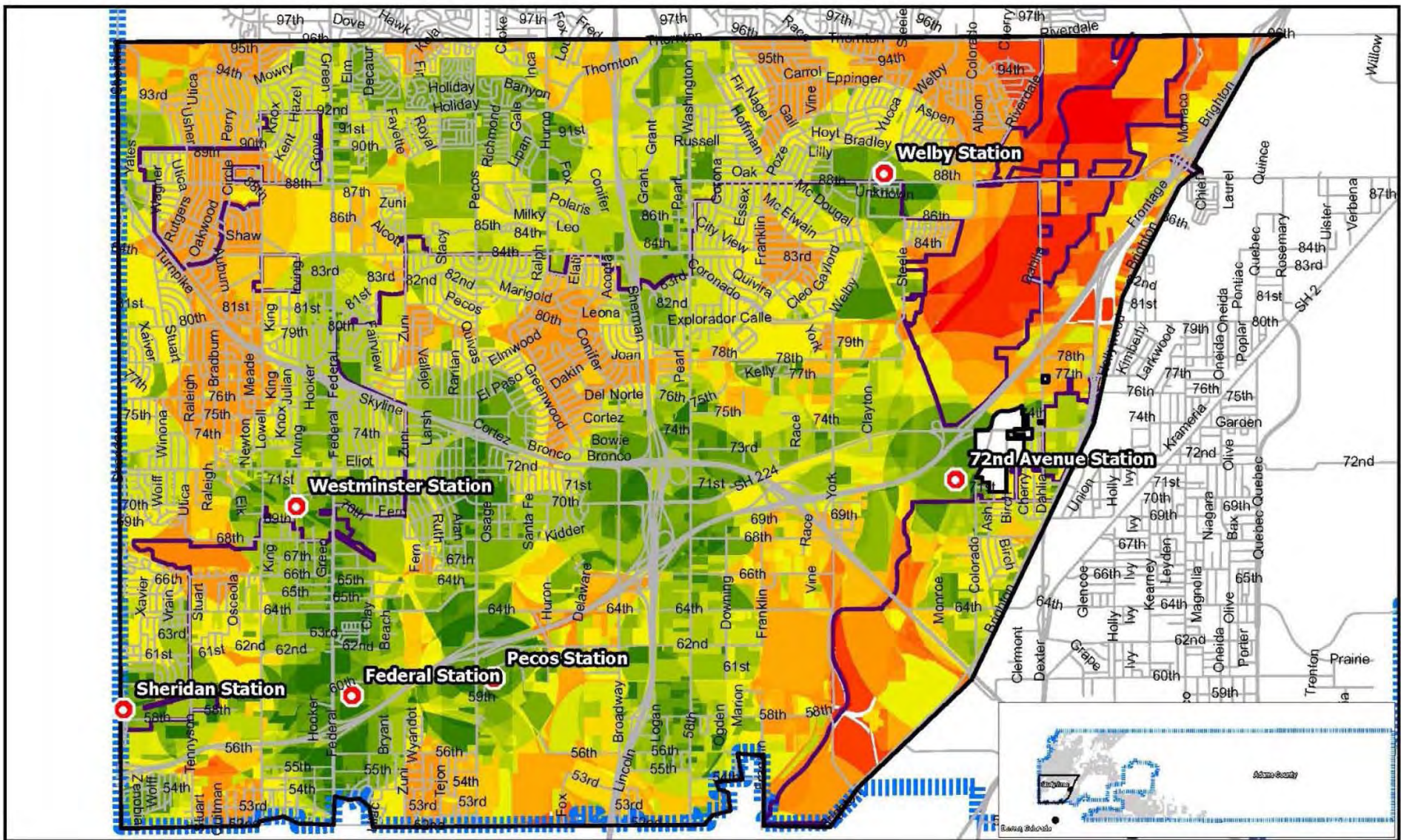
Adams County Boundary
 Study Area Boundary
 Unincorporated Land

Future Rail Station
 County Streets

Miles
 0 0.25 0.5 1 1.5 2 2.5 3

North Arrow

Figure 4: Development Propensity Model Results



Composite Development Model
 High : 77.5
 Low : -5

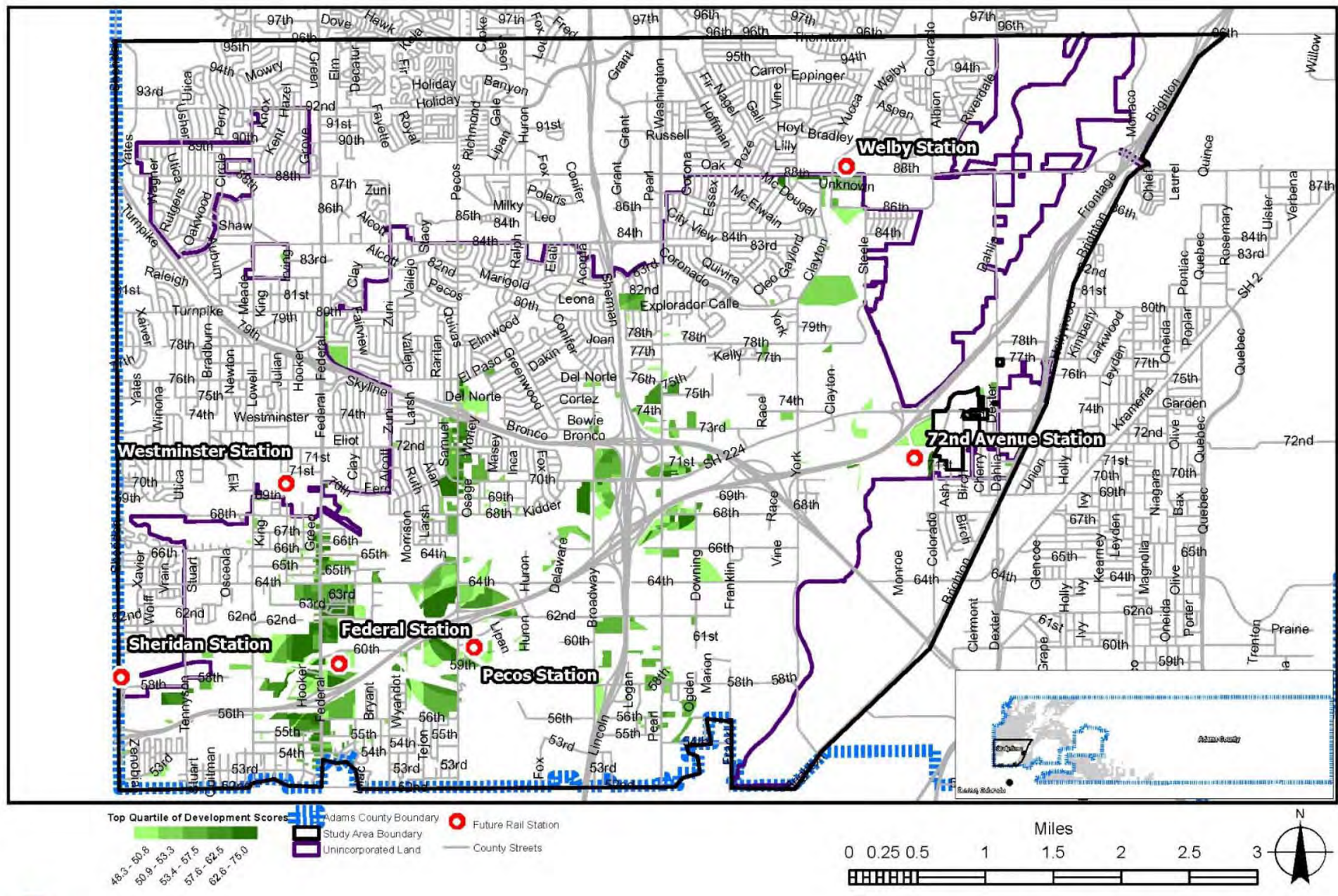
Adams County Boundary
 Study Area Boundary
 Unincorporated Land

Future Rail Station
 County Streets

Miles
 0 0.25 0.5 1 1.5 2 2.5 3

North Arrow

Figure 5: Development Propensity Model - Top Quartile results





3.2 Active Travel Propensity Model

A separate Active Travel Model was developed due to the overwhelming support by the public for additional walking, biking and transit infrastructure. The study area covers a large geography, therefore appropriately prioritizing where people are most likely to walk, bike or use transit is an effect way to prioritize implementation and funding. Over the last decade, many cities have adopted computer-based analytical procedures to determine locations with low and high active travel capabilities. This model is designed to identify locations with a high propensity for walking, biking and transit use by analyzing the overlap between infrastructure, land use types and population information. Due to the changing characteristics in the area two separate ATPMs were developed, one under existing conditions and one under future conditions. Each of these models is further described in the sections that follow.

3.2.1 Existing Conditions - Active Travel Propensity Model

The ATPM uses a trip attractor submodel with a trip generator submodel. The generator submodel identifies areas where socioeconomic characteristics indicate the population is more likely to walk, bike or use transit. The attractor submodel identifies destinations within the study area that are primary destinations for walking, biking and transit activity. The attractor and generator submodels visually display the information about active travel origins and destinations to allow the project team to identify potential linkages for pedestrian, bike and transit facilities within the study area.

Tables 1 and 2 present the trip attractor and trip generator inputs used to generate the active travel propensity model, as well as the primary data source for each input. The categories for each input receive a score on a point ranking system based on previous research and discussion between the Project Team including County staff. Listed in Table 1, trip attractors are defined as a given area or feature that are inclined to attract walk or bike trips. Listed in Table 2, Trip generators are defined in terms of population groups and employment types anticipated to generate a walk or bike trip.

Table 1: Attractor Submodel Inputs & Sources

Model Input	Source
Schools	Adams County GIS
Transit Stops (Future Rail Stations and Existing High Ridership Bus Stops)	Adams County GIS
Civic Facilities (Post Office, Libraries, Government Buildings)	Adams County GIS
Commercial Land Use	Adams County GIS
Active Open Space	Adams County GIS

Table 2: Generator Submodel Input Sources

Model Input	Source
Walk Mode Share by Block Group	2014 ACS 5-Year Estimates Table B08301 (American Fact Finder) joined to Block Group shapefile (TIGER/Line)
Bike Mode Share by Block Group	2014 ACS 5-Year Estimates Table B08301 (American Fact Finder) joined to Block Group shapefile (TIGER/Line)
Population Density per Acre by Block Group	2014 ACS 5-Year Estimates Table B01003 (American Fact Finder) joined to Block Group shapefile (TIGER/Line)
Employment Density per Acre by Block Group	2013 OnTheMap data joined to Block Group shapefile (TIGER/Line)
Density of Children (16 and Under) per Acre by Block Group	2014 ACS 5-Year Estimates Table B01001 (American Fact Finder) joined to Block Group shapefile (TIGER/Line)
Density of Seniors (65 and older) per Acre by Block Group	2014 ACS 5-Year Estimates Table B01001 (American Fact Finder) joined to Block Group shapefile (TIGER/Line)
Household Income by Block Group	2014 ACS 5-Year Estimates Table B19013 (American Fact Finder) joined to Block Group shapefile (TIGER/Line)
Density of People with Disability per Acre by Block Group	2014 ACS 5-Year Estimates Table C21007 (American Fact Finder) joined to Block Group shapefile (TIGER/Line)
Percentage of Zero-Vehicle Households by Block Group	2014 ACS 5-Year Estimates Table B25044 (American Fact Finder) joined to Block Group shapefile (TIGER/Line)

Each of the data sets listed in Tables 1 and 2 were geospatially mapped. A score was assigned based upon distance from attractors. Table 3 displays the trip attractor inputs with the associated distance-based point values for each of the inputs. Locations within a closer proximity to the trip attractor are assigned a higher point value because more people are likely to walk or bike 1/8 of a mile compared to 1/2 of a mile. Table 4 shows the trip generator inputs which are broken up into three different categories and ranked on a zero to two point system based on the level of effect on active travel.

Table 3: Attractor Submodel Scoring

Attractor	Points			
	1/8 Mile	1/4 Mile	1/3 Mile	1/2 Mile
Distance to Attractor				
Schools	3	2	1.5	1
Transit Stops	3	2	1.5	1
Civic Facilities (Post Office, Libraries, Government Buildings)	3	2	1.5	1
Commercial Land Use	3	2	1.5	1
Active Open Space	3	2	1.5	1

Table 4: Generator Submodel Scoring

Generator	Points
Walk Mode Share by Block Group	
2% and greater	2
0.01% to 1.99%	1
0.00%	0
Bike Mode Share by Block Group	
1.5% and greater	2
0.01% to 1.49%	1
0%	0
Population Density per Acre by Block Group	
12 and greater	2
6 to 11.99	1
Less than 6	0
Employment Density per Acre by Block Group	
2 and greater	2
0.25 to 1.99	1
Less than 0.25	0
Density of Children (16 and Under) per Acre by Block Group	
1.5 and greater	2
0.5 to 1.49	1
Less than 0.5	0
Density of Seniors (65 and older) per Acre by Block Group	
1 and greater	2
0.5 to 0.99	1
Less than 0.5	0
Household Income by Block Group	
Less than \$30,000	2
\$30,000 to \$59,999	1
\$60,000 and greater	0
Density of People with Disability per Acre by Block Group	
0.5 and greater	2
0.25 to 0.49	1
Less than 0.25	0
Percentage of Zero-Vehicle Households by Block Group	
6 and greater	2
2 to 5.99	1
Less than 2	0

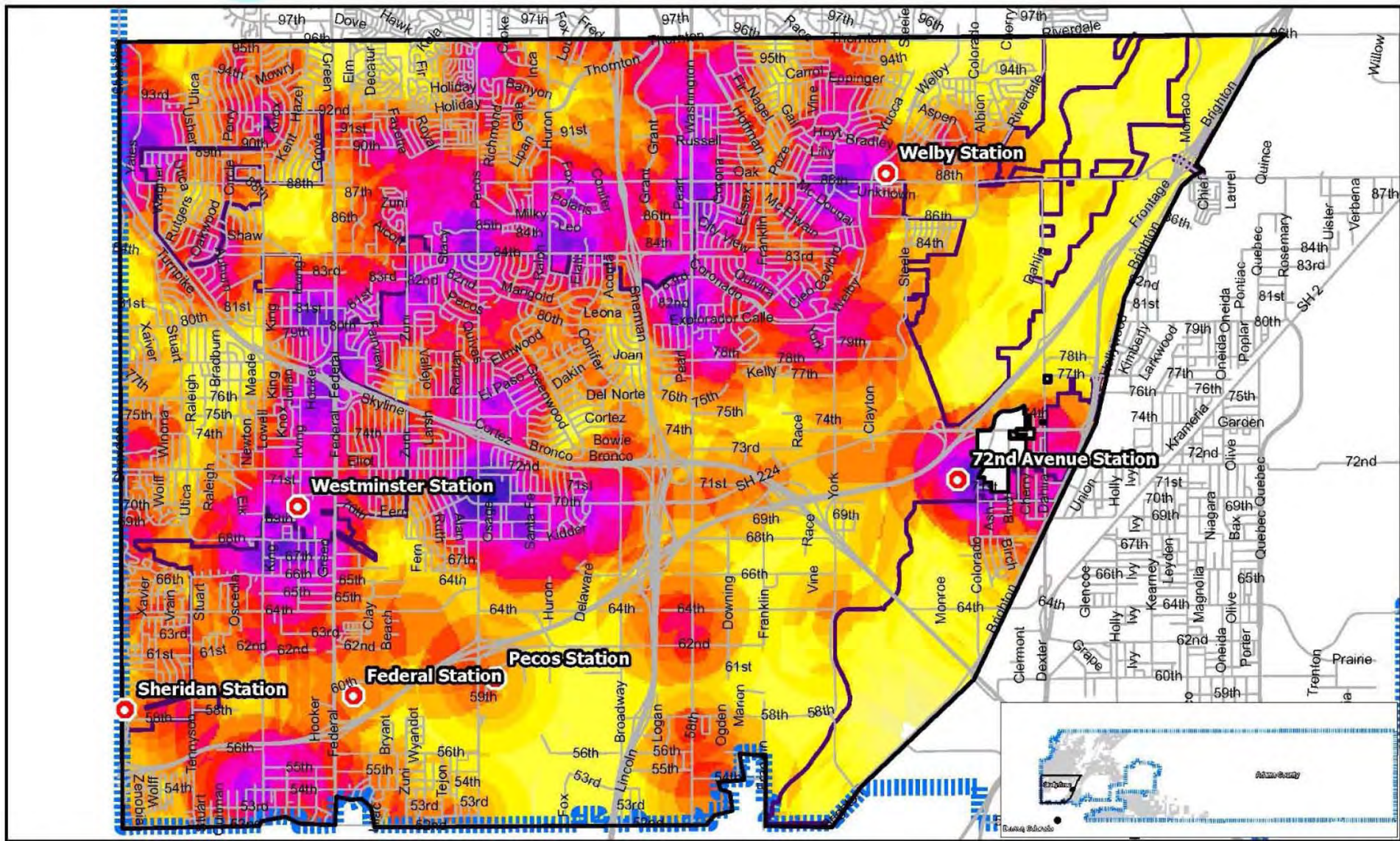
Existing Active Travel Propensity Model Results

Figure 6 displays the Trip Attractor submodel results, illustrating the locations within the study area inclined to attract or act as destinations for active travel trips. Areas adjacent to the upcoming RTD FasTrack stations and the northwestern neighborhoods show the highest level of attractiveness for trips made by walking, biking or transit.

Figure 7 displays the Trip Generator submodel results, identifying locations prone to generate or act as active travel origins. Bike, walk or transit trips are most likely to be generated in the South Westminster neighborhood and other parts of the northwestern neighborhoods.

The Active Travel Propensity Model shown in Figure 8, is a composite map combining the trip attractors and generators submodel. A propensity score of 28 or greater was used as the threshold for highlighting locations within the study area with the high active travel propensity.

