



# ADAMS COUNTY

**COLORADO**

BOARD OF COUNTY COMMISSIONERS

Eva J. Henry - District #1  
Charles "Chaz" Tedesco - District #2  
Erik Hansen - District #3  
Steve O'Doriso - District #4  
Jan Pawlowski - District #5

---

---

## STUDY SESSION AGENDA TUESDAY October 11, 2016

*ALL TIMES LISTED ON THIS AGENDA ARE SUBJECT TO CHANGE.*

---

---

- |                   |                     |  |
|-------------------|---------------------|--|
| <b>11:00 A.M.</b> | <b>ATTENDEE(S):</b> | <b>Heather Younger</b>   |
|                   | <b>ITEM:</b>        | <b>Draft Quality of Life Survey Review</b>   |
| <b>11:30 A.M.</b> | <b>ATTENDEE(S):</b> | <b>Abel Montoya / Rachel Bacon</b>   |
|                   | <b>ITEM:</b>        | <b>Making Connections Draft Plan Review</b>  |
| <b>12:30 P.M.</b> | <b>ATTENDEE(S):</b> | <b>Norman Wright / Kristin Sullivan / Nana Appiah /<br/>Jen Rutter</b>   |
|                   | <b>ITEM:</b>        | <b>Midtown Development Update</b>  |
| <b>1:00 P.M.</b>  | <b>ATTENDEE(S):</b> | <b>Karen Stuart, Executive Director of Smart Commute</b>   |
|                   | <b>ITEM:</b>        | <b>Smart Commute Metro North Transportation<br/>Management Organization (TMO) Update</b>   |
| <b>1:30 P.M.</b>  | <b>ATTENDEE(S):</b> | <b>Raymond Gonzales / Jeffery Maxwell</b>  |
|                   | <b>ITEM:</b>        | <b>56<sup>th</sup> Avenue Project Update</b>   |
| <b>2:00 P.M.</b>  | <b>ATTENDEE(S):</b> | <b>Dave Young</b>  |
|                   | <b>ITEM:</b>        | <b>CJCC Justice and Behavioral Health Dashboard<br/>Presentation (1<sup>st</sup> Floor Public Hearing Room)</b>  |
| <b>3:00 P.M.</b>  | <b>ATTENDEE(S):</b> | <b>Norman Wright / Eric Guenther</b>   |
|                   | <b>ITEM:</b>        | <b>Expired Conditional Use Permits Review</b>  |
| <b>3:30 P.M.</b>  | <b>ATTENDEE(S):</b> | <b>Todd Leopold</b>  |
|                   | <b>ITEM:</b>        | <b>Administrative Item Review / Commissioner<br/>Communications</b>  |
| <b>4:00 P.M.</b>  | <b>ATTENDEE(S):</b> | <b>Heidi Miller / Julie DeMarco</b>  |
|                   | <b>ITEM:</b>        | <b>Executive Session Pursuant to C.R.S. 24-6-402(4)(b)<br/>and (e) for the Purpose of Receiving Legal Advice<br/>and Instructing Negotiators Regarding Garcia Case</b> |

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

\*\*\*AGENDA IS SUBJECT TO CHANGE\*\*\*



## STUDY SESSION AGENDA ITEM

<b>DATE:</b> October 11, 2016
<b>SUBJECT:</b> Draft Quality of Life Survey Review
<b>FROM:</b> Heather Younger, Customer Experience Operations Manager
<b>AGENCY/DEPARTMENT:</b> County Manager's Office
<b>ATTENDEES:</b> Heather Younger, National Research Center representative
<b>PURPOSE OF ITEM:</b> Finalize the creation of the 2016 Quality of Life Survey and administer it in October 2016.
<b>STAFF RECOMMENDATION:</b> That the Board accepts most of the redlined edits with a few tentative new questions.

### **BACKGROUND:**

Adams County contracted to administer a Quality of Life Survey in 2012 and 2014. The Board of County Commissioners approved that we move forward with the 2016 survey, at the March 15, 2016 Study Session.

### **AGENCIES, DEPARTMENTS OR OTHER OFFICES INVOLVED:**

All Departments, Anythink Libraries, Adams County Housing Authority, Tri-County Health Department

### **ATTACHED DOCUMENTS:**

**FISCAL IMPACT:**

Please check if there is no fiscal impact . If there is fiscal impact, please fully complete the section below.

**Fund:** 1

**Cost Center:** 1019

	<b>Object Account</b>	<b>Subledger</b>	<b>Amount</b>
Current Budgeted Revenue:			
Additional Revenue not included in Current Budget:			
<b>Total Revenues:</b>			

	<b>Object Account</b>	<b>Subledger</b>	<b>Amount</b>
Current Budgeted Operating Expenditure:	7685	10191601	\$27,000
Add'l Operating Expenditure not included in Current Budget:	7685	10191601	\$34,000
Current Budgeted Capital Expenditure:			
Add'l Capital Expenditure not included in Current Budget:			
<b>Total Expenditures:</b>			<u>\$61,000</u>

**New FTEs requested:**  YES  NO


**Future Amendment Needed:**  YES  NO

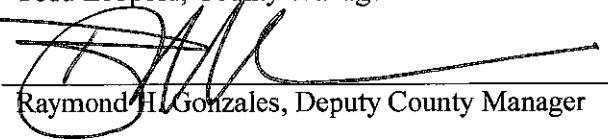
**Additional Note:**

The 3<sup>rd</sup> Amendment, which is tentatively scheduled to be adopted on October 18, 2016, includes the \$34,000 shown in the above Fiscal Impact Table.

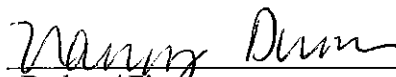
**APPROVAL SIGNATURES:**

**APPROVAL OF FISCAL IMPACT:**

  
\_\_\_\_\_  
Todd Leopold, County Manager

  
\_\_\_\_\_  
Raymond H. Gonzales, Deputy County Manager

\_\_\_\_\_  
Bryan Ostler, Interim Deputy County Manager

  
\_\_\_\_\_  
Nancy Durn  
Budget / Finance



## STUDY SESSION AGENDA ITEM

<b>DATE:</b> 10/11/16
<b>SUBJECT:</b> Making Connections Draft Plan Review
<b>FROM:</b> Abel Montoya, Director
<b>AGENCY/DEPARTMENT:</b> Long Range Strategic Planning
<b>ATTENDEES:</b> Abel Montoya, Rachel Bacon, Rebecca Zamora, Lori Wisner, Carolina VanHorn
<b>PURPOSE OF ITEM:</b> Information
<b>STAFF RECOMMENDATION:</b> Information

### **BACKGROUND:**

Provide an update on the Making Connections in SW Adams County Planning and Implementation Plan. The draft plan was released for public comment and stakeholder agency referral on September 2, 2016.

### **AGENCIES, DEPARTMENTS OR OTHER OFFICES INVOLVED:**

Adams County Transportation Department,, Adams County Parks and Open Space, Adams County Community and Economic Development, Adams County Sheriff's Office, Adams County Fire Protection District, Adams County Housing Authority, other Stakeholders

### **ATTACHED DOCUMENTS:**

PowerPoint Presentation  
Draft Plan

**FISCAL IMPACT:**

Please check if there is no fiscal impact . If there is fiscal impact, please fully complete the section below.

**Fund:**

**Cost Center:**

	Object Account	Subledger	Amount
Current Budgeted Revenue:			
Additional Revenue not included in Current Budget:			
<b>Total Revenues:</b>			<hr/>

	Object Account	Subledger	Amount
Current Budgeted Operating Expenditure:			
Add'l Operating Expenditure not included in Current Budget:			
Current Budgeted Capital Expenditure:			
Add'l Capital Expenditure not included in Current Budget:			
<b>Total Expenditures:</b>			<hr/>

New FTEs requested:  YES  NO

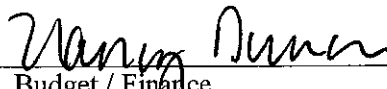
Future Amendment Needed:  YES  NO


**Additional Note:**

**APPROVAL SIGNATURES:**

**APPROVAL OF FISCAL IMPACT:**

  
\_\_\_\_\_  
Todd Leopold, County Manager

  
\_\_\_\_\_  
Budget / Finance

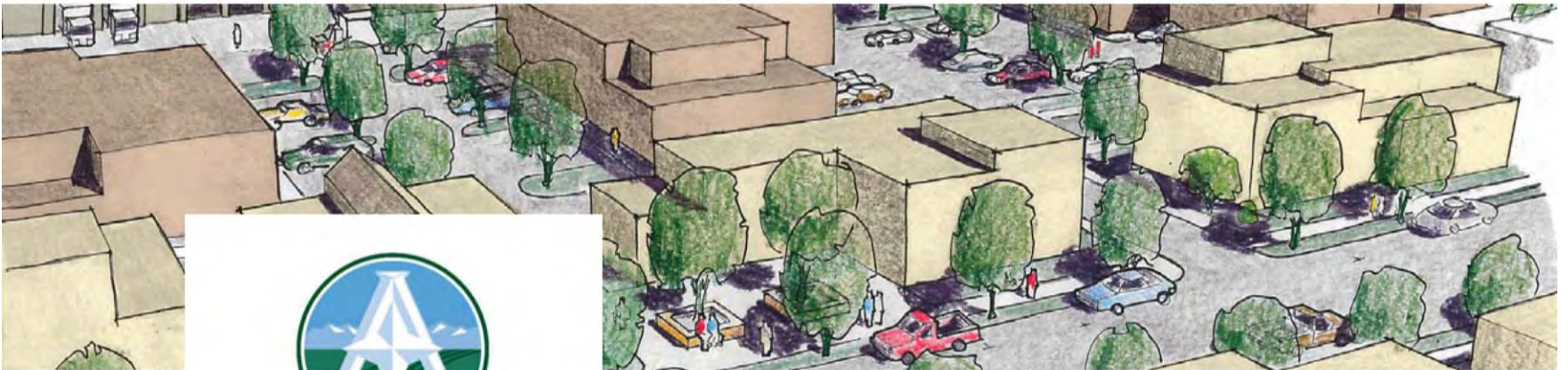
  
\_\_\_\_\_  
Raymond H. Gonzales, Deputy County Manager

\_\_\_\_\_  
Bryan Ostler, Interim Deputy County Manager



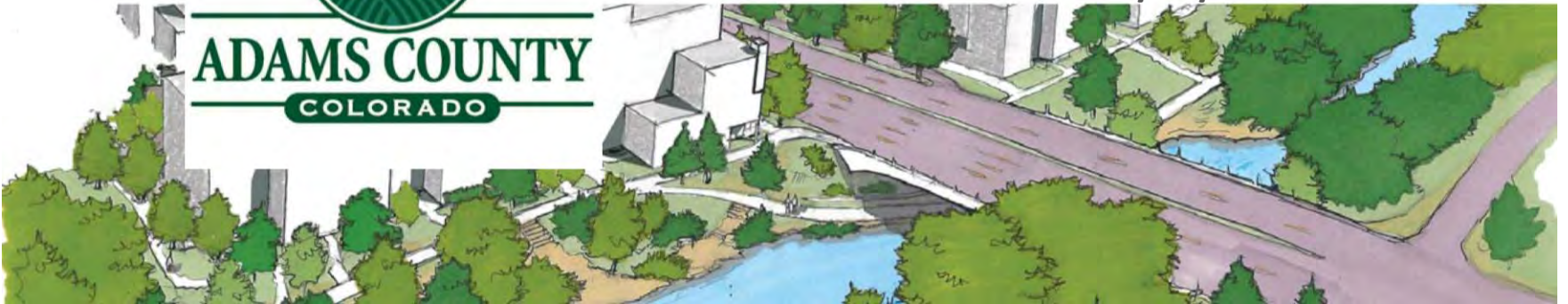
# SOUTHWEST ADAMS COUNTY MAKING CONNECTIONS

## PLANNING AND IMPLEMENTATION PLAN



**ADAMS COUNTY**  
COLORADO

**BOCC UPDATE: 10/11/2016**



# AGENDA

- **Review Draft Making Connections in Southwest Adams County Planning & Implementation Plan**
  - Provide feedback
- **Making Connections will serve as a formal amendment to the Adams County Comprehensive Plan Imagine Adams County (2012)**
  - Adoption by the Planning Commission
  - Ratification by the Board of County Commissioners
- **Making Connections Plan Composition:**
  - 26 page Executive Summary/Prospectus w/detailed project insert
  - Chapter 1: Existing Conditions
  - Chapter 2: Project Prioritization and Planning Process
  - Chapter 3: Plan Implementation and Appendices

# STATUS UPDATE

- **August 9, 2016: Most recent BOCC study session on Making Connections**
  - Provided update on Making Connections Plan Development Process including development of the Top 10 and Top 40 Project Listings
  - Introduced first draft of Top Ten Project Listing
- **August- September, 2016: Feedback from BOCC, Public, & Stakeholders on Draft Top 10 Project Listing**
  - August 16, 2016: Neighborhood Meeting
  - August 17, 2016: Focus Group (stakeholders, cities + TAC)
  - August 18, 2016: TAC Debrief

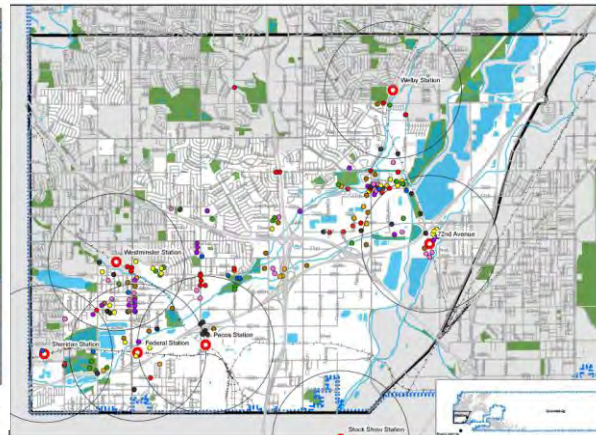
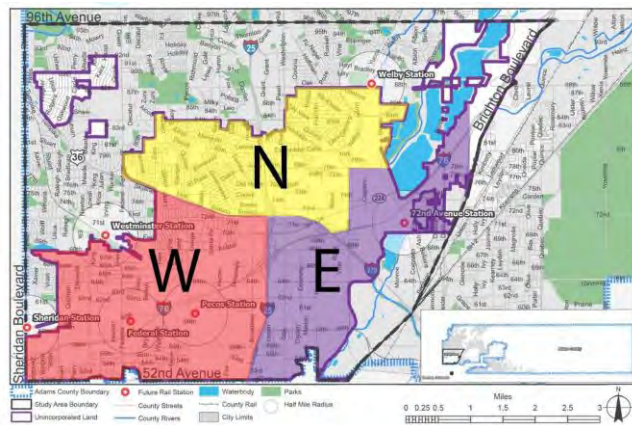


# STATUS UPDATE

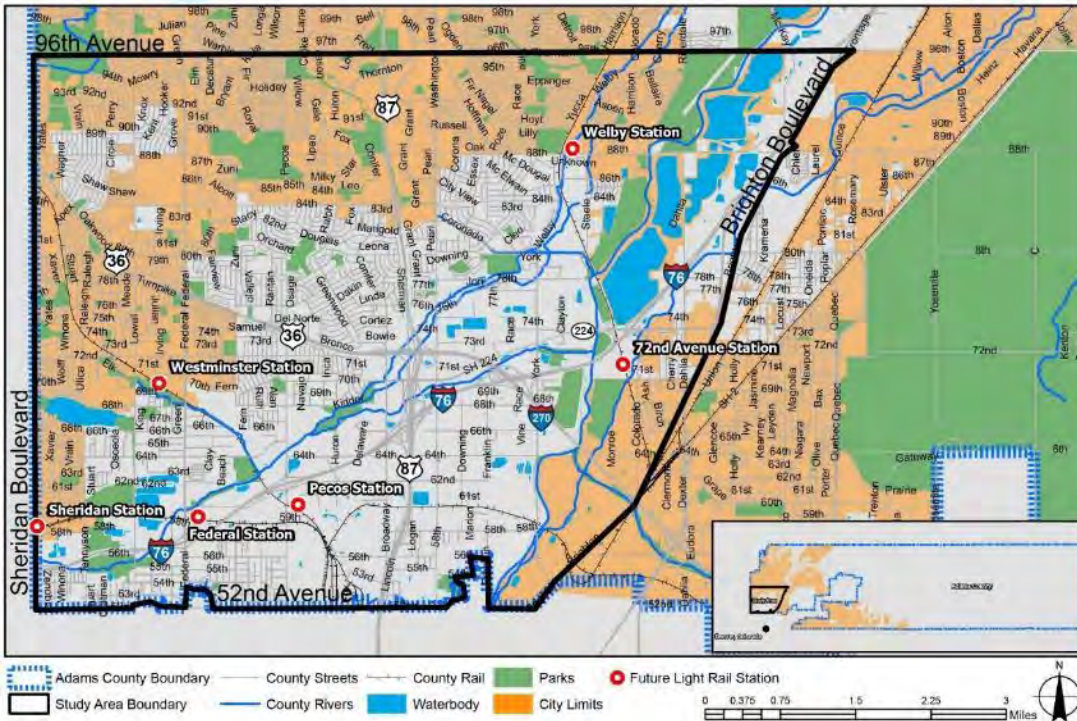
- **August-September, 2016: Plan Revisions to Reflect Comments**
- **September 2, 2016: Final Draft of Making Connections Plan sent out for referral**
  - 1,770 total referrals (approx. 1,600 letters and 170 via email)
- **September 8, 2016: Planning Commission Bus Tour and study session review of Draft Making Connections Plan**
- **September 26, 2016: Neighborhood Meeting over Draft Making Connections Plan**

# PUBLIC ENGAGEMENT: Five Neighborhood Meetings

*+34 meetings with agencies, cities and other stakeholders one-on-one*  
*+5 larger stakeholder forums*  
*+4 meetings with business community*



# PROJECT GOALS

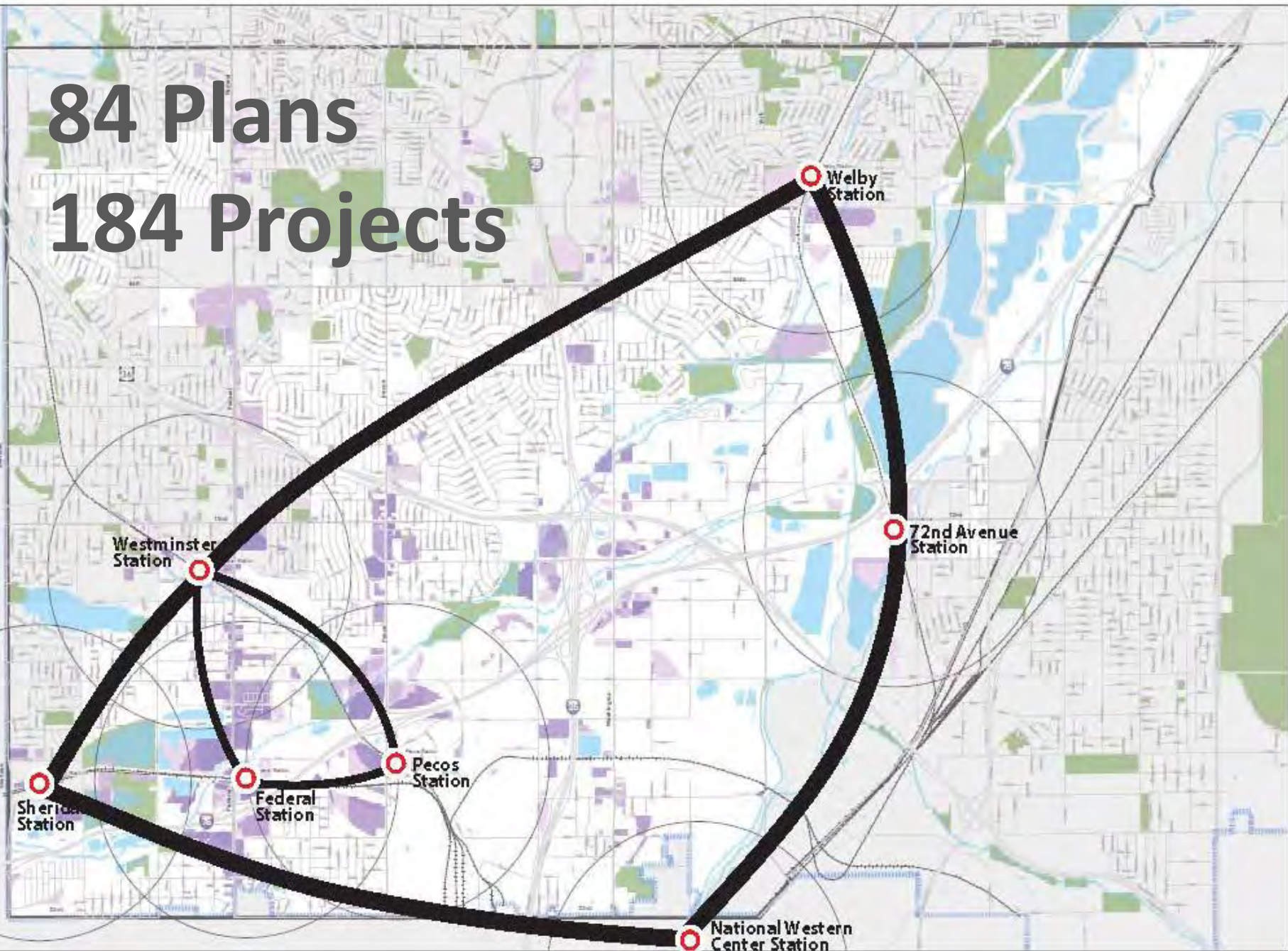


- Focus on **unincorporated Adams County** within the Planning Area of **52<sup>nd</sup>, 96<sup>th</sup>, Sheridan, and Brighton**.
- Utilize information and ideas from **previous plans**.
- **Identify and prioritize strategic and equitable investments** that focus on economic return.
- **Identify Top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

# MAKING CONNECTIONS STUDY AREA STATISTICS

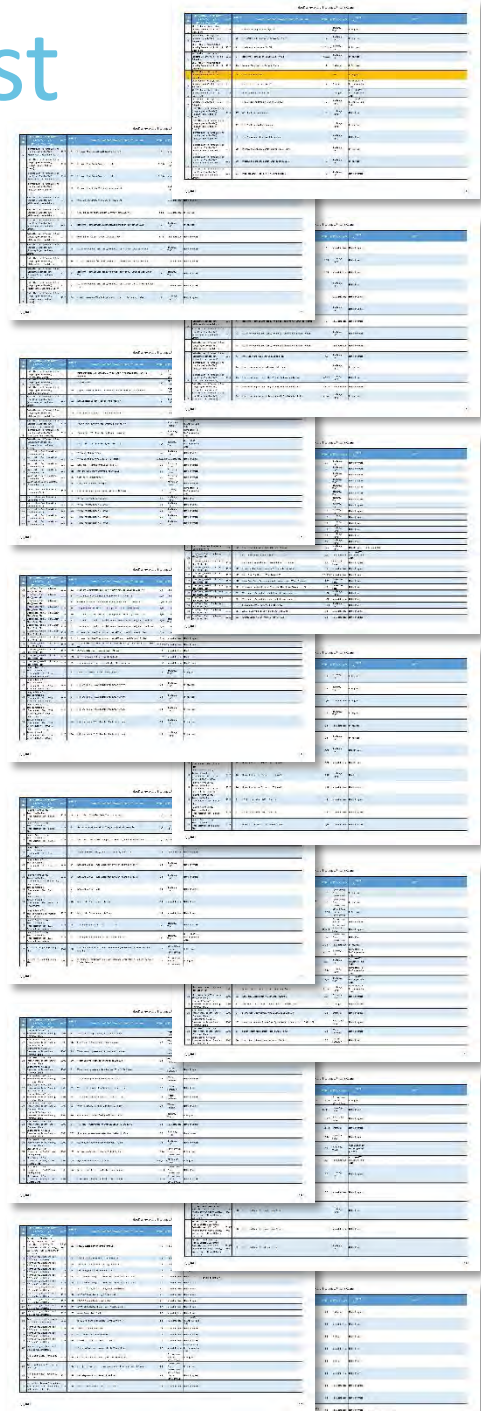
- ▶ Approximately 2 million people live in or within 15 miles of Southwest Adams County (ESRI)
- ▶ An estimated 150,000 residents live in Southwest Adams County (US Census 2015, includes unincorporated Adams County and cities)
- ▶ Roughly half of Southwest Adams County is unincorporated (53%) land versus municipal (Thornton, Federal Heights, Commerce City, Arvada, and Westminster).
  - This accounts for 13,177 acres of land in unincorporated Adams County.
- ▶ 5,203 acres of unincorporated Southwest Adams County is currently zoned for industrial or commercial uses.
- ▶ 80% of Southwest Adams County is eligible for Colorado Enterprise Zone business tax credits
- ▶ Approximately 2,749 acres of non-exempt land in unincorporated Southwest Adams County has an improvement to land value ratio (I/LV) of less than 1.0. An additional 736 acres has an I/LV ratio of 1-2.0. These lands have a higher propensity for change given the lower improvement values as in comparison to land value.
- ▶ Nearly 25 miles of U.S. highways and 70 miles of state highways traverse the Study Area.
- ▶ Nearly 12 miles of Clear Creek and the South Platte River flow through Southwest Adams County.