Figure 6: Active Travel Propensity Model - Attractor Submodel Results



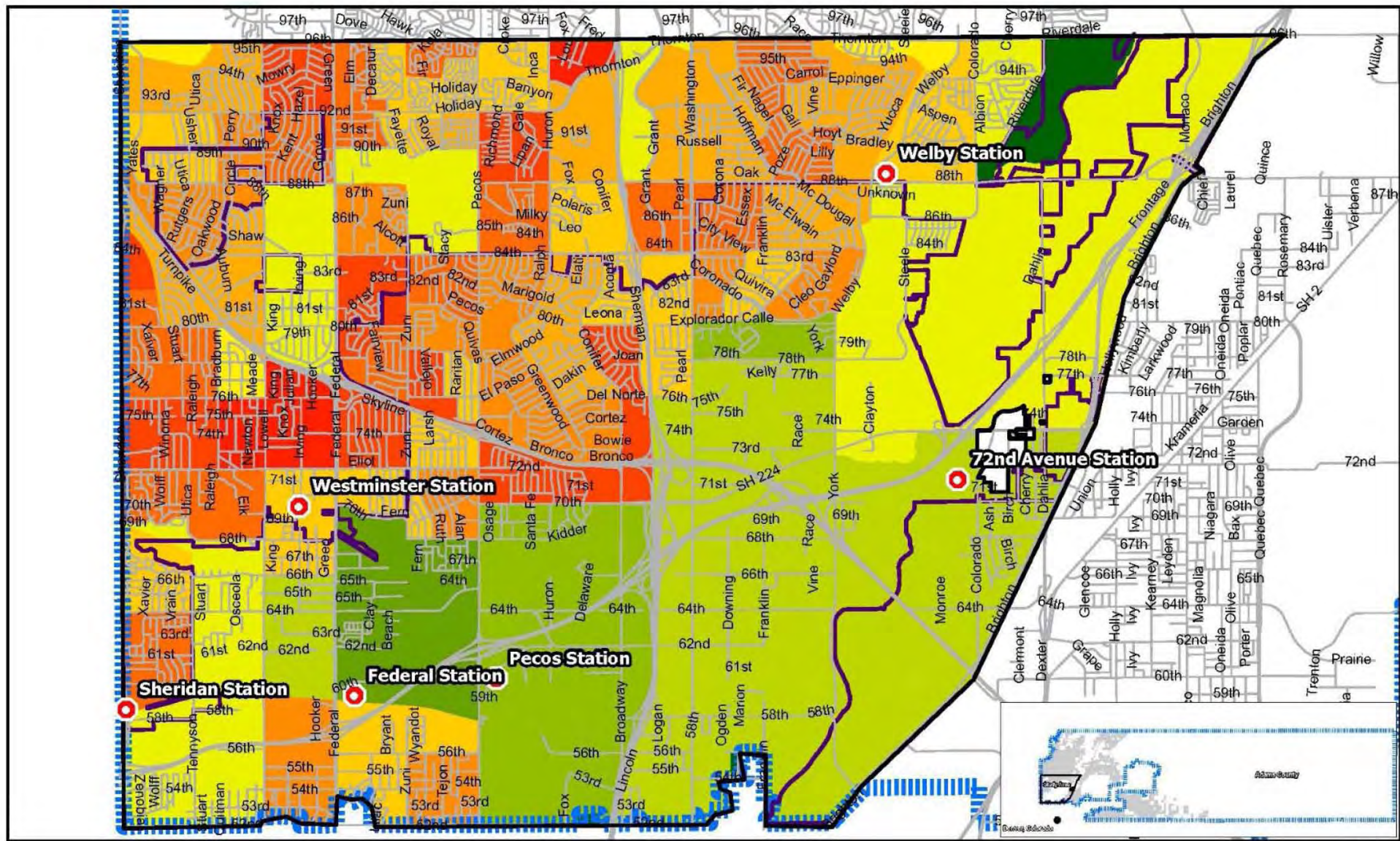
Attractor Score
 High : 15
 Low : 0

Adams County Boundary
 Study Area Boundary
 Unincorporated Land

Future Rail Station
 County Streets

Miles
 0 0.25 0.5 1 1.5 2 2.5 3

Figure 7: Active Travel Propensity Model - Generator Submodel Results



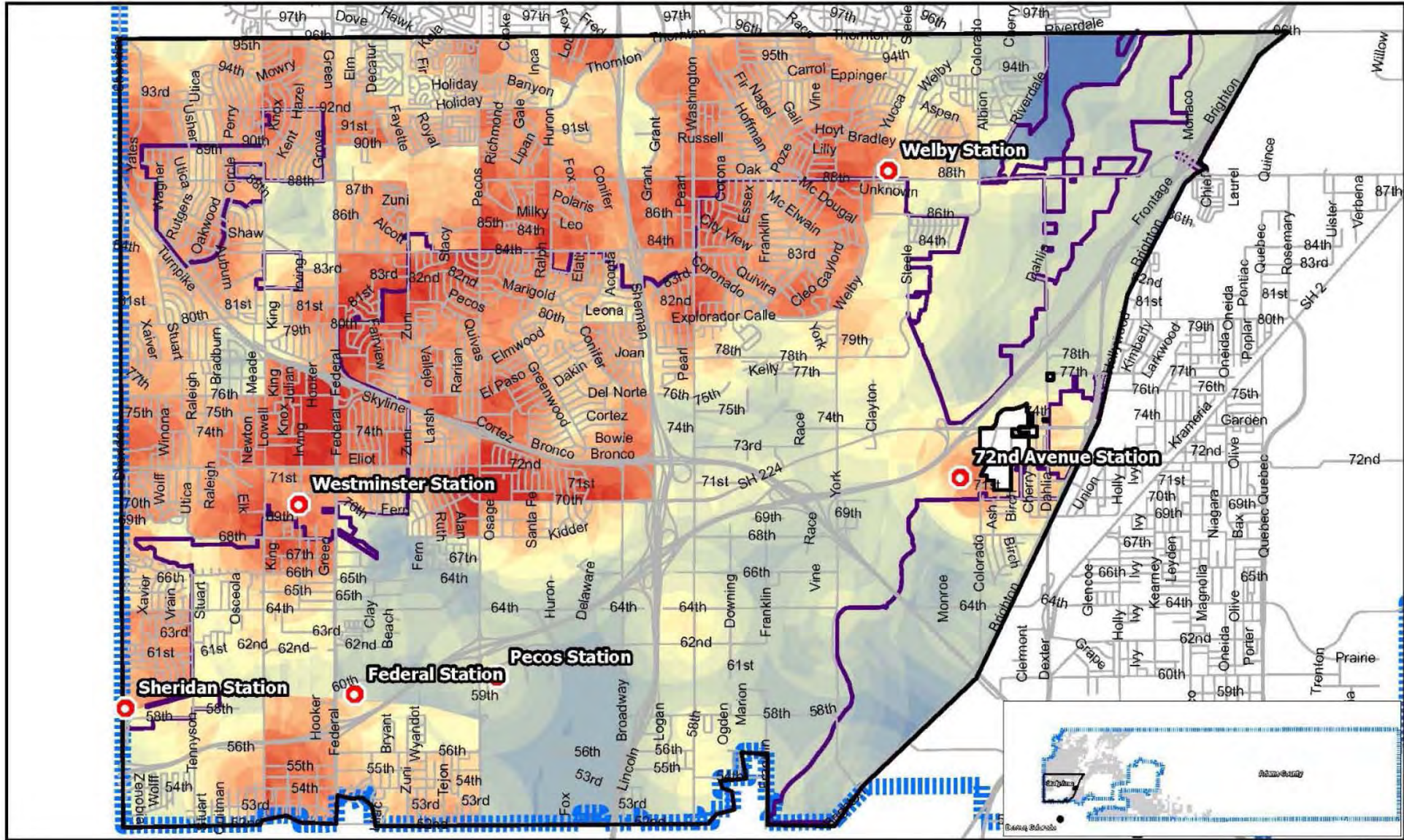
Value
 High : 14
 Low : 0

Adams County Boundary
 Study Area Boundary
 Unincorporated Land

Future Rail Station
 County Streets

Miles
 0 0.25 0.5 1 1.5 2 2.5 3

Figure 8: Active Travel Propensity Model Results



Value
 High : 28
 Low : 2

Adams County Boundary
 Study Area Boundary
 Unincorporated Land

Future Rail Station
 County Streets

Miles
 0 0.25 0.5 1 1.5 2 2.5 3

North arrow pointing up.



3.2.2 Future Conditions - Active Travel Propensity Model

Future active travel behavior in Adams County will change over time with the increase of population and employment trends associated with the opening of the RTD stations and the likelihood for development activities to occur in proximity to these areas. Thus, the County and the Consultant Team developed a future active travel propensity model by integrating the Denver Regional Council of Governments (DRCOG) 2040 population and employment growth projections into the methodology. Growth factors from DRCOG projections were then applied to the children, seniors and people with disability population groups. Additionally future land use was used to determine attractor locations rather than existing land use. This process allowed the project team to identify locations projected to experience elevated active travel in the future within the study area. Table 5 and 6 list the trip attractor and trip generator inputs used to generate the future active travel propensity model, as well as the primary data source for each input.

Table 5: Attractor Submodel Inputs & Sources

Model Input	Source
Schools	Adams County GIS
Transit Stations (Future Rail Stations and Existing High Ridership Bus Stops)	Adams County GIS
Civic Facilities (Post Office, Libraries, Government Buildings)	Adams County GIS
Future Commercial Land Use	Adams County GIS
Active Open Space	Adams County GIS

Table 6: Generator Submodel Inputs & Sources

Model Input	Source
Walk Mode Share by Block Group	2014 ACS 5-Year Estimates Table B08301 (American Fact Finder) joined to Block Group shapefile (TIGER/Line)
Bike Mode Share by Block Group	2014 ACS 5-Year Estimates Table B08301 (American Fact Finder) joined to Block Group shapefile (TIGER/Line)
Population Density per Acre by Traffic Analysis Zone	DRCOG Projections
Employment Density per Acre by Traffic Analysis Zone	DRCOG Projections
Forecasted Density of Children (16 and Under) per Acre by Block Group	Growth Factor From DRCOG Projections applied to 2014 ACS 5-Year Estimates Table B01001 (American Fact Finder) joined to Block Group shapefile (TIGER/Line)
Forecasted Density of Seniors (65 and older) per Acre by Block Group	Growth Factor From DRCOG Projections applied to 2014 ACS 5-Year Estimates Table B01001 (American Fact Finder) joined to Block Group shapefile (TIGER/Line)
Household Income by Block Group	2014 ACS 5-Year Estimates Table B19013 (American Fact Finder) joined to Block Group shapefile (TIGER/Line)
Forecasted Density of People with Disability per Acre by Block Group	Growth Factor From DRCOG Projections applied to 2014 ACS 5-Year Estimates Table C21007 (American Fact Finder) joined to Block Group shapefile (TIGER/Line)
Percentage of Zero-Vehicle Households by Block Group	2014 ACS 5-Year Estimates Table B25044 (American Fact Finder) joined to Block Group shapefile (TIGER/Line)

Table 7 displays the trip attractor inputs with the associated distance-based point values for each of the inputs. The point values were increased in the future ATPM because the attractors will have an elevated effect on active travel with increased population, employment and development.

Table 7: Attractor Submodel Scoring

Attractor	Points			
	1/8 Mile	1/4 Mile	1/3 Mile	1/2 Mile
Distance to Attractor				
Schools	6	4	3	2
Transit Stations	6	4	3	2
Civic Facilities	6	4	3	2
Commercial Land Use	6	4	3	2
Active Open Space	6	4	3	2

Table 8, on the following page, shows the trip generator inputs which are broken up into three different categories and ranked on a 0-2 point system based on the level of effect on the projected active travel. The thresholds for the three different population types were adjusted to maintain an even break within the ranking system.

Table 8: Generator Submodel Scoring

Generator	Points
Walk Mode Share by Block Group	
2% and greater	2
0.01% to 1.99%	1
0.00%	0
Bike Mode Share by Block Group	
1.5% and greater	2
0.01% to 1.49%	1
0%	0
Population Density per Acre by Block Group	
12 and greater	2
6 to 11.99	1
Less than 6	0
Employment Density per Acre by Block Group	
2 and greater	2
0.5 to 1.99	1
Less than 0.5	0
Density of Children (16 and Under) per Acre by Block Group	
3 and greater	2
0.5 to 2.99	1
Less than 0.5	0
Density of Seniors (65 and older) per Acre by Block Group	
1.5 and greater	2
0.5 to 1.49	1
Less than 0.5	0
Household Income by Block Group	
Less than \$30,000	2
\$30,000 to \$59,999	1
\$60,000 and greater	0
Density of People with Disability per Acre by Block Group	
1 and greater	2
0.5 to 0.99	1
Less than 0.5	0
Percentage of Zero-Vehicle Households by Block Group	
6 and greater	2
2 to 5.99	1
Less than 2	0

Future Active Travel Propensity Model Results

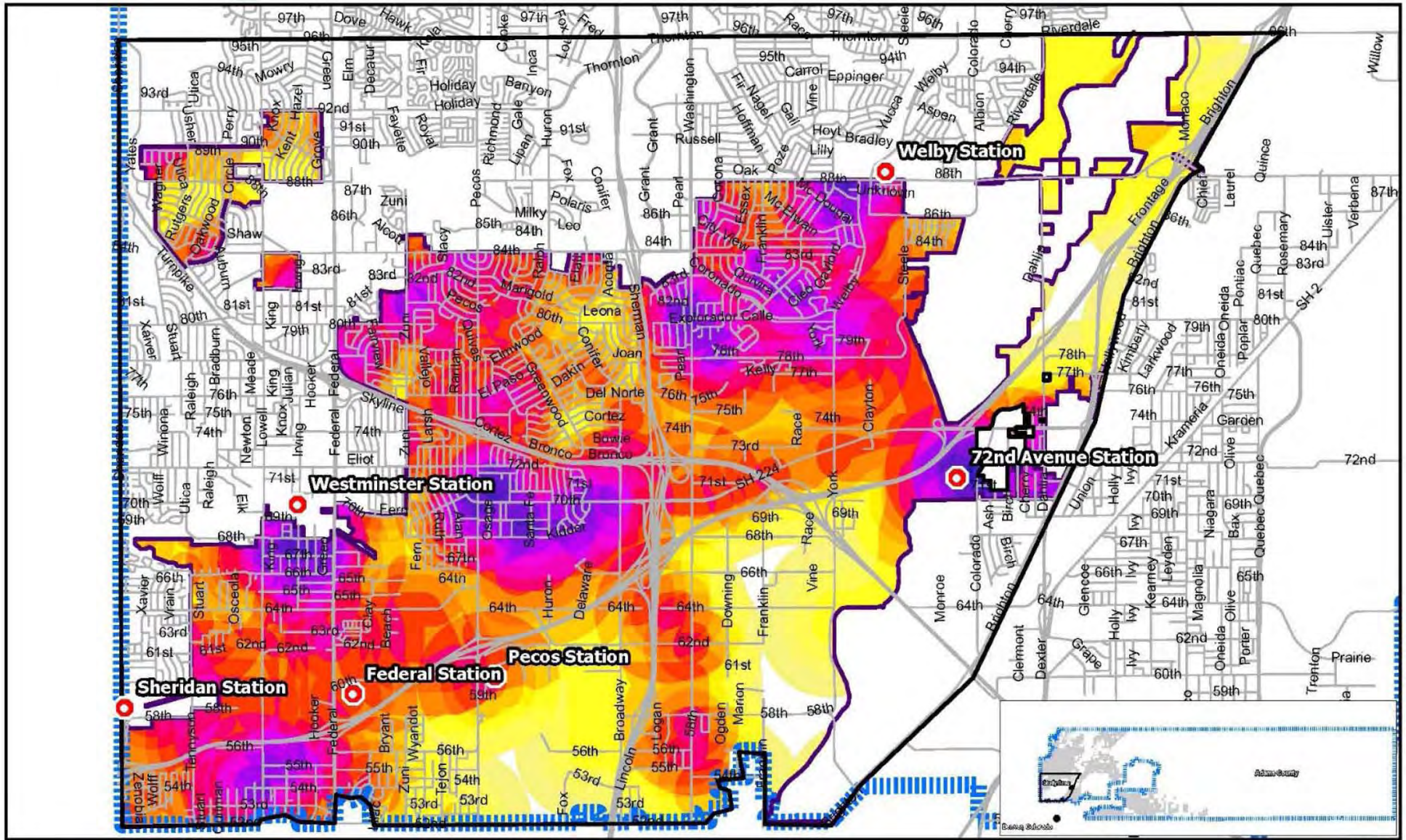
Figure 9 displays the attractor submodel results, illustrating locations projected to act as destinations for active travel. The residential neighborhoods are forecasted to attract a higher level of active travel compared to the rest of the study area.

Figure 10 displays the generator submodel results, explaining the locations within the study area projected to act as destinations for active travel. Areas adjacent to the upcoming Westminster and 72nd Avenue RTD FasTrack stations and the commercial district along Pecos Street south of US 36 show the highest level of attractiveness for trips made by walking, biking or transit.

Future Active Travel Propensity Model shown is shown as composite map of the attractor and generator submodels in Figure 11, highlighting the areas in red with the highest suitability for walking, biking and transit use.

Figure 12 the top quartile of the active travel propensity model results. The locations with the highest level of projected active travel are within the neighborhoods and near the upcoming RTD FasTrack Stations.

Figure 9: Future Active Travel Propensity Model - Attractor Submodel Results



Value
 High : 30
 Low : 0

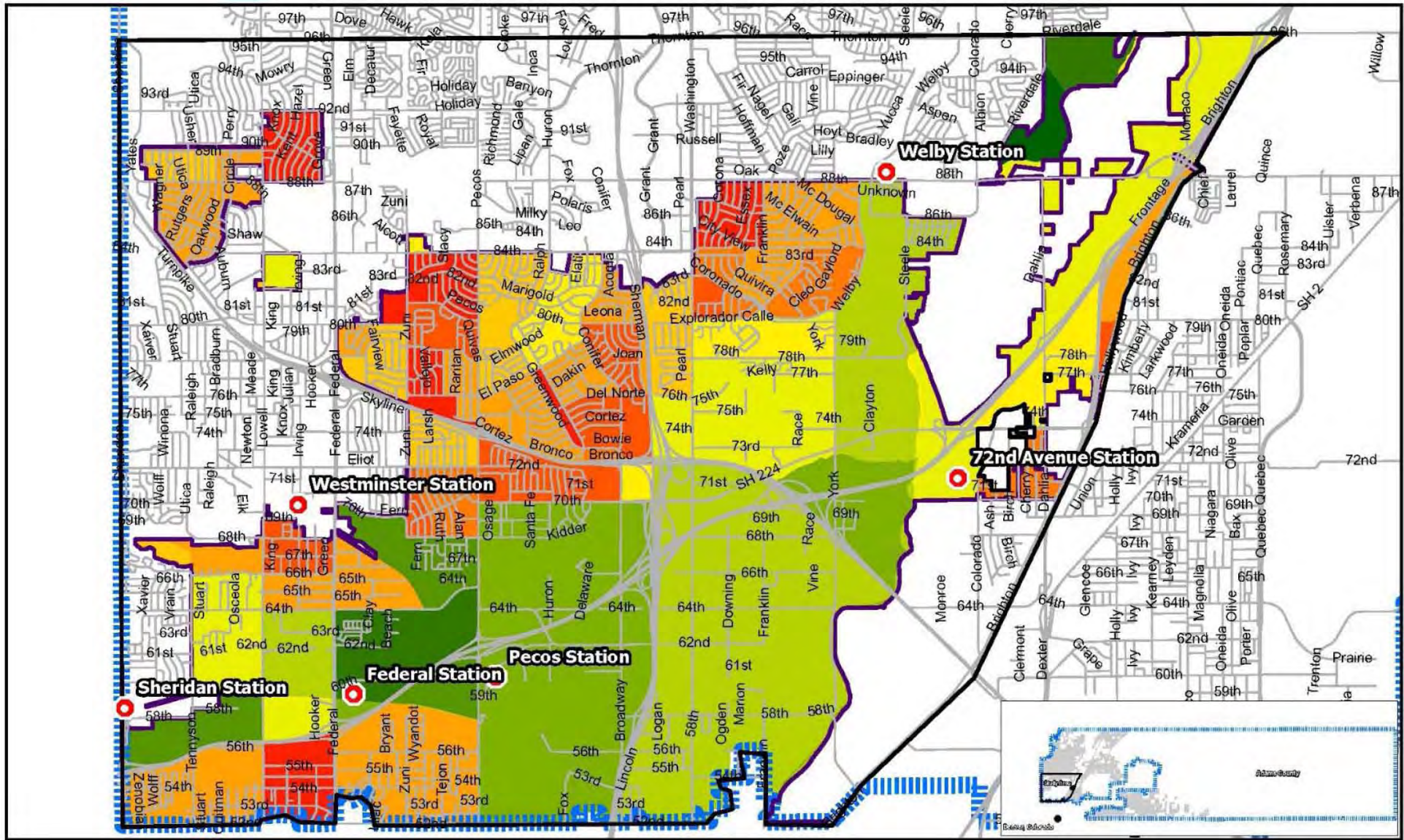
Adams County Boundary
 Study Area Boundary
 Unincorporated Land

Future Rail Station
 County Streets

Miles
 0 0.25 0.5 1 1.5 2 2.5 3

N

Figure 10: Future Active Travel Propensity Model - Generator Submodel Results



Value
 High : 14
 Low : 2

Adams County Boundary
 Study Area Boundary
 Unincorporated Land

Future Rail Station
 County Streets

Miles
 0 0.25 0.5 1 1.5 2 2.5 3

N

Figure 11: Future Active Travel Propensity Model Results

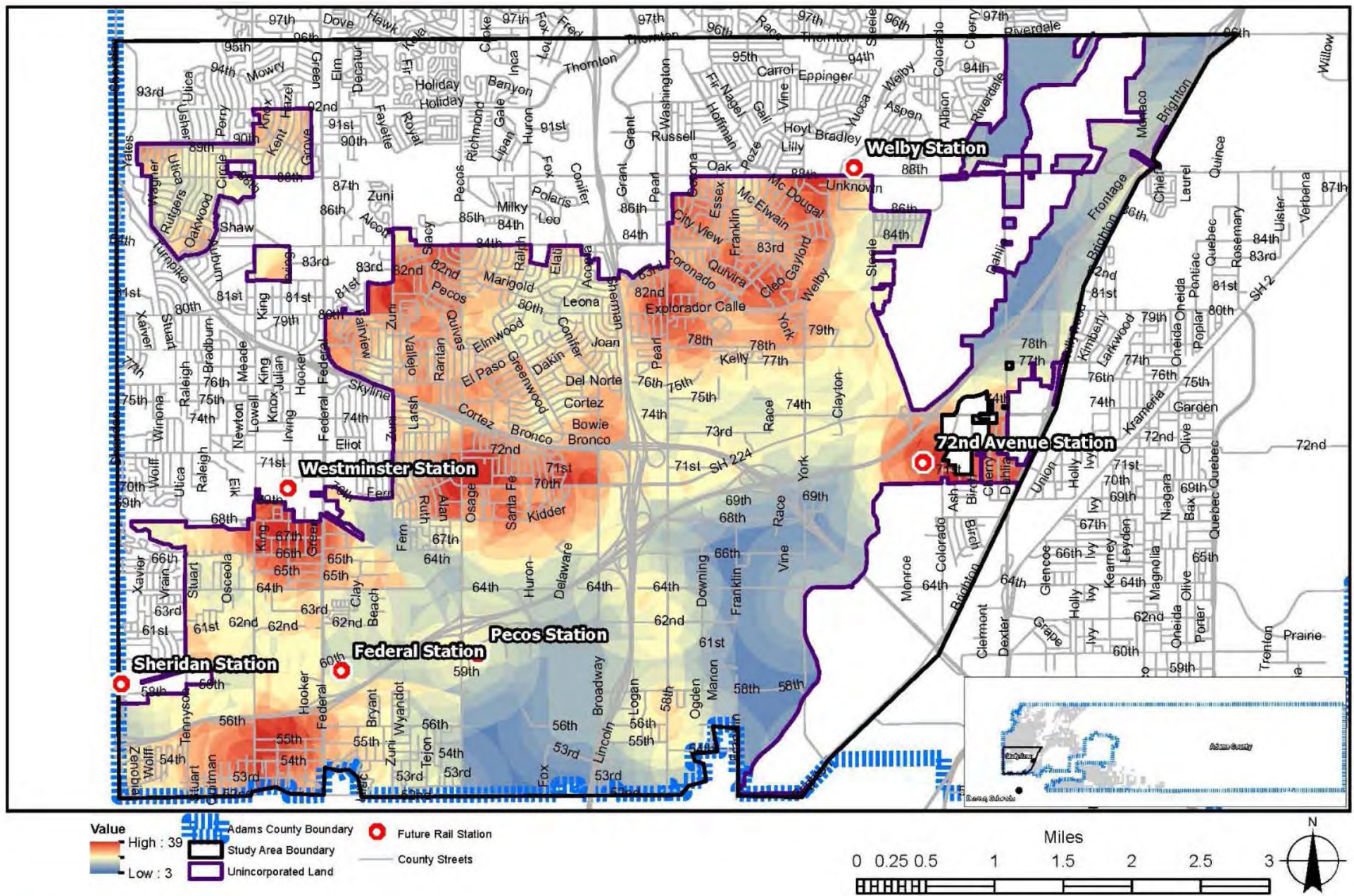
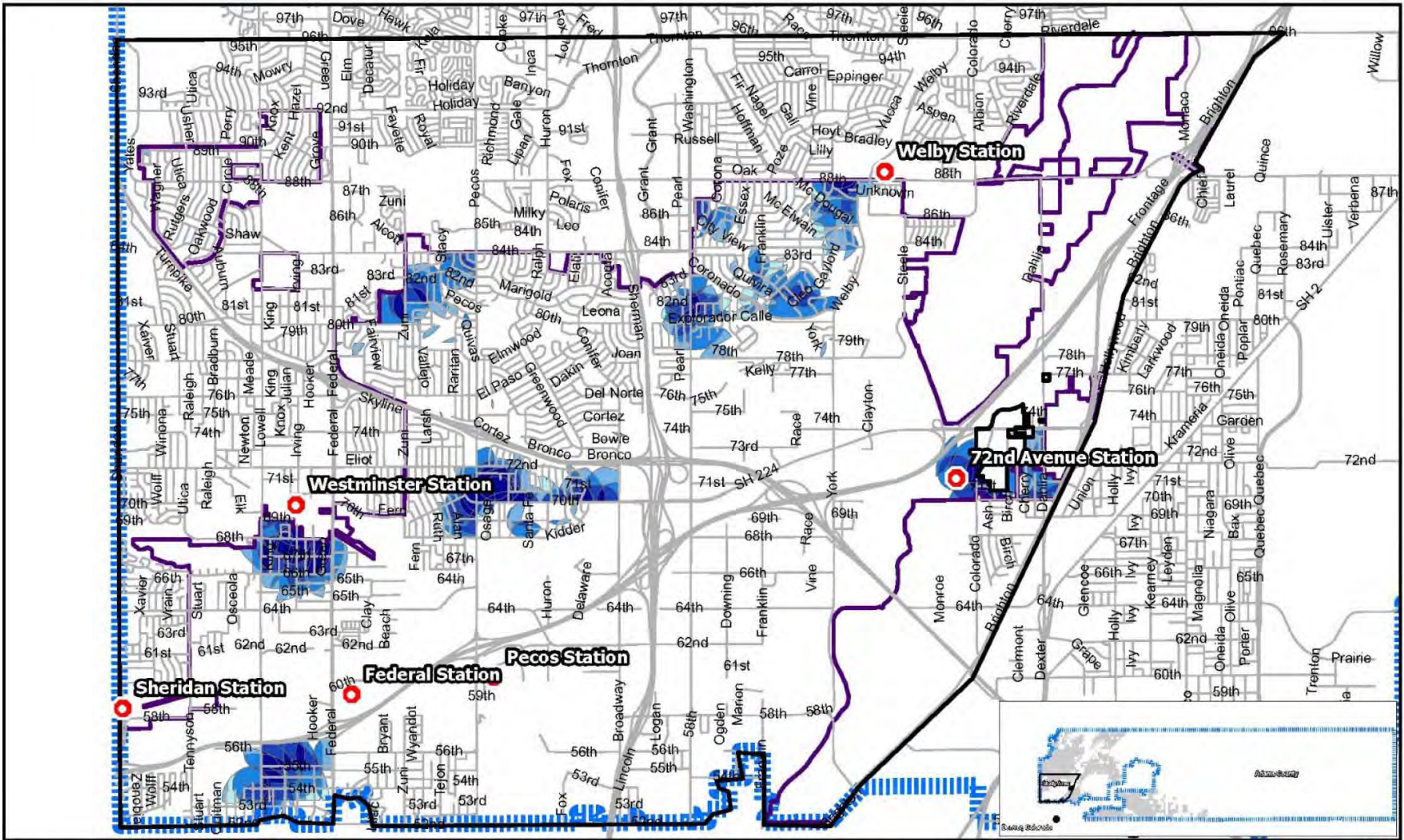


Figure 12: Future Active Travel Propensity Model Top Quartile



Composite Score
 27 28 29 30 31 32 33 34

Adams County Boundary
 Study Area Boundary
 Unincorporated Land

Future Rail Station
 County Streets

Miles
 0 0.25 0.5 1 1.5 2 2.5 3

N

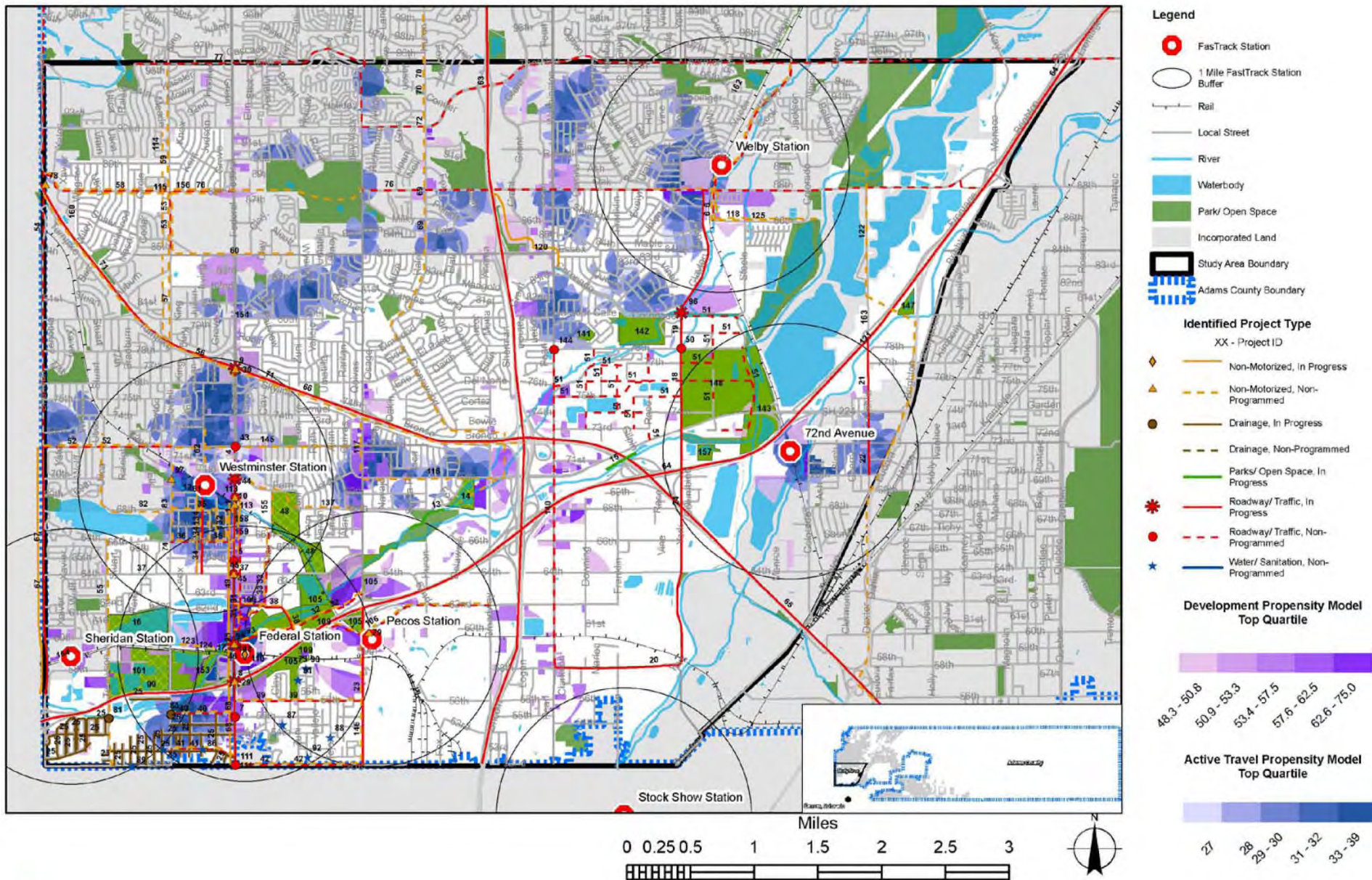


4 TOP 40 PROJECTS

Described in Chapters 2 and 3 of this report, the Project Team first worked to identify a full list of projects followed by an exercise to identify target areas for prioritization. From these two efforts a composite map was developed that indicates the top quartile of the two propensity models as well as all of the identified projects. The composite map is displayed as Figure 13.

The Project Team then worked on identifying projects that fall within the priority or target areas and clustering or grouping projects by project type. The results of this effort are summarized into infrastructure, policy/program, and development site projects. The infrastructure projects are categorized by target area. The policies and programs are intended to cover the full project area and are therefore under a separate heading. The development sites include summarization of efforts needed to get target locations development ready. These Top 40 Projects are described in the sections that follow. An initial project rank by target area was established based on several factors including number of times it was referenced in a planning document, project status, and if partnership organizations are identified.

Figure 13: Identified Projects





4.1 Policies or Programs

Seven policy or program improvements were identified as part of the Top 40. They are described below and summarized in Table 9.

1. Update Zoning

Current zoning does not allow for good urban development patterns without forcing a developer to go through a PUD process. There is a desire by the County to reduce the number of PUD applications and have sufficient base zone regulations to accommodate different development typologies. First, an assessment should take place to identify where specific needs may be, whether creating new zone districts and/or amending existing zone district language. Updates to the code should then be written and adopted.

A cursory review reveals that the County needs to provide at least one base zone district for mixed use activity centers. Two new districts may be needed, such as clear "Residential Mixed Use" and "Employment Mixed Use" zone districts. In addition, the TOD zone district should be updated to include a larger area around a station, address more than the Federal and Pecos stations, and be calibrated as necessary since original adoption.

2. Update Parking Regulations

Parking regulations are not calibrated to account for typical spaces provided in mixed use activity centers. Parking reductions need to be made for both commercial and residential uses.

3. Affordable Housing Policy

Create a comprehensive affordable housing policy for development. The policy should begin by focusing within one mile of rail station or bus rapid transit area. The policy should be expanded to the larger Study Area and overall County after a baseline policy and applicability has been established. The policy may include things such as (not exhaustive list):

Regulatory:

- Create inclusionary housing ordinance
- Expedite zoning and permitting process
- Reduce/waive permit fees
- Assure appropriate regulations exist per #1 above
- Assure reduction in parking requirements
- County share on public street improvements adjacent to public housing

Financing:

- Establish a housing trust fund
- Provide a low interest/interest only loans (program with local bank partners)
- Establish a County Land Trust

Infrastructure:



- Reduced tap fees
- Use of regional or off-site stormwater detention

4. Sidewalk Gap annual implementation

Create an annual program and identify budget dollar amount per year for 10 years (to start) to provide better pedestrian mobility within the Study Area.

5. ADA Transition Plan annual implementation

Identify annual budget dollar amount for 10 years (to start) to implement the approved County American's with Disabilities (ADA) Transition Plan.

6. Study Feasibility of Creating Stormwater Utility Fee

Undertake a study to ascertain the feasibility of implementing a stormwater utility fee for the County, or a portion of the County.

7. Study Feasibility of Local Tax Alternatives

Evaluate options associated with a “Hotel Tax” or “Marijuana Excise Tax”. Funds could be dedicated to transportation, public health, recreational facilities and tourism.

Table 9: Policy or Program Recommendations

Rank	Project Number	Project Name
1	P1	<u>Update Zoning</u> •Need to provide at least one base zone district that is workable in mixed use activity centers. •Perhaps need two - "Residential Mixed Use" and "Employment Mixed Use". •Current zoning does not allow for good urban development patterns without forcing a developer to go through a PUD process.
2	P2	<u>Update Parking Regulations</u> Parking regulations are not calibrated enough to account for typical spaces provided in and near transit areas or to accommodate mixed use activity centers.
3	P3	<u>Affordable Housing Policy</u> Create comprehensive affordable housing policy for development within 1 mile of rail station or bus rapid transit area (to start)
4	P4	<u>Sidewalk Gap Annual Implementation</u> Identify budget dollar amount per year for 10 years (to start) to provide better pedestrian mobility
5	P5	<u>ADA Transition Plan Annual Implementation</u> Identify budget dollar amount per year for 10 years (to start) to implement ADA Transition Plan within study area.
6	P6	<u>Study Feasibility of Creating Stormwater Utility Fee</u>
7	P7	<u>Study Feasibility of Local Tax Alternatives</u> •Evaluate “Hotel Tax” option. •Evaluate “Marijuana Excise Tax option.” •Funds to be dedicated to transportation, public health, and recreational facilities.



4.2 Development

Development recommendations focus around five target areas. All development areas are identified to be a next step to a parallel study being undertaken by the County that includes a brownfields inventory followed by Phase I and Phase II environmental site assessments. The intent is to complete the initial environmental review on parcels within these five development areas and then prioritize, create a clean-up strategy, and solicit funding for clean up to help spur development in these key areas around transit or at potential future mixed use nodes. Each of these target development nodes are listed in Table 10 below.

Table 10: Target Development Area Recommendations

Rank	Project Number	Project Name
1	D1	<u>Federal Gold Line Station – Sites included in Clear Creek TOD Plan</u> <ul style="list-style-type: none"> • Larger sites • Mix of uses currently • Approximately 4-5 parcels around future rail station • Some within area identified for key future road connection • Portions in floodway and floodplain • Recommend Phase II Environmental Testing as part of ongoing brownfields study
2	D2	<u>Federal Boulevard - between 62nd and 70th</u> <ul style="list-style-type: none"> • Smaller sites • Mix of uses currently • Approximately 3-4 parcels • In floodplain • Recommend Phase II Environmental Testing as part of ongoing brownfields study
3	D3	<u>64th and Pecos –both sides of Pecos north of I-76</u> <ul style="list-style-type: none"> • Mix of uses currently • Approximately 4-5 parcels around future rail station • Portions in floodway and floodplain • Recommend Phase II Environmental Testing as part of ongoing brownfields study
4	D4	<u>72nd and Colorado</u> <ul style="list-style-type: none"> • Currently industrial • Approximately 4-5 parcels around future rail station • Small piece in floodway • Recommend Phase II Environmental Testing as part of ongoing brownfields study
5	D5	<u>72nd and Pecos – Southwest Corner</u> <ul style="list-style-type: none"> • Currently commercial • 1 small parcel/area of larger development identified as solid waste site • Recommend Phase II Environmental Testing as part of ongoing brownfields study



4.3 Infrastructure

Prioritized infrastructure projects include parks and open space, floodplain mitigation, stormwater improvements, water and sanitary improvements, roadway or traffic improvements, and non-motorized improvements. Each of these recommendations are categorized into geographic target areas and are listed in Tables 11, 12 and 13 that follow.

Table 11: Federal Boulevard and Federal Station Projects

Rank	Project Number	Project Name	Project Status	Partnership
1	i68 i17	<u>Federal Boulevard Comprehensive Street Design</u> •Federal, 52-72 Ave 2035 Baseline Roadway Network (comprehensive street design) •Sidewalk Gap Fill Project •Phasing considerations will include ranked projects 2 through 6, as well as 10 and 11	In Progress Not In Progress	
2	i95 i49	<u>Federal Boulevard Waterline Improvements</u> •Waterline Replacement Federal, 56th to 64th Ave •"Improve Crestview Water Capacity to Accommodate New Development"	Not In Progress Not In Progress	Water & Sanitation
3	i1 i10	<u>Little Dry Creek Federal Blvd Bridge</u> •Federal Blvd Bridge Expansion Over Little Dry Creek/ BSNF •Lighting Under Bridge Little Dry Creek Trail	In Progress Not in Progress	DOT
4	i45 i44 i5 i7	<u>Intersection Improvements</u> •Intersection Improvement (High Priority) 64th and Federal •Intersection Improvement 70th and Federal •65 Ave Alignment to 4 way Intersection •Intersection Improvement, Federal and 55 Ave	Not In Progress In Progress Not In Progress Not In Progress	
5	i4 i43	<u>Westminster Partnership Project</u> •Westminster Federal Streetscape 70-72 •Intersection Improvement 72nd and Federal	Not In Progress Not In Progress	Westminster
6	i32 i46 i93 i98	<u>Proposed Clear Creek Parkway or 60th Avenue</u> •Study necessary, various recommendations to be considered. •Proposed Clear Creek Pkwy (Multimodal) •60th Ave Intersection Improvements/ Realignment •Waterline Replacement 60th Ave, Federal to Zuni •Roadway Improvement 60th Ave, Federal to Zuni	Not In Progress In Progress Not In Progress Not In Progress	Water & Sanitation
7	i108	Parcels to be Removed from Floodplain in proposed Phase B Urban Drainage Master Plan	Not In Progress	UDFCD
8	i105 i153 i123	<u>Park/ Open Space & Trail Improvement</u> •Park and Open Space in Clear Creek TOD Plan •New/ Improvement of Park/ Open Space, NW Corner of Federal and I-76 •ADCO Multi-Use Trail Improvement/ Development	Not In Progress Not In Progress Not In Progress	



Rank	Project Number	Project Name	Project Status	Partnership
9	i31	Proposed "Elm Street" 61st to 67th Ave (Multimodal)	Not In Progress	
10	i33	Proposed Clay St, Federal Blvd to Little Dry Creek (Multimodal)	Not In Progress	
11	i29 i8	<u>I-76 and Federal Ramp</u> •Preserve and Enhance On/Off-Ramp at Federal & I-76 •Safe Pedestrian Crossing, I-76 and Federal	In Progress Not in Progress	DOT
12	i30 i9	<u>US 36 and Federal Ramp</u> •Preserve and Enhance On/Off-Ramp Federal & US36 •Safe Pedestrian Crossing, US 36 and Federal	In Progress Not in Progress	DOT Westminster
13	i165	<u>Clay Community Outfall</u> •County indicated need for Clay Outfall project. •Zuni Street alignment under UPRR •Connect Guardian Angel Neighborhood north to Clear Creek.	Not In Progress	

Table 12: Pecos Station and Pecos Commercial District Projects

Rank	Project Number	Project Name	Project Status	Partnership
1	i23 i146 i117	<u>Pecos Street Improvements</u> •Pecos Street Roadway Improvement, 52nd Ave to I-76 - 5yr CIP •Pecos Street Bike/ Trail Facility, 52nd Ave to I-76 •Pecos St Bike Facility/Trail, 70 th to US36	In Progress Not In Progress Not In Progress	DOT
2	i106 i79	<u>Pecos Station Area Improvements</u> New Collector Street, Federal to Pecos to Broadway Multimodal/Pedestrian Activity Center at Pecos Station	Not In Progress Not In Progress	
3	i116 i137 i145	<u>Pecos/US36 Commercial Area Improvements</u> • SH 224/ 70th Ave Bike Facility , I-25 to Pecos •70th/68th Ave Bike Lanes, Federal to Pecos •72nd Ave Non-Motorized Improvements, Lowell to Pecos	Not In Progress Not In Progress Not In Progress	DOT
4	i105	New Parks/ Open Space in Clear Creek TOD Plan	Not In Progress	
5	i71	•US36 Highway Multi-Use Path, I-25 to Sheridan	Not In Progress	




Table 13: Welby Station and Welby Neighborhood Projects

Rank	Project Number	Project Name	Project Status	Partnership
1	i6	<u>York/ Welby St Improvements</u> •Welby Street Improvements including Bike/Trail Facility •York Rd Improvement, Hwy224 to 78 th – 5yr CIP •York/ Welby St Improvement 78 th to 88 th – 5yr CIP • York St Road Improvement, 58Ave to Hwy 224 • York St/78 Ave Intersection Improvement • York/Welby and Coronado Grade Separation	Not In Progress	
	i18		In Progress	
	i19		In Progress	
	i24		In Progress	
	i50		Not In Progress	
	i96		In Progress	
2	i118	<u>Thornton Partnership Project</u> •86th and 88th Ave Bike Connection •Adams County Local Trail •88th Ave New Bus Route	Not In Progress	Thornton
	i125		Not In Progress	
	i76		Not In Progress	
3	i166	<u>North Washington Water and Sanitation Partnership Project</u> •York Street Water and Sewer Improvements, 78 th and 88 th •York Street Water and Sewer Improvements, 58 th to SR224	Not In Progress	Water & Sanitation
	i167		Not In Progress	
4	i15	<u>Park/ Trail Improvements</u> •Clear Creek Trail Access - 5yr CIP •Downing/78th Ave, Park Improvement •SW of Welby Street/Coronado Pkwy, Rotella Park Improvement •West of Railroad-78 th to I-76, New/Improved Park/Open Space •NW of SH224/York, Preserve Agriculture Presence at Parks/Open Spaces • York and I-76, New Park/Park Improvement	In Progress	DOT
	i141		Not In Progress	
	i142		Not In Progress	
	i143		Not in Progress	
	i148		Not in Progress	
	i157		Not In Progress	
5	i140	<u>Washington St Improvements</u> •Washington St Improvement, 58 th to 72 nd •78 th /Washington, Intersection Improvement	Not In Progress	
	i144		Not In Progress	
6	i51	<u>Proposed Roadway Network (Approximate Alignments)</u> •N/S Streets: Downing, Lafayette, Franklin, Richard, Race, Clayton, Steele •E/W Streets: Coronado, 79 th , 77 th , 76 th , 75 th , 74 th , Brannan	Not In Progress	

5 SUMMARY

The culmination of this report is the Top 40 Projects list identified in Chapter 4. Following this report, the TAC will evaluate the Top 40 Project list and determine if bundled projects need to be broken up, what sort of planning level costs they would need to budget for the projects, and potential funding sources for the projects. This Top 40 Projects list will be presented to the public at the next Public Meeting to be held May 02, 2016. At this meeting the public will again identify their priorities and answer strategic questions related to how to fund and finance these investments. The result of these next steps in the process will be a narrowed list of Top 10 Projects. Once the Top 10 Project list is finalized the Project Team will develop implementation strategies, planning level cost estimates and identify potential funding sources.