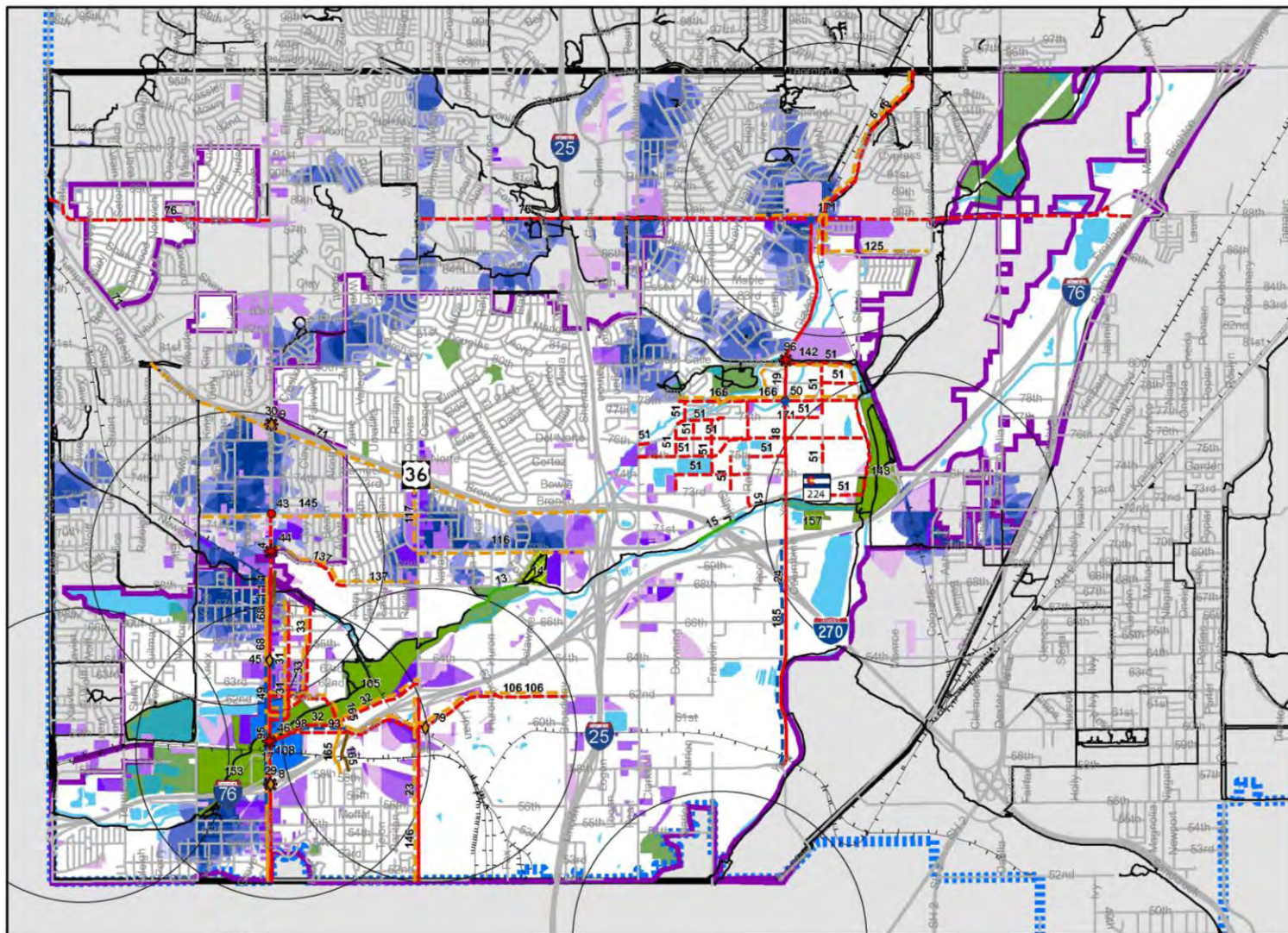
# 84 Plans 184 Projects



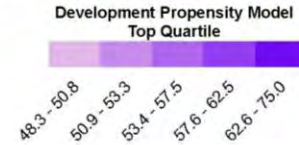
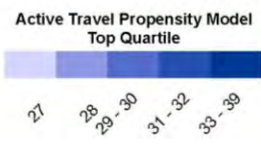
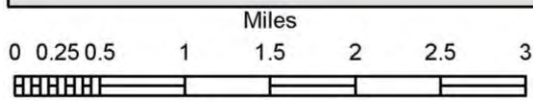
# 14 Page Full Project List

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	US 287 & 69 <sup>th</sup> 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	US 287 & 69 <sup>th</sup> 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	US 287 & 69 <sup>th</sup> 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 70-72	4,14,36,40	Roadway/ Traffic	Not In Progress
4	Federal Boulevard Health Impact Assessment (HIA)	2015	7	Intersection Improvement, 64th Ave and Federal Blvd	4	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	4	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 Rnnovation	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	5yr CIP York Rd Improvement, Hwy224-78th 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	5yr CIP 58th Ave Rd Improvement, Washignton-York	7	Roadway/ Traffic	In Progress





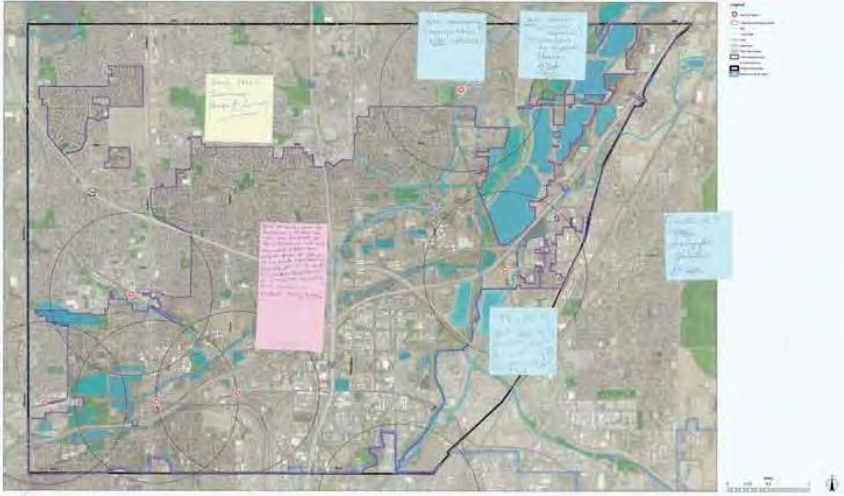
- Legend**
- FasTrack Station
  - 1 Mile FasTrack Station Buffer
  - Local Street
  - Existing ADCO Trail
  - Rail
  - Unincorporated Land
  - Study Area Boundary
  - Adams County Boundary
  - Incorporated Land
  - River
  - Waterbody
  - Park/ Open Space
- Identified Project Type**  
XX - Project ID
- Non-Motorized, In Progress
  - Non-Motorized, Identified
  - Drainage, In Progress
  - Drainage, Identified
  - Parks/ Open Space, In Progress
  - Roadway/ Traffic, In Progress
  - Roadway/ Traffic, Identified
  - Water/ Sanitation, Identified
  - Drainage, In Progress
  - Drainage, Identified
  - Parks/ Open Space, In Progress
  - Parks/ Open Space, Identified



## Data Analysis

# Top 40 Projects: Policies & Programs

# Los 40 Proyectos Principales: Políticas y Programas



MAKING CONNECTIONS/SW ADAMS COUNTY PLANNING AND IMPLEMENTATION PLAN  
 MAKING CONNECTIONS/PLANEACIÓN Y PLAN DE IMPLEMENTACIÓN EN EL SUROESTE DEL CONDADO DE ADAMS

# Top 40 Projects: Policies & Programs

Project ID	Project Title
P1	<b>Libable Zoning</b> Need to provide at least one basic-use district that is workable in mixed-use activity centers. Perhaps rezone "Residential Mixed Use" and "Employment Mixed Use". Current zoning does not allow for good urban development patterns without having a developer go through a PUD process.
P2	<b>Update Parking Policies</b> Parking regulations are not calibrated enough to account for typical spaces provided in and near transit areas to accommodate mixed-use activity centers.
P3	<b>Affordable Housing Policy</b> Create comprehensive affordable housing policy for development within 1 mile of rail stations for bus rapid transit area (BRTA).
P4	<b>Strata/Gas Annual Implementation</b> Identify budget dollar amount per year for 10 years (to start) to provide better pedestrian mobility.
P5	<b>Busstop Facility Annual Implementation</b> Identify budget dollar amount per year for 10 years (to start) to provide better bicycle mobility. This could include bicycle lanes, trails, repair racks, bicycle locks, etc.
P6	<b>ADA Transition Plan Annual Implementation</b> Identify budget dollar amount per year for 10 years (to start) to implement ADA Transition Plan within study area. Includes updating public sidewalks, ramps, curbs and other features to be ADA-Accessible.
P7	<b>Create Lane-Use Development Standards</b> Update subdivision regulations to encourage low-impact developments.
P8	<b>Create a Neighborhood Toolkit</b> Neighborhood and community support program offering broad and comprehensive tools to address individual neighborhood goals for neighborhood needs, land-use, landscaping and community development training and support, clean-up programs, etc.
P9	<b>Create a Transportation Demand Management Program</b> 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.
P10	<b>Create a Complete Streets Policy and Complete Streets Standards</b> Create urban designs, design standards that promote mixed public activity and identify mobility priorities by street type and character of development area.
P11	<b>Complete Streets Improvement Funding Study</b> Options discussed include Special Use Tax, Local Improvement Districts (LID), Public Improvement Districts (PID), Intermodal Authority/Intergovernmental Agreement, and Bond Measures. Focus to be dedicated to transportation, public health and recreational facilities.
P12	<b>Create a "Dignity in Programming" or "Planning to Prioritize" process at Adams County</b> Create an internal process where long-range planning results in programmatic decisions making as well as translates to development review processes.

MAKING CONNECTIONS/SW ADAMS COUNTY PLANNING AND IMPLEMENTATION PLAN  
 MAKING CONNECTIONS/PLANEACIÓN Y PLAN DE IMPLEMENTACIÓN EN EL SUROESTE DEL CONDADO DE ADAMS

# Los 40 Proyectos Principales: Políticas y Programas

Número del Proyecto	Resumen del Proyecto
P1	<b>Activación de zonificación</b> Existe la necesidad de proveer por lo menos una zona básica de uso que pueda trabajar en contextos de actividad de uso mixto. Puede ser que sean necesarios dos: "uso mixto residencial" y "uso mixto de empleo". La zonificación actual no permite un buen patrón de desarrollo urbano sin forzar al constructor a pasar por el proceso de PUD.
P2	<b>Actualizar regulaciones de estacionamiento</b> Las regulaciones de estacionamiento se están calibrando lo suficiente para tener en cuenta los espacios que normalmente se asignan dentro y cerca de las áreas de tránsito a para acomodar centros de actividad de uso mixto.
P3	<b>Política de vivienda asequible</b> Crear una política de vivienda asequible completa para desarrollo dentro de una milla de la estación del tren ligero del área capital de tránsito de los BRTA (empuje).
P4	<b>Implementación anual del plan para implementación de bicicletas</b> Identificar una cantidad en el presupuesto por año, para diez años (para empujar) para proveer mejor movilidad en bicicleta. Esto podría incluir cosas como bicicletas, señores, estacionamientos, etc.
P5	<b>Implementación anual del plan de transición de accesos según la ley para personas con discapacidades (ADA)</b> Identificar una cantidad en el presupuesto por año, para diez años (para empujar) para la transición de accesos según la ley para personas con discapacidades (ADA) dentro del área de estudio, incluye la actualización de transporte público, rampas, cruces y otros para que sean accesibles según los requerimientos de ADA.
P6	<b>Crear estándares de desarrollo de baja impacto</b> Actualizar las regulaciones de subdivisiones para fomentar un desarrollo de bajo impacto.
P7	<b>Crear un kit de herramientas para el vecindario</b> Un programa apoyo para los vecindarios y la comunidad que ofrece herramientas viables y completas para abordar las necesidades individuales en cada vecindario. Esto puede incluir cosas como programas de establecer una mesa o programas de crear lugares, así como programas de mitigación de tráfico y mejoras de seguridad, jardines comunitarios, más herramientas para las necesidades del vecindario, historias de herramientas, capacitación a apoyo para el liderazgo y el desarrollo de la comunidad, programas de limpieza, etc.
P8	<b>Crear un programa de gestión de la demanda de transporte</b> Estudiar e identificar estrategias para mejorar el manejo de la movilidad. Dichas estrategias pueden incluir opciones institucionales de transporte, incentivos para usar modos alternativos de transporte y reducir la cantidad de personas que manejan, las estaciones, así como administración del uso de las tierras, reformas de políticas e instituciones.
P9	<b>Crear una política de calles completas y de estándares de calles completas</b> Crear estándares de diseño de vías que promuevan el uso activo y seguro que identifiquen prioridades por tipo de calle y carácter del área de desarrollo.
P10	<b>Estudio de financiamiento para mejorar el financiamiento</b> Las opciones discutidas incluyen el estudio de uso especial, los distritos de mejoras locales (LID), los distritos de mejora pública (PID), autoridades de infraestructura/acuerdo intergubernamental y otros. Necesario para ser dedicado a transporte, salud pública e instalaciones recreativas.
P11	<b>Crear un proceso de "Dignidad en Programación" o "Planificación para Priorizar" en el condado de Adams</b> Crear un proceso interno en donde los resultados de la planeación a largo plazo resulten en la toma de decisiones programáticas y en proyectos de desarrollo.

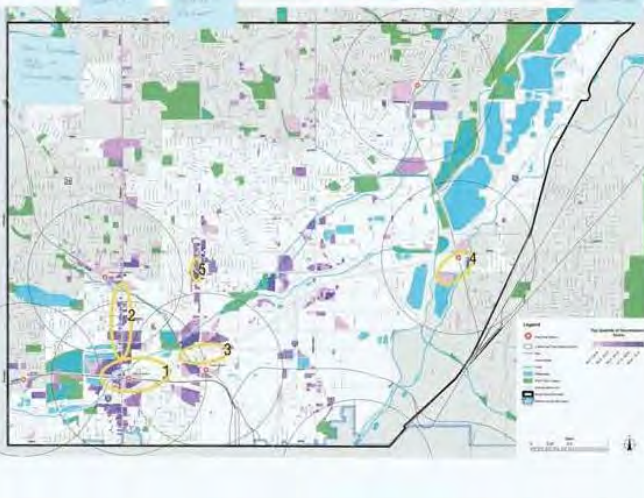
MAKING CONNECTIONS/SW ADAMS COUNTY PLANNING AND IMPLEMENTATION PLAN  
 MAKING CONNECTIONS/PLANEACIÓN Y PLAN DE IMPLEMENTACIÓN EN EL SUROESTE DEL CONDADO DE ADAMS

# Public Input

# Top 40 Projects: Development Areas

# Los 40 Proyectos Principales: Áreas de Desarrollo

Project Title	Project Area
<b>Special Use Tax</b> A special use tax imposed on owners of certain private property that is used, consumed, or stored in the taxing jurisdiction. Counties may impose a use tax only upon motor vehicles and building materials and supplies used in construction projects within their jurisdictional boundaries. The counties in Colorado that have a use tax collect this tax when building permits are issued or when vehicles are registered. Use taxes on other goods and services may be possible.	[Map area]
<b>Bond Measures</b> Bonds are very common in public infrastructure financing and have been used for over 100 years. Counties sell bonds to investors (banks, insurance companies, public pension funds, and foreign investors, etc.). The bonds are paid back over time to the investors. The County does not have to pay taxes on the interest paid to investors.	[Map area]
<b>Infrastructure Authority/Intergovernmental Agreement</b> Infrastructure authority or intergovernmental agreements have been used to fund infrastructure projects. This is a useful tool in coordinating improvements with water and sanitation districts or adjacent jurisdictions.	[Map area]
<b>Improvement Districts (LID) or PID</b> Local Improvement Districts (LID) or Public Improvement Districts (PID) are used where needs of a county are particular to a neighborhood, a unique need of a developer, or older subdivision, or where a jurisdiction requires more control. An improvement district is created either through a property owner petition or through a County initiative. The County would respond by adopting a "resolution of intent" and by holding a public hearing. Following by an election, The Board of County Commissioners would serve as the Board of Directors of an improvement district.	[Map area]



MAKING CONNECTIONS/SW ADAMS COUNTY PLANNING AND IMPLEMENTATION PLAN  
 MAKING CONNECTIONS/PLANEACIÓN Y PLAN DE IMPLEMENTACIÓN EN EL SUROESTE DEL CONDADO DE ADAMS

# Financing Options

# Opciones de Financiamiento

Through this planning process, Adams County has been engaged in thoughtful discussions related to how to effectively fund infrastructure. This means the most important question to ask is: "How do we pay for it?"

A wide range of financing options are available that allow us to fund our growth while being as financially efficient and effective as possible. We are studying these options to ensure we have the best options for Adams County to determine the effectiveness of each of the financing options.

**Special Use Tax**  
A special use tax imposed on owners of certain private property that is used, consumed, or stored in the taxing jurisdiction. Counties may impose a use tax only upon motor vehicles and building materials and supplies used in construction projects within their jurisdictional boundaries. The counties in Colorado that have a use tax collect this tax when building permits are issued or when vehicles are registered. Use taxes on other goods and services may be possible.

**Bond Measures**  
Bonds are very common in public infrastructure financing and have been used for over 100 years. Counties sell bonds to investors (banks, insurance companies, public pension funds, and foreign investors, etc.). The bonds are paid back over time to the investors. The County does not have to pay taxes on the interest paid to investors.

**Infrastructure Authority/Intergovernmental Agreement**  
Infrastructure authority or intergovernmental agreements have been used to fund infrastructure projects. This is a useful tool in coordinating improvements with water and sanitation districts or adjacent jurisdictions.

**Improvement Districts (LID) or PID**  
Local Improvement Districts (LID) or Public Improvement Districts (PID) are used where needs of a county are particular to a neighborhood, a unique need of a developer, or older subdivision, or where a jurisdiction requires more control. An improvement district is created either through a property owner petition or through a County initiative. The County would respond by adopting a "resolution of intent" and by holding a public hearing. Following by an election, The Board of County Commissioners would serve as the Board of Directors of an improvement district.

Project Type	LID or PID Components	PID
<b>Permitted Improvements</b>	Streets, street lighting, drainage, sidewalks, facilities for transmitting light or gas systems, or solid waste disposal facilities.	Any public improvement except for electric light or gas systems, or solid waste disposal facilities.
<b>Property</b>		
• Commercial Property	No	Yes
• District Facilities	No	Yes
• City or County Office	No	Yes
• Accessory Units	Yes	No
• Change public utility fees	No	Yes
<b>Issue Needs</b>		
• General Obligation	No	Yes
• Revenue	No	Yes
• Special Assessment	No	Yes
<b>Formations</b>		
• Inflation	Yes	No
• Refundation of Government Body	Yes	No
• Government Bonds	BOCC	BOCC

A través de este proceso de planeación el Condado de Adams ha participado en conversaciones profundas relacionadas con cómo financiar los proyectos de infraestructura. Esto significa que la pregunta más importante que debemos hacer es: "¿Cómo lo vamos a pagar?"

Una amplia variedad de opciones de financiamiento están disponibles que nos permiten lograr nuestros objetivos, al hacerlo de una manera eficiente y efectiva. Estamos estudiando estas opciones para asegurarnos de que tenemos las mejores opciones para el Condado de Adams para determinar la efectividad de cada una de las opciones.

**Impuesto por uso especial**  
Un impuesto para uso especial se aplica a los consumidores de propiedades personales tangibles que son usadas, consumidas o almacenadas en la jurisdicción de un impuesto. Los condados pueden imponer un impuesto de uso solo sobre vehículos automotores del estado, materiales de construcción y suministros usados en proyectos de construcción dentro de los límites de sus jurisdicciones. Los condados en Colorado que imponen este impuesto de uso, lo cobran cuando se emiten permisos de construcción o cuando se registran vehículos. Pueden ser posibles otros impuestos de uso en otros bienes y servicios.

**Bonos**  
Los bonos son muy comunes en la financiación de infraestructura y han sido usados por más de 100 años. Los condados venden bonos a los inversionistas (bancos, compañías de seguros, fondos de pensiones públicas, inversionistas extranjeros, etc.). Los bonos se pagan a los inversionistas en el transcurso del tiempo. El condado no tiene que pagar impuestos en los intereses pagados a los inversionistas.

**Autoridades de infraestructura/acuerdo intergubernamental**  
Las autoridades de infraestructura o acuerdos intergubernamentales han sido usados para financiar proyectos de infraestructura. Este es un útil instrumento para coordinar mejoras con los distritos de agua y saneamiento o en jurisdicciones adyacentes.

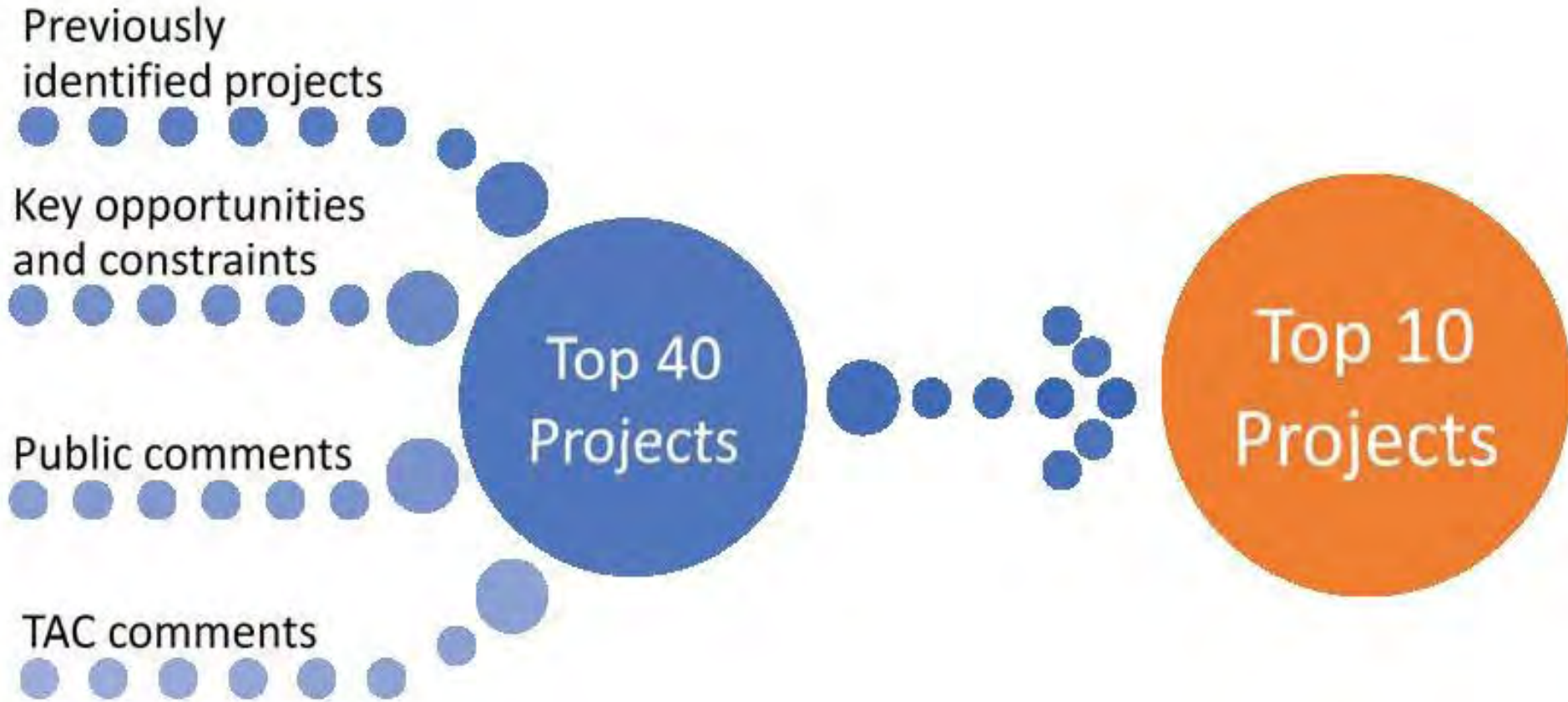
**Distritos de mejoras (LID o PID)**  
Los distritos de mejoras locales (LID) o los distritos de mejora pública (PID) se usan cuando las necesidades de un condado son particulares a un vecindario, la necesidad única de un constructor, una subdivisión antigua o cuando una jurisdicción requiere más control. Un distrito de mejora se crea ya sea a través de la petición de un propietario o a través de la iniciativa de un condado. El condado debe responder adoptando una "resolución de intención" y con una audiencia pública, seguida de una elección. La junta de comisionados del condado debe servir como la junta de directores del distrito de mejoras.

Tráns de distrito	LID	PID
<b>Mejoras permitidas</b>	Calle, iluminación de las calles, drenaje, banquetas, instalaciones para transmitir agua o gases subterráneos.	Cualquier mejora pública con la excepción de sistemas de luz eléctrica o de gas, o de instalaciones de eliminación de desechos sólidos.
<b>Propiedades</b>		
• Comercial	No	Si
• Instalaciones de distrito	No	Si
• Oficinas de la ciudad o del condado	No	Si
• Unidades de acceso	Si	No
• Cambios de tarifas de servicios públicos	No	Si
<b>Emisión de bonos</b>		
• General	No	Si
• Ingresos	No	Si
• Evaluación especial	No	Si
<b>Formación</b>		
• Inflación	Si	No
• Refundación del cuerpo gobernante	Si	No
• Bonos gubernamentales	BOCC	BOCC

MAKING CONNECTIONS/SW ADAMS COUNTY PLANNING AND IMPLEMENTATION PLAN  
 MAKING CONNECTIONS/PLANEACIÓN Y PLAN DE IMPLEMENTACIÓN EN EL SUROESTE DEL CONDADO DE ADAMS



Figure -: Project Prioritization Process



**Data Analysis + Public Input**

# THE TOP 10

1. Local Financing Study
2. Plans to Projects Program
3. Complete Streets Policy and Standards
4. Sidewalk Program
5. Parks and Trails Improvements
6. Affordable Housing Strategy
7. The Sheridan Connection
8. The Federal Connection
9. The Clear Creek Connection
10. The Welby Connection

\* Not in any specific order of priority

# LOCAL FINANCING STUDY

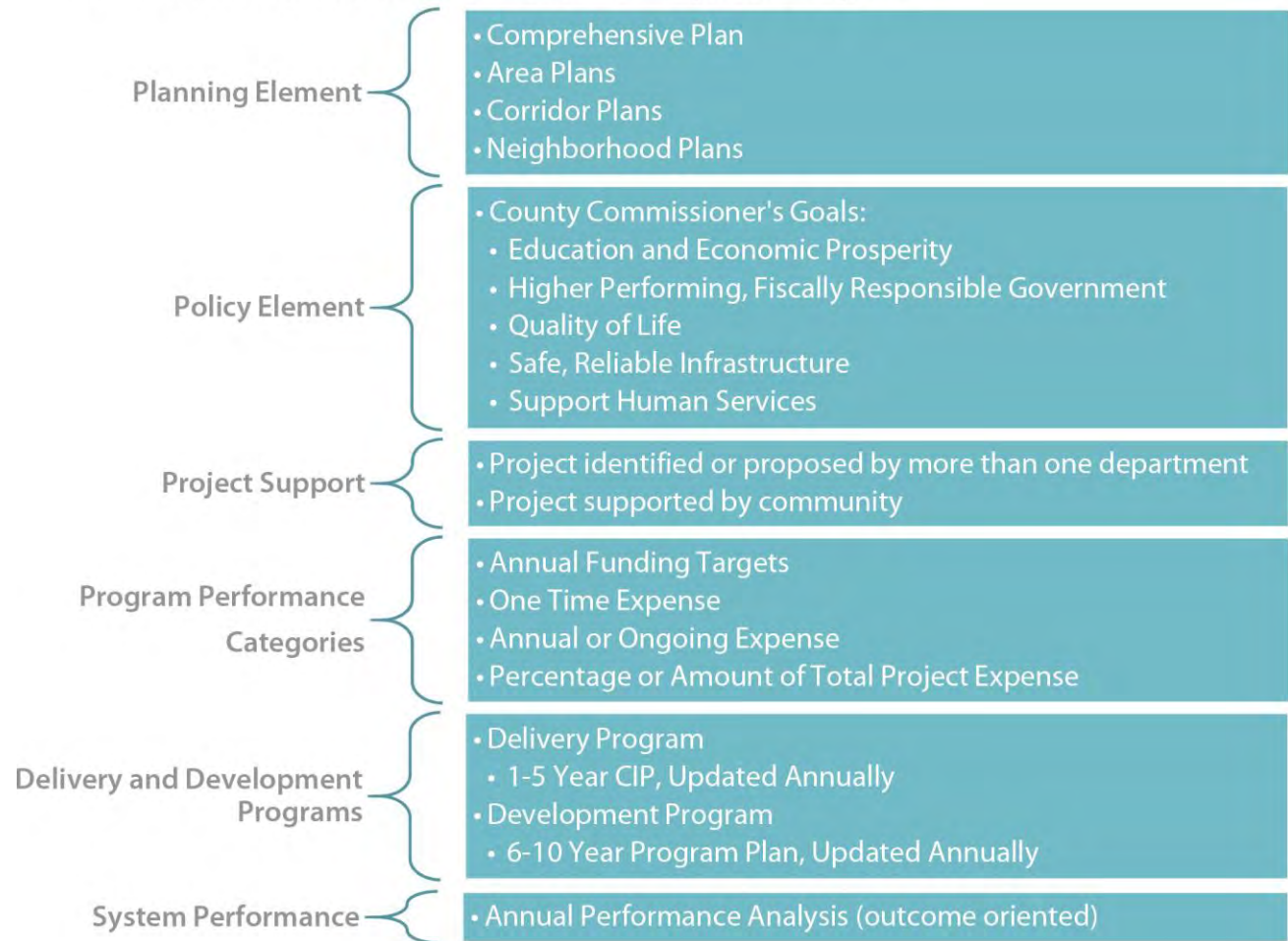
- Focus on equitable investments with a high return on investment, partnerships and innovation (ROI Study)
- Evaluate tools available to County presently
  - Bonds, special use taxes, metro/special districts, etc.
  - Match projects with available tool
- Survey public for priorities and support for different models
- Evaluate outside funding opportunities
  - Grants
    - Ex. 78<sup>th</sup> Avenue Sidewalk Gap Project Transportation Alternatives Program
  - Certificates of Participation
  - Development-driven
  - Other
    - Cost: \$125,000