MAKING CONNECTIONS/ SW ADAMS COUNTY

Planning and Implementation Plan

ADAMS COUNTY



WILSON
& COMPANY

BOCC Agenda

- *Introductions and Project Status Update*
- *Methodology and Results*
- *Target Areas*
- *Top 40 List*
- *Upcoming Public Meeting Structure*
- *Next Steps*

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Technical Advisory Committee

- **Adams County Departments**
 - Long Range Strategic Planning
 - Parks & Open Space
 - Emergency Management
 - Transportation Administration
 - Transportation Engineering
 - Finance
 - Budget
 - Community & Economic Dev.
 - Economic Development
 - Business Solutions Group (GIS)
 - Public Involvement Office
 - County Managers Office
- **Tri-County Health Department**
- **Adams County Housing Authority**

Consultant Team



Jim Godwin

Wilson & Company

- Drainage & Utilities
- Infrastructure



Vanessa Spartan, AICP

Wilson & Company

- Planning
- Public Involvement



Daniel Haggerty

Wilson & Company

- Drainage & Utilities
- Infrastructure



Deana Swetlik, AICP

Entelechy

- Land Use
- Economic Development
- Neighborhoods/Housing



Victoria Mendoza, ATA

Hispanidad

- Public Involvement
- Spanish Translations

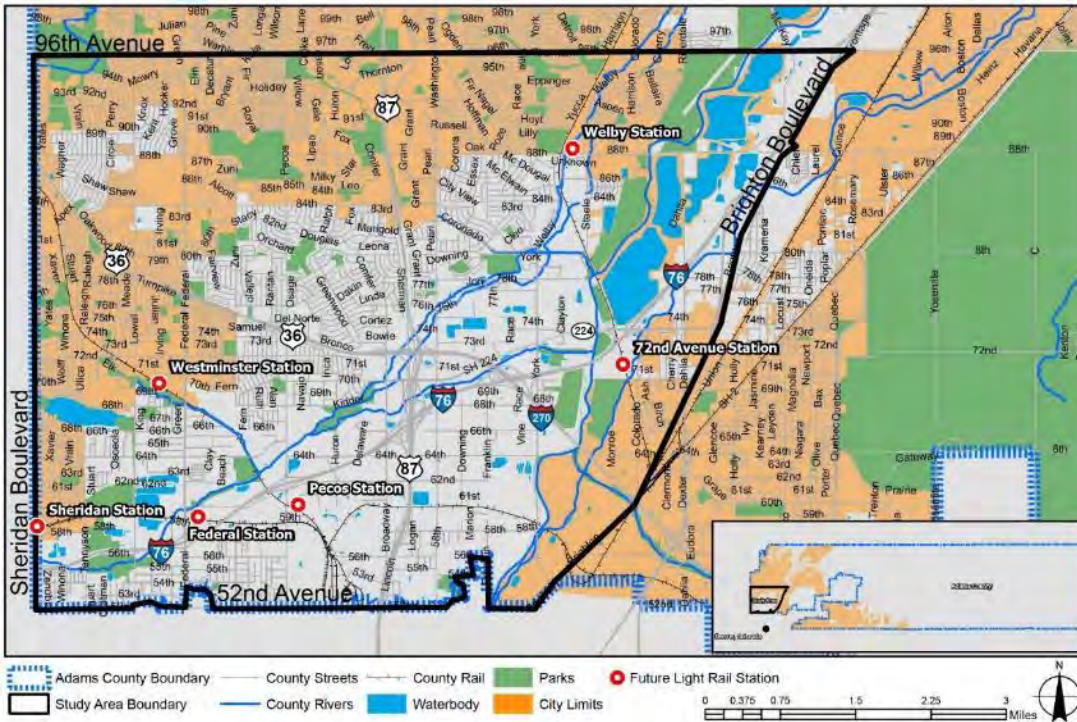


Daniel Trujillo, PE

Wilson & Company

- Infrastructure
- Transportation

Project Goals



- Focus on **unincorporated Adams County** within the Planning Area of **52nd, 96th, Sheridan, and Brighton**.
- Utilize information and ideas from **previous plans**.
- **Identify and prioritize strategic and equitable investments** that focus on economic return.
- **Identify Top 40 Priority Projects and Top 10 Priority Projects**
- **Identify Implementation Strategies**

Work Plan & Schedule

Tasks/Phases



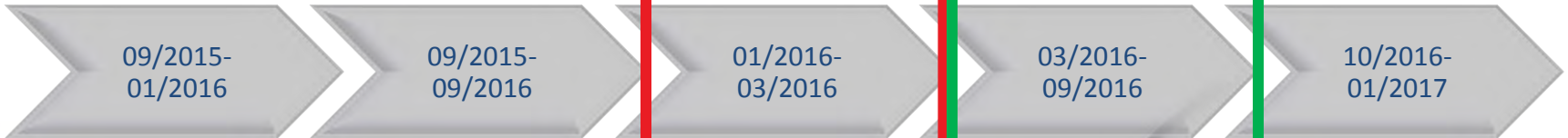
Public Involvement



Deliverables

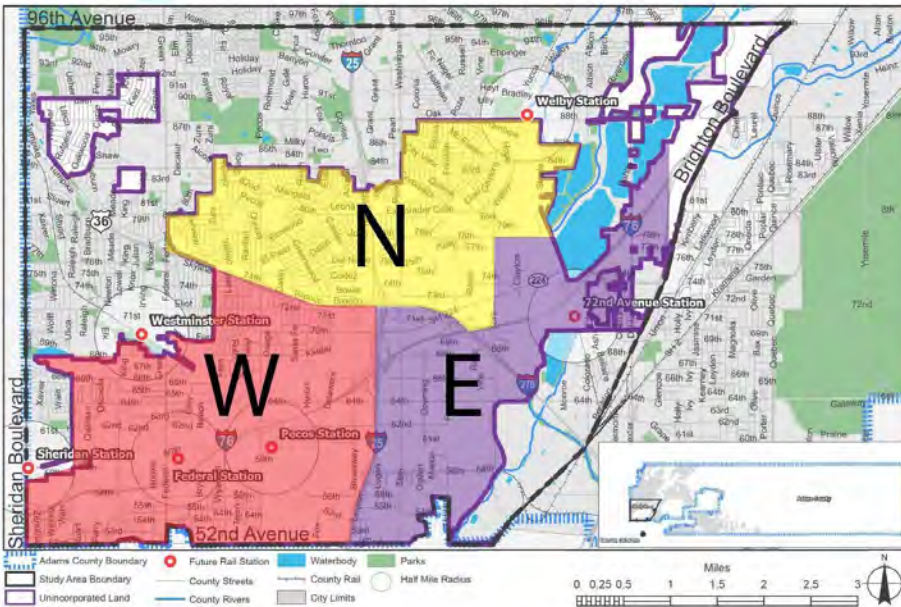


Schedule Range

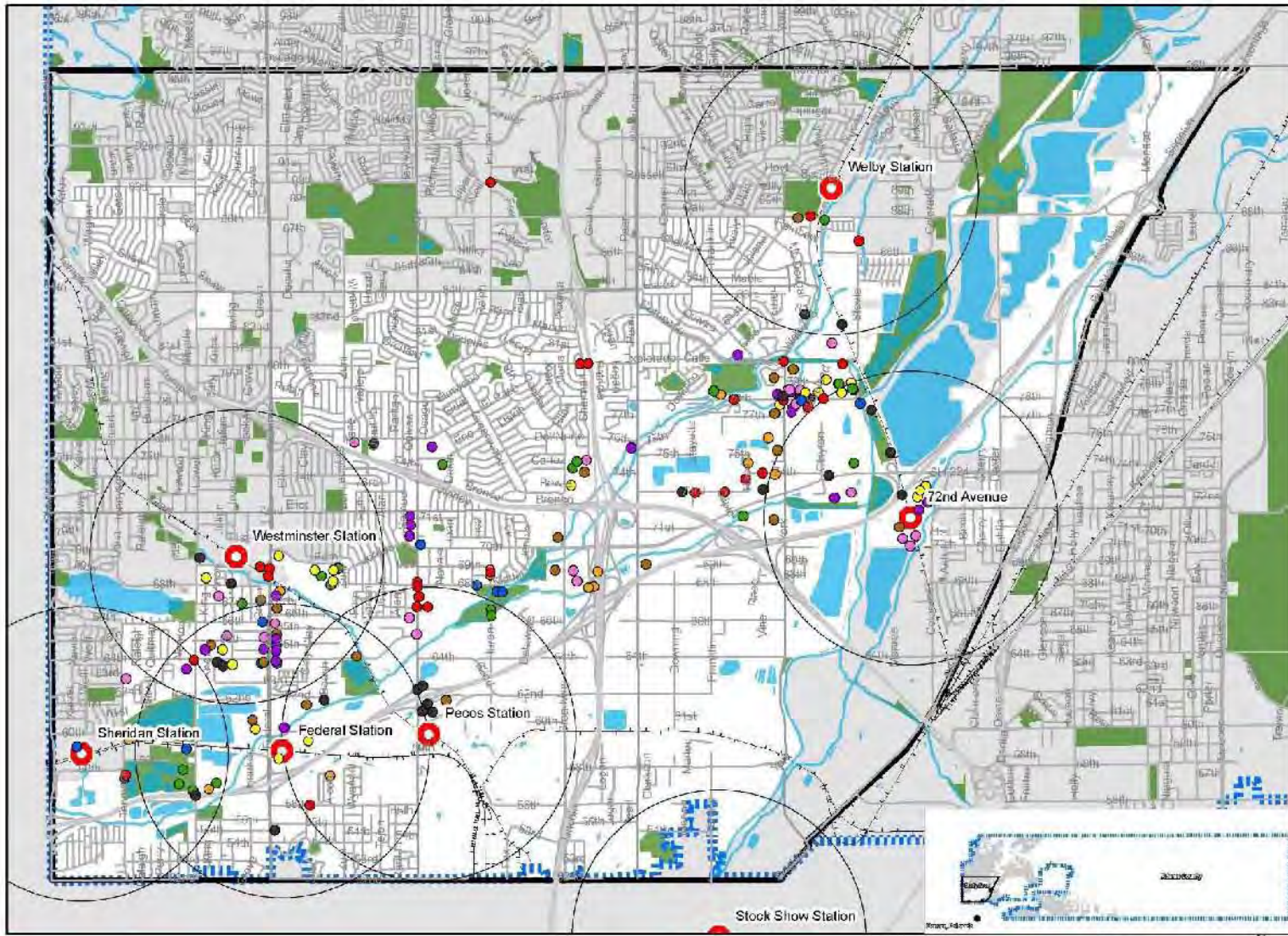


Task 2: Some of what we heard...

- *Areas of Concentration*
 - *Dot Polling Exercise*
- *Polling Questions and Results*
 - *Electronic Polling Questions*



Areas of Concentration



- Legend**
- FastTrack Station
 - 1 Mile FastTrack Station Buffer
 - Rail
 - Local Street
 - River
 - Waterbody
 - Park/Open Space
 - Incorporated Land
 - Study Area Boundary
 - Adams County Boundary

- Public Input Category**
- Educational or Medical
 - Housing
 - Jobs
 - Park or Open Space
 - Roadway or Traffic Signal
 - Shops or Restaurants
 - Stormwater or Drainage
 - Walking, Biking, or Transit Stop
 - Water or Sewer

Electronic Polling Results

- **33.33% - from outside project area**
- **56% - from unincorporated areas**
- **41.38% - 21 to 40 Years Old**
- **Nearly Equal Results - “Type” of Programs**
- **59.28% - Prioritize walking, biking and access to transit**
- **55% - Prioritize Existing Developments and Neighborhoods**
- **55% - Focus on One Area at a Time**
- **63% - Focus on Redevelopment and Revitalization**
- **30% - Pay for with Grants**
- **27.5% - Pay for with Special Use Taxes**

Top 40 Projects

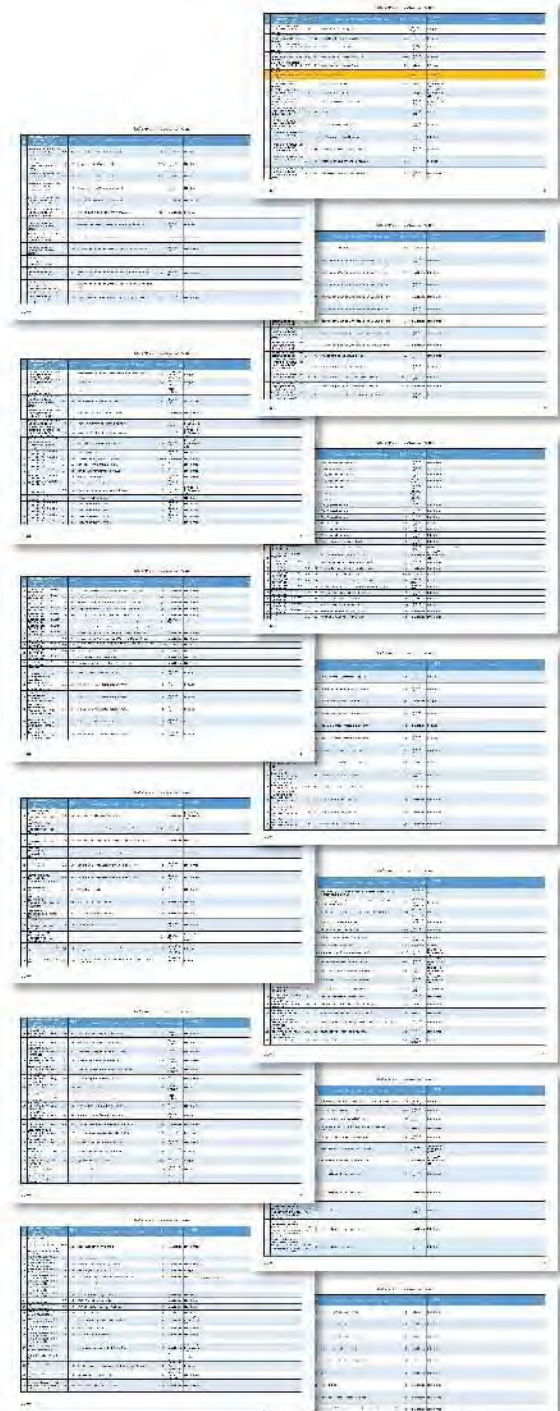
Methodology and Results

Project Identification

- *Full Project List*
 - Literature Review
 - Stakeholder Input
 - GIS Files and Database
 - 220 Projects Identified
 - 23 deemed completed
 - 13 deemed no longer relevant
- *Project Vetting via TAC*
 - Has the project been built?
 - Is it still valid?
 - Are there redundancies or updates?
- *Project List Database*
 - Project ID
 - Plan ID
 - Plan/Study Report Name
 - Date
 - Recommendation or Project Name/Description
 - Plan IDs
 - Project Type
 - Project Status

14 Page Full Project List

Plan ID	Plan/Study/Report Name (Document Type) (Project/Fund Type)	Date	Project ID	Recommendation or Project Name/Description	Plan IDs	Project Type	Project Status
1	JS 287 & 65 th Bridge Replacement over BNSF & RTD Railways (Project highlights)	TBD	1	Federal Blvd Bridge over Little Dry Creek/ BSNF	1,9,22	Roadway/Traffic	In Progress
1	JS 287 & 65 th Bridge Replacement over BNSF & RTD Railways (Project highlights)	TBD	1	Federal Blvd Bridge over Little Dry Creek/ BSNF	1,9,22	Non-Motorized	In Progress
1	JS 287 & 65 th Bridge Replacement over BNSF & RTD Railways (Project highlights)	TBD	1	Federal Blvd Bridge over Little Dry Creek/ BSNF	1,9,22	Drainage	In Progress
2	Goat Hill Neighborhood (Neighborhood Plan)	TBD	2	Goat Hill Neighborhood Plan - Waiting for plan development & Prioritization	2	Development/Private Development	In Progress
3	South Westminster Revitalization Strategy (Open House Presentation)	TBD	3	South Westminster Revitalization Strategy (Open House Presentation)	3	Development/Private Development	Not In Progress
4	Federal Boulevard - Health Impact Assessment (HIA)	2015	4	Westminster Federal Streetscape 7A-7Z	4,14,16,40	Roadway/Traffic	Not In Progress
4	Federal Boulevard - Health Impact Assessment (HIA)	2015	7	Intersection Improvement, 64th Ave and Federal Blvd	7	Roadway/Traffic	Not In Progress
4	Federal Boulevard - Health Impact Assessment (HIA)	2015	8	Safe Pedestrian Crossing, Federal Blvd and I-76	4	Non-Motorized	Not In Progress
4	Federal Boulevard - Health Impact Assessment (HIA)	2015	9	Safe Pedestrian Crossing, Federal Blvd and US 36	4	Non-Motorized	Not In Progress
4	Federal Boulevard - Health Impact Assessment (HIA)	2015	10	Lighting Under Bridge, Clear Creek Trail	4	Non-Motorized	Not In Progress
4	Federal Boulevard - Health Impact Assessment (HIA)	2015	11	Do not Eliminate Affordable Housing, as illustrated in Appendix K	7	Development/Private Development	In Progress
7	2016 Preliminary Budget Book including 5-Year CIP (CIP) (General Fund)	2015	12	Little Dry Creek Drainage Project	7	Drainage	In Progress
7	2016 Preliminary Budget Book including 5-Year CIP (CIP) (Open Space Fund)	2015	13	Clear Creek Trail Replacement	7	Parks/Open Space	In Progress
7	2016 Preliminary Budget Book including 5-Year CIP (CIP) (Open Space Fund)	2015	14	Twin Lakes Park Renovation	7	Parks/Open Space	In Progress
7	2016 Preliminary Budget Book including 5-Year CIP (CIP) (Open Space Fund)	2015	15	Clear Creek Trail Access	7	Parks/Open Space	In Progress
7	2016 Preliminary Budget Book including 5-Year CIP (CIP) (Open Space Fund)	2015	16	Jim Baker Reservoir Renovations	12,22,7	Parks/Open Space	In Progress
7	2016 Preliminary Budget Book including 5-Year CIP (CIP) (Road & Bridge Fund)	2015	18	Syr CIP York Rd Improvement, Hwy 224-78th Ave	7	Roadway/Traffic	In Progress
7	2016 Preliminary Budget Book including 5-Year CIP (CIP) (Road & Bridge Fund)	2015	19	York/ Welby St Improvement 78th-88th Ave -CIP	7,22	Roadway/Traffic	In Progress
7	2016 Preliminary Budget Book including 5-Year CIP (CIP) (Road & Bridge Fund)	2015	20	Syr CIP 59th Ave Rd Improvement, Washington-York	7	Roadway/Traffic	In Progress



Identify Priority Areas

- ***Development Propensity Model (DPM)***
 - Addresses development
- ***Active Travel Propensity Model (ATPM)***
 - Addresses public priority for walking, biking, and access to transit

Last TAC Meeting

- Identified key opportunities and constraints
- Solidified focus areas
- Began to highlight "The Top 40" targets
- Comments from Public and TAC
- Goal is to result in "The Top 40"

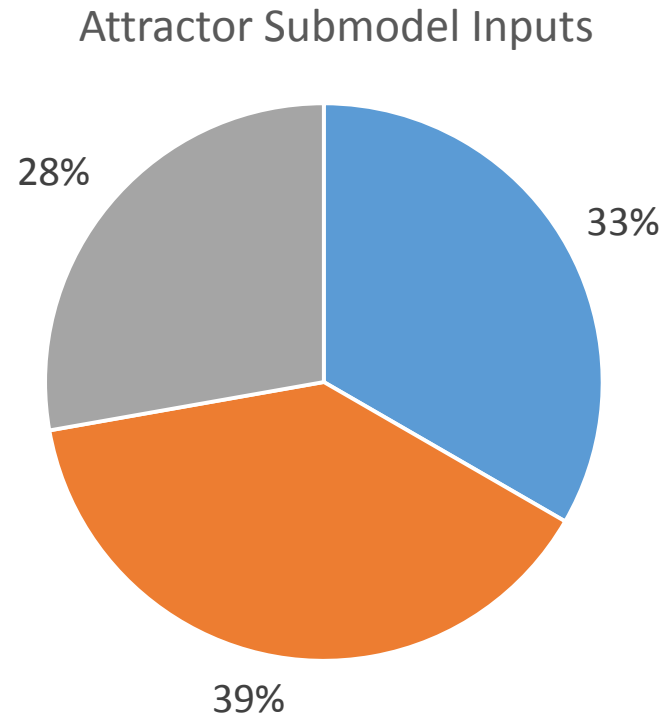
Propensity Modeling

- *Development Propensity Model (DPM)*
 - Attractors
 - Detractors
- *Active Travel Propensity Model (ATPM)*
 - Attractors
 - Generators
 - Existing and Future Conditions



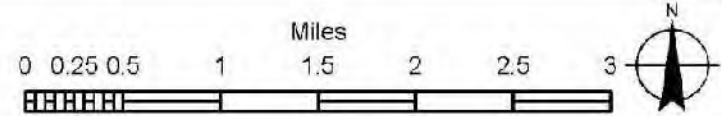
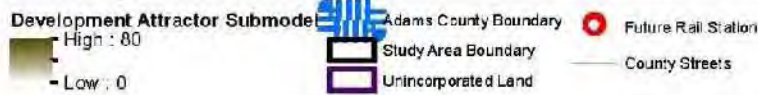
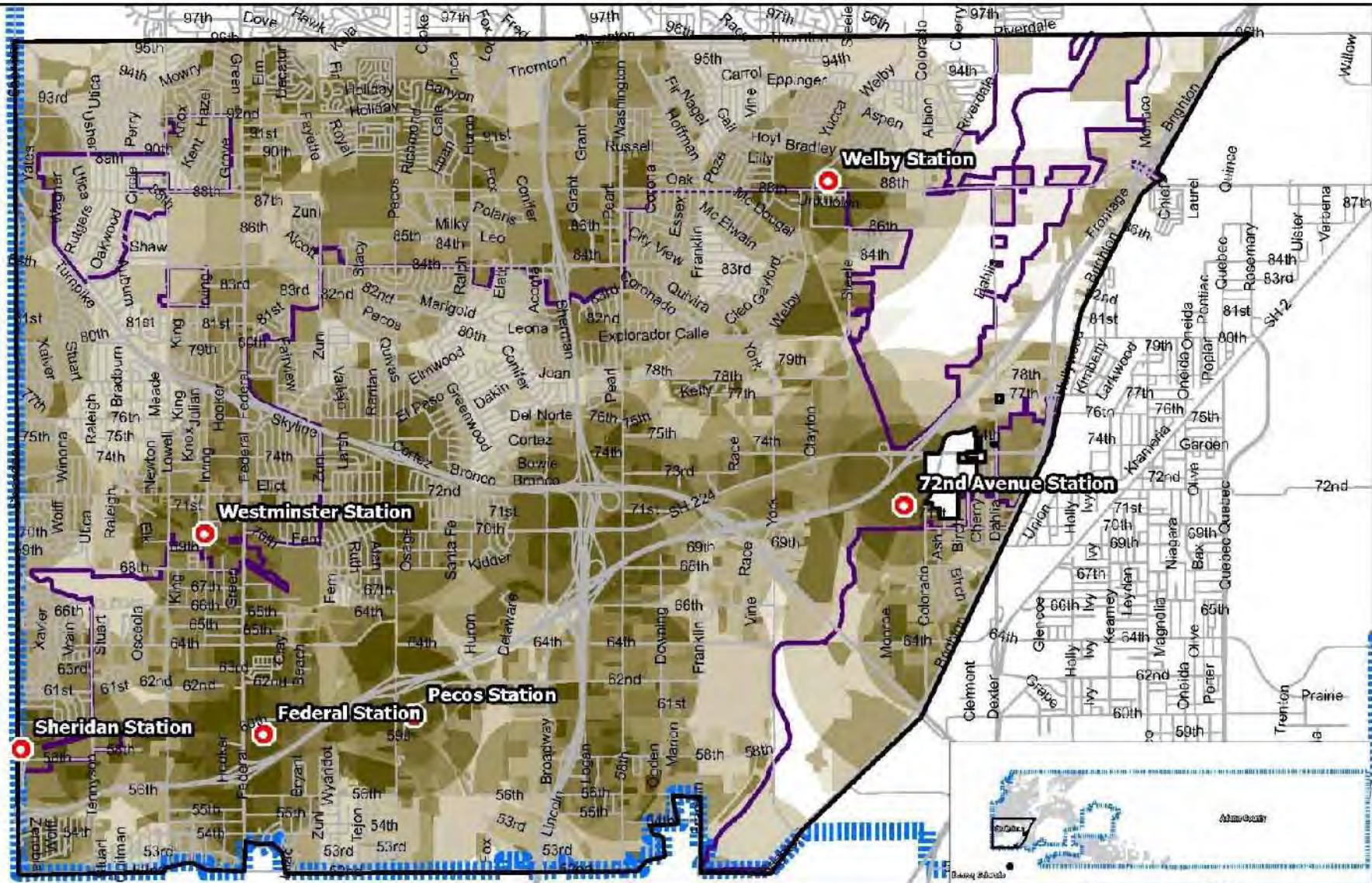
DPM - Attractors

- *Property Characteristics*
 - Age of Structure
 - Improvement to Land Value Ratio
 - Future Land Use
- *Location*
 - Proximity to Transit Stations
 - Proximity to Limited Access Freeways
 - Proximity to Primary Travel Corridors
- *Public Input*
 - Proximity to Public Recommended Locations for Development



■ Property Characteristics ■ Location ■ Public Input

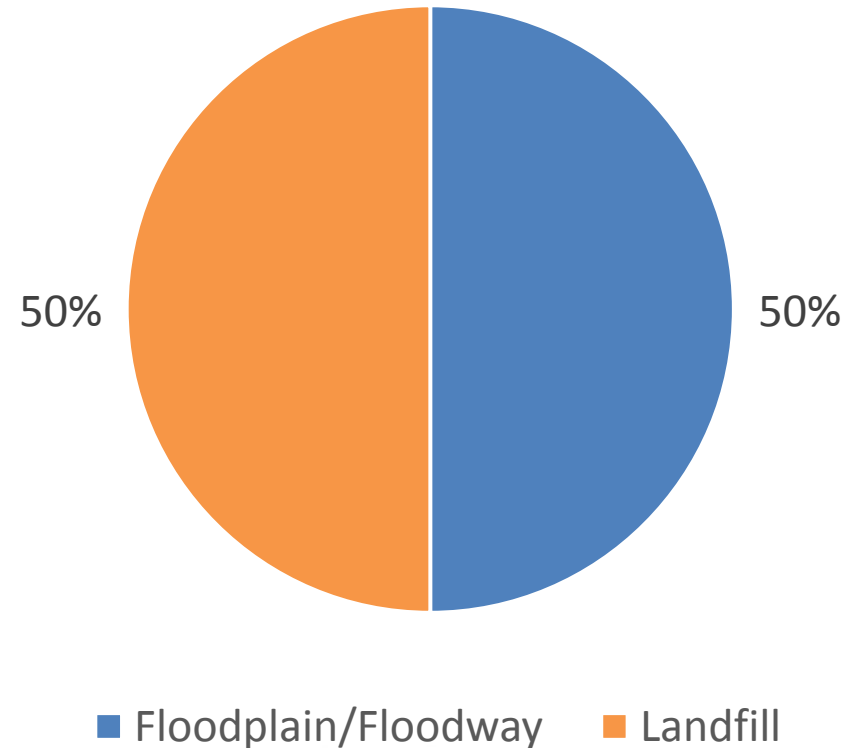
DPM - Attractors



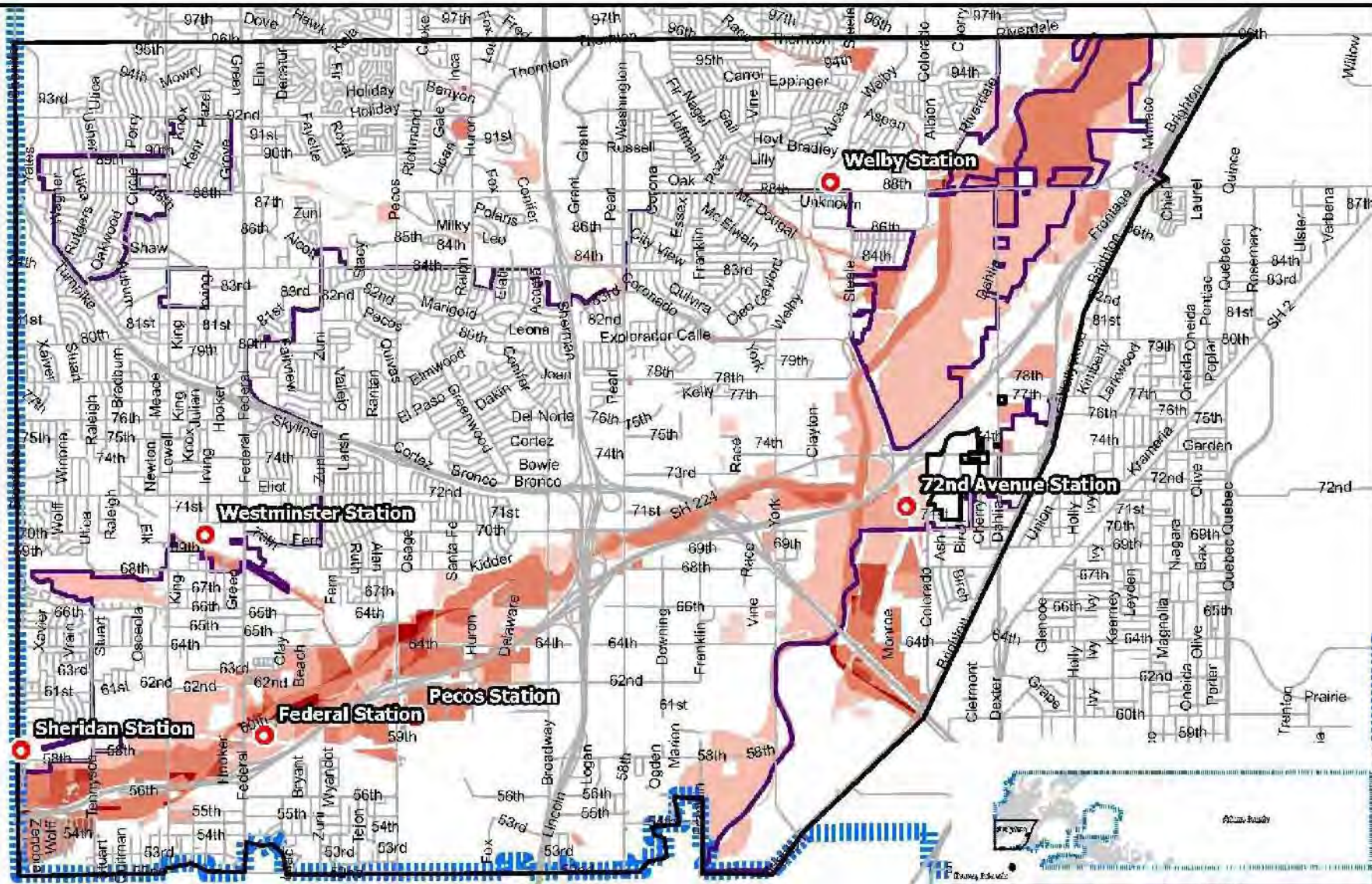
DPM - Detractors

- *Floodplain/ Floodway*
 - Within Floodway
 - Within Floodplain
- *Landfill*
 - Moderate Risk (Solid Landfill, Solid Waste and Construction Debris Landfill)
 - Low to Moderate Risk (Construction Debris Landfill)
 - Low Risk (Insert Fill Landfill, Other Disposal Facilities)

Development Detractor Inputs

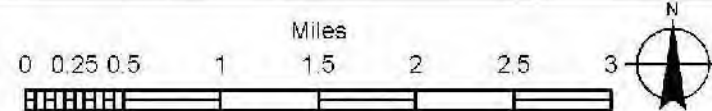


DPM - Detractors

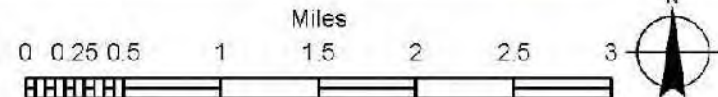
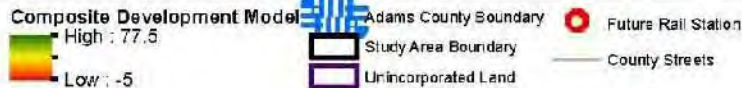
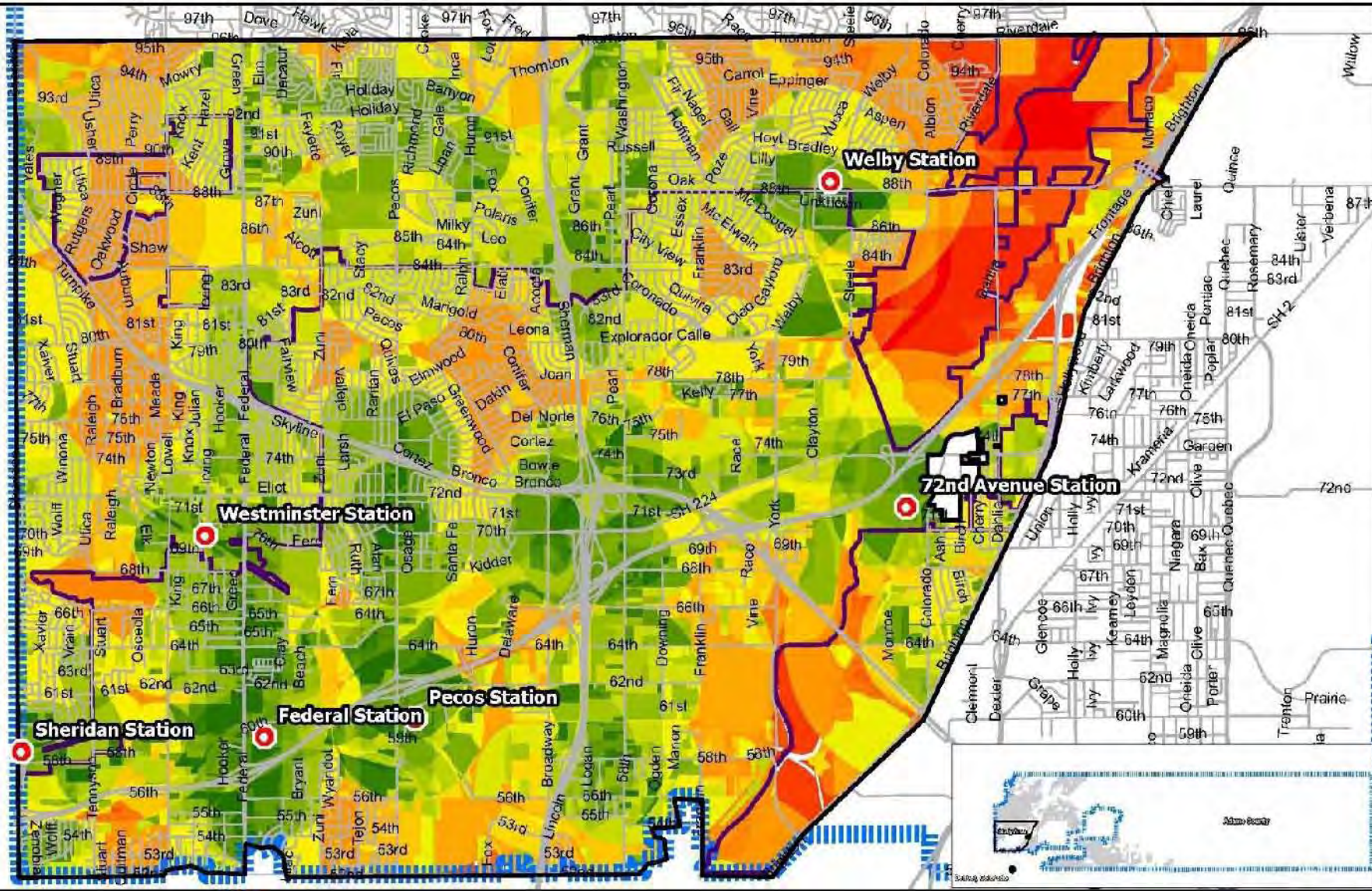


Development Detractor Submodel
 High : 0
 Low : -10

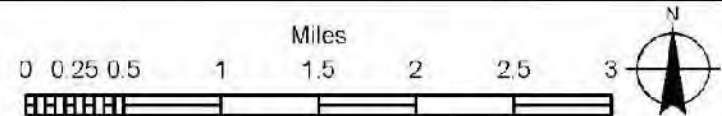
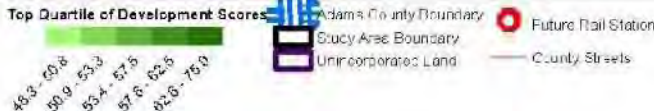
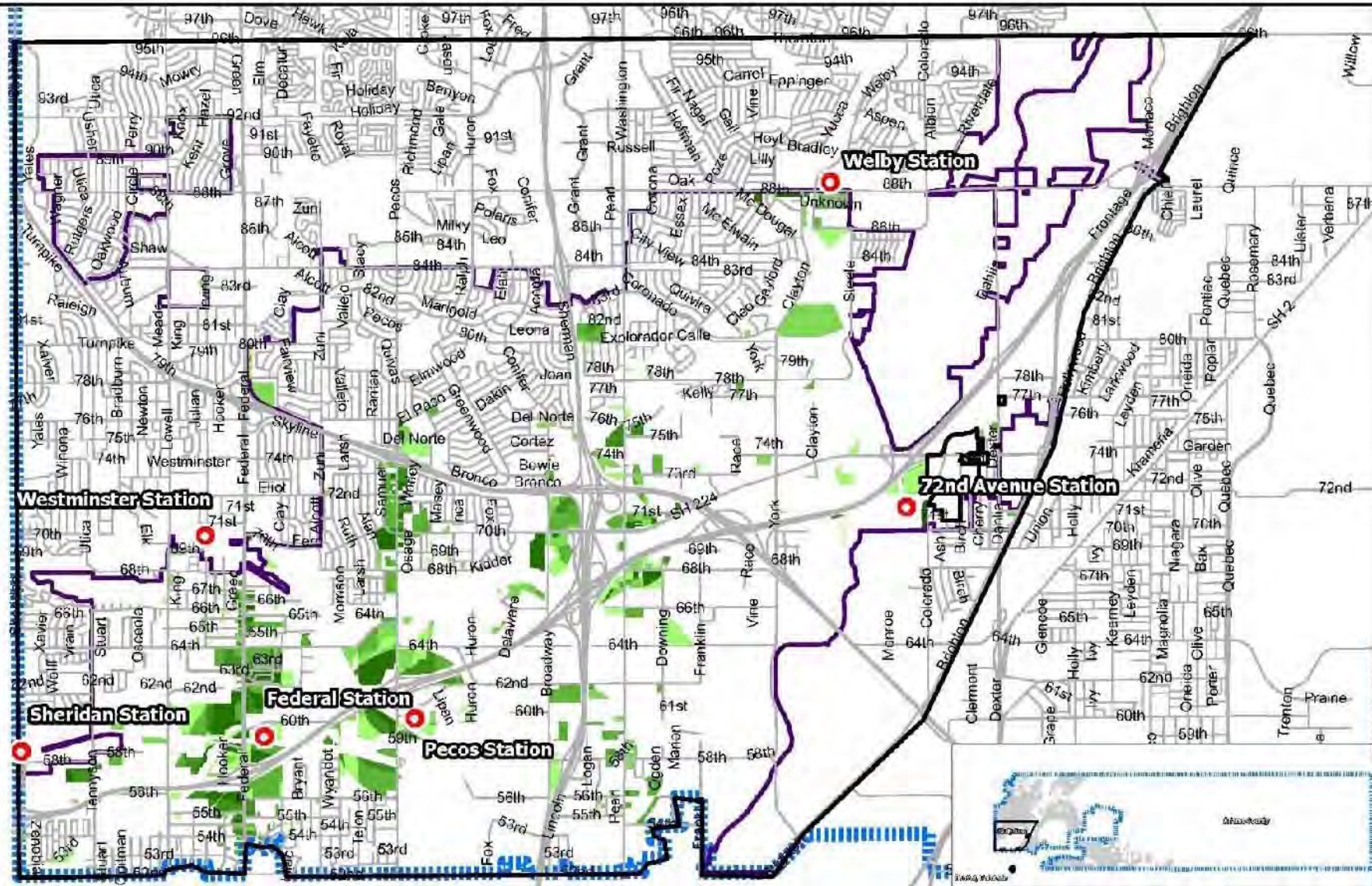
Adams County Boundary
 Study Area Boundary
 Unincorporated Land
 Future Rail Station
 County Streets



DPM - Composite



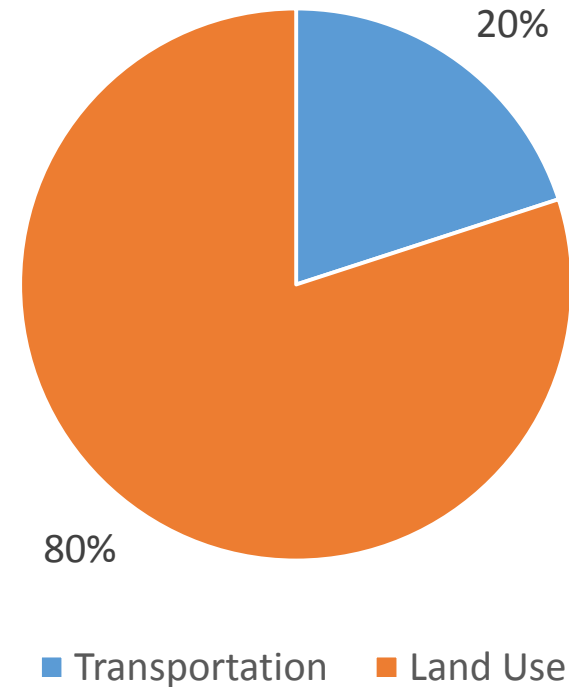
DPM - Top Quartile



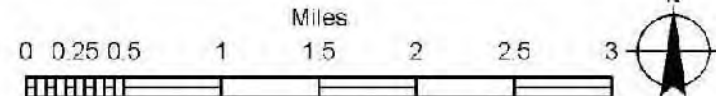
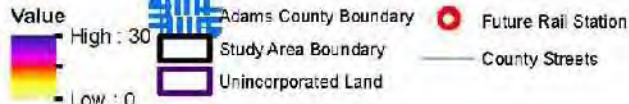
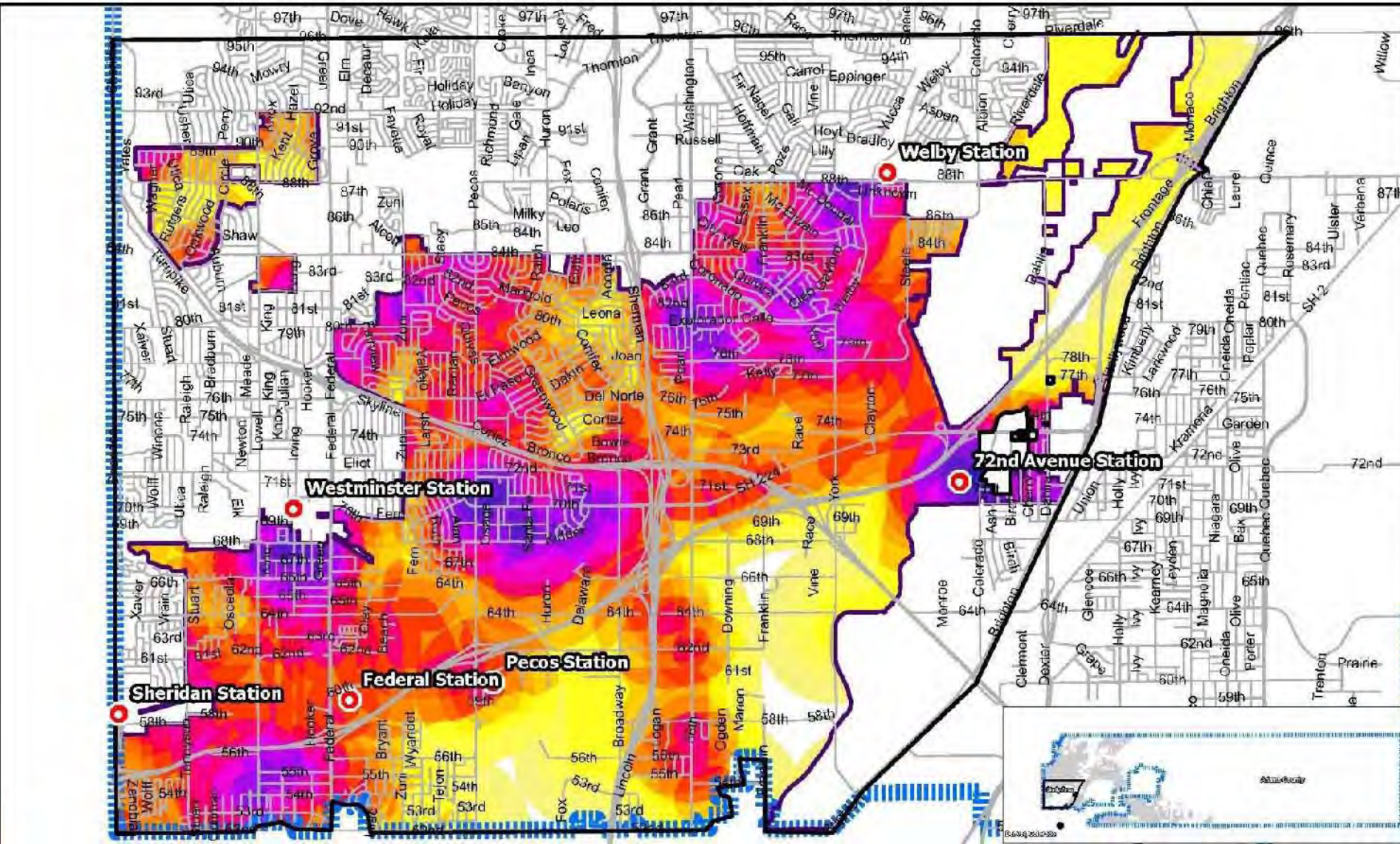
ATPM - Attractors