# PLANS TO PROJECTS PROGRAM

## Better alignment of long-range plans with capital improvement programming

Logical, inter-disciplinary, transparent process on how planned projects are funded

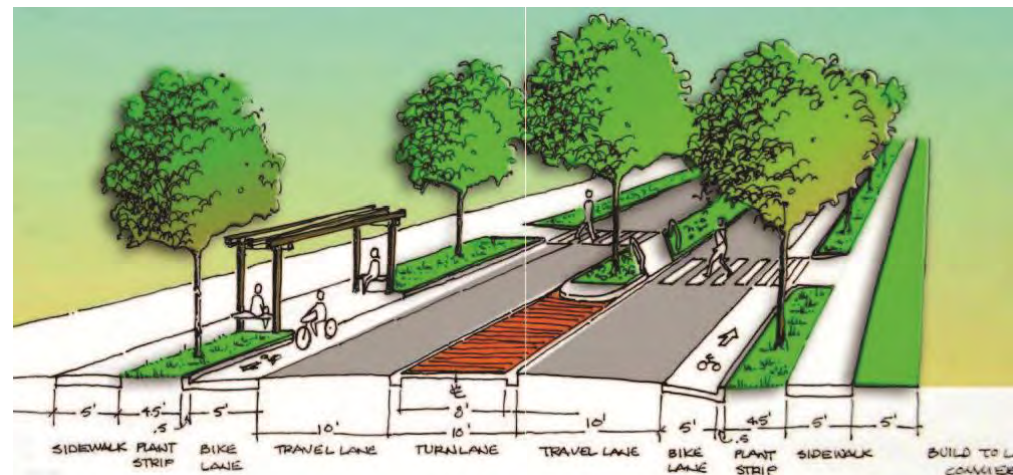
### Outline For Creation of a Plans To Projects Program



# COMPLETE STREETS POLICY/STANDARDS

**Complete Streets:** Connected + safe options to walk, bike, use transit, travel in vehicles and move goods

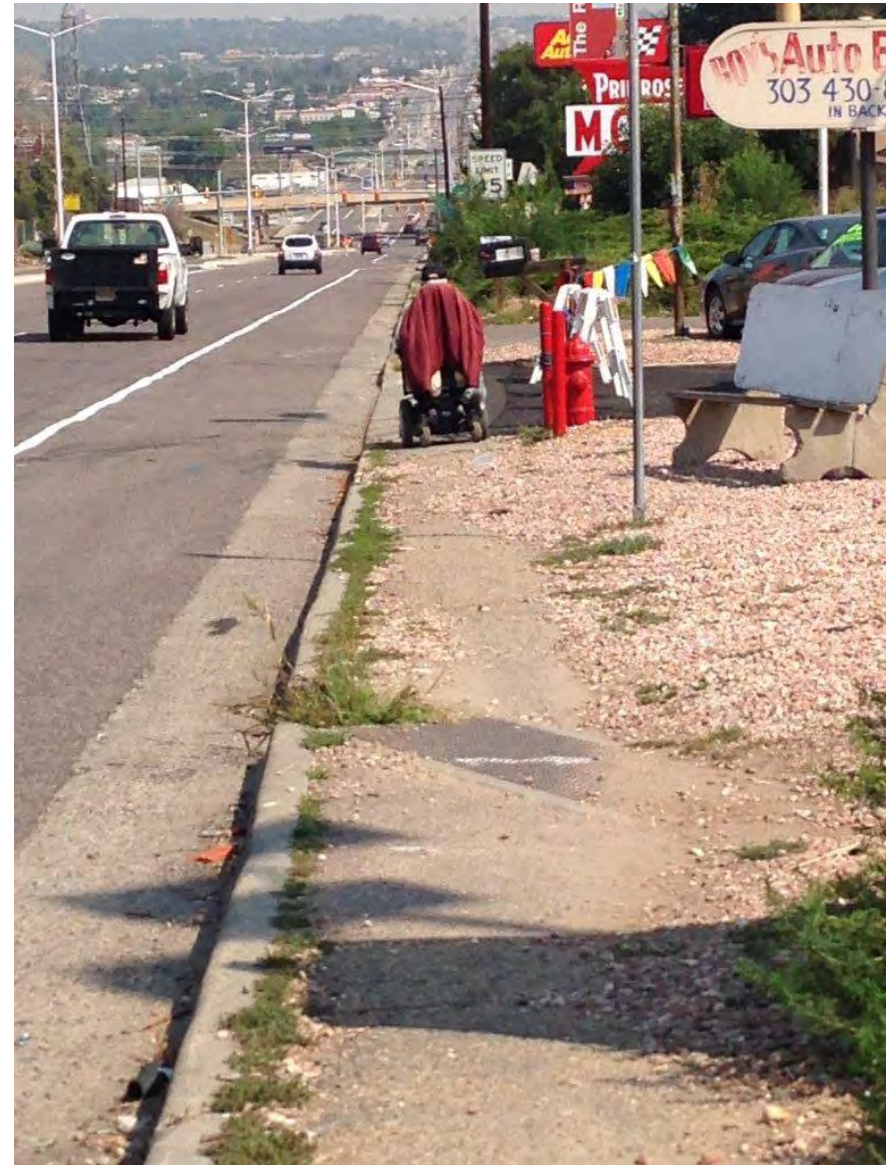
- Not *every street* needs to provide for *every single mode*, but every mode needs a complete network
- Develop new street designs for multi-modal users, taking into account geographic context & street type
  - Low-impact designs: drought tolerant plants/landscaping, innovative stormwater design, pervious surface
  - Environmental benefits + cost savings over time
  - Cost: \$175,000



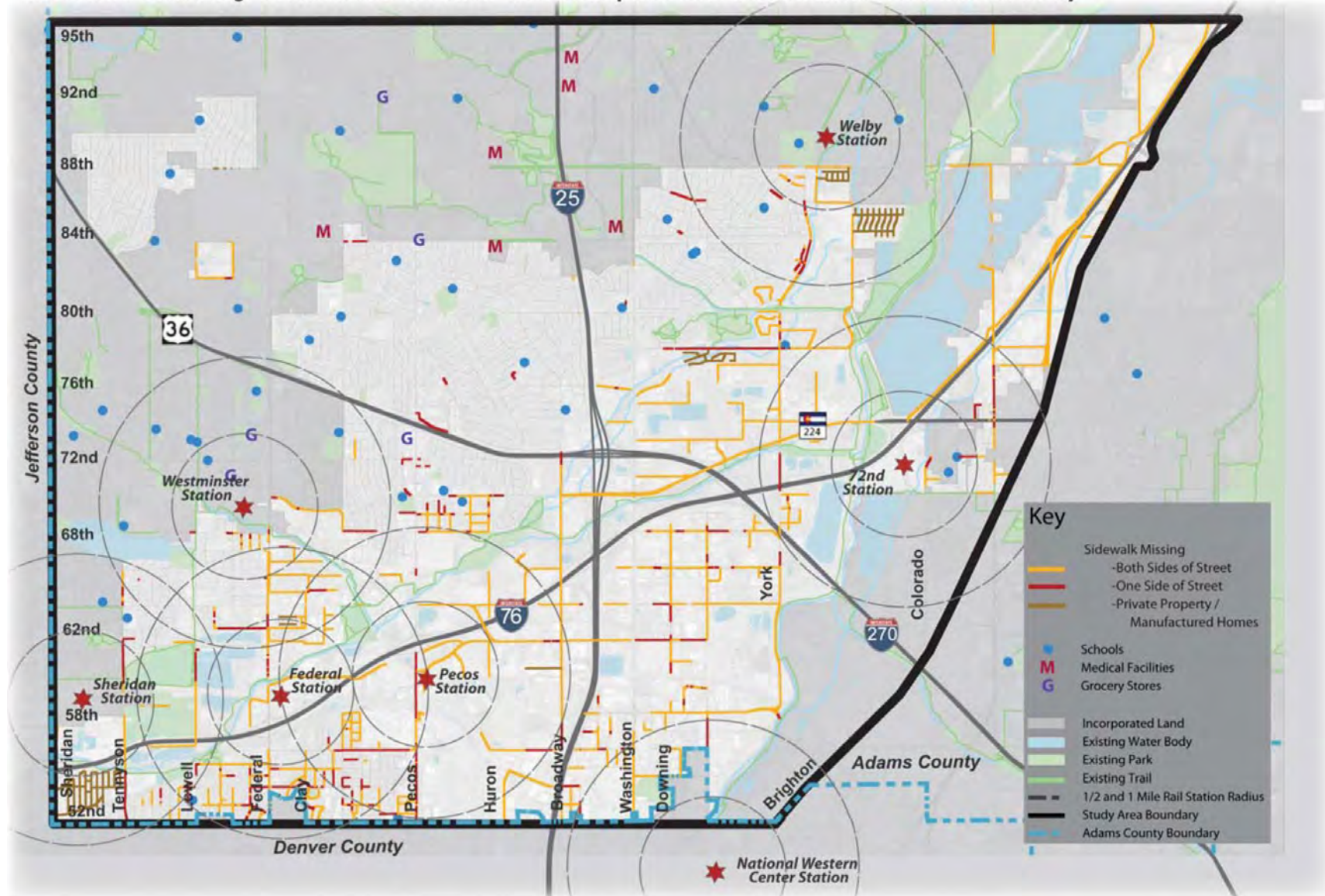
# SIDEWALK PROGRAM

**74 miles of roads** in unincorporated SW Adams County have ***no sidewalk at all*** on either side

- Work with development & community partners to build sidewalk on at least one side of the street & fill gaps
  - Prioritize safe routes to schools, transit, parks, & medical
- Total estimated cost: \$32 M. Start with \$1M goal/year
- Coordinate work with ADA Transition Plan's goal to spend \$1M/year to address non-ADA compliant intersections
- Cost: \$2 Million annually



## Current Missing Sidewalks Within Unincorporated Southwest Adams County



### Recent sidewalk grant applications:

Berkeley Neighborhood Sidewalks (funded with CDBG funds)

Welby Neighborhood: Fill sidewalk gap on N. side of 78<sup>th</sup> Avenue, York to S. Platte River Trail (submitted for Transportation Alternatives Program Grant Funds, status TBA)

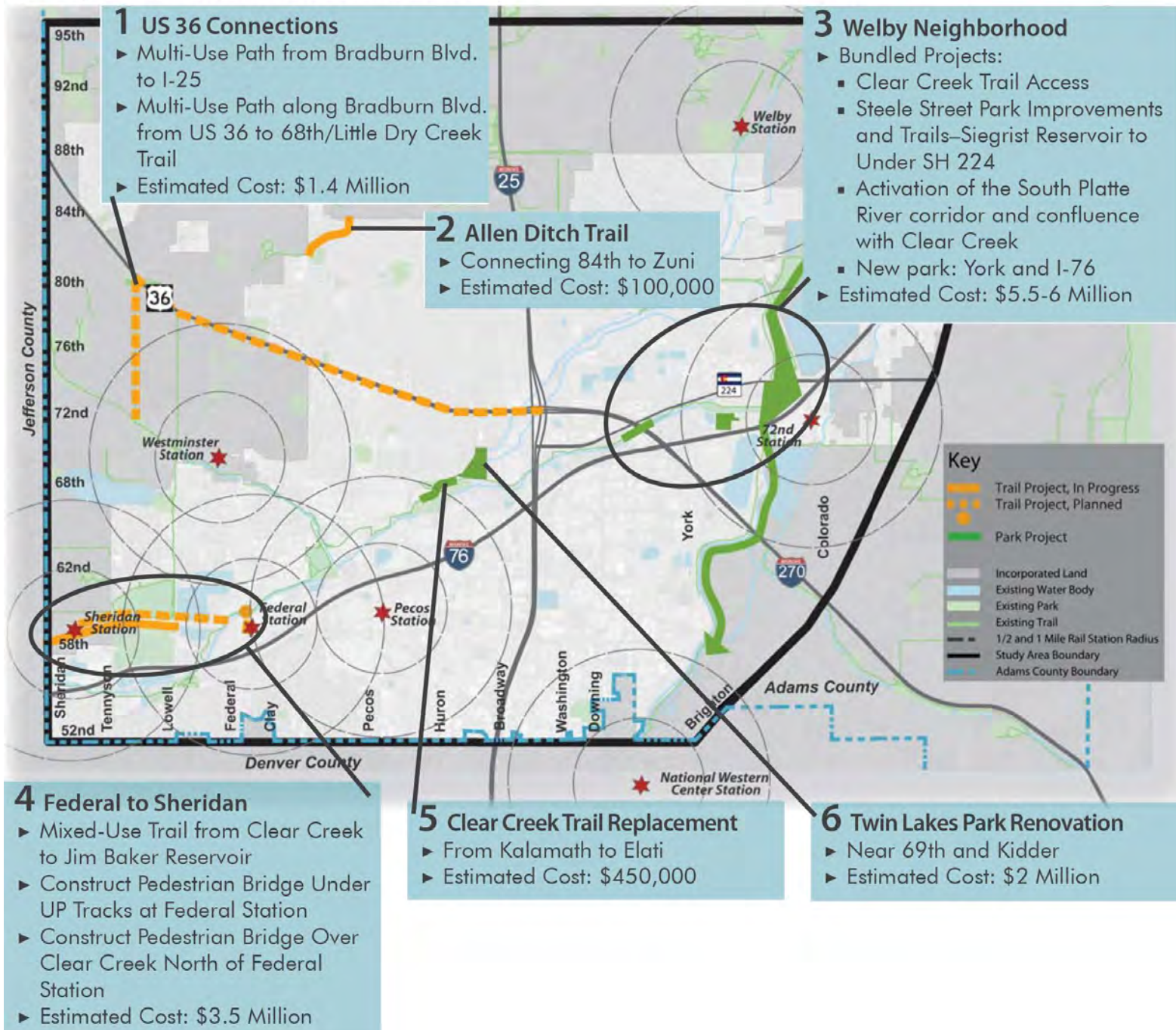
## PARKS/TRAILS IMPROVEMENTS

Includes improvements to existing parks, new parks and trail connections, and safety/signage/wayfinding within parks/trails system

- Emergency responder access + mile markers
- Available resources/partners: CDOT, Great Outdoors Colorado, Urban Drainage & Flood Control, Colorado Parks & Wildlife, Open Space Sales Tax Grant, Cities, development community
- Cost: \$13-13.5 million



# Parks/Trails Improvement Bundles



# AFFORDABLE HOUSING POLICY

- Build upon 2009/inform 2016 Balanced Housing Plans
- Work towards efficiency/affordability/flexibility in permitting, impact/tap fees, parking, stormwater regulations, etc.
- Seek innovation: Multigenerational housing, mixed-income housing, etc.
  - Example: Explore developer incentives to build income-restricted accessory dwelling units
- Establish a housing trust; Land trust

# AFFORDABLE HOUSING POLICY

- Create \$10M affordable housing revolving fund
- Explore special use taxes, grants, creative financing
- Explore affordable lease terms for under-used County-owned property
- Explore options for relocation assistance for residents of mobile home park closures/other models for SF ownership

Location of Current Adams County and Adams County Housing Authority Land Holdings

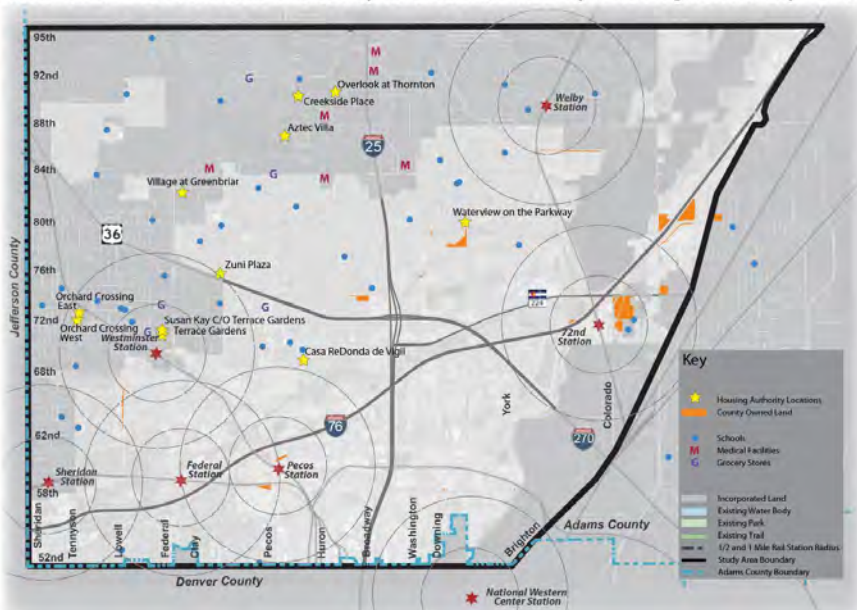
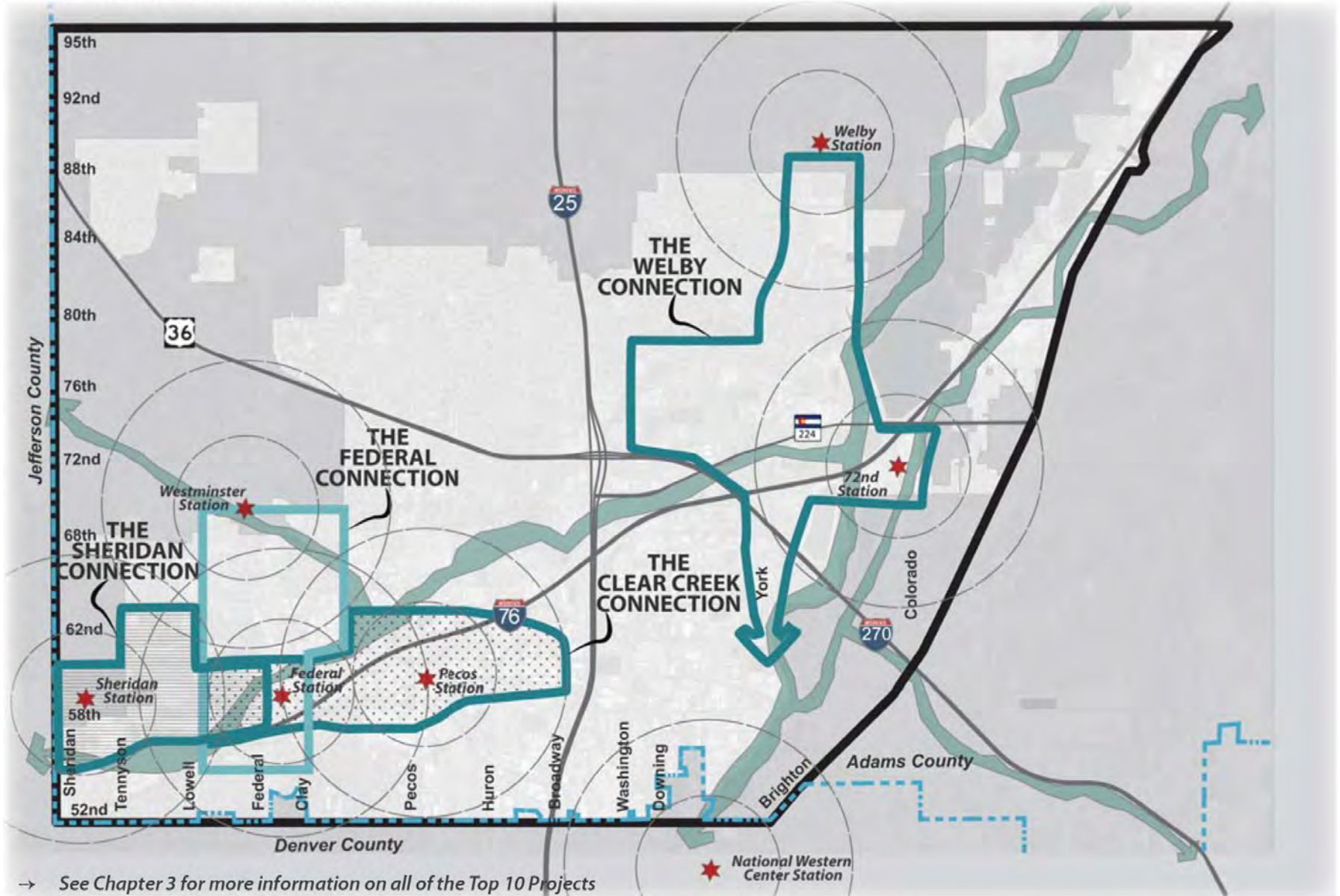


Image Courtesy Adams County Housing Authority/SA+R

Adams County Housing Authority "Alto" Development Under Construction at Westminster Station

# FOUR "CONNECTION" PROJECT AREAS

## Four "Connection" Project Areas



Total Cost: Approx. \$23 million

# FEDERAL CONNECTION

## 1 Federal Boulevard PEL

- ▶ Bundled Projects:
  - Comprehensive Street Design From 52nd to 88th
  - BRT Feasibility Study
  - Walkshed Analysis and Sidewalk Missing Link Installation
  - Intersection Improvements: 60th, 64th, 70th, 72nd
  - Federal Blvd. Little Dry Creek Bridge
  - I-76/Federal Ramp
  - Elm Ct. 61st to 67th
  - Clay St. Extension, Federal Blvd. to Little Dry Creek
- ▶ Estimated Cost: \$1.5 Million for PEL Study

## 2 Federal Boulevard Waterline













- ▶ Bundled Projects:
  - Waterline Replacement: 52nd to 70th
  - Improve Crestview Area Water Capacity to Accommodate New Development, 52nd to 72nd
- ▶ Estimated Cost: \$10 Million

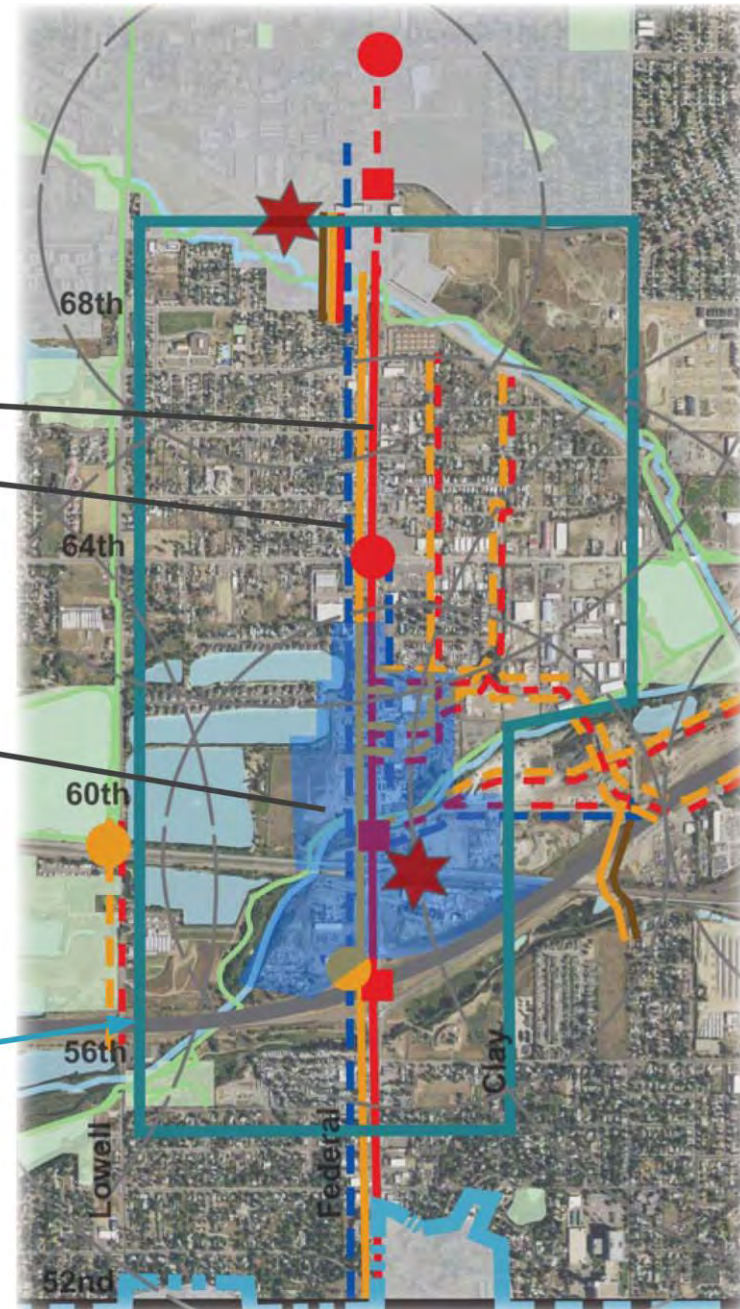
## 3 Floodplain Improvements

- ▶ Parcels to be Removed from Floodplain in Phase B Urban Drainage Master Plan Improvements. Includes: Channelization of Clear Creek, Bridge Replacement, Maintenance Trail, and Improvements to Two Sanitary Sewer Lines.
- ▶ Estimated Cost: \$11.4 Million

*The Federal Connection Core Geographic Area*

### Key

- |   |                                      |   |                                    |
|---|--------------------------------------|---|------------------------------------|
|  | Non-Motorized Project, In Progress   |  | Incorporated Land                  |
|  | Non-Motorized Project, Identified    |  | Existing Water Body                |
|  | Roadway/Traffic Project, In Progress |  | Existing Park                      |
|  | Roadway/Traffic Project, Identified  |  | Existing Trail                     |
|  | Roadway/Traffic Project, Planned     |  | RTD Rail Transit Station           |
|  | Drainage Project, In Progress        |  | 1/2 and 1 Mile Rail Station Radius |
|  | Drainage Project, Identified         |  | Study Area Boundary                |
|  | Water/Sanitation Project             |  | Adams County Boundary              |
|  | Drainage Project, In Progress        |   |                                    |



# FEDERAL CONNECTION



A recent picture of Federal Boulevard looking south. Extensive curbs, head-in parking, limited landscaping, lack of street trees do not provide a pedestrian friendly environment.



A sketch showing the same sidewalk with 'boulevard' street cross section implemented. Buildings are closer to the street, curbs are eliminated, service lane with parking buffers the pedestrians from the faster flowing traffic on Federal.



Federal Connection projects: Westminster TOD (1), Westminster station (2), TOD Park (3), Northgate project (4), Pomponio Terrace (5) XXX Park (6), Clear Creek TOD (7 and 8), Federal Station (9).



Current conditions (shown is the block between W.65th Avenue and W. Hawthorne Place): Extensive curbs, head-in parking, limited landscaping, lack of street trees do not provide a pedestrian friendly environment.



'Boulevard' implemented with no change in businesses on private lots: Service roads provide opportunities for street trees. Head-in parking and sidewalk coexist.



Total Cost: Approx. \$42 to \$50 million

# SHERIDAN CONNECTION

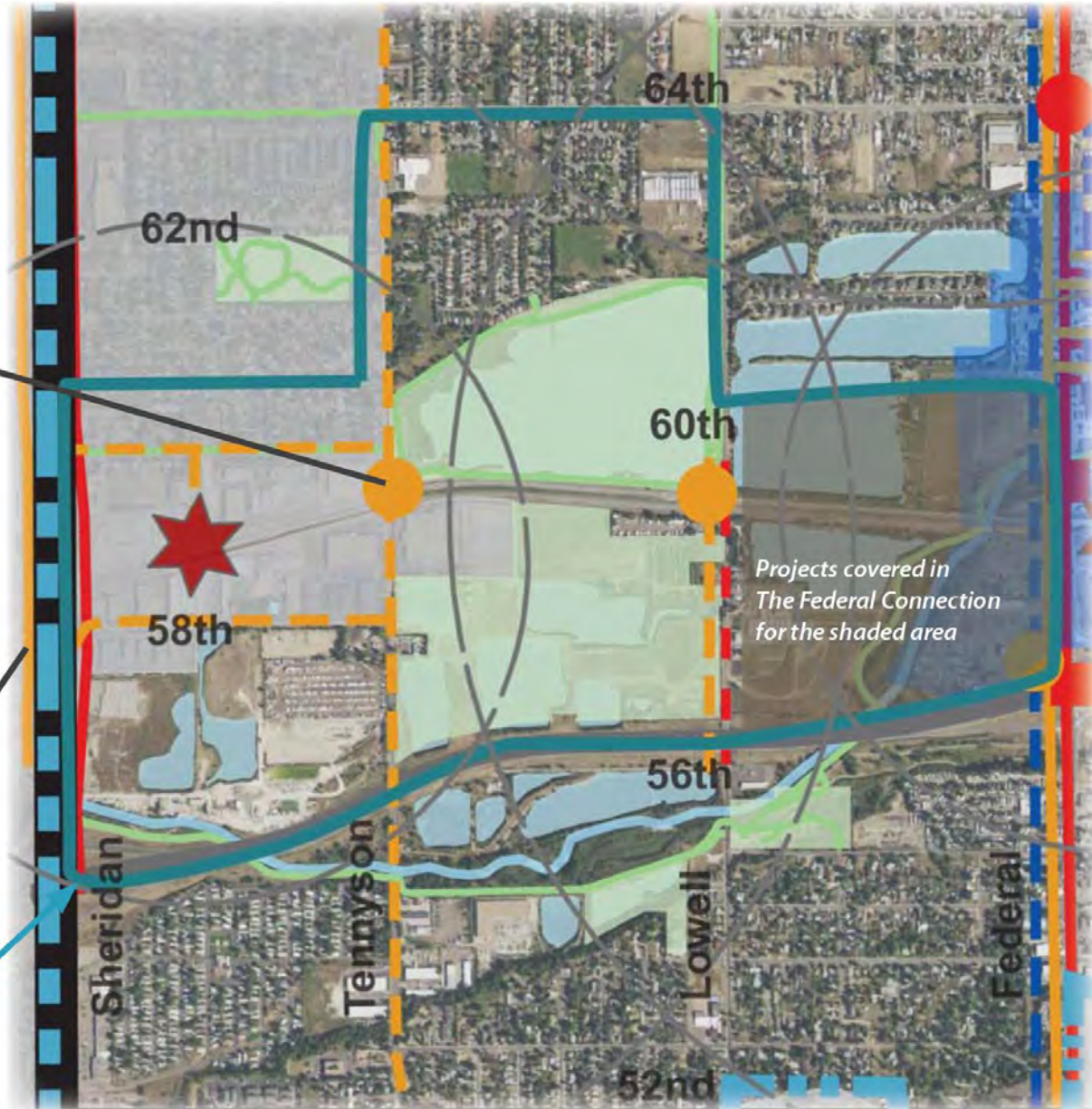
## 1 Area Connectivity Improvements

- ▶ Bundled Projects:
  - Lowell Boulevard/Jim Baker Trail: Connections from the Berkeley Neighborhood to the Sheridan Station
  - Tennyson Street Trail: From Clear Creek to 68th
  - 58th and 60th Avenues: Non-Motorized Connections to Station
  - 64th Avenue: Non-Motorized Connections Between Sheridan Station and the Clear Creek Trail
- ▶ Estimated Cost: \$2 million

## 2 Sheridan Corridor Improvements

- ▶ Bundled Projects:
  - Multi-Modal Improvements from I-76 to 104th
  - Includes Bus Rapid Transit Study from I-76 to US 36
- ▶ Estimated Cost: \$40-48 Million

*The Sheridan Connection Core Geographic Area*



# SHERIDAN CONNECTION



*Sheridan Connection: The current conditions of the Federal Boulevard bridge over Clear Creek. The creek path will provide an important connection to Federal Boulevard from the Sheridan FasTrack Station. Current conditions however, do not encourage much pedestrian or biking activity.*

Clear  
Creek  
West of  
Federal  
Blvd.



*Sheridan Connection: A possible future. When more pedestrian oriented uses, such as residential, retail, and small businesses, are*



Total Cost: Approx. \$79-82 million

# CLEAR CREEK CONNECTION

## 1 Proposed New Multi-Modal Roads Between Federal and Pecos Stations

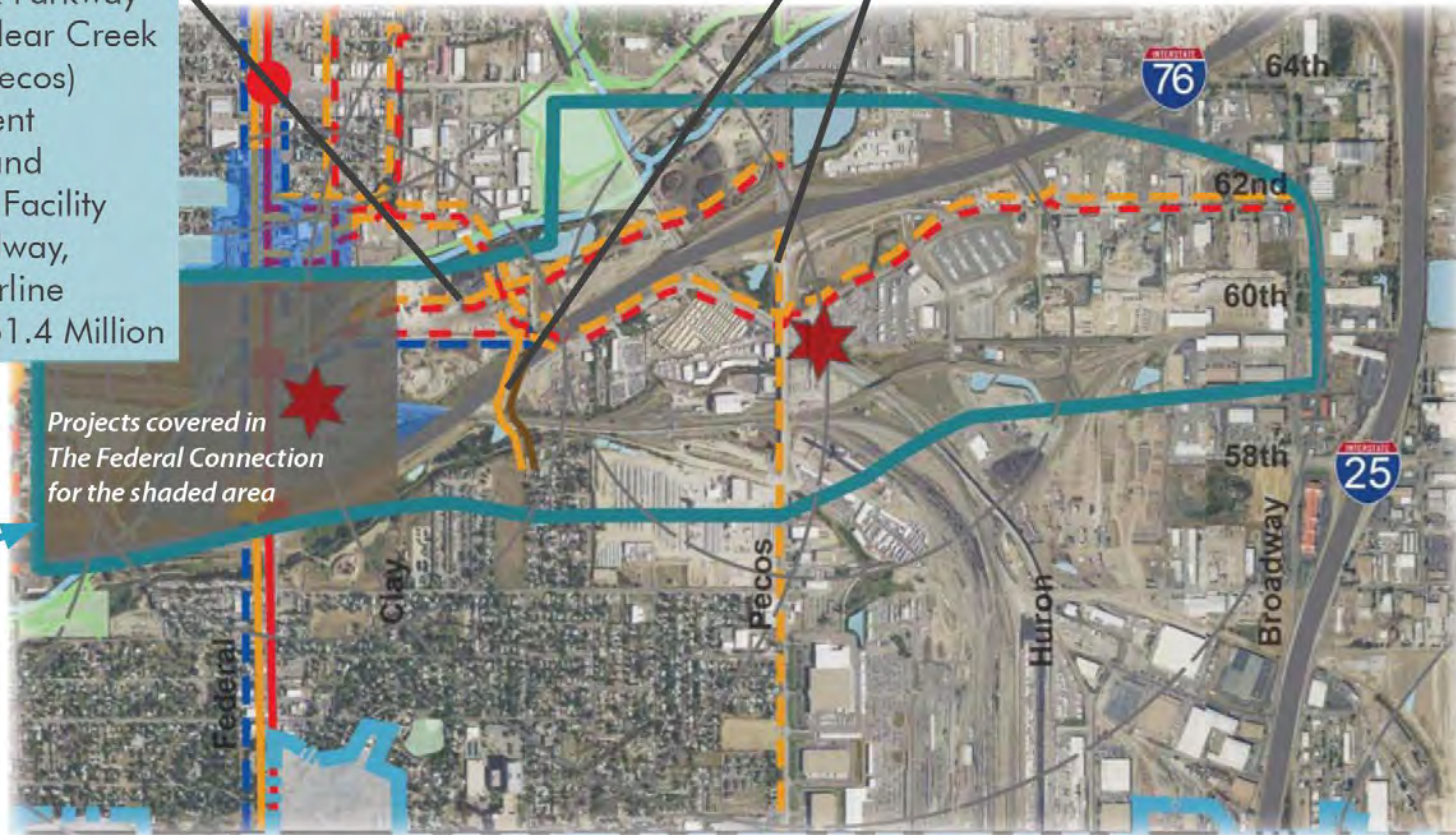
- ▶ Bundled Projects:
  - Proposed Clear Creek Parkway (Generally Between Clear Creek and I-76, Federal to Pecos)
  - 60th Road improvement
  - 62nd Corridor, New and Improved Multimodal Facility from Federal to Broadway, Including Partial Waterline
- ▶ Estimated Cost: \$58.1-61.4 Million

## 2 Clay Community Outfall/Trail

- ▶ Phase II, from 60th South to Zuni and 59th
- ▶ Estimated Cost: \$20 Million

## 3 Pecos Street Improvements

- ▶ Bike/Trails Facility, 52nd to I-76
- ▶ Estimated Cost: \$433,000



Projects covered in  
The Federal Connection  
for the shaded area

The Clear Creek  
Connection Core  
Geographic Area

→ See Appendix A, Figure 7-7 for a map that shows the three overlapping Connection Areas (Sheridan, Federal, and Clear Creek) all together.

# CLEAR CREEK CONNECTION

## Clear Creek Transit-Oriented Development

*Context: View of new development along Clear Creek between the Pecos and Federal Stations.*

*New streets—including a prominent Clear Creek Parkway, and a significantly improved Clear Creek—including active and passive park areas, trails, overlooks, and flood attenuation and water quality facilities; will set the stage for a new office park, clean industrial/flex uses, and residential to be built between the Pecos and Federal Stations.*



## Activate Station Areas

*Context: Ground level view looking towards the Federal Station.*

*New mixed-use development around the Federal Station will provide a strong gathering place for the Berkeley, Aloha Beach, Goat Hill, and Utah Junction neighborhoods.*



Total Cost: Approx. \$166-194 million

# WELBY CONNECTION



# WELBY CONNECTION

## Welby Downtown Area

*Context: View looking northwest at York Street and 78th Avenue intersection.*

*A vision for the future heart of the Welby neighborhood may include a neighborhood center at York and 78th, with new mixed-use, multi-story development. Urban streets with sidewalks, amenity zones separating pedestrians from vehicles, and on-street parking will support the place contemplated.*



## Beehive Employment Center

*Context: A site design concept for future employment centers within the broader Welby neighborhood.*

*The sketch illustrates the transition of smaller building footprints along the primary road that would include offices, display rooms, customer centers, and supporting uses such as cafes (office row) transitioning to larger manufacturing footprints (production row), and ultimately transitioning to large warehouse facilities with large truck access to the rear (storage row).*



## Platte River Amenity

*Context: Looking west towards the Platte River.*

*Recognizing the Platte River as key asset in the Welby area includes providing a continuous "Riverside Drive," aligning new mixed-use, multi-story development to face the River, and providing public amenities such as a water sports club house, active water sport launch area, and access for emergency responders.*



# Next Steps

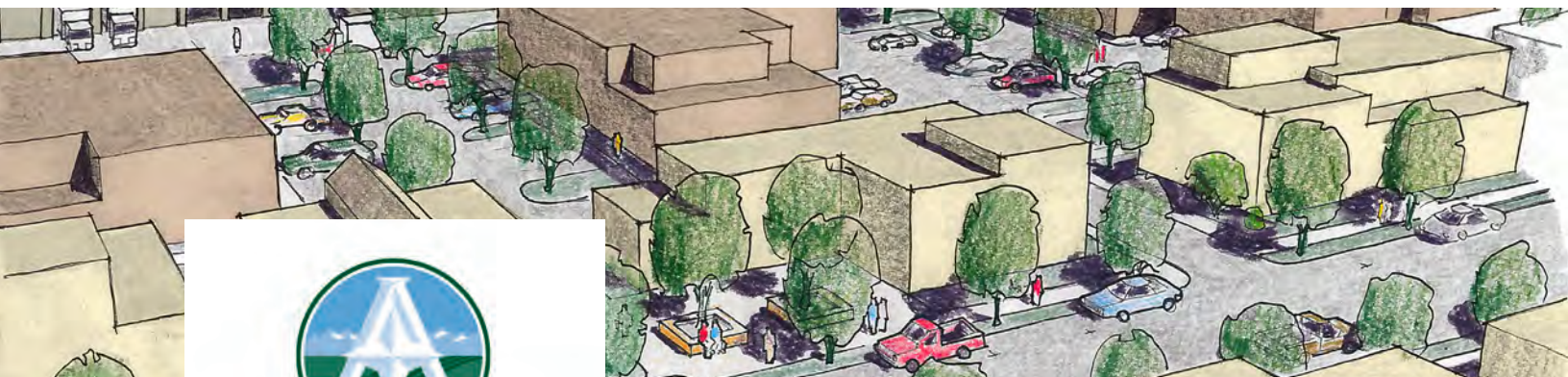
- *Anticipated* Public Hearing Dates:
  - Planning Commission: 10/27/16
  - Board of County Commissioners: 12/06/16

[www.adcogov.org/MakingConnections](http://www.adcogov.org/MakingConnections)

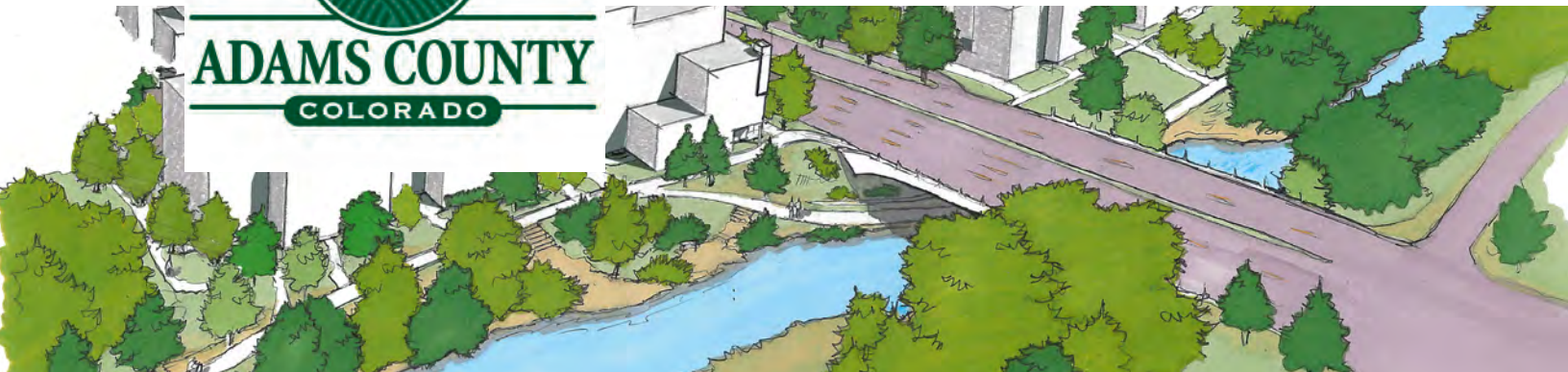


# SOUTHWEST ADAMS COUNTY MAKING CONNECTIONS

## PLANNING AND IMPLEMENTATION PLAN



**ADAMS COUNTY**  
COLORADO



DEPARTMENT OF LONG RANGE STRATEGIC PLANNING

# WHY SOUTHWEST ADAMS COUNTY

## Regional Location

Southwest Adams County includes 23,525 acres of land defined generally from Brighton Boulevard on the east, Sheridan Boulevard on the west, 52nd Avenue on the south, and 92nd Avenue on the north. Southwest Adams County has the highest propensity for significant urbanization in all of Adams County.

The MAKING CONNECTIONS PLAN is about capitalizing on the regional infrastructure that exists, and is coming online, to provide a diverse and economically stable County into the future.

Southwest Adams County Geographic Area



## RTD Rail Context



In Southwest Adams County, 1,679 acres of land are within a half-mile radius (10-minute walk) of six planned Regional Transit District (RTD) FasTracks commuter rail stations. The stations include those on the G Line (open fall 2016), the B Line (opened July 2016), and the N Line (to open in 2018). A seventh station—the National Western Center Station—is just outside Southwest Adams County to the south.

Southwest Adams County is served by immediate access to I-25, I-76, I-270, and U.S. 36, with I-70 a half mile to the south. The area is three to eight miles from downtown Denver, and 15 to 20 miles to Denver International Airport (DIA).

The MAKING CONNECTIONS PLAN identifies a list of 10 critical path policies and projects to be undertaken by Adams County in partnership with surrounding jurisdictions, relevant utility agencies and districts, and the development community.

# POISED FOR INVESTMENT

## Triangles of Opportunity

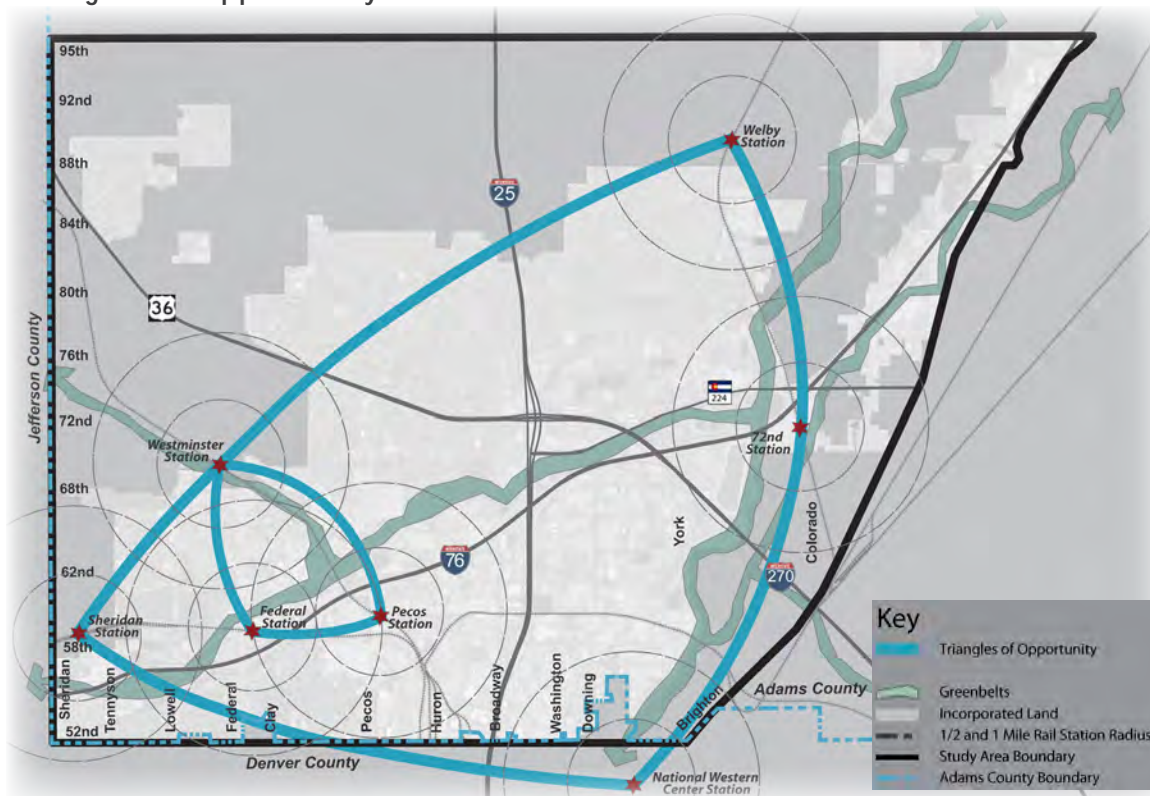
Southwest Adams County includes a larger “Triangle of Opportunity” formed by the Welby Station on the planned N Line just inside the City of Thornton to the northeast, the National Western Center Station of the A Line just inside Denver to the south, and the Sheridan Station of the G Line just inside the City of Arvada to the west. This broader Triangle of Opportunity includes a significant amount of underdeveloped land that:

Both the larger and smaller Triangles of Opportunity create significant investment opportunities for Southwest Adams County.

- ▶ has great regional access and location:
  - three to eight miles of downtown Denver,
  - 15-20 miles from DIA, and
  - at the crossroads of five United States highways (U.S. 36, I-270, I-76, I-25, and I-70)
- ▶ is within a one-mile area of influence around rail stations, including the six planned stations lying within the Southwest Adams County area, plus the National Western Center Station just inside Denver,
- ▶ is flanked by the Clear Creek and South Platte River riparian corridors and trail system, as well as smaller waterways, and
- ▶ has a higher propensity for development/redevelopment than other areas of the County.

A smaller, commuter rail transit-specific Triangle of Opportunity exists between the planned Pecos, Federal, and Westminster stations. This Triangle of Opportunity includes land at the juncture of these three stations in close proximity to each other and which are located on two different commuter rail lines. Investment in this area has already begun and development interest is anticipated to be high in this area. Opportunities include transit-oriented development, trail-oriented development, and innovative mixed-use development.

### Triangles of Opportunity





# PLAN PURPOSE

## Purpose

The MAKING CONNECTIONS PLAN focuses on formulating a sound and rational basis for guiding development, redevelopment and supporting infrastructure for 13,177 acres of **unincorporated** Southwest Adams County. The Plan includes projects for multi-jurisdictional and public-private partnership and investment.

The Plan summarizes recommendations from previous plans, studies, and reports and prioritizes strategic land and infrastructure investments. It includes **10 implementation-focused "Projects"** that poise Southwest Adams County for the future. The Projects focus on:

- ▶ meeting citizen and business needs,
- ▶ working collaboratively with other agencies, utility districts, and the development community,
- ▶ fostering efficient and innovative infrastructure and development, and ultimately
- ▶ providing for a high quality of life for those living, working, and recreating in the area.

The Plan focuses on economic return on investment while being strategic and equitable for the existing community, neighborhoods, and businesses.

### Purpose and Process



## Objectives

The primary objectives of the planning process were to review a list of more than 188 identified projects in 85 previously adopted plans, identify a Top 40 list of Projects (mobility and utility infrastructure, policy/program, and development areas), and then a Top 10. The Top 10 Projects became the core recommendations for critical path action, including prioritization from 2017 through 2027 and beyond.

## Intergovernmental Cooperation

Local governments often find that there are limited resources to address the numerous challenges and opportunities within a community. Cooperation between government agencies, whether they be cities, counties, the state, or other government agencies, provides an opportunity for a more efficient and fiscally responsible local government. The same is true for the MAKING CONNECTIONS PLAN. Before the planning process was initiated, County staff met to determine what agencies should be participating in this strategic planning and implementation exercise. A Technical Advisory Committee (TAC) was formed, comprised of Tri-County Health Department, Adams County Housing Authority, and partners in the cities of Westminster, Thornton, Arvada, Commerce City, and Denver. In addition, numerous departments or offices within Adams County were involved, including: Long Range Strategic Planning, Parks and Open Space, Emergency Management, Transportation Administration, Transportation Engineering, Finance, Budget, Community and Economic Development, Business Solutions Group, Public Information Office, and the County Managers Office.

Throughout this planning process, conversations were held with local non-profits, the Colorado Department of Transportation (CDOT), Colorado Department of Public Health and the Environment, and the various water and sanitation districts that serve the planning area. Adams County recognizes that only in cooperation and collaboration with these various agencies and developers, can the County be successful in executing and implementing this strategic plan.

# PROCESS

## Overview

The planning process was grouped in four phases over a 15-month time frame. The process was designed to include opportunities for input from the public and stakeholders at strategic intervals. The results from Phases 1, 2, and 4 were documented in a Chapter. Each Chapter describes the public and partner outreach that occurred during each phase. Please refer to Chapters 1, 2, and 3 under separate cover for more detailed information on each phase of the process. The phases included:

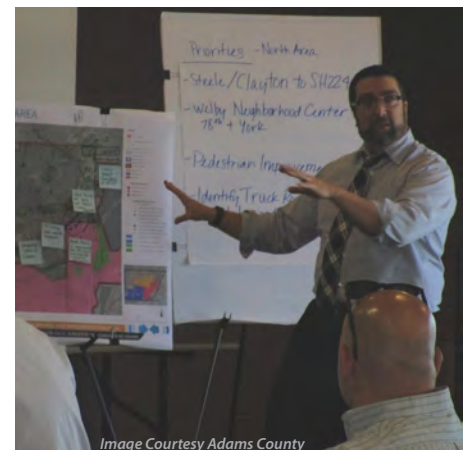
1. Gathering information relevant to the study area, including applicable plans, land parcels, right-of-ways, brownfields, special districts, housing, and infrastructure. (Chapter 1)
2. Public and stakeholder involvement (see below). (In all Chapters)
3. Reviewing land use, zoning, design, and infrastructure improvement components from the 85 relevant plans to develop a comprehensive project list, and the prioritization process to create a Top 40 Project List. (Chapter 2)
4. Identifying and prioritizing the Top 10 Projects. (Chapter 3)

## Project Partners

The Project Team included a project management team, the TAC (as described on Page 4) and a consultant team. Through the input of the TAC, and a 60-agency Focus Group convened twice during the project, the Project Team helped to prioritize the 188 previously identified projects, clarify those that had been completed, and identify additional key infrastructure necessary to support investment in the area across jurisdictional boundaries. This provided the basis for the Top 40 Projects. The TAC, along with input from the public and other stakeholder agencies such as the RTD and CDOT, then focused on prioritizing the Top 10 Projects.

## Community Involvement

Public participation highly informed the process, including identification of additional projects as well as aiding in the prioritization process. Five public meetings were held throughout the process: November 2015, and February, May, August, and September 2016. There were anywhere from 50 to 80 attendees per meeting. All meetings included Spanish translation services with simultaneous interpretation via headsets. Both dot-on-a-map and electronic poll voting was used throughout the process, as well as online surveys. Each meeting had a focus, such as helping to identify missing projects, helping to prioritize projects, and ascertaining public appetite for different funding mechanisms for project implementation. More detail on each of first three public meetings can be found in Chapters 1-3. In addition, more than two dozen one-on-one stakeholder meetings with businesses and citizen groups took place.