- *Transportation*
 - Transit Stops (Future Rail Stations & Existing High Ridership Bus Stops)
- *Land Use*
 - Schools
 - Civic Facilities
 - Commercial Land Use (Post Office, Libraries, Government Buildings)
 - Active Open Space

Attractor Submodel Inputs

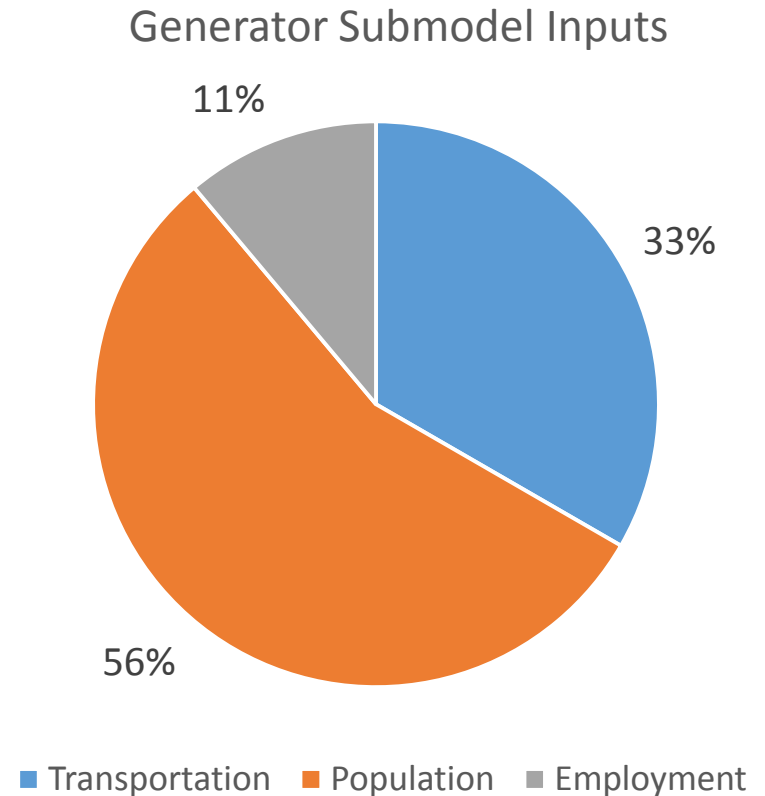


ATPM - Attractors

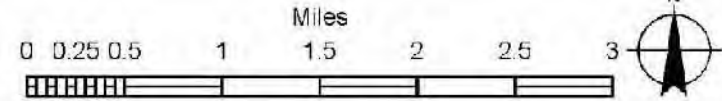
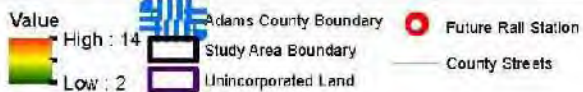
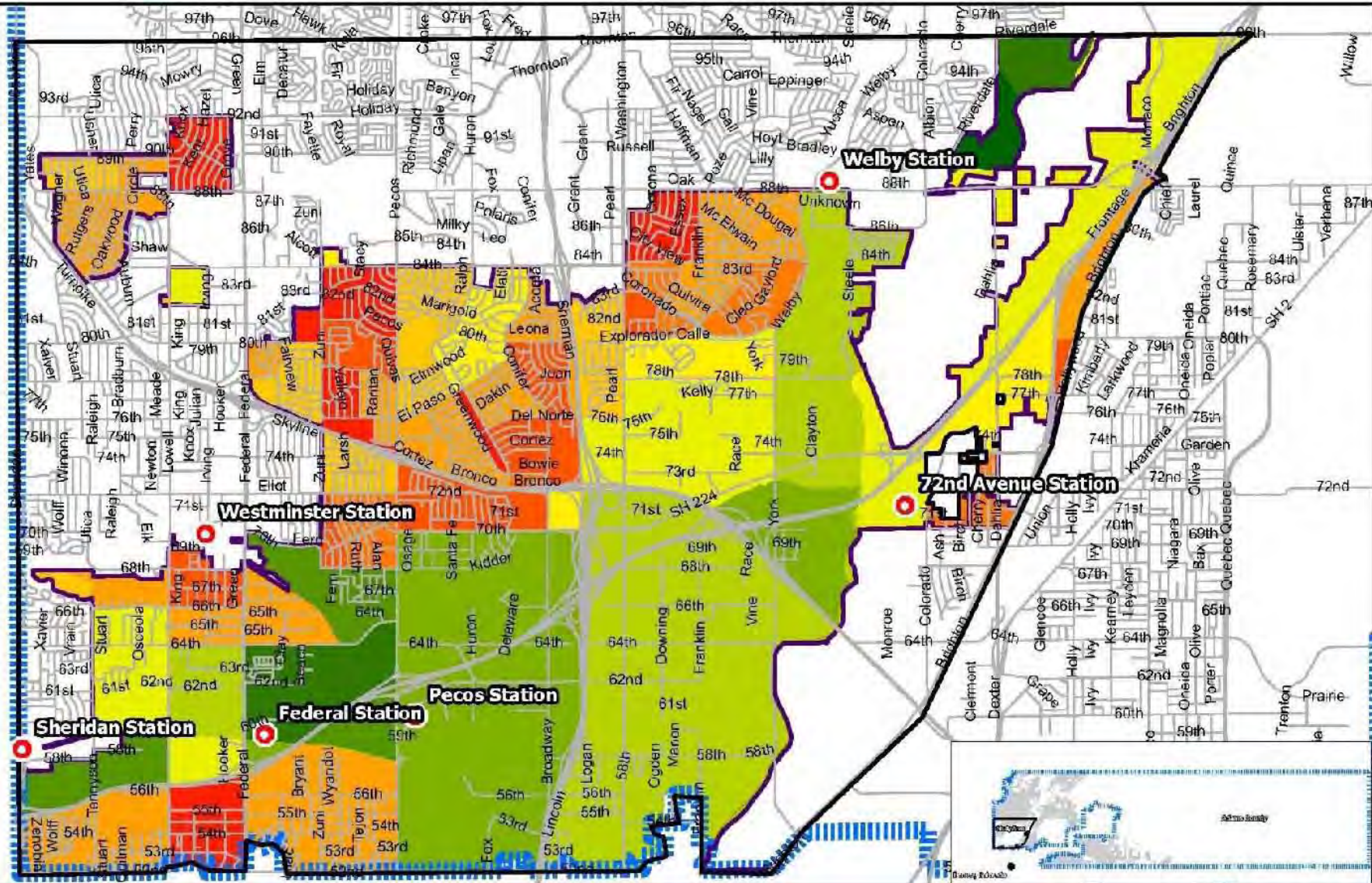


ATPM - Generators

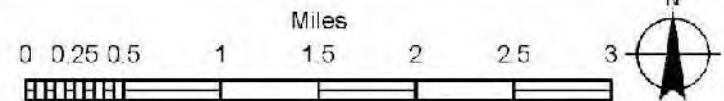
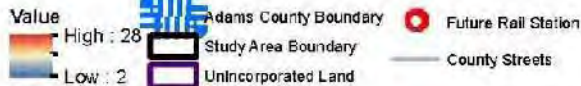
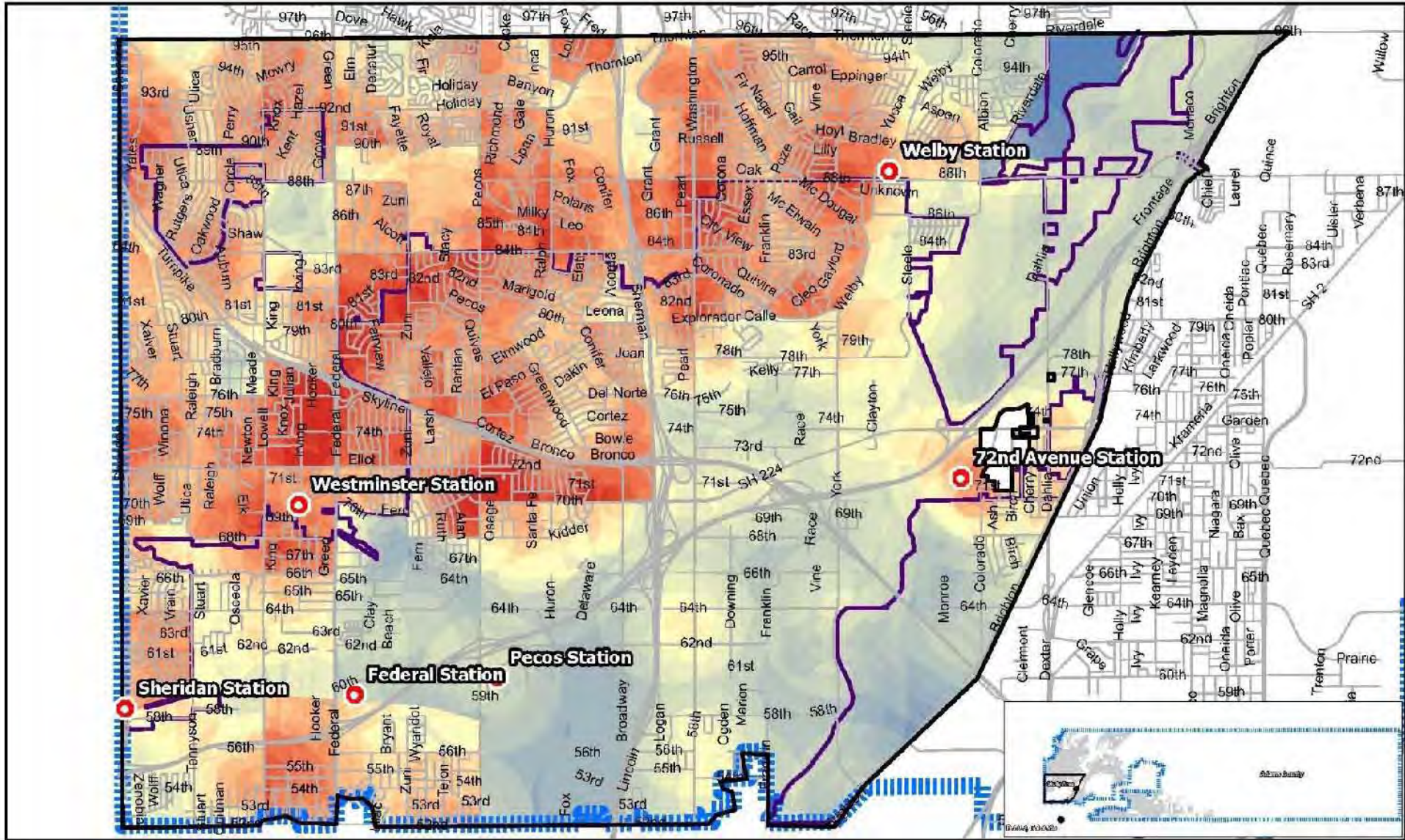
- *Transportation*
 - Walk Mode Share
 - Bike Mode Share
 - Percentage of Zero-Vehicle Households
- *Population*
 - Population Density
 - Density of Children
 - Density of Seniors
 - Density of People With Disabilities
 - Household Income
- *Employment*
 - Employment Density



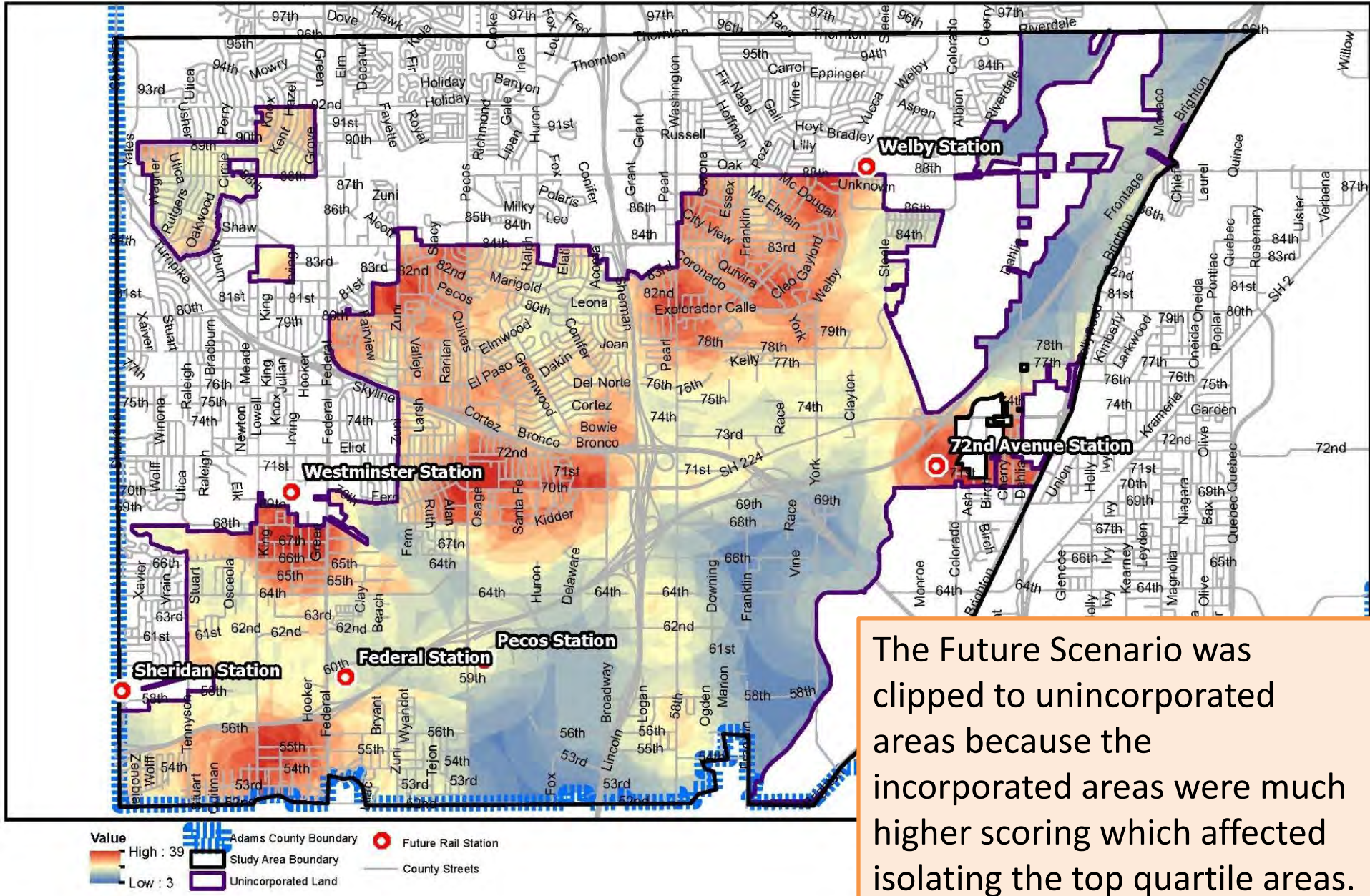
ATPM - Generators



ATPM - Composite - Existing

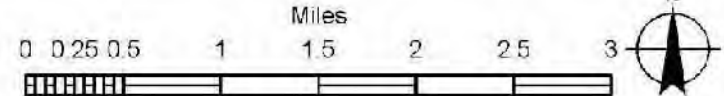
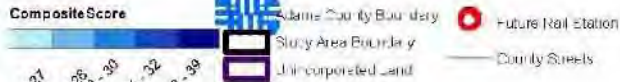
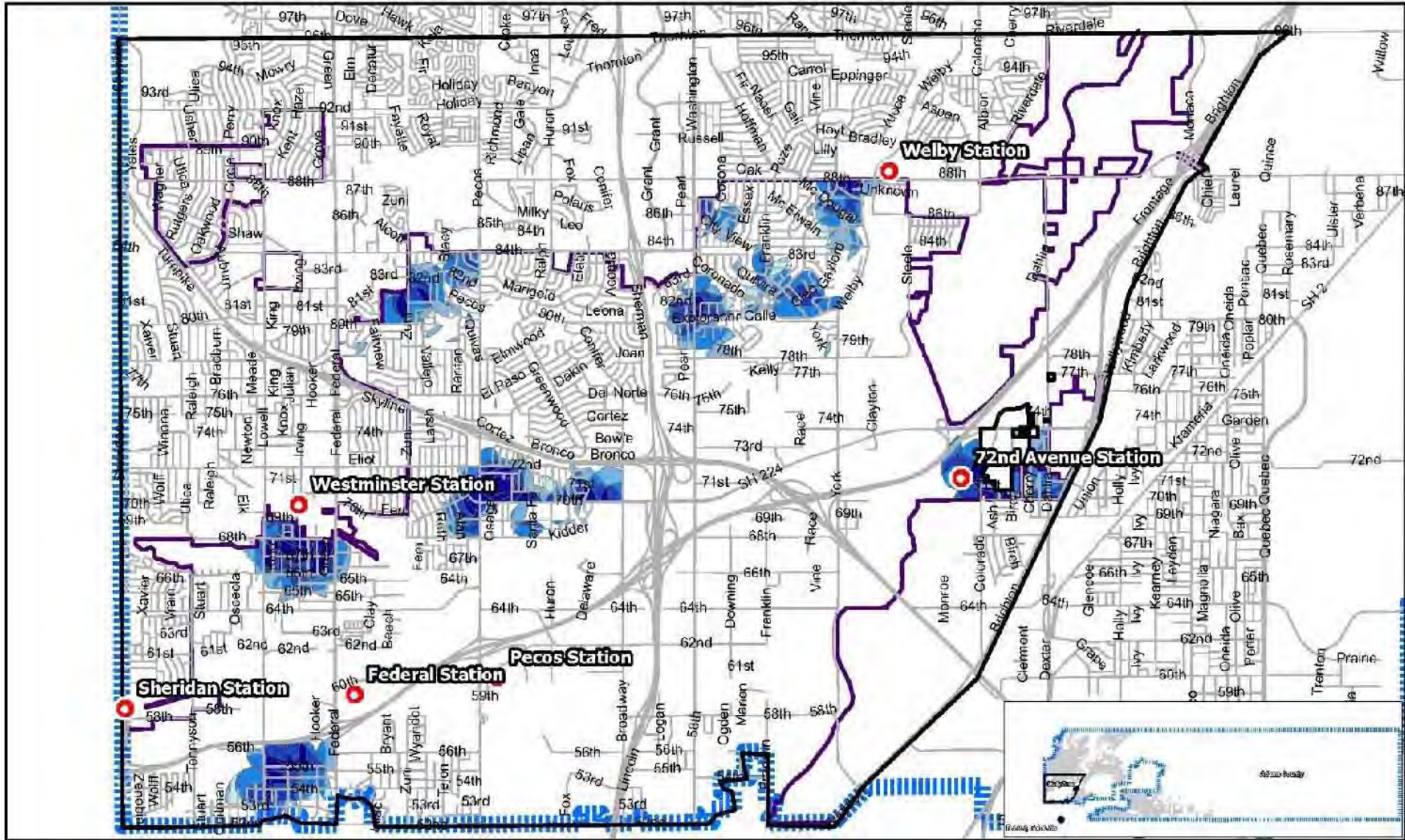


ATPM - Composite - Future

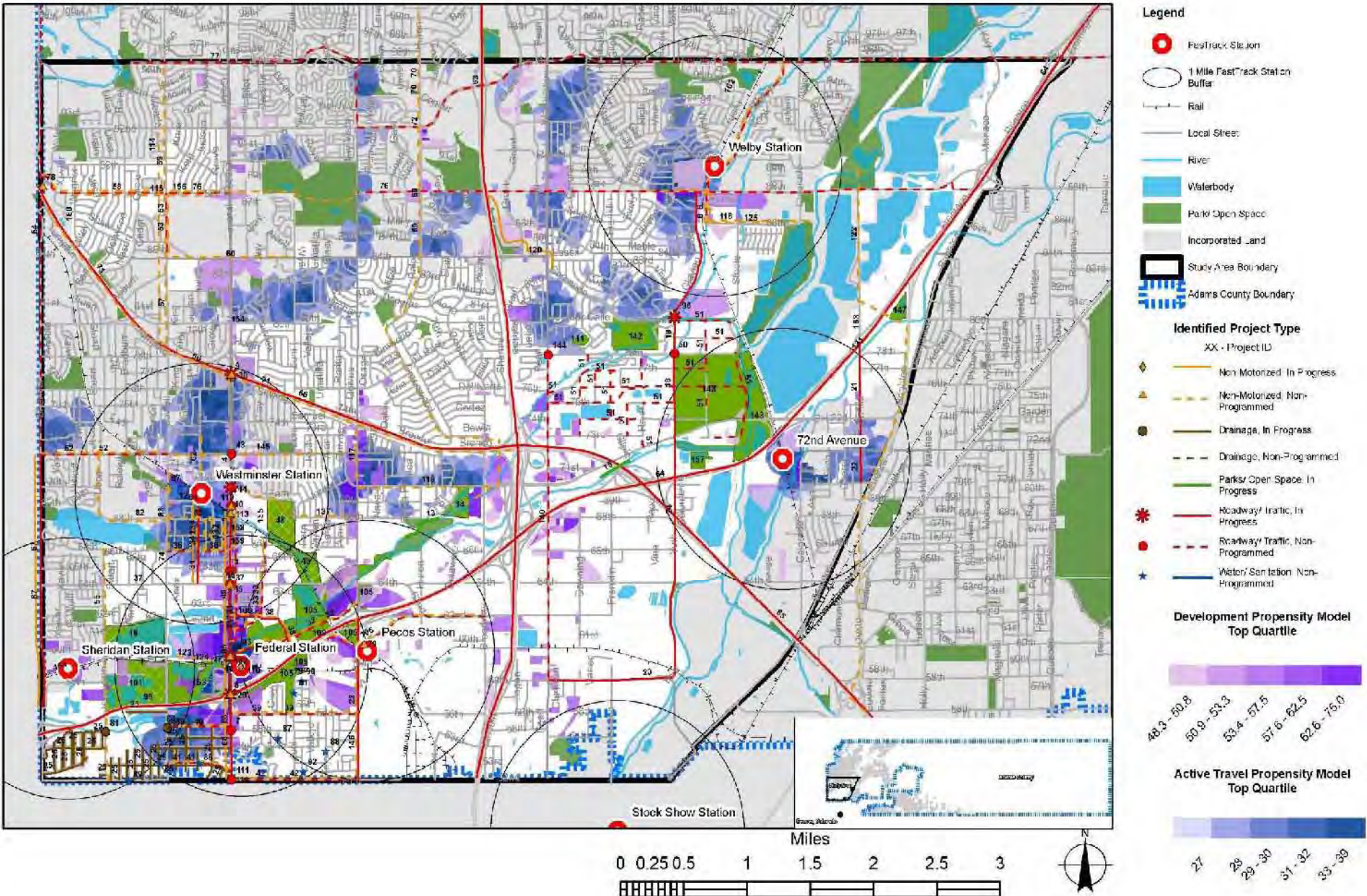


The Future Scenario was clipped to unincorporated areas because the incorporated areas were much higher scoring which affected isolating the top quartile areas.