# AREA STATISTICS

## Adams County

Adams County's population is 491,337 (2015 estimate). The 2040 projection is 768,312 (via Denver Regional Council of Governments (DRCOG)). The 2040 projection is a 56% increase in population for the County and accounts for 16.18 % of the six-county Denver Metropolitan Area's growth during this timeframe. **DRCOG projects Adams County to be the fastest growing county in the Metropolitan Area in both population and employment through 2040.**

Additional statistics include:

- ▶ Approximately 2 million people live in or within 15 miles of Southwest Adams County (ESRI)
- ▶ An estimated 150,000 residents live in Southwest Adams County (US Census 2015, includes unincorporated Adams County and cities)
- ▶ Roughly half of Southwest Adams County is unincorporated (53%) versus municipal (Thornton, Federal Heights, Commerce City, Arvada, and Westminster). This accounts for 13,177 acres of land.
- ▶ 5,203 acres of unincorporated Southwest Adams County is currently zoned for industrial or commercial uses.
- ▶ 80% of Southwest Adams County is eligible for Colorado Enterprise Zone business tax credits ([www.choosecolorado.com](http://www.choosecolorado.com))
- ▶ Approximately 2,749 acres of non-exempt land in unincorporated Southwest Adams County has an improvement to land value ratio (I/LV) of less than 1.0. An additional 736 acres has an I/LV ratio of 1-2.0. **These lands have a higher propensity for change given the lower improvement values as in comparison to land value.**
- ▶ Nearly 25 miles of U.S. highways and 70 miles of state highways traverse the Study Area.
- ▶ Nearly 12 miles of Clear Creek and the South Platte River flow through Southwest Adams County.

The strategic location, pro-business climate, and availability of land makes Southwest Adams County ripe for investment.

Midtown Development at 70th and Pecos



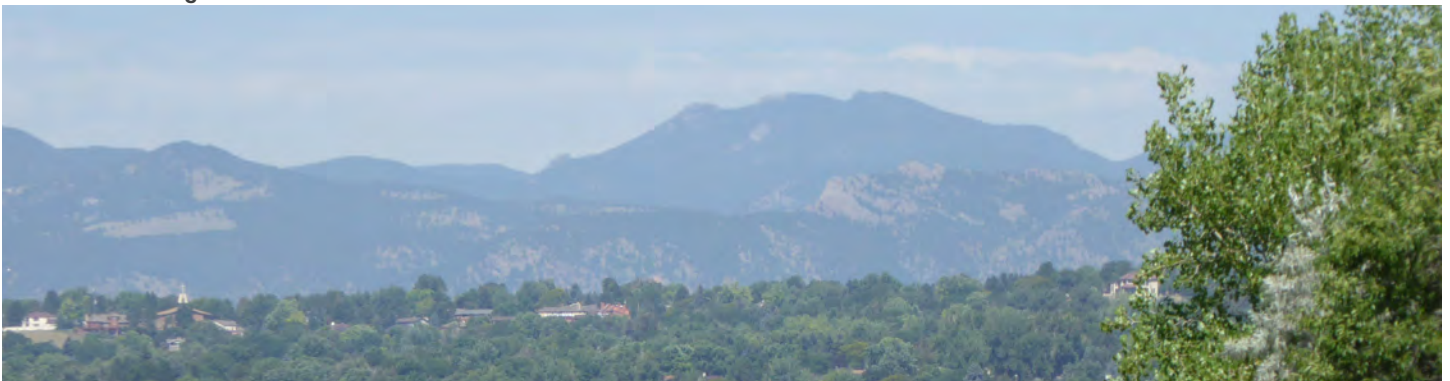
Crossroads Commerce Park New Industrial (Previous ASARCO Site)



Federal Boulevard Bridge Over Little Dry Creek Under Construction



View Looking West from Lowell Boulevard



# PRIORITIZING PROJECTS

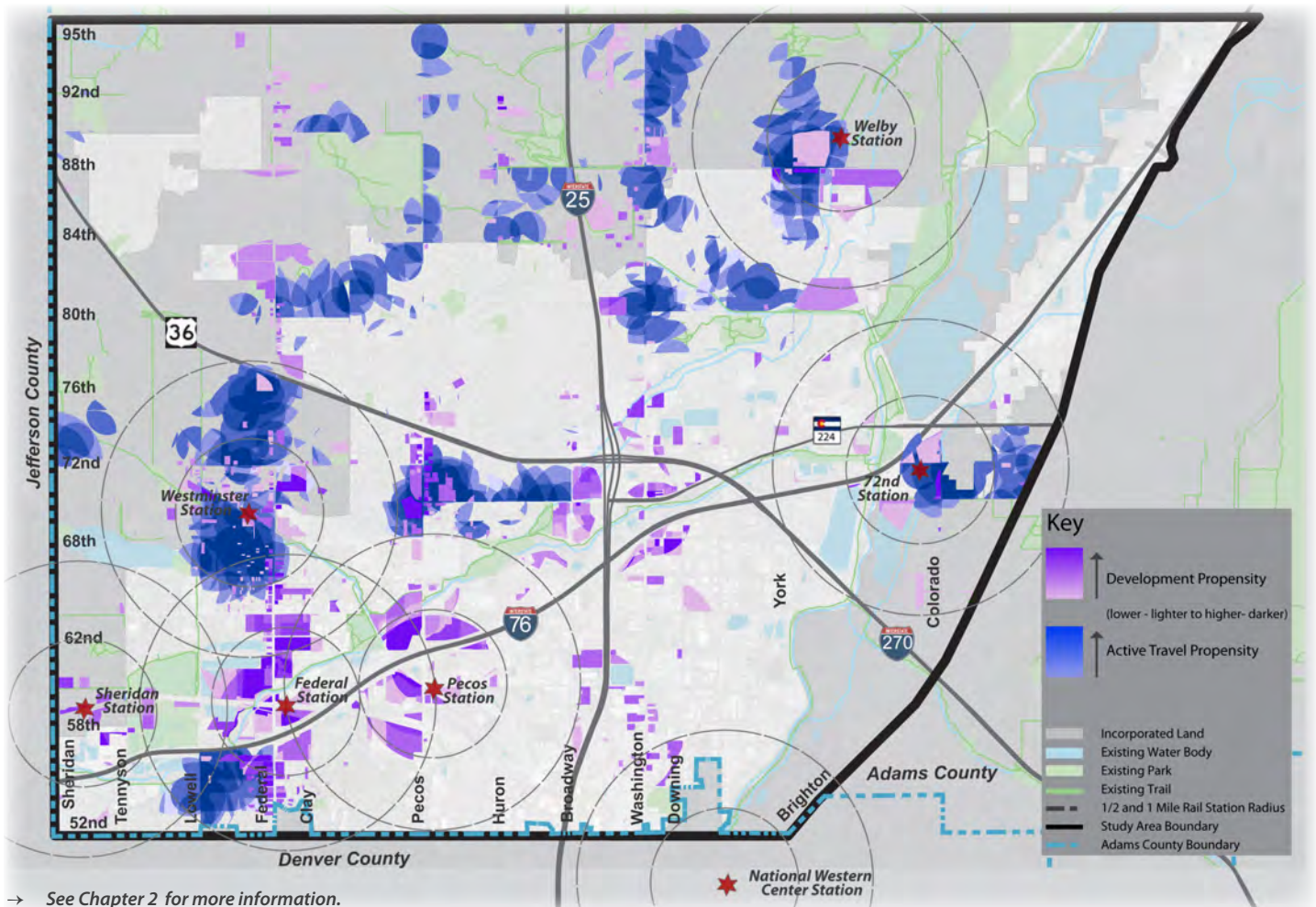
## Getting to 40

The 188 individual projects previously identified via adopted plans or programs were compiled, mapped, and analyzed utilizing Geographic Information Systems (GIS). Existing and new data sets created a baseline for analysis. Next, priority areas were identified through propensity mapping. Two types of propensity mapping were completed, each including different variables as inputs:

- ▶ **Development Propensity Model** factors included: age of structures, improvement to land value ratio, future land use, proximity to transit and primary travel corridors, and public input.
- ▶ **Active Travel Propensity Model** factors included: adjacency to schools, civic uses, transit facilities (bus and rail), future commercial land use, and various US Census data points.

From these analyses the top 25 quartile scoring geographic areas were highlighted. See areas colored in blue (active travel) and purple (development) below. The exhaustive project list was then overlaid onto these geographic focus areas to identify the Top 40 Projects.

### Propensity Mapping Results: The Top 25th Quartile Geographic Areas



# PRIORITIZING PROJECTS

## The Top 40

The Top 40 Projects were organized in three categories:

1. policies/programs,
2. development areas, and
3. mobility/utility infrastructure

The adjacent table lists all 40 projects, identified per category.

While not every line item in the Top 40 Projects made it to the final Top 10 Projects, it is important to note:

- ▶ several of the items became “**bundles**” as part of a Top 10 Project.
- ▶ the five **Development Areas** are simply focused geographic clusters that—based on the propensity mapping—show a higher likelihood for investment in the shorter term.
- ▶ **several of the Policies or Programs—notably updating regulations—are still very important to provide for the sustainable, innovative and “open for business” attitude espoused within the County.**

In addition to the Top 40 Project list, recent investment was also compiled to provide a baseline for activity that is “on-the-boards” or “recently completed.” This information is discussed on the following page. The recent investment clearly illustrates the activity already occurring in Southwest Adams County from a regional, local, and private investment standpoint.

The Top 40 Projects

Top 40 Category		Top 40 #	Project Name	
Policies or Programs		1	Update Zoning	
		2	Update Parking regulations	
		3	Affordable Housing Policy	
		4	Sidewalk Gap Annual Implementation	
		5	Bicycle Facility Annual Implementation Program	
		6	Create Low Impact Development Standards	
		7	Create a Neighborhood Toolkit	
		8	Create a Transportation Demand Management Program	
		9	Create a Complete Streets Policy and Standards/ Annual Americans with Disabilities Act (ADA) Transition Plan Implementation	
		10	Conduct Improvement Funding Study	
		11	Create a “Planning to Programming” or “Planning to Projects” process at Adams County	
Development Areas		12	Federal Gold Line Station – Sites included in Clear Creek TOD Plan	
		13	Federal Boulevard – Between 62 <sup>nd</sup> and 70 <sup>th</sup> Avenues	
		14	64 <sup>th</sup> Avenue and Pecos Street – Both sides of Pecos Street, North of I-76	
		15	72 <sup>nd</sup> Avenue and Colorado Street	
		16	72 <sup>nd</sup> Avenue and Pecos Street – Southwest Corner	
Utility/Mobility Infrastructure	Federal Boulevard / Station Area	17	Federal Boulevard Comprehensive Street Design	
		18	Federal Boulevard Waterline Improvements	
		19	Little Dry Creek Federal Boulevard Bridge	
		20	Intersection Improvements	
		21	Westminster Partnership Project	
		22	Proposed Clear Creek Parkway or 60 <sup>th</sup> Avenue	
		23	Parcels to be Removed from Floodplain in proposed Phase B Urban Drainage Master Plan	
		24	Park/Open Space & Trail Improvement	
		25	Proposed “Elm Street,” 61st to 67th avenues (Multimodal)	
		26	Proposed Clay Street, Federal Boulevard to Little Dry Creek (Multimodal)	
		27	I-76 and Federal Street Ramp Improvement	
		28	US36 and Federal Street Ramp Improvement	
	29	Clay Community Outfall (Phase 2)		
	Pecos Station / Commercial Area		30	Pecos Street Improvements
			31	Pecos Station Area Improvements
			32	Pecos/US36 Commercial Area Improvements
			33	New Parks/Open Space in Clear Creek TOD Plan
			34	US36 Highway Multi-Use Path, I-25 to Bradburn Boulevard
	Welby Station / Neighborhood Area		35	York/Welby Street Improvements
			36	Thornton Partnership Project
			37	North Washington Street Water and Sanitation Partnership Project
			38	Park/Trail Improvements
			39	Proposed Roadway Network (Approximate Alignments)
			40	78 <sup>th</sup> Street Improvements

→ Not listed in any order of priority

→ See back cover for map of the Top 40 Projects and Chapter 2 for more information.

# RECENT INVESTMENT

## Regional Investment

Both the RTD and CDOT are undertaking significant investment in the area. RTD is investing \$2.2 billion in commuter rail transit on three lines that traverse Southwest Adams County (The Eagle P3 project). They have also contributed \$10 million towards a regional bike path between Westminster and Boulder. CDOT is investing over \$160 million in the I-25 corridor to build managed lanes and a concrete sound wall from US 36 to E-470 and has invested (to-date) almost \$14 million for improvements along the Federal Boulevard corridor in Adams County.

## Local Investment

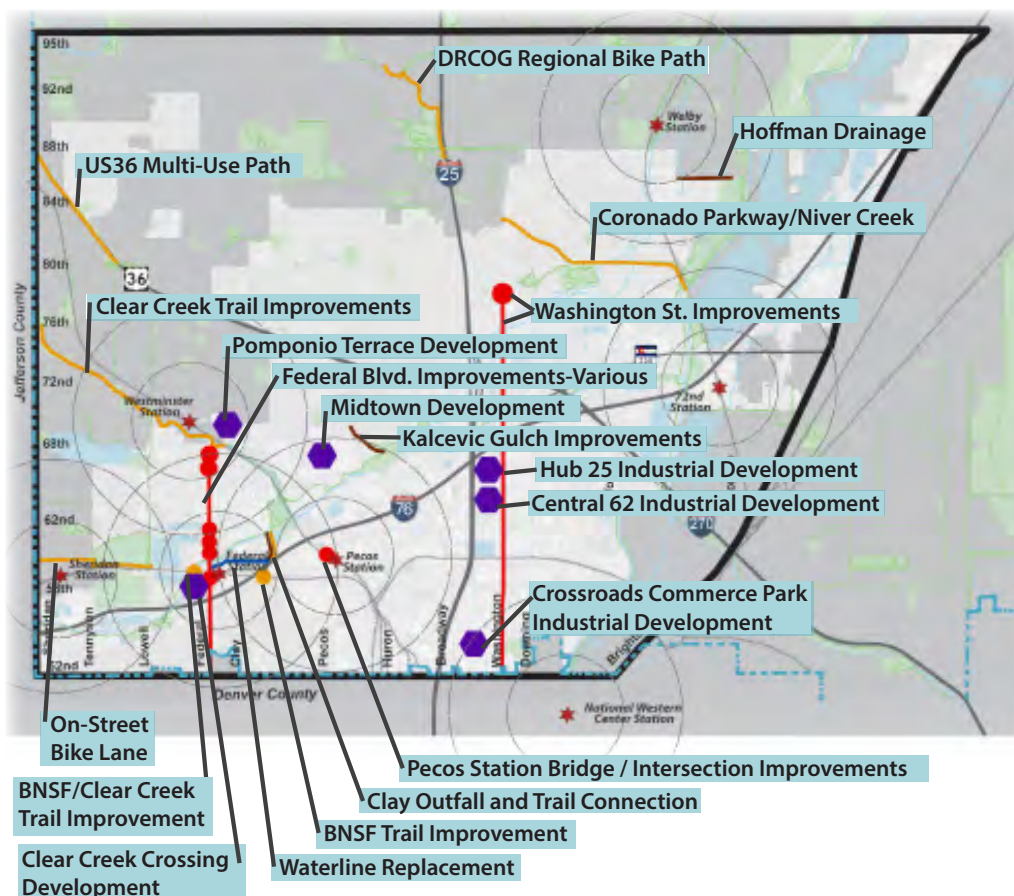
The County has completed over \$12 million in Capital Improvement Projects (CIP) between 2013 and 2015, and is budgeted to complete approximately \$50 million more between 2017 and 2021 (not including the Top 10 Projects herein). In addition, the City of Westminster has invested \$41 million in and around the Westminster Station area on the RTD B Line.

## Private Investment

Six larger (not all) current developments in the area will result in the addition of up to 3,000 residential units, 350,000 square feet (sf) of commercial space, and 1.5 million sf of industrial space within Southwest Adams County.

Refer to the adjacent map for an overview of recent and current investment.

Recent and Current Investment



→ Note this is not a comprehensive list but rather an overview.

## How Did We Get Here?

The Top 10 Projects are a result of the previous GIS base mapping, the propensity analysis, and prioritization through additional input from the public, the TAC, the Focus Group, and a prioritization charrette with the TAC/Project Partners that took place June 2016.

Six of the Top 10 Projects are focused on a program or policy (1-6), while four focus on a specific geographic location (7-10). The four geographic “Connection” Projects include a **bundling** of several mobility and utility infrastructure projects pertinent to that geographic area.

The remaining pages discuss each of the Top 10 Projects in more detail. All costs identified herein are planning level order-of-magnitude.

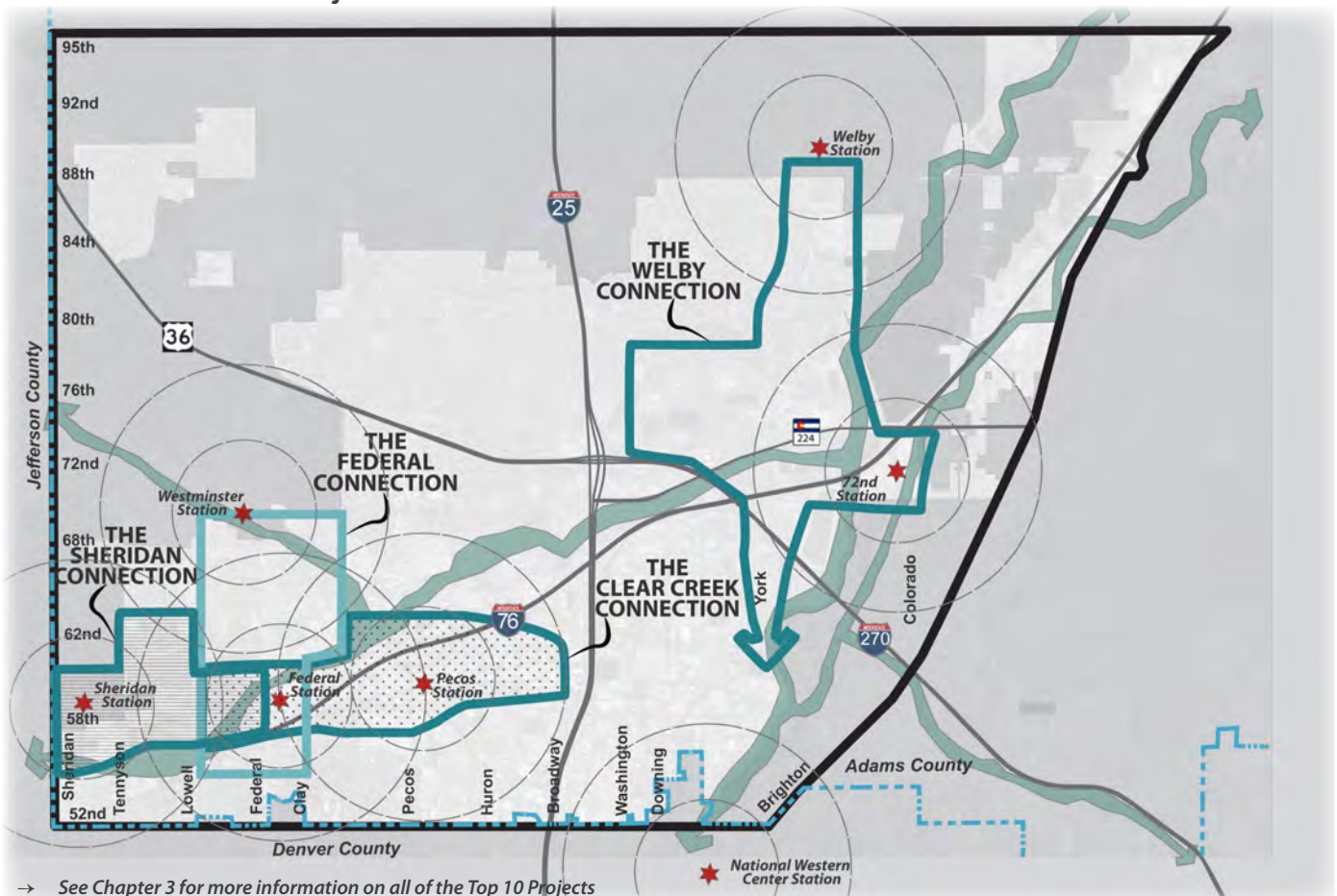
- ▶ *The projects identified here represent costs of \$377 to \$416 million over a 10-plus year time frame.*

## The Top 10\*

1. Local Financing Study
2. Plans to Projects Program
3. Complete Streets Policy and Standards
4. Sidewalk Program
5. Park and Trail Improvements
6. Affordable Housing Strategy
7. The Sheridan Connection
8. The Federal Connection
9. The Clear Creek Connection
10. The Welby Connection

\* Not in any specific order

## Four “Connection” Project Areas



# LOCAL FINANCING STUDY

# 1

Adams County’s priorities include providing a high performing, fiscally sustainable government. This includes providing a reliable mobility and utility infrastructure network and supportive human services that result in educational and economic prosperity for residents, land owners, and business owners.

With that, a Local Financing Study should be undertaken to identify how to pay for and manage investments that create the most improved quality of life, dispersed equity, and highest return on investment. The Study will help the County to better understand its existing financial obligations and to expand upon the County’s understanding of the capacity for financing projects through both traditional and innovative funding strategies. The Study would also examine the public support for different financing strategies and conditions of support. There would be four primary components to the Study including: Revenue and Obligation; Survey; Tools; and Handbook.

► **Cost: \$125,000**

## Outline For The Local Financing Study

Financing Study Component	Guidance
Revenue and Obligation	<p>The Study would begin with a comprehensive understanding of existing revenues, such as:</p> <ul style="list-style-type: none"> <li>▪ Property Tax (including property tax rebates)</li> <li>▪ Ownership Tax</li> <li>▪ Sales and Use Tax</li> <li>▪ Occupation Tax</li> <li>▪ Other Taxes</li> <li>▪ Licenses and Permits</li> <li>▪ Intergovernmental Revenue (Federal and State)</li> </ul> <p>Most of the revenue information should be readily available via annual budgeting and reporting. The Study would then focus on a clear understanding of current and projected financial obligations, such as:</p> <ul style="list-style-type: none"> <li>▪ Short-Term Notes</li> <li>▪ Certificates of Participation</li> <li>▪ General Obligation Bonds</li> <li>▪ Revenue Bonds</li> </ul> <p>This should include a clear stating of the County’s bonding capacity, current ratings through Moody’s and Standard and Poor’s.</p>
Survey	<p>The Study should include a county-wide survey (including ability to obtain information specifically for Southwest Adams County, e.g. this Study Area—or consider beginning by surveying just Southwest Adams County) to ascertain the public’s appetite for different financing strategies by project type.</p>
Tools	<p>The final recommendations should include:</p> <ol style="list-style-type: none"> <li>1. Existing Tools: <ul style="list-style-type: none"> <li>▪ Have a clear understanding of all the existing tools available to the County, and the propensity to utilize different tools by project type (e.g. streets, drainage, and parks) historically by department.</li> </ul> </li> <li>2. Potential Tools: <ul style="list-style-type: none"> <li>▪ Explore other funding options not previously used within the County. These may include existing traditional tools as well as new/innovative tools.</li> <li>▪ Identify those tools that may not be currently available for county use within the State of Colorado but might be worth lobbying the state to change regulations to allow county use.</li> <li>▪ Undertake the necessary legal and functional structures and obligations review and update to assure the tools can be used.</li> </ul> </li> <li>3. Funding Streams: <ul style="list-style-type: none"> <li>▪ Identify the funding streams most associated with each tool, as well as typical partnership funding structures.</li> </ul> </li> </ol>
Handbook	<p>A product of this Study would include a handbook for day-to-day use by County departments and for multi-departmental education and training. The handbook would provide a quick and concise way to ascertain specific tools that can be used for projects of all scales, complexities, budgets, and implementation timeframes. The handbook should include a summary table, or perhaps a series of tables with resources identified by project type, agency (e.g. federal, state, county), and/or dollar limits. Following the “quick glance” tables would be a more detailed description of each program/tool with contact information, annual filing deadline (for grants for example), and an example or two of where and when this was used in the County before, if applicable.</p>



# 2

## PLANS TO PROJECTS PROGRAM

Adams County needs to better align long-range planning with capital improvements programming.

The Plans to Projects Program (P2P) will create an internal, logical, well-documented, defensible process where long range planning results in programmatic decision-making, the development review process, and prioritization within the capital improvements process.

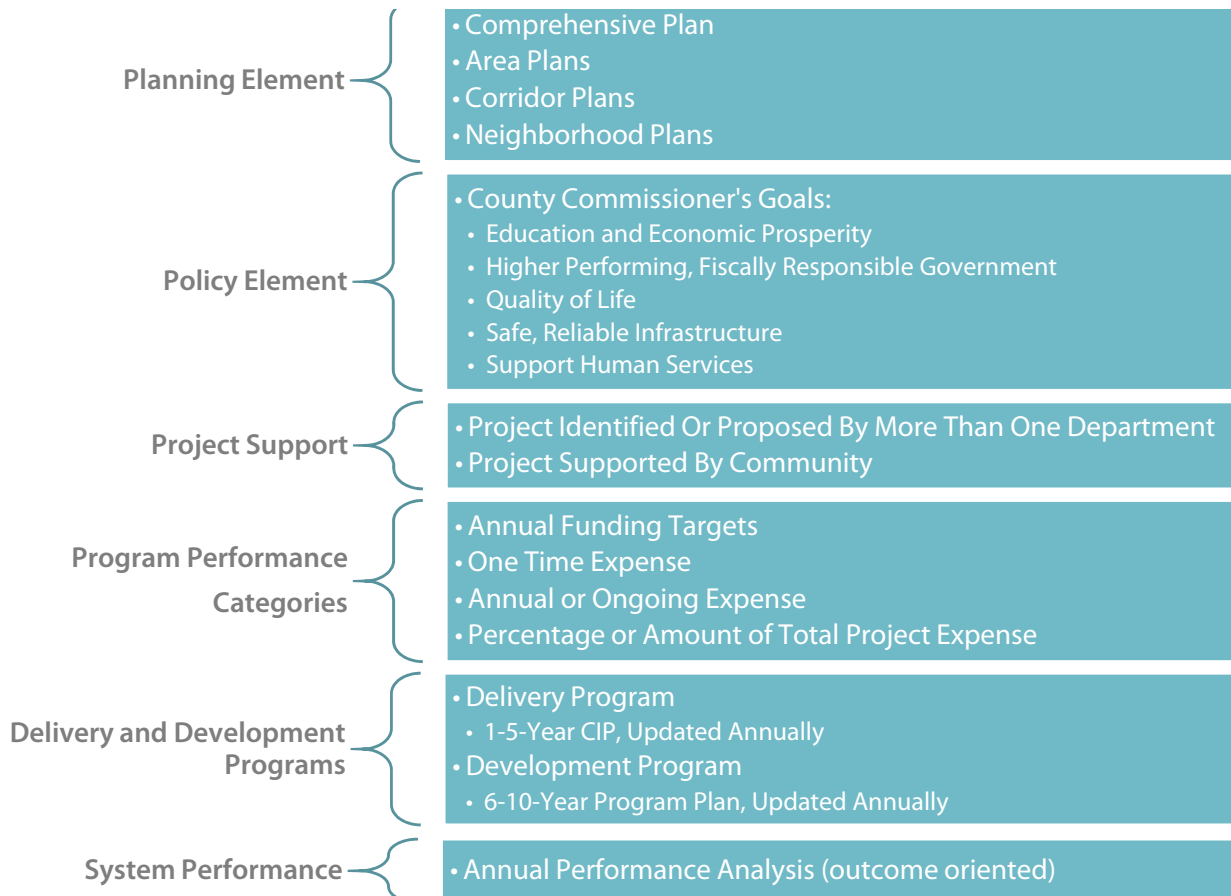
The P2P will include an evaluation process which brings all CIP disciplines to the table to better leverage opportunities, expertise, and funding. Creating a scorecard as part of the P2P will provide a tool for each department to adequately evaluate and prioritize projects through data driven information and close interdepartmental collaboration.

The existence of such a program will also provide certainty for residents, property owners, business owners, and investors.

The components envisioned for the P2P are outlined below.

► **Cost: \$100,000**

### Outline For Creation of a Plans To Projects Program



# COMPLETE STREETS POLICY/STANDARD 3

## Why?

### Examples of Complete Streets:

*Context: "Urban High Use Corridor"*

*Prioritize pedestrian and bicycle movements while providing for adequate vehicular movement.*



*Context: "Urban Retail Street"*

*Prioritize pedestrian movement and short-term on-street parking.*



*Context: "Neighborhood Residential Street"*

*Provide pedestrian and bicycle facilities—signed route, shared lane (sharrow) or bike boulevard may be appropriate.*



The County needs to establish **Complete Streets** policies and standards. Complete Streets provide a connected and safe community to walk, bicycle, use transit, and travel in vehicles. Significant improvement to the non-motorized transportation system improves health, encourages community interaction, promotes sustainability, and fosters choice. Providing Complete Streets helps reduce vehicle miles traveled and greenhouse gas emissions (GHGe), both goals of DRCOG.

**Not every street needs to provide for every single mode, but more importantly, every mode needs a complete network.**

## Create Policy

The creation of a Complete Streets Policy will direct planners, engineers, and developers to routinely design and implement mobility networks that promote safe access for all users. The policy will send a clear message that Adams County will be competitive in the region. Most, if not all streets should prioritize pedestrian movement first and foremost, and then consider other modes—including bicycles, vehicles, transit, and freight movement to/from and within industrial zones—as appropriate to the context.

## Create Standards

Developing a variety of new street typologies that accommodate walking, bicycling, transit use, and driving is imperative for the County. The typologies (e.g. local to arterial, urban to rural, commercial to residential) must be calibrated for application based on geographic and development context.

## Low-Impact Design Standards

Low-impact design approaches to landscape and drainage along roadways should be included with new/updated street standards. This includes basic components such as: native and drought-tolerant plantings, landscape to reduce heat islands, perforated or curbless areas, and/or use of pervious surface. A comprehensive review and update to overall landscape standards for subdivision and site development should also occur.

► **Cost: \$175,000**

# 4

## SIDEWALK PROGRAM

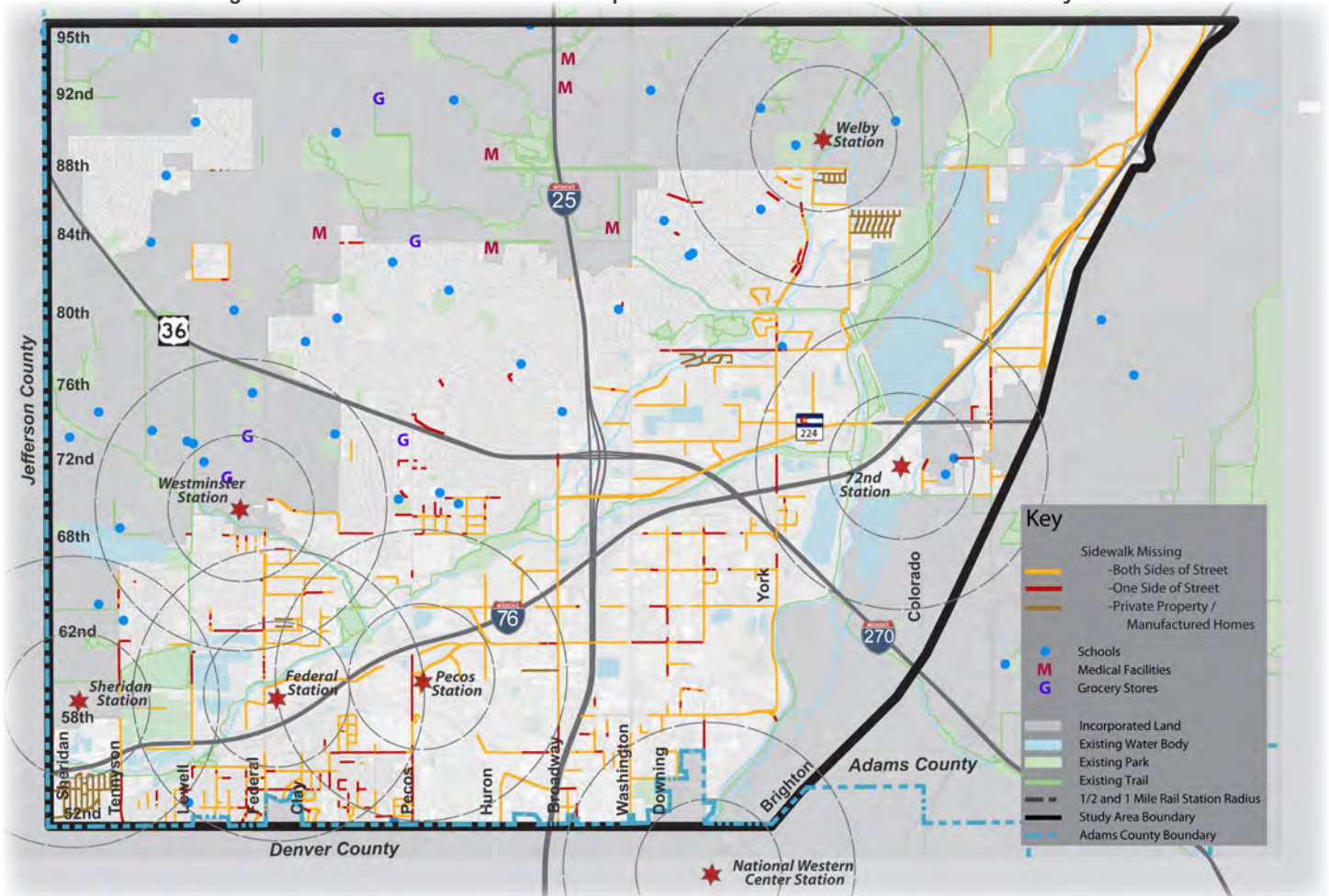
Sidewalks provide critical links within and between neighborhoods and key destinations such as schools, services, and transit. The Sidewalk Program has two components:

- 1. Missing Sidewalk Links:** A sidewalk gap analysis completed for unincorporated lands within Southwest Adams County identified 17 miles of roadway with sidewalk present on just one side of the street, and 74 miles of roadway with no sidewalk. An order-of-magnitude cost of \$192,000 per linear mile for a typical Adams County 5' 6" sidewalk (one side of street) results in a \$31,680,000 program need in order to complete the sidewalk gaps. An annual budget dollar amount of \$1 million should be allocated, beginning with a 10-year commitment, to implement missing sidewalk links in Southwest Adams County.
- 2. ADA Transition Plan:** The previously completed Americans with Disabilities Act (ADA) Transition Plan identified locations for ADA improvements at intersections. The Adams County Transportation Department has already identified an annual budget amount of \$1,000,000 for 10 years (to start) for implementation.

In addition, new development or redevelopment would spur new sidewalk construction. Implementation should be prioritized to high growth and/or change areas as well as connecting to existing schools, grocery stores, medical facilities, and transit facilities/routes.

► **Cost: \$2 million annually (\$1 million per component)**

Current Missing Sidewalks Within Unincorporated Southwest Adams County



# PARK AND TRAIL IMPROVEMENTS

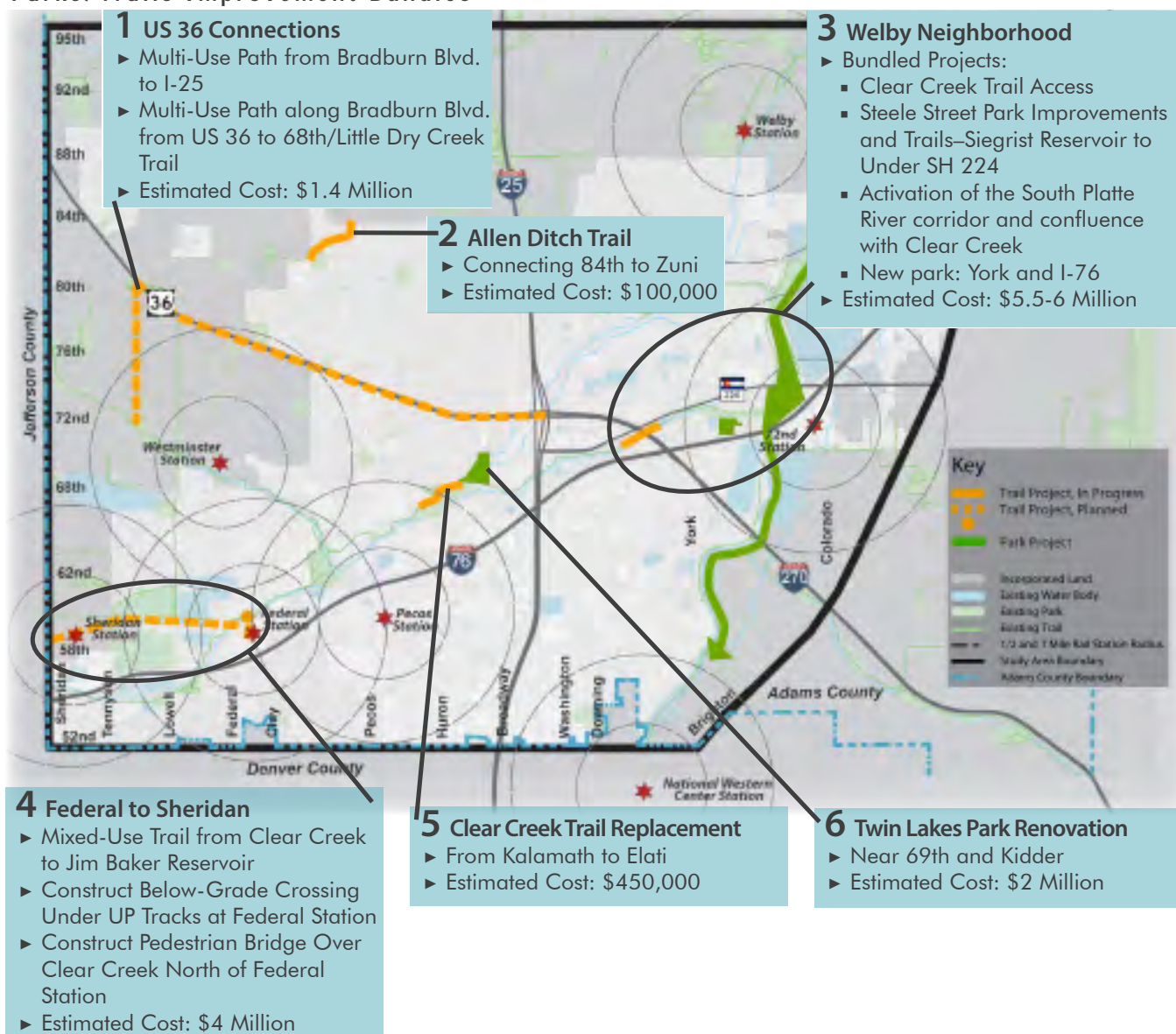
# 5

The Park and Trail Improvements bundle identifies a set of improvements to existing or identifies new County parks or trails. This will assure broader connectivity both within the County and to and from surrounding communities and regional facilities. The improvements will also provide access for first responders, as well as provide for signage/wayfinding (e.g. mile markers) within the system. The improvements will be designed utilizing the Crime Prevention Through Environmental Design (CPTED) guidelines. The projects were highly ranked through public input, data analysis, and improvement to regional connectivity.

Adams County Parks and Open Space Department will be the coordinating agency for these projects, working closely with Westminster, Arvada, and CDOT, and will utilize various resources including Great Outdoors Colorado (GOCO), Urban Drainage and Flood Control District (UDFCD), Colorado Parks & Wildlife, and Open Space Sales Tax Grant.

► **Cost: \$13.5 to 14 million**

## Parks/Trails Improvement Bundles



# 6

# AFFORDABLE HOUSING POLICY

A comprehensive Affordable Housing Policy should be created for Adams County. The Policy should begin by focusing within one mile of an RTD FasTracks commuter rail station (also identified as **Pedestrian Activity Centers in Imagine Adams County**) and primary bus routes. The Policy should be expanded to the larger Making Connections Plan Study Area and overall County after a baseline policy has been established, and perhaps a pilot project or two are completed. The pilot projects would then inform any calibration of the Policy for specific geographic areas prior to County-wide application. Several of the items outlined herein were also identified in the **2009 Balanced Housing Plan** (currently being updated). The Policy should comply with all Federal guidelines where Federal funding is solicited and utilized.

The creation of a comprehensive Policy should be organized into the following four categories:

1. Background/Baseline
2. Regulatory
3. Financing
4. Partnerships

The table on the next page provides detailed considerations for such a policy for each of the four categories.

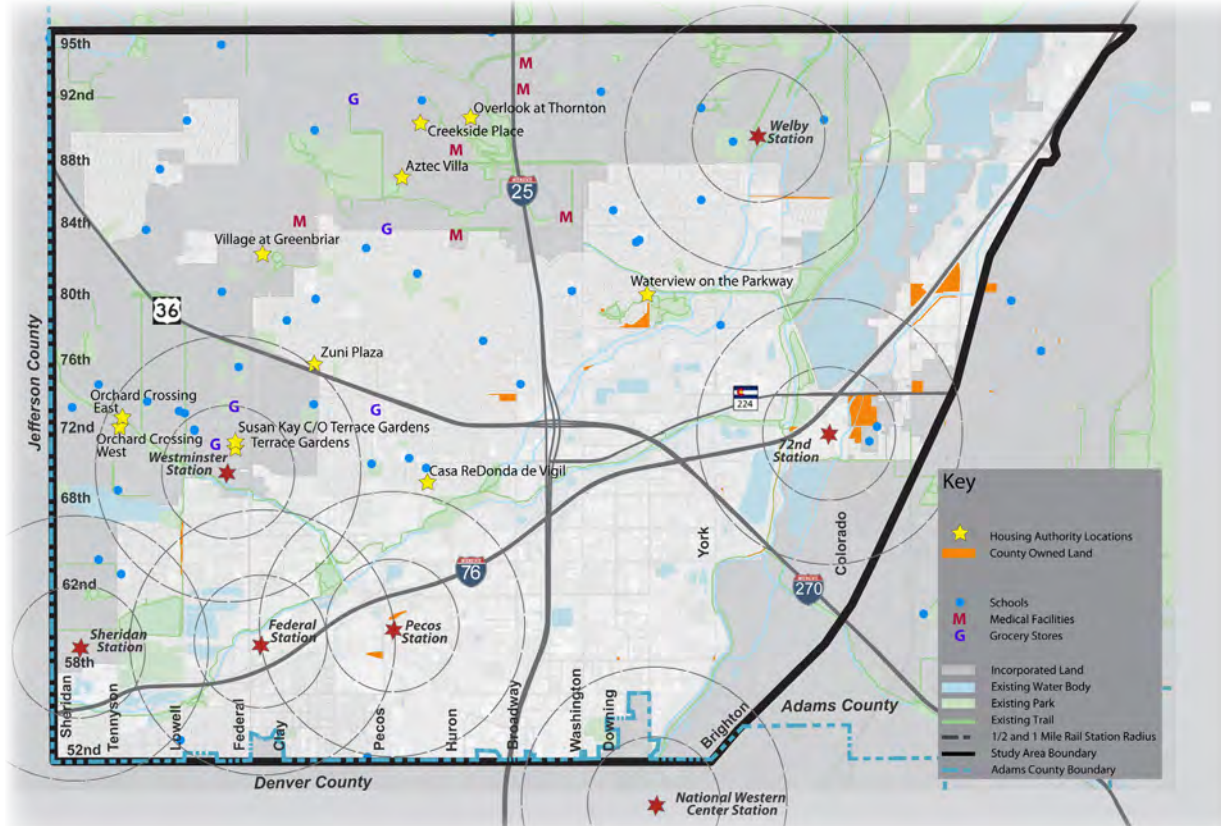
**Adams County Housing Authority "Alto" Development Under Construction at Westminster Station**



*Image Courtesy Adams County Housing Authority/SA+R*

► **Cost: \$150,000**

## Location of Current Adams County and Adams County Housing Authority Land Holdings



## Detailed Outline For Creation of a Comprehensive Affordable Housing Policy

Category	Considerations
Background/Baseline	<ul style="list-style-type: none"> <li>• Update the 2009 Balanced Housing Study (underway-to be completed in 2016) as a pre-cursor to creating a comprehensive policy and action steps.</li> <li>• Review specific components of the 2009 plan.</li> <li>• Complete any further socio-economic/market trend research that may not be covered in 2009 Balanced Housing Study update to provide necessary baseline information to inform an affordable housing policy.</li> <li>• Create an inventory of existing affordable and workforce housing stock in GIS to be compatible with the existing Adams County GIS system/database. Begin with the Making Connections Study Area. Consider mapping tiers of &lt;=40% AMI, 41-60% AMI, and 61-80% AMI.</li> <li>• Create GIS mapped inventory of Adams County Housing Authority and other non-profit (e.g. Mercy Housing) inventory locations, price points, size of units, number of units, etc.</li> </ul>
Regulatory	<ul style="list-style-type: none"> <li>• Make sure that affordable housing is addressed in the Comprehensive Plan/update land use map and category language as necessary.</li> <li>• Review options for enhanced efficiency in the development review and permitting processes. For example: <ul style="list-style-type: none"> <li>○ Add provisions for staff waivers (administrative review) for minor adjustments of use, density, and dimensional standards for workforce and affordable housing projects;</li> <li>○ Remove or reduce dimensional standards that restrict affordable housing (e.g., lot widths, large minimum lot sizes); and</li> <li>○ Reduce, offset, or waive development impact fees based on the percentage of affordable units.</li> </ul> </li> <li>• Assure reduction in parking requirements.</li> <li>• Consider language on preservation of existing affordable housing, such as replacement clauses.</li> <li>• Consider how the current national phenomena of multi-generational living and the rise of the <i>Sharing Economy</i> may result in regulatory modifications to allowing for multiple housing units per lot, co-housing concepts, accessory dwelling units (ADUs), and/or higher numbers of unrelated people living in one household. For example: <ul style="list-style-type: none"> <li>○ The Housing Authority or a housing trust may provide financial off-sets to the development community to build ADUs with deed restrictions. The deed restrictions would only allow for income limits (or section 8 vouchers) to be used on either the principal or accessory dwelling unit (some flexibility to allow for different family sizes). The subsidy would make building the ADU enticing to the developer.</li> </ul> </li> <li>• Additional zoning updates: <ul style="list-style-type: none"> <li>○ Allow for smaller lot urban development patterns.</li> <li>○ Create mixed-use zone districts.</li> <li>○ Update zoning to provide for final affordable housing policy provisions as necessary.</li> <li>○ Require a variety of unit sizes in multi-family developments.</li> <li>○ Update landscape standards to include Low Impact Design, which is more cost effective in the long term.</li> <li>○ Allow manufactured and modular construction in larger geographic areas.</li> <li>○ Consider affordable units and/or ADUs as bonus density units in key areas.</li> </ul> </li> <li>• If Design Standards are created in addition to Zoning, assure that there are "Guidelines" and "Standards" to allow for enough flexibility for developers. Appropriate underlying zoning should eliminate the need for Design Standards altogether however.</li> </ul>
Financing	<ul style="list-style-type: none"> <li>• Establish a housing trust fund to provide debt/equity towards affordable housing projects.</li> <li>• Provide a low interest/interest-only loans (program with local bank partners).</li> <li>• Pursue grants and create an affordable housing revolving fund with \$10 million minimum to start.</li> <li>• Establish a County Land Trust to focus on the development of affordable housing.</li> <li>• County share on public street improvements adjacent to affordable housing.</li> <li>• Consider preservation of existing units funding.</li> <li>• Research different options of fee in-lieu of, linkage fee, and other.</li> <li>• Explore special use taxes for affordable housing.</li> <li>• Explore creative financing, including but not limited to a County Loan Guarantee.</li> <li>• Explore an innovative program whereby ADUs may be built in new, market rate developments with developer incentives and then subject to income restrictions.</li> <li>• Explore other innovative financing, including developer incentives for homeownership programs for low and moderate income residents.</li> </ul>
Partnerships	<ul style="list-style-type: none"> <li>• Advocate for statutory change at the state level to allow counties to create inclusionary housing policies.</li> <li>• Identify preservation priorities. What current affordable housing—either the existing units and/or locations—are a priority for retention/redevelopment as affordable. Work with current owners to identify a site-specific partnership plan to retain/preserve the stock and/or sites.</li> <li>• Consider use of County-owned property for development of affordable housing: donated, long-term no-to-low cost land lease, or sold at discounted rate.</li> <li>• Reduce/waive permit fees and Annual Inspection Fees.</li> <li>• Explore using a County-owned site for both temporary relocation assistance for residents of mobile home park closures and as a potential affordable housing site. This concept may include management or site development by the Adams County Housing Authority and may be better studied during the Balanced Housing Plan update.</li> <li>• Consider infrastructure partnerships to reduce cost per unit of affordable housing, such as: <ul style="list-style-type: none"> <li>○ Reduced tap fees;</li> <li>○ Use of regional or off-site stormwater detention; and</li> <li>○ Use of grey water for irrigation/site use.</li> </ul> </li> <li>• Work with current owners of single-family detached affordable rentals for either County/Housing Authority to purchase or option of tenant to purchase rather than putting the property on the open market.</li> <li>• Utilize CDBG as feasible for neighborhood infrastructure.</li> <li>• Incentivize landlords to accept Housing Choice Vouchers.</li> </ul>

# 7

## THE SHERIDAN CONNECTION

The Sheridan Connection focuses on the area from Sheridan Boulevard east to Federal Boulevard, and generally from 54th Avenue to 64th Avenue.

The primary focus for the Sheridan Connection is filling in missing sidewalk and trail connections to/from the RTD G Line Sheridan Station, including connections to the RTD G Line Federal Station, to the Berkeley neighborhood to the south, and to the City of Arvada. The one motorized transportation component includes a study of Sheridan Boulevard (SH95) for multimodal and operational improvements including potential Bus Rapid Transit (BRT) service. This would be done in conjunction with the City of Arvada and CDOT.

The Sheridan Connection projects focus on **mode shift**—getting folks out of their cars, using transit, and assuring safe passage for non-motorized movement to and from the rail transit stations and along/across Sheridan Boulevard. The order-of-magnitude cost and effort to implement the items listed in The Sheridan Connection is much smaller than the other three geographic Connection areas identified in this Study.

Please refer to **The Sheridan Connection Project Bundles** diagram on the next page for more information.

► *Cost: Approximately \$42 to \$50 million*

The New Hyland Hills Clear Creek Valley Park (58th Avenue between Tennyson and Lowell)



→ *Note there is overlap between the Sheridan, Federal, and Clear Creek Connection geographic boundaries as seen on Page 10. The projects listed in the Sheridan and Clear Creek Connection discussions include projects that **do not** overlap with Federal. See the Federal Connection for a discussion of projects in that area which are to be considered holistically with the bundles of projects listed under the Sheridan and Clear Creek Connection's project listing for each geographic area.*

# The Sheridan Connection Project Bundles

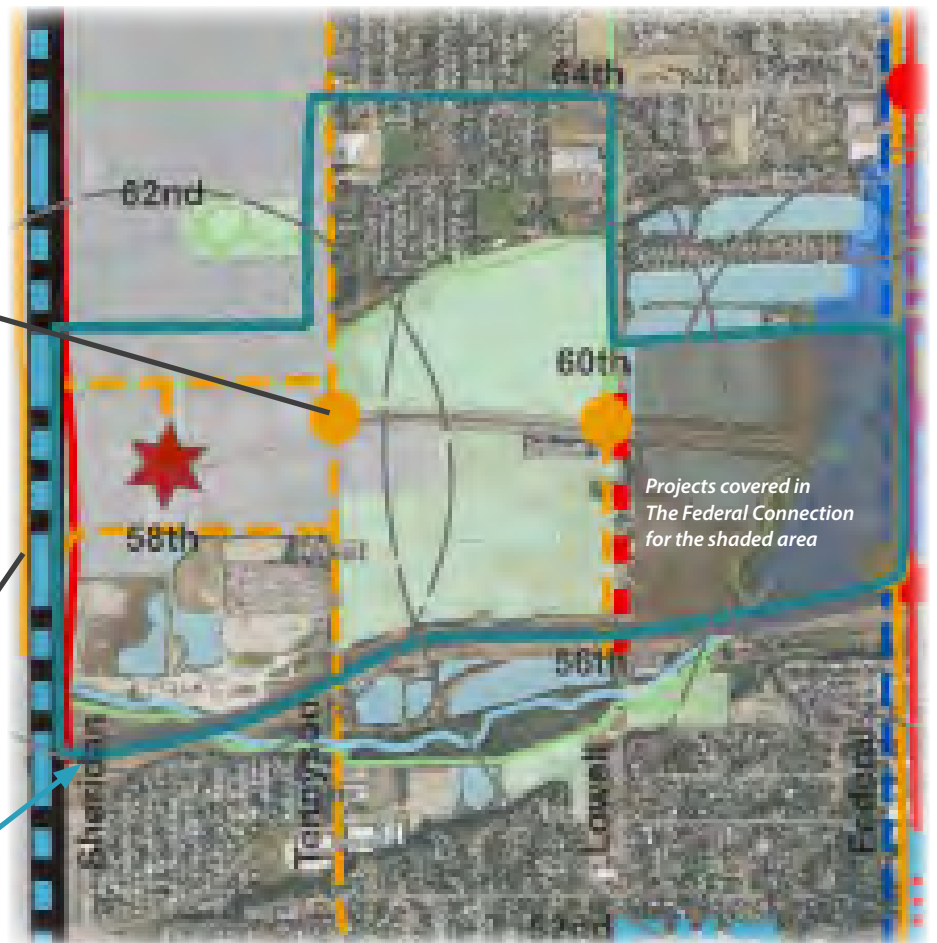
## 1 Area Connectivity Improvements

- ▶ Bundled Projects:
  - Lowell Boulevard/Jim Baker Trail: Connections from the Berkeley Neighborhood to the Sheridan Station
  - Tennyson Street Trail: From Clear Creek to 68th
  - 58th and 60th Avenues: Non-Motorized Connections to Station
  - 64th Avenue: Non-Motorized Connections Between Sheridan Station and the Clear Creek Trail
- ▶ Estimated Cost: \$2 million

## 2 Sheridan Corridor Improvements

- ▶ Bundled Projects:
  - Multi-Modal Improvements from I-76 to 104th
  - Includes Bus Rapid Transit Study from I-76 to US 36
- ▶ Estimated Cost: \$40-48 Million

*The Sheridan Connection Core Geographic Area*



→ See Appendix A, Figure 7-7 for a map that shows the three overlapping Connection Areas (Sheridan, Federal, and Clear Creek) all together.