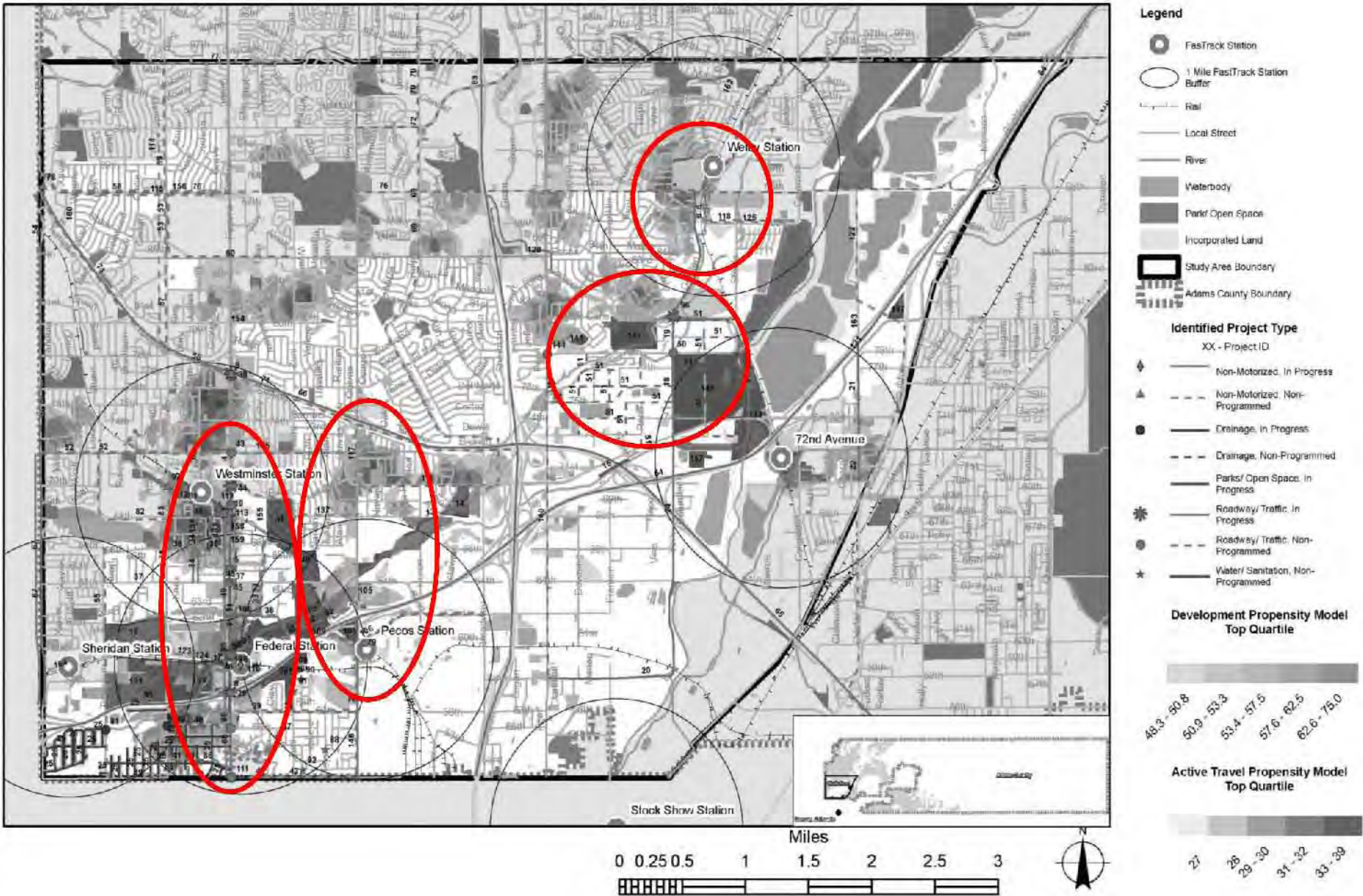
ATPM - Top Quartile



Projects and Propensity Map



Projects and Propensity Map



Top 40 Projects

- *Policies or Programs*
- *Development*
- *Infrastructure*
 - Federal Boulevard and Federal Station Projects
 - Pecos Station and Pecos Commercial District Projects
 - Welby Station and Welby Neighborhood Projects
- *Initial Rank per Category*
 - Proximity to Target Areas
 - Number of Plan References
 - Project Status
 - Partnership Opportunities

Policies or Programs

Project Number	Project Name
P1	<p><u>Update Zoning</u> Need to provide at least one base zone district that is workable in mixed use activity centers. Perhaps need two - "Residential Mixed Use" and "Employment Mixed Use". Current zoning does not allow for good urban development patterns without forcing a developer to go through a PUD process.</p>
P2	<p><u>Update Parking Regulations</u> Parking regulations are not calibrated enough to account for typical spaces provided in and near transit areas or to accommodate mixed use activity centers.</p>
P3	<p><u>Create Affordable Housing Policy</u> Create comprehensive affordable housing policy for development within 1 mile of rail station or bus rapid transit area (to start).</p>
P4	<p><u>Sidewalk Gap Annual Implementation</u> Identify budget dollar amount per year for 10 years (to start) to provide better pedestrian mobility.</p>
P5	<p><u>Bicycle Facility Annual Implementation Program</u> Identify budget dollar amount per year for 10 years (to start) to provide better bicycle mobility.</p>
P6	<p><u>ADA Transition Plan Annual Implementation</u> Identify budget amount per year for 10 years (to start) to implement ADA Transition Plan within study area. Involves updating public sidewalks, ramps, crossings and other features to be ADA-Accessible.</p>
P7	<p><u>Create Low Impact Development Standards</u> Update subdivision regulations to encourage low impact developments.</p>
P8	<p><u>Create a Neighborhood Toolkit</u> Neighborhood and community support program offering broad and comprehensive tools to address individual neighborhood needs. This may range from branding/placemaking programs, traffic and speed mitigation programs, community gardens, mini-grants for neighborhood needs, tool libraries, leadership and community development training and support, clean-up programs, etc.</p>
P9	<p><u>Create a Transportation Demand Management Program</u> Study and identify strategies to enhance mobility management. Such strategies may include improved transportation options, incentives to use alternative modes and reduce driving, parking and land use management, and policy and institutional reforms.</p>
P10	<p><u>Create a Complete Streets Policy and Complete Streets Standards</u> Create urban roadways design standards that promote mixed traffic activity and identify mode priorities by street type and character of development area.</p>
P11	<p><u>Study Feasibility of Local Use Tax or Financing Alternative</u> Options discussed include Special Use Tax, Local Improvement Districts (LIDs), Public Improvement Districts (PIDs), Infrastructure Authority/Intergovernmental Agreement, and Bond Measure. Funds to be dedicated to transportation, public health, and recreational facilities.</p>
P12	<p><u>Create a "Planning to Programming" or "Planning to Projects" process at Adams County</u> Create an internal process where long range planning results in programmatic decision-making as well as translates to development review processes.</p>

Development Areas

Project Number	Project Name
D1	<u>Federal Gold Line Station – Sites included in Clear Creek TOD Plan</u> <ul style="list-style-type: none">• Larger sites• Mix of uses currently• Approximately 4-5 parcels around future rail station• Some within area identified for key future road connection• Portions in floodway and floodplain• Recommend Phase I and II Environmental Testing as part of ongoing brownfields study
D2	<u>Federal Boulevard - between 62nd and 70th</u> <ul style="list-style-type: none">• Smaller sites• Mix of uses currently• Approximately 3-4 parcels• In floodplain• Recommend Phase I and II Environmental Testing as part of ongoing brownfields study
D3	<u>64th and Pecos –both sides of Pecos north of I-76</u> <ul style="list-style-type: none">• Mix of uses currently• Approximately 4-5 parcels around future rail station• Portions in floodway and floodplain• Recommend Phase I and II Environmental Testing as part of ongoing brownfields study
D4	<u>72nd and Colorado</u> <ul style="list-style-type: none">• Currently industrial• Approximately 4-5 parcels around future rail station• Small piece in floodway• Recommend Phase I and II Environmental Testing as part of ongoing brownfields study
D5	<u>72nd and Pecos – Southwest Corner</u> <ul style="list-style-type: none">• Currently commercial• 1 small parcel/area of larger development identified as solid waste site• Recommend Phase I and II Environmental Testing as part of ongoing brownfields study

Infrastructure Projects

- *Broken into three target areas*
- *Federal Station and Federal Boulevard Projects*
- *Pecos Station and Pecos Commercial District Projects*
- *Welby Station and Welby Neighborhood Projects*

Infrastructure – Federal Boulevard and Federal Station (6 of 13)

Project Number	Project Name	Project Status	Partnership
i68 i17	<u>Federal Boulevard Comprehensive Street Design</u> <ul style="list-style-type: none"> •Federal, 52-72 Ave 2035 Baseline Roadway Network (comprehensive street design) •Sidewalk Gap Fill Project •Phasing considerations will include ranked projects 2 through 6, as well as 10 and 11 	In Progress Not In Progress	
i95 i49	<u>Federal Boulevard Waterline Improvements</u> <ul style="list-style-type: none"> •Waterline Replacement Federal, 56th to 64th Ave •"Improve Crestview Water Capacity to Accommodate New Development" 	Not In Progress Not In Progress	Water & Sanitation
i1 i10	<u>Little Dry Creek Federal Blvd Bridge</u> <ul style="list-style-type: none"> •Federal Blvd Bridge Expansion Over Little Dry Creek/ BSNF •Lighting Under Bridge Little Dry Creek Trail 	In Progress Not in Progress	DOT
i45 i44 i5 i7	<u>Intersection Improvements</u> <ul style="list-style-type: none"> •Intersection Improvement (High Priority) 64th and Federal •Intersection Improvement 70th and Federal •65 Ave Alignment to 4 way Intersection •Intersection Improvement, Federal and 55 Ave 	Not In Progress In Progress Not In Progress Not In Progress	
i4 i43	<u>Westminster Partnership Project</u> <ul style="list-style-type: none"> •Westminster Federal Streetscape 70-72 •Intersection Improvement 72nd and Federal 	Not In Progress Not In Progress	Westminster
i32 i46 i93 i98	<u>Proposed Clear Creek Parkway or 60th Avenue</u> <ul style="list-style-type: none"> •Study necessary, various recommendations to be considered. •Proposed Clear Creek Pkwy (Multimodal) •60th Ave Intersection Improvements/ Realignment •Waterline Replacement 60th Ave, Federal to Zuni •Roadway Improvement 60th Ave, Federal to Zuni 	Not In Progress In Progress Not In Progress Not In Progress	Water & Sanitation



Infrastructure – Federal Boulevard and Federal Station (13 of 13)

Project Number	Project Name	Project Status	Partnership
i108	Parcels to be Removed from Floodplain in proposed Phase B Urban Drainage Master Plan	Not In Progress	UDFCD
i105 i153 i123	<u>Park/ Open Space & Trail Improvement</u> <ul style="list-style-type: none"> •Park and Open Space in Clear Creek TOD Plan •New/ Improvement of Park/ Open Space, NW Corner of Federal and I-76 •ADCO Multi-Use Trail Improvement/ Development 	Not In Progress Not In Progress Not In Progress	
i31	Proposed “Elm Street” 61st to 67th Ave (Multimodal)	Not In Progress	
i33	Proposed Clay St, Federal Blvd to Little Dry Creek (Multimodal)	Not In Progress	
i29 i8	<u>I-76 and Federal Ramp</u> <ul style="list-style-type: none"> •Preserve and Enhance On/Off-Ramp at Federal & I-76 •Safe Pedestrian Crossing, I-76 and Federal 	In Progress Not in Progress	DOT
i30 i9	<u>US 36 and Federal Ramp</u> <ul style="list-style-type: none"> •Preserve and Enhance On/Off-Ramp Federal & US36 •Safe Pedestrian Crossing, US 36 and Federal 	In Progress Not in Progress	DOT Westminster
i165	<u>Clay Community Outfall</u> <ul style="list-style-type: none"> •County indicated need for Clay Outfall project. •Zuni Street alignment under UPRR •Connect Guardian Angel Neighborhood north to Clear Creek. 	Not In Progress	



Infrastructure – Pecos Station and Pecos Commercial District

Project Number	Project Name	Project Status	Partnership
i23 i146 i117	<u>Pecos Street Improvements</u> <ul style="list-style-type: none"> •Pecos Street Roadway Improvement, 52nd Ave to I-76 - 5yr CIP •Pecos Street Bike/ Trail Facility, 52nd Ave to I-76 •Pecos St Bike Facility/Trail, 70th to US36 	In Progress Not In Progress Not In Progress	DOT
i106 i79	<u>Pecos Station Area Improvements</u> <ul style="list-style-type: none"> • New Collector Street, Federal to Pecos to Broadway • Multimodal/Pedestrian Activity Center at Pecos Station 	Not In Progress Not In Progress	
i116 i137 i145	<u>Pecos/US36 Commercial Area Improvements</u> <ul style="list-style-type: none"> • SH 224/ 70th Ave Bike Facility , I-25 to Pecos •70th/68th Ave Bike Lanes, Federal to Pecos •72nd Ave Non-Motorized Improvements, Lowell to Pecos 	Not In Progress Not In Progress Not In Progress	DOT
i105	New Parks/ Open Space in Clear Creek TOD Plan	Not In Progress	
i71	•US36 Highway Multi-Use Path, I-25 to Sheridan	Not In Progress	DOT



Infrastructure – Welby Station and Welby Neighborhood

Project Number	Project Name	Project Status	Partnership
i6 i18 i19 i24 i50 i96	<u>York/ Welby St Improvements</u> <ul style="list-style-type: none"> • Welby Street Improvements including Bike/Trail Facility • York Rd Improvement, SH224 to 78th – 5yr CIP • York/ Welby St Improvement 78th to 88th – 5yr CIP • York St Road Improvement, 58Ave to SH224 • York St/78 Ave Intersection Improvement • York/Welby and Coronado Grade Separation For Niver Creek Trail 	Not In Progress In Progress In Progress In Progress Not In Progress In Progress	
i118 i125 i76	<u>Thornton Partnership Project</u> <ul style="list-style-type: none"> • 86th and 88th Ave Bike Connection • Adams County Local Trail • 88th Ave New Bus Route 	Not In Progress Not In Progress Not In Progress	Thornton & RTD
i166 i167	<u>North Washington Water and Sanitation Partnership Project</u> <ul style="list-style-type: none"> • York Street Water and Sewer Improvements, 78th and 88th • York Street Water and Sewer Improvements, 58th to SH224 	Not In Progress Not In Progress	Water & Sanitation
i15 i141 i142 i143 i148 i157	<u>Park/ Trail Improvements</u> <ul style="list-style-type: none"> • Clear Creek Trail Access - 5yr CIP • Downing/78th Ave, Park Improvement • SW of Welby Street/Coronado Pkwy, Rotella Park Improvement • West of Railroad-78th to I-76, New/Improved Park/Open Space • NW of SH224/York, Preserve Agriculture Presence at Parks/Open Spaces • York and I-76, New Park/Park Improvement 	In Progress Not In Progress Not In Progress Not in Progress Not in Progress Not In Progress	DOT
i51	<u>Proposed Roadway Network (Approximate Alignments)</u> <ul style="list-style-type: none"> • N/S Streets: Downing, Lafayette, Franklin, Richard, Race, Clayton, Steele • E/W Streets: Coronado, 79th, 77th, 76th, 75th, 74th, Brannan 	Not In Progress	
i166	<u>78th Street Improvements</u> Improvements for 78 th Street from York Street to Steele Street.	Not In Progress	

Public Meeting Agenda

- *Presentation Overview*
- *Open House Boards*
 - Welcome Board
 - Process/Methodology Boards
 - Completed Projects Board
 - “Top 40” Projects Boards (5)
- *Board Polling*
- *Electronic Polling*

Public Meeting Polling – Board Polling

- *One Board per Category*
 - Policies and Programs
 - Development Areas
 - Federal Boulevard and Federal Station Infrastructure Projects
 - Pecos Station and Pecos Commercial District Infrastructure Projects
 - Welby Station and Welby Neighborhood Infrastructure Projects
- *2 Dots per Board*

Public Meeting Polling – Electronic Polling

- *Five Questions*
 - Rank 1 through 4 how you would prioritize the project areas displayed on the boards tonight.
 - Rank the policies and programs in order of which you support the most.
 - Would you prefer to implement projects that are: (roads, sidewalks, sewer/water, etc.)?
 - Would you support a local tax or voter-approved financing option that would pay for a specific project list in this area?
 - What type of local tax or financing option would you support?
- *Handouts to help with electronic polling*

Next Steps



MAKING CONNECTIONS/SW ADAMS COUNTY
PLANNING AND IMPLEMENTATION PLAN



Next Steps

- *TAC Meeting: 05/03/2016*
- *Working Paper 2: Recommendations Report*
- *Top 10 List*
- *Implementation Strategies*





STUDY SESSION AGENDA ITEM

DATE OF STUDY SESSION: April 26, 2016
SUBJECT: PACE (Property Assessed Clean Energy)
FROM: Julia Ferguson
AGENCY/DEPARTMENT: Office of Performance, Innovation, and Sustainability (County Manager's Office)
ATTENDEES: Julia Ferguson, Nick Kittle, Paul Scharfenberger (Colorado Energy Office), Brigitte Grimm, Patsy Melonakis
PURPOSE OF ITEM: To provide an update on PACE and express the desire to have the County move forward with program adoption
STAFF RECOMMENDATION: Adoption of PACE-affirming legislation in Adams County

BACKGROUND:

PACE (Property Assessed Clean Energy) is a new financing tool that allows commercial and multifamily property owners to finance qualifying energy efficiency, water conservation, and other clean energy improvements on existing and new properties with a special assessment on the property tax bill. The program, established by the Colorado Energy Office and managed by the Colorado New Energy Improvement District (NEID), serves a public purpose by reducing energy costs, stimulating economic growth, and improving property valuation. Adams County must opt-in to the program with an agreement with the NEID in order for business and property owners in the County to take advantage of this opportunity.

PACE was brought before the Board of County Commissioners in 2015 during an introductory Study Session. After vetting the program with applicable County departments, including the Assessor's Office and the Treasurer's Office, there is indication of full support for the program moving forward. Colorado Energy Office will be in attendance to provide information about the program and its projected impact.

AGENCIES, DEPARTMENTS OR OTHER OFFICES INVOLVED:

Adams County Assessor's Office
Adams County Treasurer's Office
Colorado Energy Office

ATTACHED DOCUMENTS:

PowerPoint Presentation

FISCAL IMPACT:

Either mark X X if there is no fiscal impact or provide the following information for the recommended action:

Fund(s):	
Cost center(s):	
Self-generated / dedicated revenues:	\$
Annual operating costs:	\$
Annual net operating (cost) / income:	\$
Capital costs:	\$
Expenditure included in approved operating budget:	\$
Expenditure included in approved capital budget:	\$
New FTEs requested:	

Additional Note:

No fiscal impact.