→ Key is for each of the next four Connection Areas

Key	
	Non-Motorized Project, In Progress
	Non-Motorized Project, Identified
	Roadway/Traffic Project, In Progress
	Roadway/Traffic Project, Identified
	Roadway/Traffic Project, Possible
	Drainage Project, In Progress
	Drainage Project, Identified
	Water/Sanitation Project
	Drainage Project, In Progress
	Incorporated Land
	Existing Water Body
	Existing Park
	Existing Trail
	RTD Rail Transit Station
	1/2 and 1 Mile Rail Station Radius
	Study Area Boundary
	Adams County Boundary

## Clear Creek West of Federal Boulevard

*Context: Utilizing Clear Creek as a major asset for the area.*

*The proximity of the Sheridan and Federal Stations to each other and to Clear Creek provides significant opportunities for pedestrian and bicycle connections.*

*Development opportunities take advantage of the Creek as an asset and provide residential, retail, and new locations for small businesses within walking distance of stations.*





# 8

# THE FEDERAL CONNECTION

The Federal Connection includes a comprehensive vision, design, and phased improvements for two miles of Federal Boulevard in unincorporated Adams County (also known as US 287/SH 128) from 52nd Avenue on the south (border with Denver) to nearly 72nd Avenue on the north (Westminster border), and approximately one half mile on either side of Federal Boulevard. This is represented on the graphic on the following page.

Federal Boulevard is a primary north-south connection through Southwest Adams County and the greater Denver Metropolitan Area, and is Adams County's front door to its southwest area. This corridor connects two commuter rail stations—Westminster Station on the B Line and the Federal Station on the G Line. Federal Boulevard here is traversed by I-76, with I-70 just a quarter mile to the south, and US 36 a half mile to the north. Clear Creek is a primary asset that crosses the corridor at approximately the 60th Street alignment. The Creek is 600 feet from the Federal Station platform.

The comprehensive effort begins with the critical completion of a Planning and Environmental Linkage (PEL) Study that would include close multi-jurisdictional cooperation with Denver and Westminster, as well as partnering with CDOT, and involving RTD. The PEL study area would include a broader geographic area from I-70 and the Regis University campus on the south in Denver to 84th Avenue and the new St. Anthony's North campus in Westminster on the north, for a total of 4.5 miles. This area is represented in the diagram on this page.

The Federal Connection area lacks adequate non-motorized infrastructure—a necessity to serve existing neighborhoods and businesses—to provide critical connections to/from the commuter rail stations, and to entice future investment in the area. Motorized infrastructure improvements are also needed, along with utility and floodplain improvements to serve the area into the future.

Please refer to **The Federal Connection Project Bundles** diagram on the next page for more information.

► **Cost: Approximately \$23 million** (not including Fed. Blvd. construction)

## Vision For Federal Boulevard

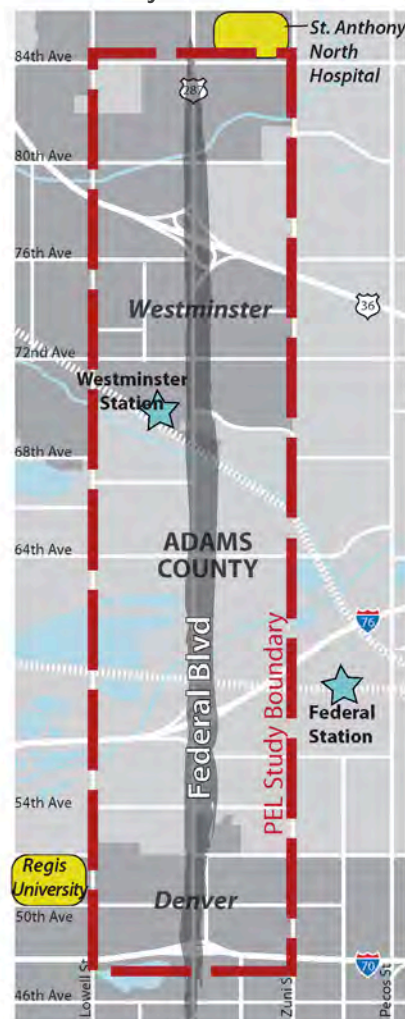
*Context: Federal Boulevard buildings and streetscape.*

*Federal Boulevard currently has numerous curb cuts, parking in front of buildings, and lack of public realm facilities. Future conditions should provide for an identifying streetscape, strong pedestrian environment, and new development that provides parking behind buildings.*



A comprehensive vision, design, strategy and phased improvements within The Federal Connection area will assure a solid foundation from which future growth and equitable investment can occur.

## PEL Study Area





# 9

## THE CLEAR CREEK CONNECTION

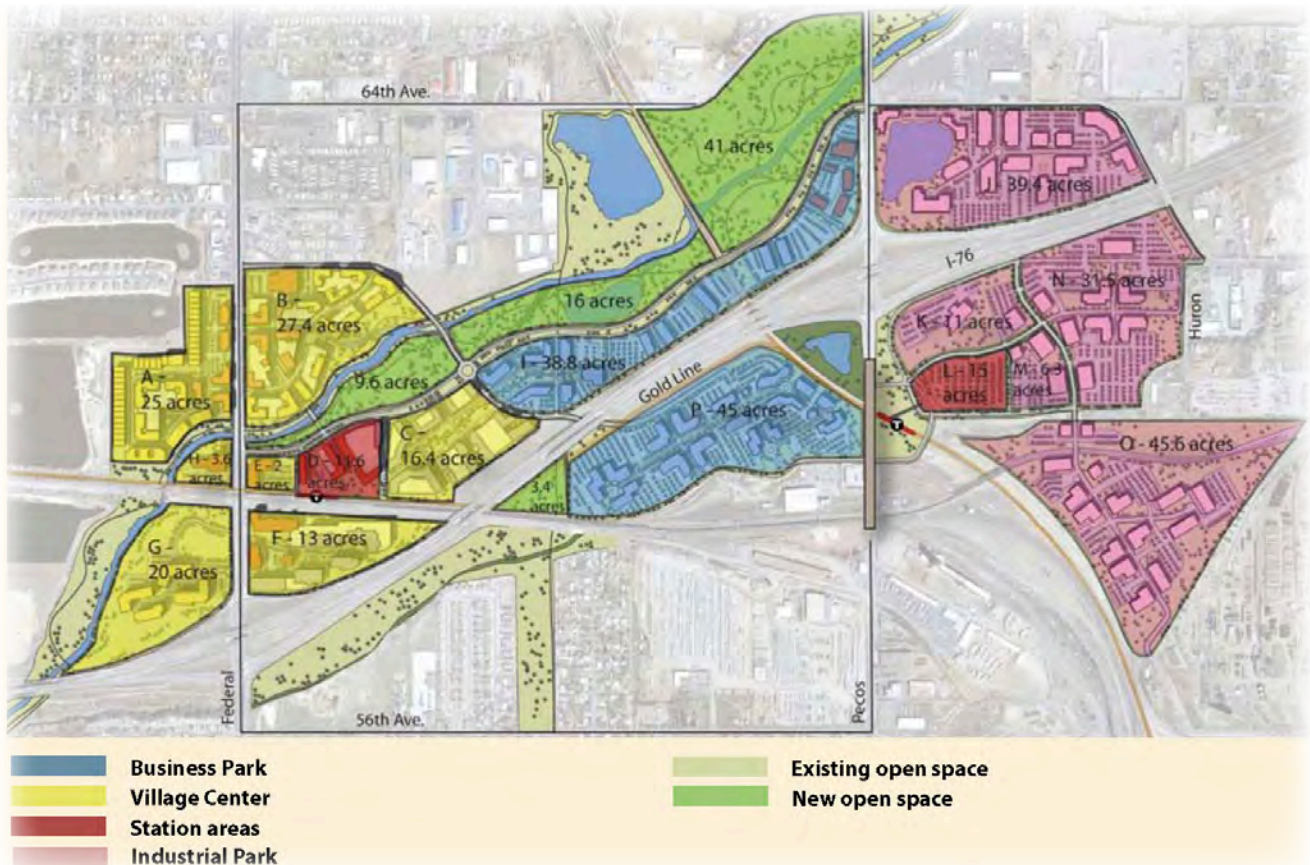
The Clear Creek Connection includes substantial new multimodal streets, park and trail improvements, and general infrastructure improvements in the area along Clear Creek generally from east of Federal Boulevard and west of Pecos Street. The majority of the improvements are focused between the RTD G Line Clear Creek at Federal Station and the RTD G Line Pecos Station. The **Clear Creek TOD Plan** completed in 2009 envisions substantial new development in this area. In order to accommodate any development, adequate utility and mobility infrastructure needs to be implemented. A first step to accommodating new private investment is studying the feasibility of improved east-west and north-south connections through the area. Different concepts for principle connections have been identified in the previous plan. All of these and other mobility options should be vetted in a detailed study that includes:

1. Creating a database of parcels, property owners, and business owners for consideration of preferred alignments for new streets;
2. Following up with environmental studies as appropriate;
3. Completing a detailed projected traffic analysis and location for both future motorized and non-motorized connections; and
4. Ascertaining the need for easements and right-of-way acquisitions, and identifying engineering-level cost estimates and specific phasing for each new/improved street.

Please refer to **The Clear Creek Connection Project Bundles** diagram on the next page for more information.

### ► *Cost: Approximately \$79 to 82 million*

Clear Creek TOD Plan Vision



## The Clear Creek Connection Project Bundles

### 1 Proposed New Multi-Modal Roads Between Federal and Pecos Stations

- ▶ Bundled Projects:
  - Proposed Clear Creek Parkway (Generally Between Clear Creek and I-76, Federal to Pecos)
  - 60th Road improvement
  - 62nd Corridor, New and Improved Multimodal Facility from Federal to Broadway, Including Partial Waterline
- ▶ Estimated Cost: \$58.1-61.4 Million

### 2 Clay Community Outfall/Trail

- ▶ Phase II, from 60th South to Zuni and 59th
- ▶ Estimated Cost: \$20 Million

### 3 Pecos Street Improvements

- ▶ Bike/Trails Facility, 52nd to I-76
- ▶ Estimated Cost: \$433,000

The Clear Creek Connection Core Geographic Area



→ See Appendix A, Figure 7-7 for a map that shows the three overlapping Connection Areas (Sheridan, Federal, and Clear Creek) all together.

## Clear Creek Transit-Oriented Development

Context: View of new development along Clear Creek between the Pecos and Federal Stations.

New streets—including a prominent Clear Creek Parkway, and a significantly improved Creek—including active and passive park areas, trails, overlooks, and flood attenuation and water quality facilities; will set the stage for a new office park, clean industrial/flex uses, and residential to be built between the Pecos and Federal Stations.



## Activate Station Areas

Context: Ground level view looking towards the Federal Station.

New mixed-use development around the Federal Station will provide a strong gathering place for the Berkeley, Aloha Beach, Goat Hill, and Utah Junction neighborhoods.



# 10

The Welby Connection includes both motorized and non-motorized transportation improvements. Existing roadway and intersection improvements, along with new streets, will enhance the connectivity between the greater Welby neighborhood to both the RTD Welby Station to the north, to the 72nd Street Commerce City Station, and further south to the National Western Center Station.

The improvements will provide pedestrian-prioritized corridors and nodes, while identifying truck routes, recognizing this area will continue to see a high percentage of truck traffic. Close collaboration between Adams County Transportation and Long Range Planning Departments will occur, as well as Community and Economic Development and Parks and Open Space, with partnering agencies including the Cities of Thornton, Commerce City, and Denver.

Please refer to **The Welby Connection Project Bundles** diagram on the next page for more information.

► **Cost: Approximately \$166.5 to 194.5 million**

## THE WELBY CONNECTION

### Platte River Amenity

*Context: Looking west towards the Platte River.*

*Recognizing the Platte River as key asset in the Welby area includes providing a continuous "Riverside Drive," aligning new mixed-use, multi-story development to face the River, and providing public amenities such as a water sports club house, active water sport launch area, and access for emergency responders.*



### Beehive Employment Center

*Context: A site design concept for future employment centers within the broader Welby neighborhood.*

*The sketch illustrates the transition of smaller building footprints along the primary road that would include offices, display rooms, customer centers, and supporting uses such as cafes (office row) transitioning to larger manufacturing footprints (production row), and ultimately transitioning to large warehouse facilities with large truck access to the rear (storage row).*

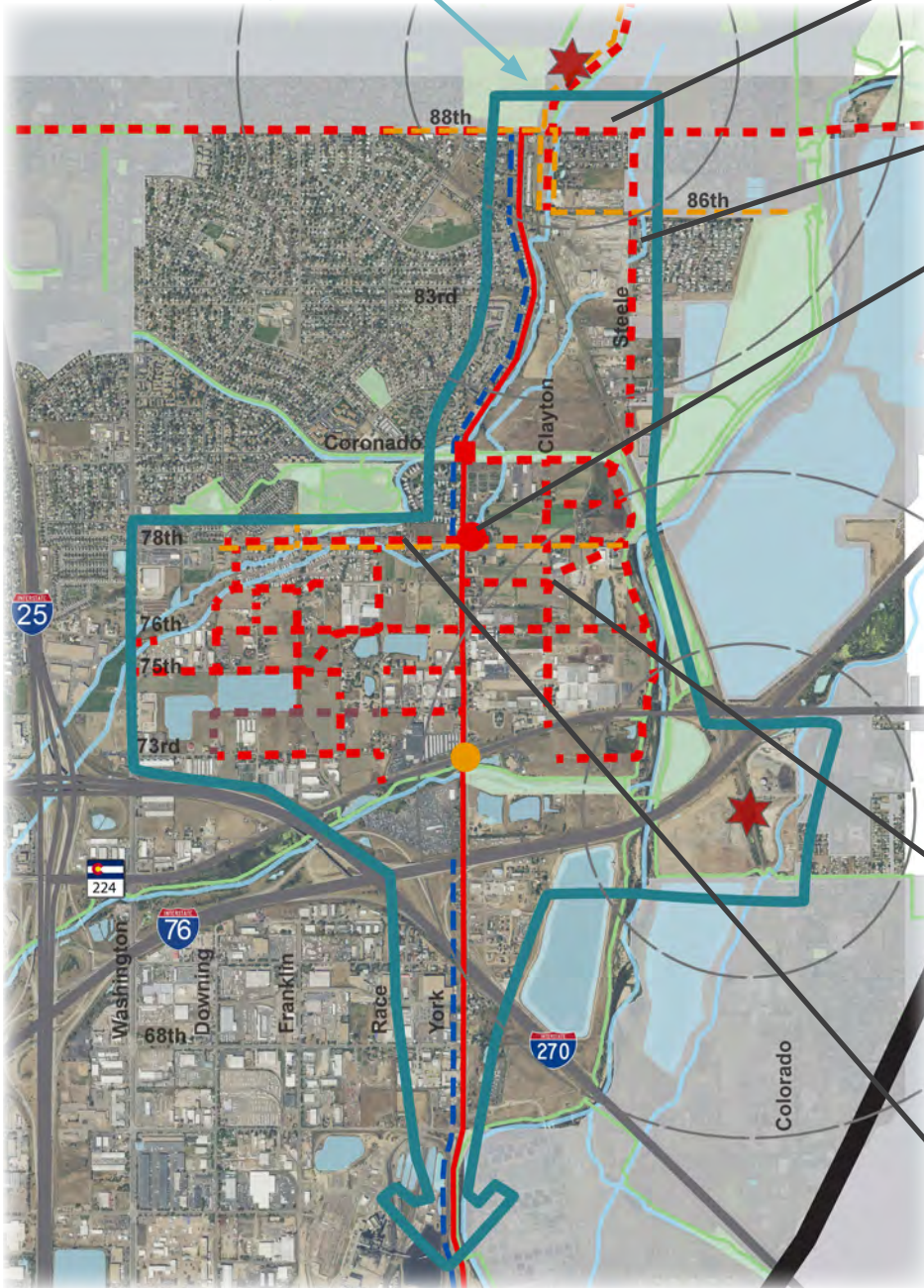


### Juncture of the Niver Creek and Colorado Front Range Trails in the Welby Neighborhood



## The Welby Connection Project Bundles

### The Welby Connection Core Geographic Area



#### 1 Thornton Partnership Projects

- ▶ Bundled Projects:
  - Bike Connection: 86th and 88th
  - New Bus Route: 88th to 96th
- ▶ Estimated Cost: \$150,000

#### 2 Steele/Clayton St. Improvements

- ▶ 78th to 88th
- ▶ Estimated Cost: \$20 Million

#### 3 York/Welby/Washington Streets Improvements

- ▶ Bundled Projects:
  - Welby Street Bike/Trail Facility
  - York Street: SH 224 to 78th, Includes Pedestrian Underpass, Emergency Creek Access, Sidewalk connections to Clear Creek Trail, and 58th to SH 224
  - Washington Street: SH 224 pedestrian underpass
  - York/Welby St. 78th to 88th
  - York/78th Pedestrian Priority Intersection Improvements
  - York/Welby/Coronado Grade Separation for Niver Creek Trail
  - York Street Water and Sewer Improvements, 58th to SH 224 and 78th to 88th
- ▶ Estimated Cost: \$55 Million

#### 4 Proposed Roadway Network

- ▶ Bundled Projects:
  - N/S Streets: Downing, Lafayette, Franklin, Richard, Race
  - E/W Streets: Brannan, 74th, 75th, 76th, 77th, 79th
  - Potential Improvements to 73rd and 74th
- ▶ Estimated Cost: \$79.5-108 Million

#### 5 78th St. Improvements

- ▶ From Downing to Steele, Includes Sidewalk and Pedestrian Connection to South Side of Rotella Park
- ▶ Estimated Cost: \$11.5 Million

## Welby Downtown Area

*Context: View looking northwest at York Street and 78th Avenue intersection.*

*A vision for the future heart of the Welby neighborhood may include a neighborhood center at York and 78th, with new mixed-use, multi-story development. Urban streets with sidewalks, amenity zones separating pedestrians from vehicles, and on-street parking will support the place contemplated.*



# SOUTHWEST ADAMS COUNTY MAKING CONNECTIONS

## PLANNING AND IMPLEMENTATION PLAN



### Reference to Comprehensive Plan:

The Southwest Adams County Making Connections Planning and Implementation Plan serves as an amendment to the 2012 **Imagine Adams County Comprehensive Plan**. Chapter 1 of this Plan describes the use of the Plan and its relationship to other relevant plans in shaping land use, infrastructure, and other community development policies and regulations for this sub-area of Adams County.

#### ► Resources:

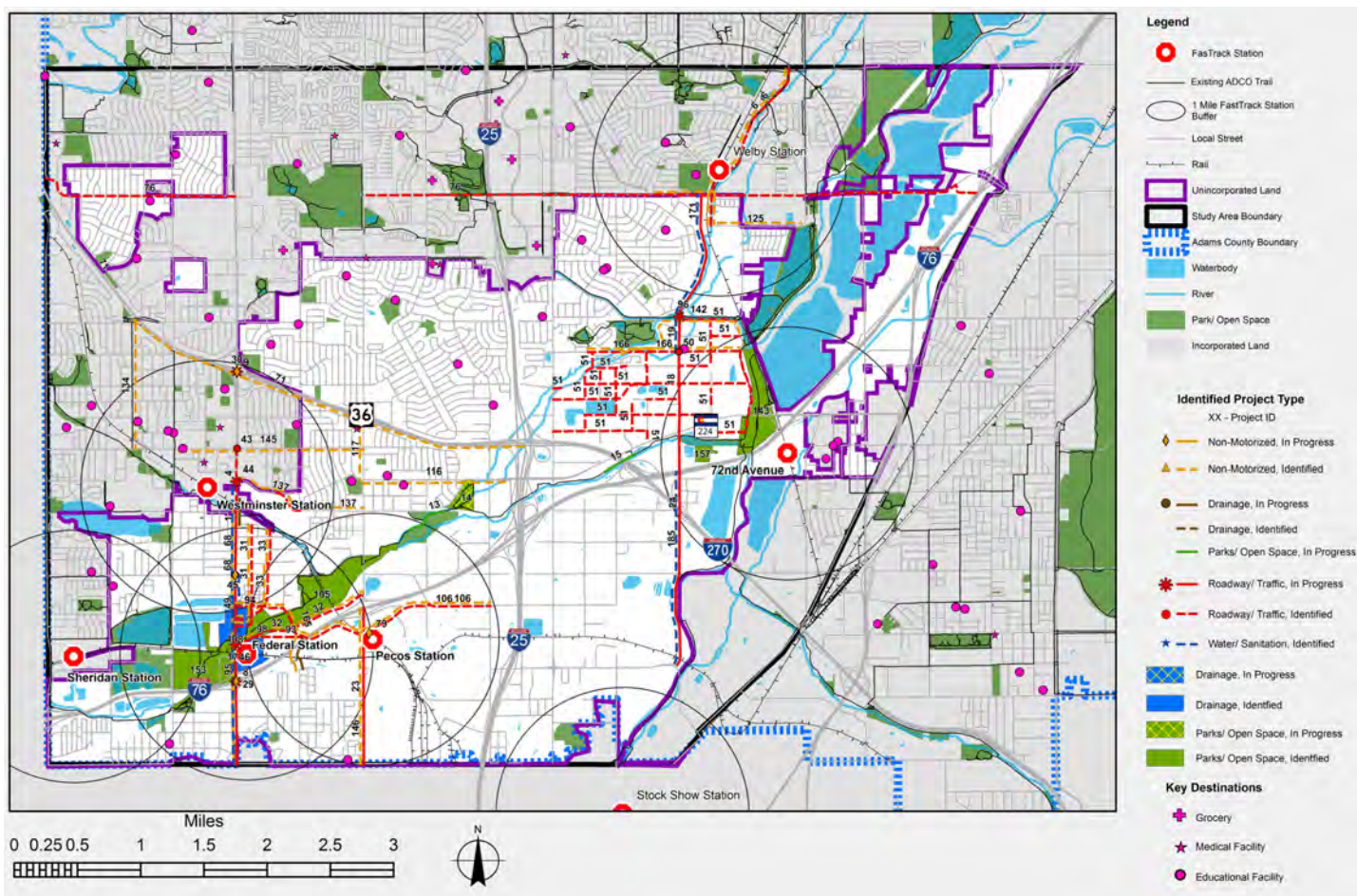
Adams County Website: [www.adcogov.org](http://www.adcogov.org)

Southwest Adams County Making Connections link: [www.adcogov.org/makingconnections](http://www.adcogov.org/makingconnections)

#### ► Contact:

Long Range Strategic Planning Department: 720-523-6990

### Map of Top 40 Projects



Consultant Team:  
Wilson & Company  
Entelechy  
Hispanidad  
Urban Integrations

All photos courtesy Entelechy unless otherwise noted  
Illustratives by Pel-Ona  
Select aerial images via Google Earth

4 October 2016



# Chapter 1: Existing Conditions Report

October 5, 2016

Prepared for:



Prepared by:







## MAKING CONNECTIONS ACKNOWLEDGEMENTS

### Adams County Board of County Commissioners

Eva J. Henry, District 1  
 Charles Tedesco, District 2  
 Erik Hansen, District 3  
 Steve O’Doriso, District 4  
 Jan Pawlowski, District 5

### Adams County Planning Commission

Jerome DeHerrera  
 Sharon Richardson  
 Rosie Garner  
 Vince Buczek  
 Steward Mosko  
 Samuel Molinaro  
 Harry Gibney  
 Greg Thompson

### Adams County Staff

#### Long Range Strategic Planning Staff

Abel Montoya, Director  
 Rachel Bacon, Senior Long Range Planning Strategist  
 Lori Wisner, Long Range Strategic Planning Technician  
 Rebecca Zamora, Neighborhood Liaison  
 Carolina Van Horn, Planning Intern

### Consultant Team

#### Wilson & Company

Vanessa Spartan, Project Manager  
 Jim Godwin, Deputy Project Manager  
 Brian Snider, Planner  
 Daniel Haggerty, Engineer

#### Hispanidad

Victoria Mendoza, Spanish Translations  
 Laura Sonderup, Owner

#### Entelechy

Deana Swetlik, Planner

#### Urban Integrations

Daniel Trujillo, Engineer



**Technical Advisory Committee**

Jeanne Shreve, County Manager's Office	Claire Brewer, Business Solutions Group	Brian Notary, Adams County Fire Rescue
Ray Gonzales, County Manager's Office	Joelle Greenland, Community and Economic Development	Patrick Laurienti, Adams County Fire Rescue
Gabe Rodriguez, Cultural Affairs Office	Greg LaBrie, Community and Economic Development	Don May, Adams County Housing Authority
Esther Ramirez, Human Services	Matt Emmons, Community and Economic Development	Sarah Vogl, Adams County Housing Authority
Julia Ferguson, Sustainability	Norman Wright, Community and Economic Development	Peter LaFari, Adams County Housing Authority
Kerilyn Johnson, Public Involvement Office	Kristen Sullivan, Community and Economic Development	Andrew Chapin, Adams County Housing Authority
Shannon McDowell, Parks and Open Space	Ben Dahlman, Finance	Erin Mooney, Community Enterprise/Cultivando
Aaron Clark, Parks and Open Space	Nancy Duncan, Budget	Rob Larsen, City of Thornton
Heather McDermott, Emergency Management	Theresa Wilson, Budget	Suzann Cox, City of Thornton
Richard Atkins, Emergency Management	Raylene Taylor, Budget	Donald Buaku, City of Westminster
Rene Valdez, Transportation	Michael Kaiser, Sherriff's Office	Julia Ferguson, Adams County Sustainability
Jeff Maxwell, Transportation Administration	Amanda Overton, Sherriff's Office	Loretta Daniel, City of Arvada
Mark Moskowitz, Transportation Administration	Aaron Pataluna, Sherriff's Office	David Gaspers, City and County of Denver
Anna Sparks, Transportation Engineering	Stuart Sunderland, Adams County Fire Rescue	Robin Kerns, City of Commerce City
John Wolken, Transportation Engineering	Sheila Lynch, Tri-County Health	Becky Smith, City of Northglenn
Trisha Allen, Economic Development	Laurel Broten, Tri-County Health	David Sauer, Mapleton Public Schools
Brandi Rank, Business Solutions Group	Chris Wilder, Adams County Fire Rescue	



**Other Stakeholders**

Adams County Economic Development Infrastructure Task Force	Mobile Gardens	FRESC
Colorado Department of Transportation	Northridge Estates at Gold Run HOA	Mapleton Public Schools
Colorado Department of Public Health and Environment	North Federal Hills Homeowners	Adams County School District 14
Tri-County Health	Goat Hill Neighborhood Association	Adams 12 Five Star Schools
U.S. Environmental Protection Agency	Perl Mack Neighborhood Group	Adams 50
Denver Regional Council of Governments	Welby Citizen Group	Westminster School District #50
Adams County Fire District	Guardian Angel Neighborhood	Berkeley Water and Sanitation District
North Metro Fire District	North Federal Hills Homeowners	Crestview Water and Sanitation District
South Adams County Fire District	Riverdale Farms	North Lincoln Water and Sanitation District
City of Arvada	Yacht Club Community Association	North Pecos Water and Sanitation District
City of Commerce City	Berkeley Neighborhood Group	North Washington Water and Sanitation District
City of Westminster	Aloha Beach Neighbors	South Adams County Water and Sanitation District
City of Thornton	Community Enterprise	Thornton Water and Sanitation District
City of Northglenn	Live Well Colorado	Shaw Heights Water
City and County of Denver	Mile High Connects	Comcast
City of Federal Heights	Scenic Colorado	Qwest Communications
Welby Heritage Foundation	Hyland Hills Park and Recreation	Xcel Energy
Elyria-Swansa-Globeville Business Association	Growing Home	



<b>1</b>	<b>INTRODUCTION.....</b>	<b>1</b>
1.1	STUDY PURPOSE.....	1
1.2	PLANNING PROCESS.....	7
1.3	PRIMARY OBJECTIVES.....	8
1.4	INTERGOVERNMENTAL COOPERATION .....	8
<b>2</b>	<b>LAND USE &amp; DEVELOPMENT .....</b>	<b>9</b>
2.1	EXISTING LAND USE .....	9
2.2	ZONING & DEVELOPMENT REGULATIONS.....	11
2.3	FUTURE LAND USE.....	13
2.4	HOUSING & NEIGHBORHOODS.....	17
<b>3</b>	<b>TRANSPORTATION .....</b>	<b>23</b>
3.1	ROADWAY FACILITIES .....	23
3.2	PEDESTRIAN FACILITIES.....	27
3.3	BICYCLE FACILITIES.....	27
3.4	TRANSIT FACILITIES .....	30
<b>4</b>	<b>DRAINAGE &amp; UTILITIES.....</b>	<b>32</b>
4.1	WATER & SANITATION .....	32
4.2	FLOODWAY & FLOODPLAIN .....	36
4.3	STORMWATER .....	36
4.4	POWER & FIBER.....	39
<b>5</b>	<b>ENVIRONMENT, HEALTH, PARKS &amp; TRAILS.....</b>	<b>40</b>
5.1	ENVIRONMENT .....	40
5.2	HEALTH .....	43
5.3	PARKS & TRAILS.....	46
<b>6</b>	<b>LITERATURE REVIEW .....</b>	<b>50</b>
6.1	PREVIOUS PLANS, STUDIES, & REPORTS.....	50
6.2	IDENTIFIED PROJECTS .....	53



## 1 INTRODUCTION

### 1.1 Executive Summary

The *Making Connections Plan* is about capitalizing on existing and anticipated regional infrastructure to provide a diverse and economically stable County into the future. Simultaneously, this plan will serve as a comprehensive plan in conjunction with other plans developed for southwest Adams County. Ultimately, the plan identifies a list of 10 critical path policies and projects to be undertaken by Adams County in partnership with surrounding jurisdictions, relevant utility agencies and districts, and the development community.