APPROVAL SIGNATURES:

APPROVAL OF FISCAL IMPACT:



Todd Leopold, County Manager



Nancy Duncanson
Budget / Finance

Raymond H. Gonzales, Deputy County Manager

Ed Finger, Deputy County Manager



Commercial Property Assessed Clean Energy

Colorado C-PACE

April 26, 2016



COLORADO
Energy Office

Agenda

- **Property Assessed Clean Energy (PACE)**
 - Background
 - Value Proposition
 - State of the Market (Commercial)

- **Colorado Commercial PACE (C-PACE)**
 - Background
 - General Mechanics
 - Status Update



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Energy Office

PACE Background

Private Sector Financing - Public Sector Infrastructure (P3 Model)



1736 - First Assessment District
in Philadelphia

Today - 37,000 Assessment
Districts nationwide



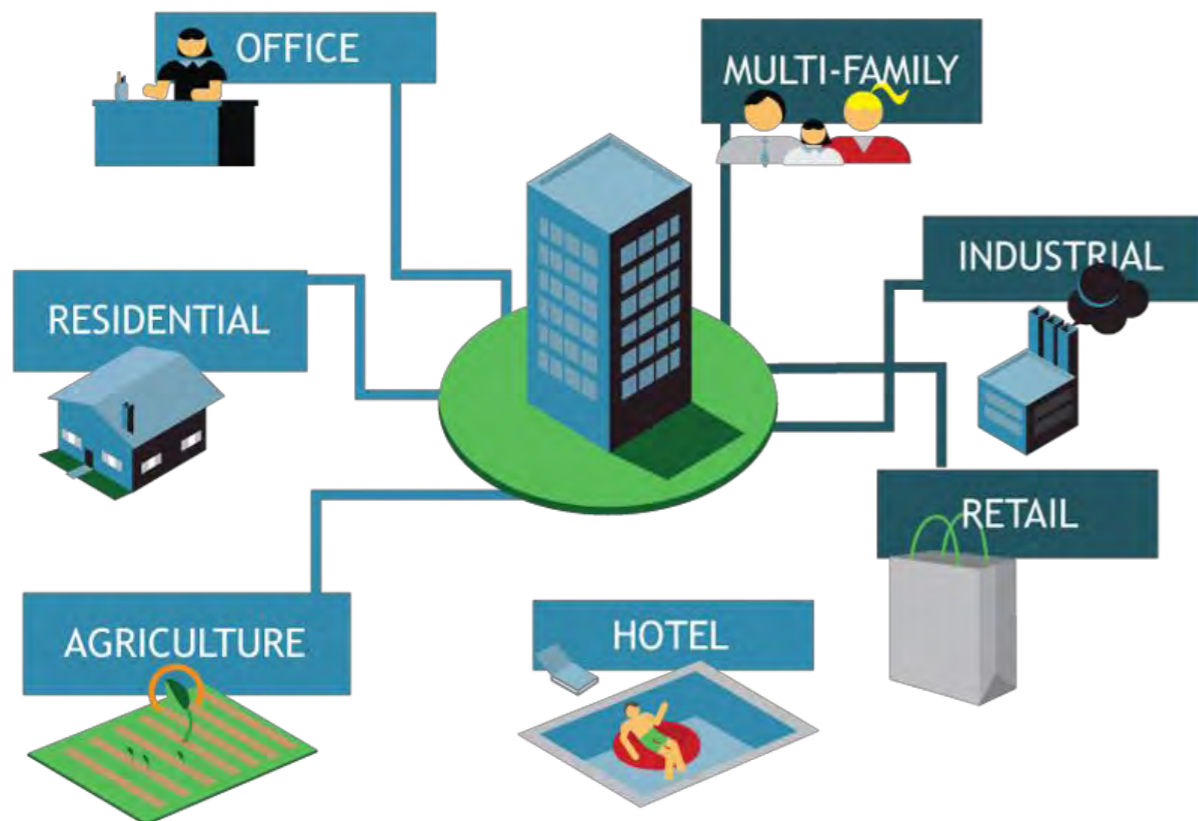
COLORADO
Energy Office

Source: PACENow

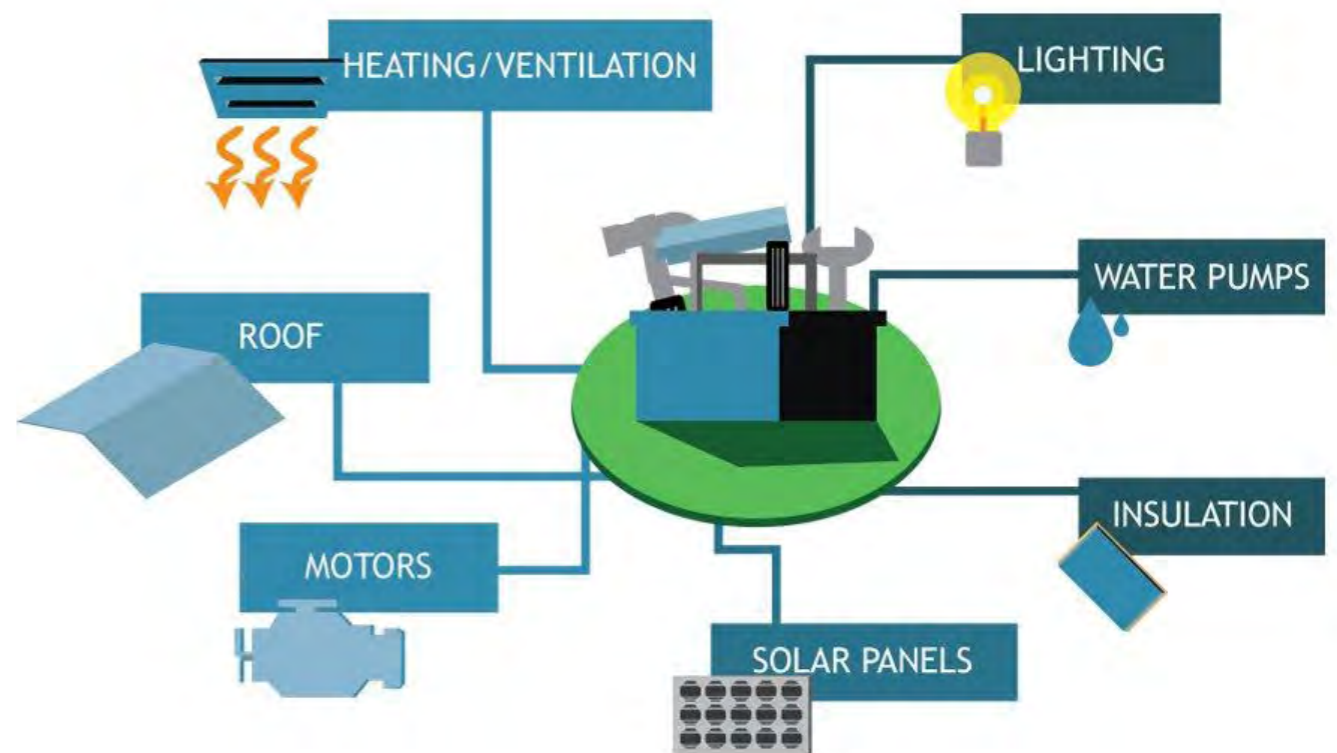
PACE Background (continued)

A wide variety of properties have used PACE to finance a wide variety of improvements

Properties



Improvements



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Energy Office

Source: PACENow

PACE Value Proposition

The Bottom Line: Increased Building Value



PACE Value Proposition (*continued*)

Private capital provides 100% upfront, low-cost, long-term funding

Repayment through property taxes

A senior PACE lien is put on the property and stays regardless of ownership

Value Proposition

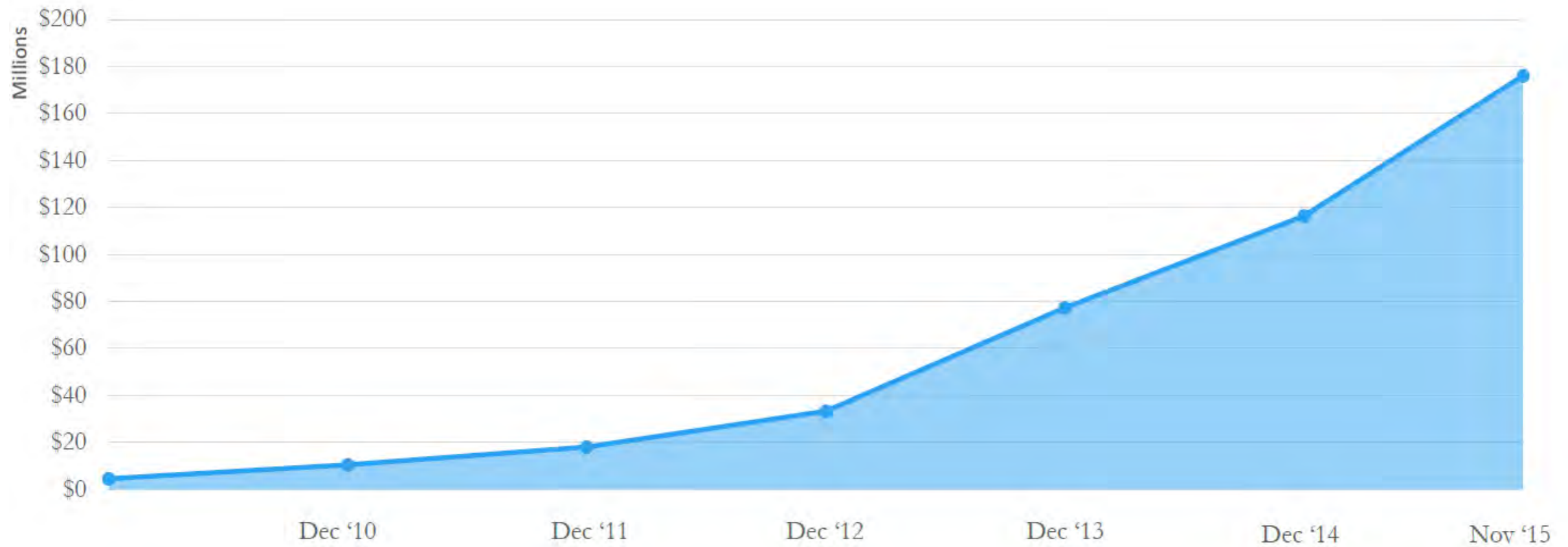
- Finance 100% of project costs
- Longer duration financing equates to more attractive cash flows
- Assessment/lien transfers with the property
- Addresses “split incentive” under certain scenarios



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State of the Commercial PACE Market (Nationally)

Cumulative Total C-PACE Funding



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Source: PACENow

Agenda

- **Property Assessed Clean Energy (PACE)**
 - Background
 - Value Proposition
 - State of the Market (Commercial)

- **Colorado Commercial PACE (C-PACE)**
 - Background
 - General Mechanics
 - Status Update

Colorado C-PACE Background

- **Enabling legislation was passed in 2008 (HB08-1350), expanded in 2010 (HB10-1328), and amended in 2013 (SB13-212) and 2014 (SB14-171).**
 - HB08-1350 authorized local governments to establish PACE programs
 - HB10-1328 created an improvement district encompassing the entire state
 - SB13-212 expanded the program to the Commercial sector, allowed for the use of private funds, required lien-holder consent, and changed the composition of the Board
 - SB14-171 allowed for the financing of water conservation measures
- **Board of Directors (the “Board”) was appointed in September 2013**
 - Comprised of 7 members representing the real estate industry, banking, the energy efficiency and renewable energy industries, and public utilities
 - Responsibilities include:
 - Establishing program rules
 - Drafting program paperwork
 - Implementing program framework
 - Overseeing and managing the District/C-PACE on an ongoing basis



COLORADO
Energy Office

C-PACE Critical Components / Value Proposition

Private capital provides 100% upfront, low-cost, long-term funding

Repayment through property taxes

A senior PACE lien is put on the property and stays regardless of ownership

Critical Components of C-PACE

- Statewide District
- Voluntary “opt-in” structure (counties)
- Mortgage-holder consent required
- Financing provided by the private sector
- New Construction projects are eligible

Value Proposition

- Finance 100% of project costs
- Longer duration financing = attractive cash flows
- Assessment/lien transfers with the property
- Addresses “split incentive” under certain scenarios
- **Stimulates the local economy at little cost to the county (counties earn 1% on each assessment)**
- **Utilizes the infrastructure of the public sector as opposed to the coffers (private sector financing)**
- **Provides another economic development incentive tool for the county toolbox (new construction)**



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Colorado C-PACE General Mechanics

1. County Government “opts-in” to the District (New Energy Improvement District – NEID) by resolution of the Board of County Commissioners
2. Commercial property owner identifies an improvement project & applies to the NEID for financing (**mortgage-holder consent must be obtained and included in final application**)
3. Upon approval, assessment is recorded in County Land Records
4. Contractor initiates and completes construction
5. Lending partner disburses project funds
6. Commercial property owner begins making regular payments on property tax bill
7. County Government begins regular assessment collection from the property owner and remittance to the NEID
8. NEID receives regular payments from the County Government and remits those payments to the lending partner/s that provided the capital for the associated project/s



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Colorado C-PACE Status Update

- **Complete the C-PACE Program Guide, including all Program Agreements**
 - C-PACE Program Guide - **Completed**
 - NEID-County Participation Agreement – **Completed**
 - C-PACE Assessment-Financing Agreement – **Completed**
- **Procure Program Administrator/s**
 - Program Manager – **Completed**
 - Financial Manager – **Pinpointed** (negotiating terms)
 - Marketing Manager – **Completed**
- **Launch Colorado C-PACE (December 1, 2015)**
 - Finalize and launch statewide website (www.copace.com) - **Completed**
 - Finalize Project and Contractor Applications – **Completed**
 - Finalize Capital Provider Request for Participation (RFP) – **Completed**
- **Work with local governments, contractors, and lenders to secure eligibility**
 - **County “opt-in” is critical to success**



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Colorado C-PACE “Cleanup” Legislation (SB16-171)

- **Pursuing amendments to C.R.S. 32-20-102 through C.R.S. 32-20-109 (SB13-212)**
 - **Priority amendment focuses on aligning program with the State constitution**
 - Remove statutory restriction on a County Assessor’s ability to take into account any increase in market value of the eligible real property resulting from the completion of a PACE improvement
 - **Remaining amendments can be categorized as “cleanup” items seeking to ensure that the program functions like all other special assessments**
 - Interest charged on delinquent payments
 - Timing for collecting and remitting payments for assessment installments
 - Handling of the tax lien sale process
- **Worked with the CCTA to resolve one lingering concern**
 - Some County Treasurers were concerned about the non-extinguishable nature of the PACE lien
 - NEID has committed to capitalizing a reserve account for counties who wish to leverage it
- **Status Update**
 - Passed unanimously through the Senate
 - Passed unanimously through the House Transportation & Energy Committee (now to the Floor)



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Colorado Energy Office

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COLORADO
Energy Office



STUDY SESSION AGENDA ITEM

DATE OF STUDY SESSION: April 26, 2016
SUBJECT: 1 st QTR 2016 Plan of Work Update
FROM: Barry Gore and Tricia Allen (ACED staff)
AGENCY/DEPARTMENT: ACED
ATTENDEES: Kristin Sullivan
PURPOSE OF ITEM: Status Update – Annual Plan of Work
STAFF RECOMMENDATION:

BACKGROUND:

Per the Professional Services Agreement, ACED is required to meet with the Board of County Commissioners to discuss its Annual Work Plan and providing quarterly status updates on achieving the scope of services identified in the Professional Services Agreement.

AGENCIES, DEPARTMENTS OR OTHER OFFICES INVOLVED:

Economic Development

ATTACHED DOCUMENTS:

PowerPoint Presentation

FISCAL IMPACT:

Either mark X if there is no fiscal impact or provide the following information for the recommended action:

Fund(s):	
Cost center(s):	
Self-generated / dedicated revenues:	\$
Annual operating costs:	\$
Annual net operating (cost) / income:	\$
Capital costs:	\$
Expenditure included in approved operating budget:	\$131,516 (4 quarterly payments)
Expenditure included in approved capital budget:	\$
New FTEs requested:	

APPROVAL SIGNATURES:

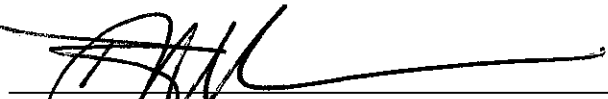
APPROVAL OF FISCAL IMPACT:



Todd Leopold, County Manager



Nancy Owen
Budget / Finance



Raymond H. Gonzales, Deputy County Manager

Ed Finger, Deputy County Manager



2016 Plan of Work

April 26, 2016

Business Retention and Expansion

BRE Visits 1st Qtr 2016

	1st QTR 2016	YTD Totals
Visits	16 Visits	16 Visits (GOAL: 100)
Jobs	251	251
Capital Investment	\$15M	\$15M

Companies Visited

A.I.A. Plastics, Inc
Alside Suppy
American West Plastics
Bluepoint Bakery
Classic Metals, Inc.
Coda Coffee
Consolidated Electric Motor
Cool Distribution

Hi Country Signs
Innovative Mechanical Solutions
Nexeo Solutions
Pirtex Fluid Transfer Solutions
Quattro Machining
Rocky Mountain Pre-Stain
Something Brewery
US-Transportation



Business Retention and Expansion

Company Closures/Job Losses 1st Qtr 2016

	1st QTR 2016		
Company	Jobs	Close or Relocate?	Reason
Performance Mobility	32	Relocate	Real Estate
Green Energy Corp.	16	Relocate	Merger with Magpie failed
Mile High Organics	22	Close	Lack of sufficient customer base

Primary Employment Attraction

Prospects, New Businesses and Incentives 1st QTR 2016

	1st QTR 2016	YTD Totals
# of New Prospects	36	36
Company Announcements	Medline Industries	--
	River North Brewery	--
	Project Prime (Confidential)	--
	Laser Galicia America	
CAPEX	\$64,000,000	\$64,000,000
# of New Jobs Announced	728	728
# of Incentive Eligible Companies	3	3
2016 Tax rebate amount	\$292,055 in eligible tax rebates for 2016	\$292,055 in eligible tax rebates for 2016



Primary Employment Attraction

Commercial Real Estate Activity 3rd Qtr 2015

3rd QTR 2015	Vacancy Rate		Rental Rates	
	Adams	Metro Denver	Adams	Metro Denver
Office	11.2%	13.1%	\$19.46	\$25.62
Class A	11.0%	10.5%	\$25.00	\$31.53
Class B	13.4%	15.5%	\$17,047.00	\$22.48
Class C	5.0%	10.2%	\$18.39	\$20.70
Industrial	3.4%	3%	\$6.26	\$6.74
Retail	5.7%	5.6%	\$15.48	\$15.76



Primary Employment Attraction

Commercial Real Estate Activity 4th Qtr 2015

4th QTR 2015	Vacancy Rate		Rental Rates	
	Adams	Metro Denver	Adams	Metro Denver
Office	11.2%	13.1%	\$19.46	\$25.62
Class A	11.0%	11.4%	\$25.00	\$31.53
Class B	13.4%	15.5%	\$17.47	\$22.48
Class C	5.0%	10.2%	\$18.39	\$20.70
Industrial	4.3%	4.2%	\$6.55	\$7.15
Retail	5.8%	5.7%	\$15.50	\$15.91

Developments Under Construction in 4th Qtr 2015

Property	Total SF Under Construction	Available
Crossroads Commerce Park (4 buildings)	704,657 SF	2 nd QTR 2016
Majestic Commerce Center	452,400 SF	2 nd QTR 2016
Eastpark 70	436,833 SF	3 rd QTR 2016



Marketing and Outreach

Marketing and Outreach 1st Qtr 2016

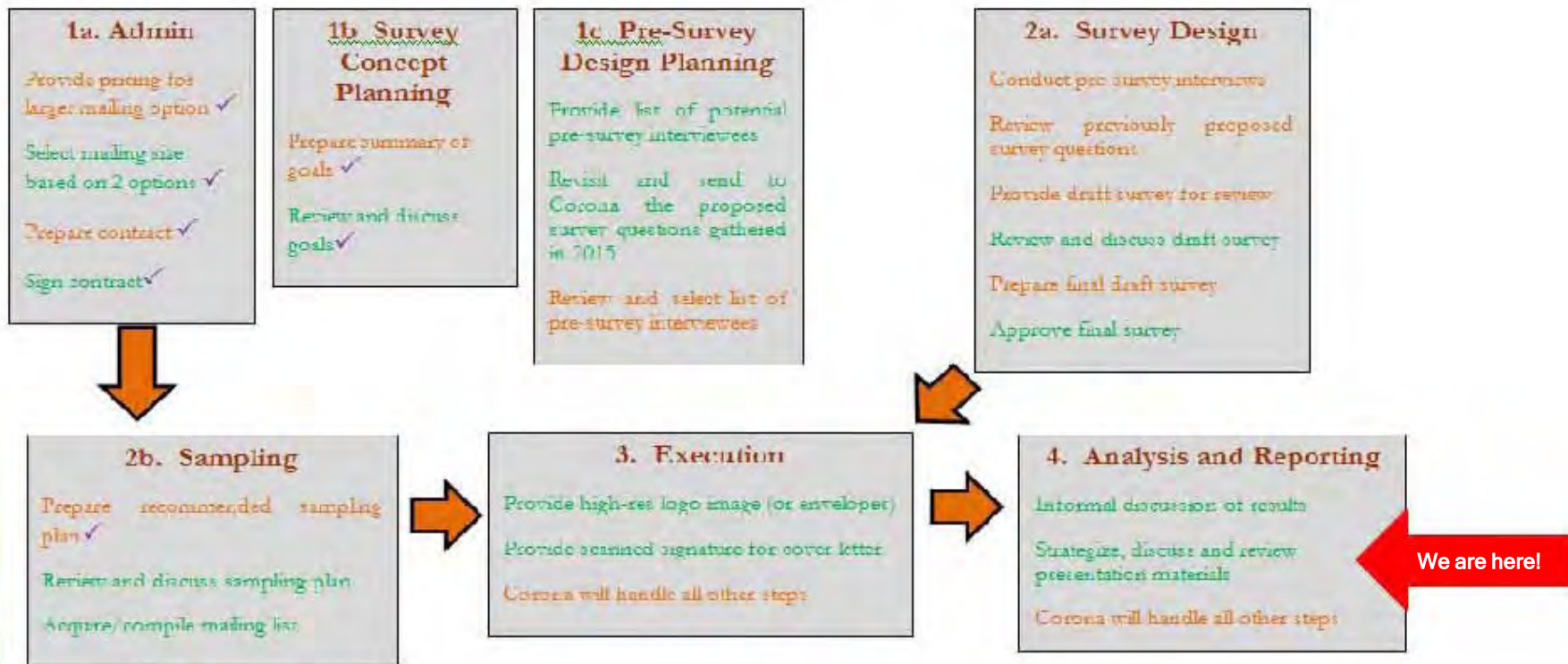
	1st QTR 2016	YTD Totals
Presentations/ Marketing Campaigns	6	6 (GOAL: 12)
Website	New site launched	--
	Adding new Events software	
	New Blog feature	
Outreach Efforts		--
	Full page article to be published in June issue of CREJ	--
	DMCAR Presentation	--
	MNCC Bus Tour	
	Innovative Real Estate Group	
	Urban Land Institute	
	CREJ Land and Development Conference (proposed)	--

Business Issue Survey



PROCESS TIMELINE - BUSINESS SURVEY

The steps below indicate the process and order of both ACED and Corona Insights. Internal tasks by Corona Insights are not listed unless they involve interaction with ACED or are a prerequisite for ACED tasks.



Green = ACED, Orange = Corona

QUESTIONS?



**Thank you for your support
of ACED!**