The process was grouped into four phases over a 15-month timeframe. The process was designed to include opportunities for input from the public and stakeholders at strategic intervals. The results from Phases 1, 3, and 4 were documented in a Chapter. Each Chapter describes the public and partner outreach that occurred during each phase. The phases included:

1. Gathering information relevant to the study area, including applicable plans, land parcels, right-of-ways, brownfields, special districts, housing, and infrastructure (Chapter 1);
2. Public and stakeholder involvement (throughout all three Chapters);
3. Reviewing land use, zoning, design, and infrastructure improvement components from the 85 relevant plans to develop a comprehensive project list, and the prioritization process to create a Top 40 Project list (Chapter 2); and
4. Identifying and prioritizing the Top 10 Projects and implementation actions (Chapter 3).

The primary objective of the process was to review 188 projects identified from 85 previously adopted plans, isolate a Top 40 Projects list (mobility and utility infrastructure, policies and programs, and development areas) through a rigorous quantitative vetting process, and then work with community members and stakeholders to reduce the Top 40 Projects to the Top 10 in a qualitative prioritization process. The final Top 10 Projects are the core recommendations for critical path action, including prioritization from 2017 through 2027 and beyond.

Additionally, Making Connections will be reviewed every two years to evaluate implementation status and to adjust project needs and priorities as needed.

### 1.2 Study Purpose

The Making Connections Plan focuses on formulating a sound and rational basis for guiding development, redevelopment, and supporting infrastructure in unincorporated southwest Adams County, referred to as the “Triangles of Opportunity.” The “Triangles of Opportunity” will soon become apparent with construction of the RTD FasTracks Gold Line and Northwest Line. The Making Connections Plan study area primarily emphasizes the unincorporated lands between these new transit lines and includes six associated FasTracks stations. It also includes unincorporated and adjacent municipal lands within southwest Adams County bounded by Sheridan Boulevard on the west, 96<sup>th</sup> Avenue on the north, Brighton Boulevard on the east, and 52<sup>nd</sup> Avenue or the Adams County boundary on the south (see Figure 1-1).



With the anticipated growth in the Denver metropolitan area and the advent of RTD’s FasTracks expansion, many communities have witnessed increased interest in development and redevelopment opportunities. The same is anticipated of the Making Connections planning area. Figure 1-2 and 1-3 illustrates the Denver Regional Council of Governments (DRCOG) projected population increase between 2014 and 2040 within the study area. As illustrated in Figure 1-2 and 1-3, the greatest population density increases are anticipated to occur adjacent to the Clear Creek corridor within the planning area. Additionally, the concentration of planning and project activities around the future Pecos, Federal, and Westminster transit stations, as well as the Federal Boulevard and Clear Creek corridors, indicate that the County is ready to invest in the study area. These activities and trends create an ample opportunity for development, economic growth, and a large demand for compact multimodal communities near transit. At the same time population growth and interest in redevelopment are anticipated to increase, Adams County government staff and residents have continuously expressed concerns about making investments “strategic” and “equitable” as to positively impact the quality of life for as many residents as possible and to consider the area’s many low- and moderate-income families. Figure 1-4 illustrates the concentration of low- and moderate-income families in the study area.

In addition to the anticipated population change, understanding the socioeconomic makeup of Adams County is important. According to the 2010 U.S. Census, in Adams County 62.5% of the population is employed with a median household income is \$56,270 and 14.2% of County residents are considered below the poverty level. Of the 166,243 housing units in Adams County, 65.6% are owner occupied and have a median home value of \$186,600. While 87% of Adams County is considered “white alone,” just 52% consider themselves, “white alone, not Hispanic,” leaving roughly 35% of the population as potentially Hispanic. Within Adams County, 70.2% of the population speak only English, where as 24.3% speak Spanish or Spanish Creole. The Federal Boulevard Health Impact Assessment included a documentation of income, race, ethnicity, language, and age disparities in the Federal Boulevard Health Impact Assessment Study Area. Table 1-1 summarizes these statistics which indicate that portions of southwest Adams County have more significant disparities than Adams County as a whole or the State of Colorado.

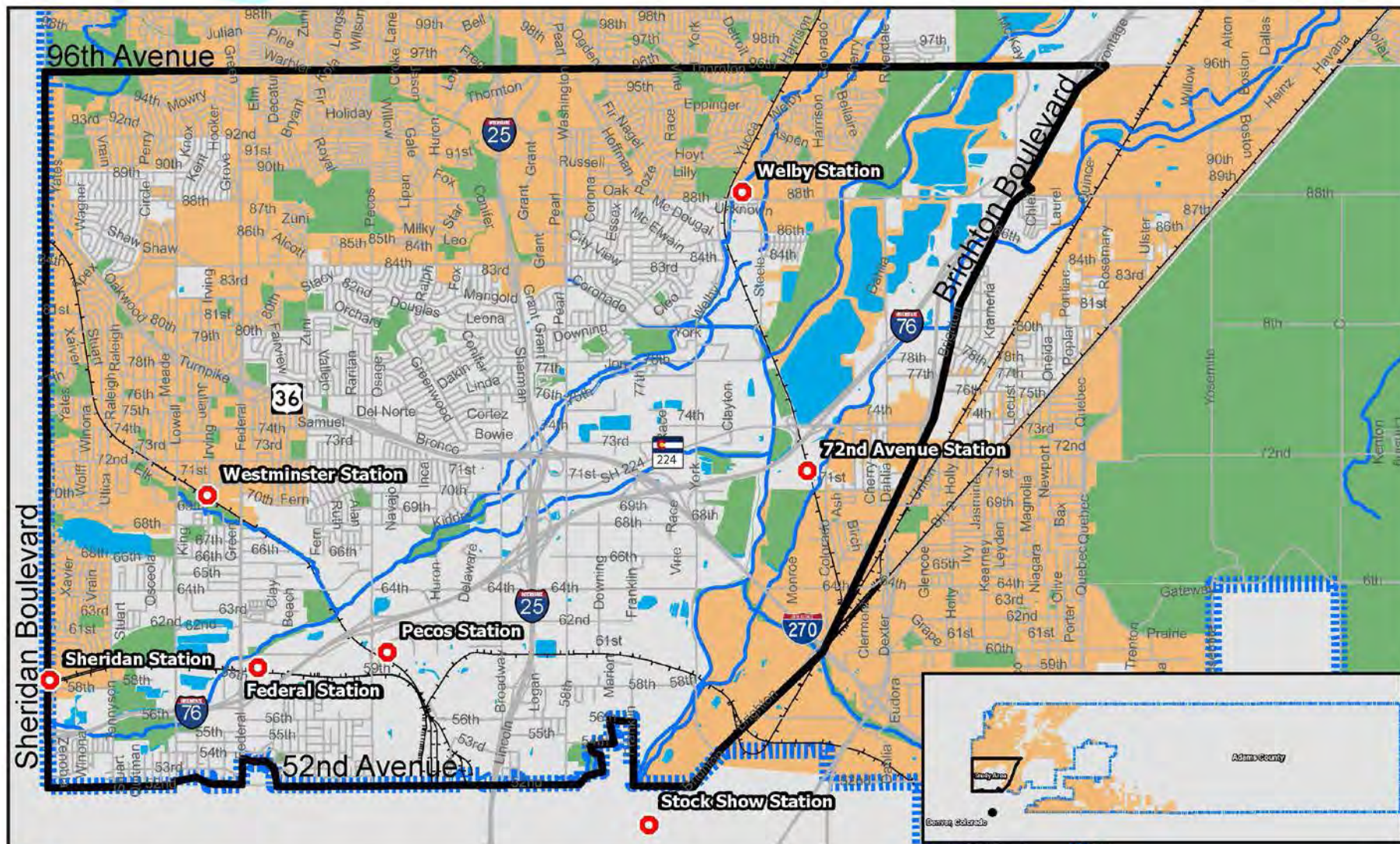
Many recommendations were made for the study area through previous planning processes. Some, but not all, have been implemented. This plan will summarize recommendations from the previous plans, studies, and reports and will identify strategic infrastructure investments and land use objectives. The end result will be a Master Plan document that includes a series of implementation-focused materials allowing Adams County to make more strategic investments and to leverage partnerships and resources to improve quality of life in southwest Adams County, providing strategies that focus on the timing, scale, and funding opportunities associated with prioritized projects.

Table 1-1 | Disparities in the Community (Source: Federal Boulevard Health Impact Assessment, Tri-County Health Department)

	Study Area	Adams County	State of Colorado
% Living Below 200% of Poverty level	32.5% - 71.9%	34.3%	29.6%
% Hispanic or Latino (any race)	57.1% - 67.1%	37.8%	20.6%
% Speak English Less Than “Very Well”	16.5% - 31.9%	13.5%	6.7%
% 65 Years of Age or Older	9.0% -19.1%	8.5%	11.1%

Source: American Community Survey 2008-2012

Figure 1-1 | Planning Area (Source: Adams County)



- Adams County Boundary
- Study Area Boundary
- County Streets
- County Rivers
- County Rail
- Waterbody
- Parks
- City Limits
- Future Light Rail Station

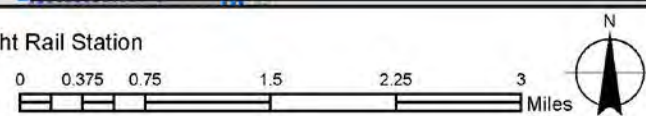


Figure 1-2| 2014 Population Density (Source: Denver Regional Council of Governments)

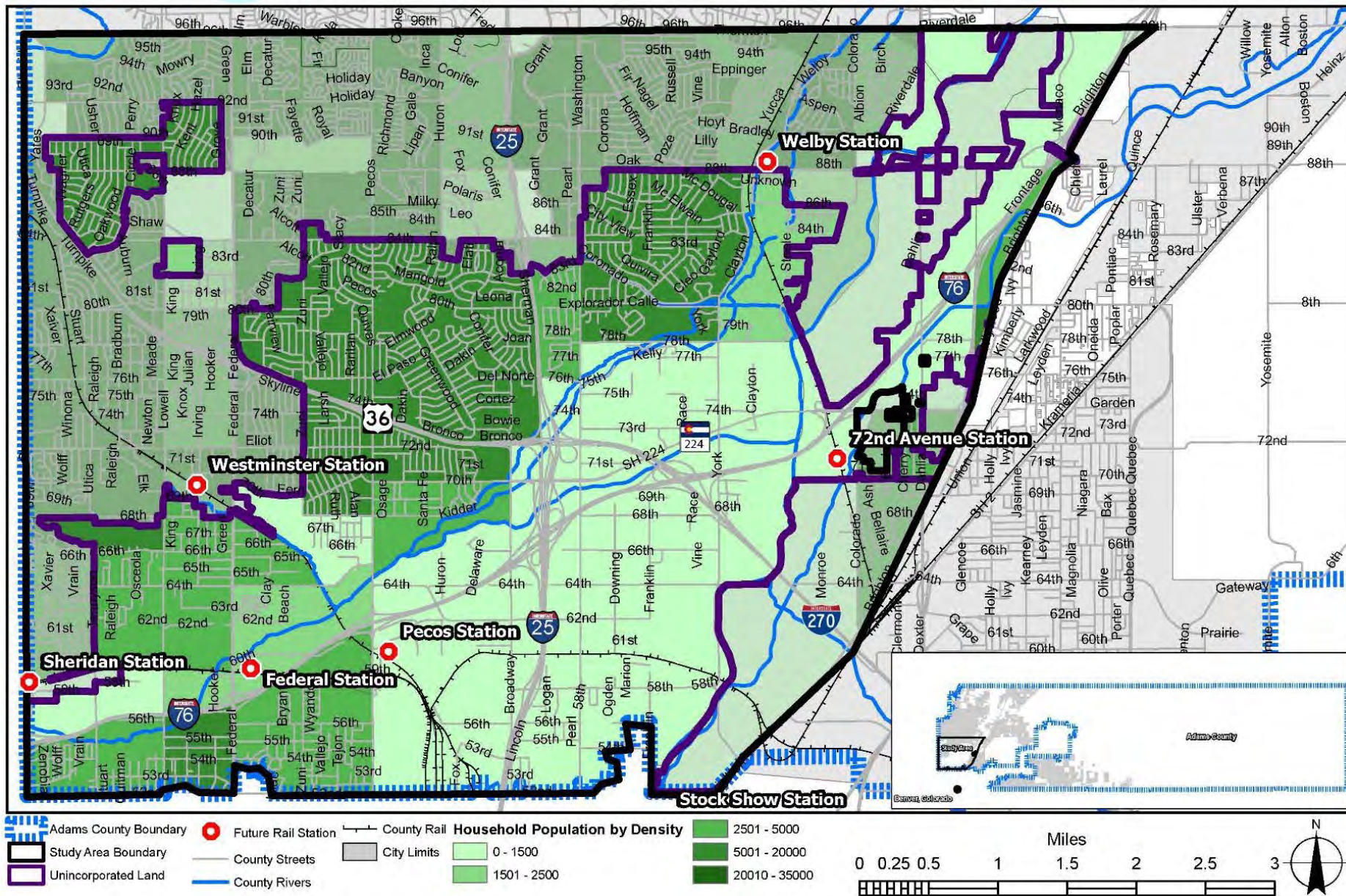




Figure 1-3 | 2040 Population Density (Source: Denver Regional Council of Governments)

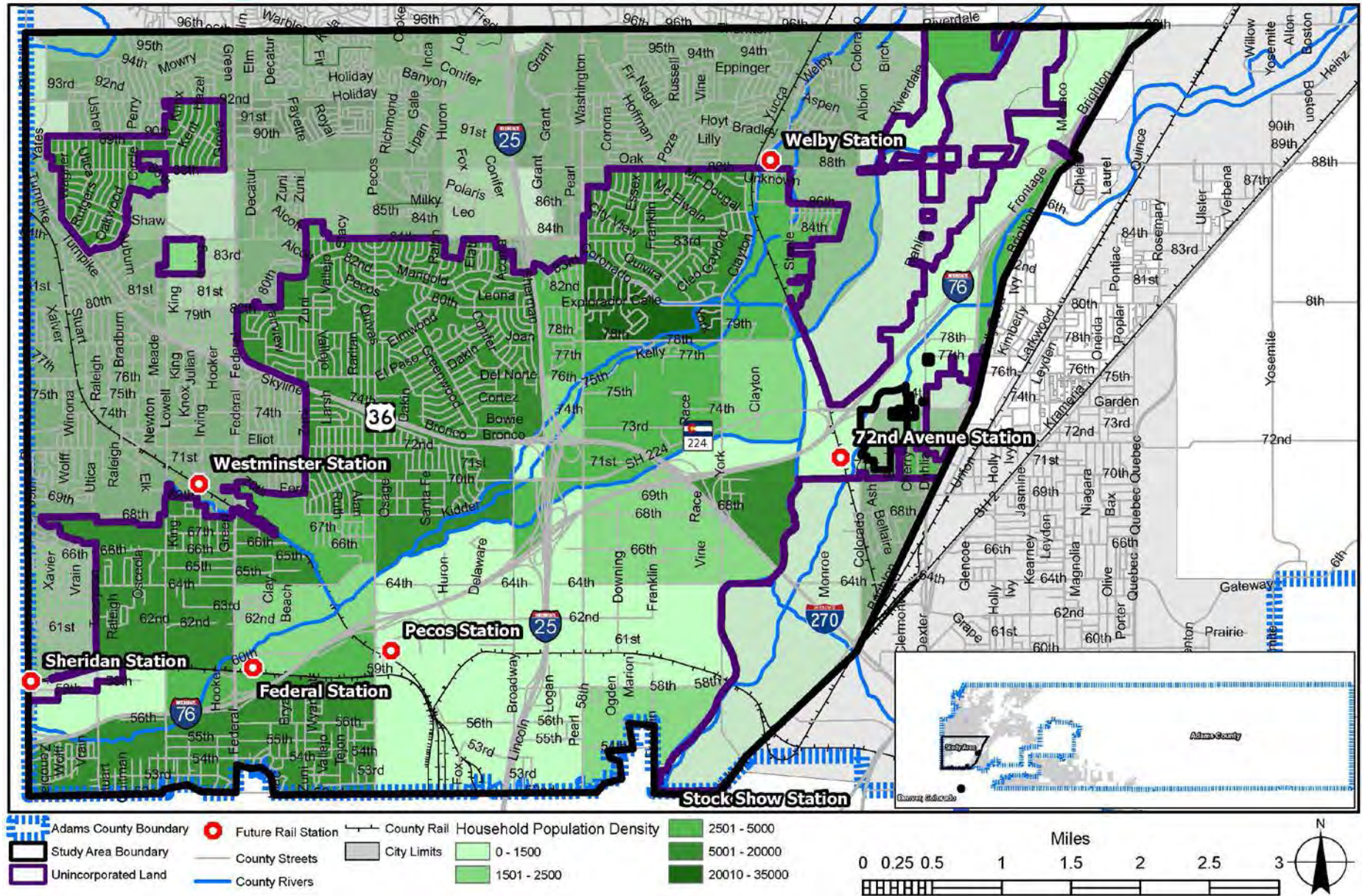
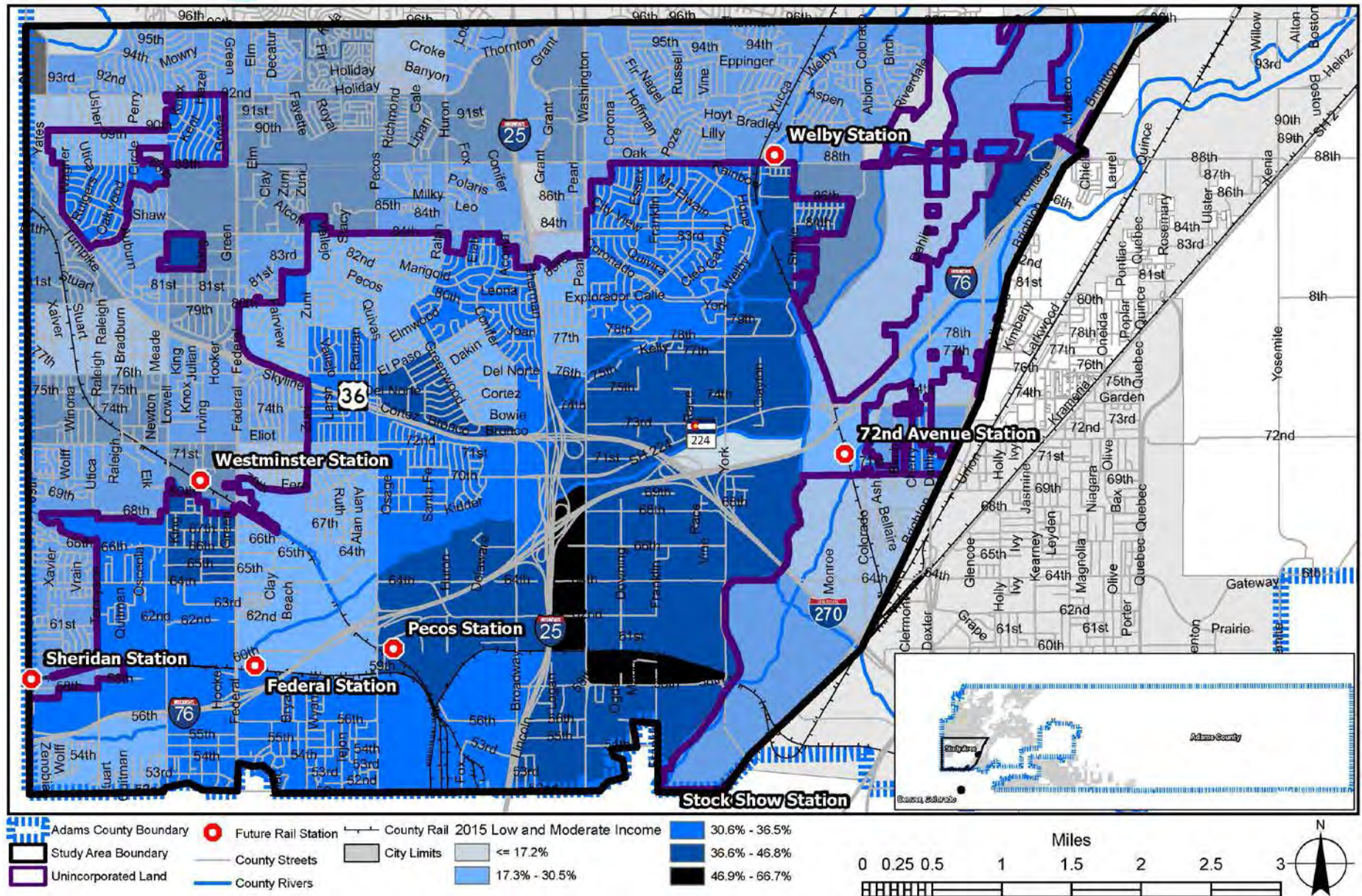


Figure 1-4| Percent Low and Moderate Income Households (Source: Denver Regional Council of Governments)



### 1.3 Planning Process

The Making Connections Plan goal of targeting strategic and equitable implementation strategies will be achieved through a review of existing and proposed infrastructure projects as well as development criteria. Policies and programs will be considered where appropriate. In September 2015, the project team met with the Technical Advisory Committee (TAC) to develop a scope of work for the project. The work plan assigns tasks at different steps within the timeline for the four project phases to assist the project team in delivering recommendations and ultimately the final plan document.

The project will be grouped in four phases. Phase 1 will consist of gathering information relevant to the study area. This includes applicable plans, land parcels, right-of-ways, brownfields, special districts, housing, and infrastructure. Phase 2 continues through the full timeline of the project and includes public and stakeholder involvement activities. Each of these targeted audiences and meeting dates were identified in the Public and Stakeholder Involvement Plan (PSIP) at the beginning of the plan process. The objective of the PSIP is to gather the input of the residents, businesses, and government entities within the study area to help guide decisions throughout the planning process. Phase 3 includes a review of land use, zoning, and design components from relevant plans to create effective recommendations. The information collected in Phase 1 will be combined with the recommendations generated in Phase 3 and the feedback collected from the public and stakeholders throughout the process. Ultimately, the team will identify key challenges and opportunities to then draft solutions. The last phase will include the development of an implementation matrix and associated maps for the 10 top-priority projects.

The anticipated schedule for this planning process illustrated in Figure 1-5 and will occur over approximately a period of 15 months. The process constructed with Adams County staff is designed to include opportunities for input from the public and stakeholders at strategic intervals in the planning process.

Figure 1-5 | Project Schedule (Source: Wilson & Company)





## 1.4 Primary Objectives

The following four objectives were identified during the conception of the project to guide the planning process.

1. **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 investments. This includes identifying Top 40 Priority Projects and Top 10 Priority Projects.
2. **Provide Transportation Recommendations** to improve multimodal connectivity between the station areas. Create a conceptual complete street design for Federal Boulevard between 52<sup>nd</sup> and 84<sup>th</sup> Avenues including a planning-level cost estimate and phasing strategy.
3. **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.
4. **Provide Infrastructure Recommendations** including examining existing infrastructure to determine if existing infrastructure can adequately support the development or redevelopment opportunities.

## 1.5 Intergovernmental Cooperation

Local governments often find that there are limited resources to handle the numerous problems within a community. Cooperation between government agencies, whether they be cities, counties, the state or other government agencies, provides an opportunity for a more efficient local governance. The same is true for the Making Connections Plan. Before this planning process was initiated, County staff met to determine what agencies should be participating in this strategic planning exercise. A TAC was formed comprised of Tri-County Health Department, Adams County Housing Authority, and numerous departments or offices within Adams County including: Long Range Strategic Planning, Parks and Open Space, Emergency Management, Transportation Administration, Transportation Engineering, Finance, Budget, Community and Economic Development, Business Solutions Group, Public Involvement Office, and the County Managers Office. In addition, the City of Denver, Thornton, Westminster, Commerce City, Arvada and Northglenn, as well as, the North Washington industrial area and the Welby, Federal Heights, Berkley, Goathill, Guardian Angel, Pearl Mack, Aloha Beach and Utah Junction neighborhoods were all invited to participate in the TAC. The project team also held conversations throughout this planning process with local non-profits, the Colorado Department of Transportation, Colorado Department of Public Health and the Environment, and the various water and sanitation districts that serve the planning area. Adams County recognizes that cooperation and collaboration with these various agencies results in successfully executing and implementing this strategic plan.



## 2 LAND USE & DEVELOPMENT

### 2.1 Existing Land Use

Existing land use is reviewed early in the planning process to develop a sense of how land is predominantly being used in a planning area. The unincorporated lands within the study area include 13,177 acres. Of this, 1,679 acres are within a half-mile radius (10-minute walk) of future commuter rail stations. Existing land use in the unincorporated lands within the study area, as depicted in Figure 2-1, includes seven designations:

- Agricultural
- Commercial
- Industrial
- Producing Mine
- Residential
- State Assessed
- Exempt

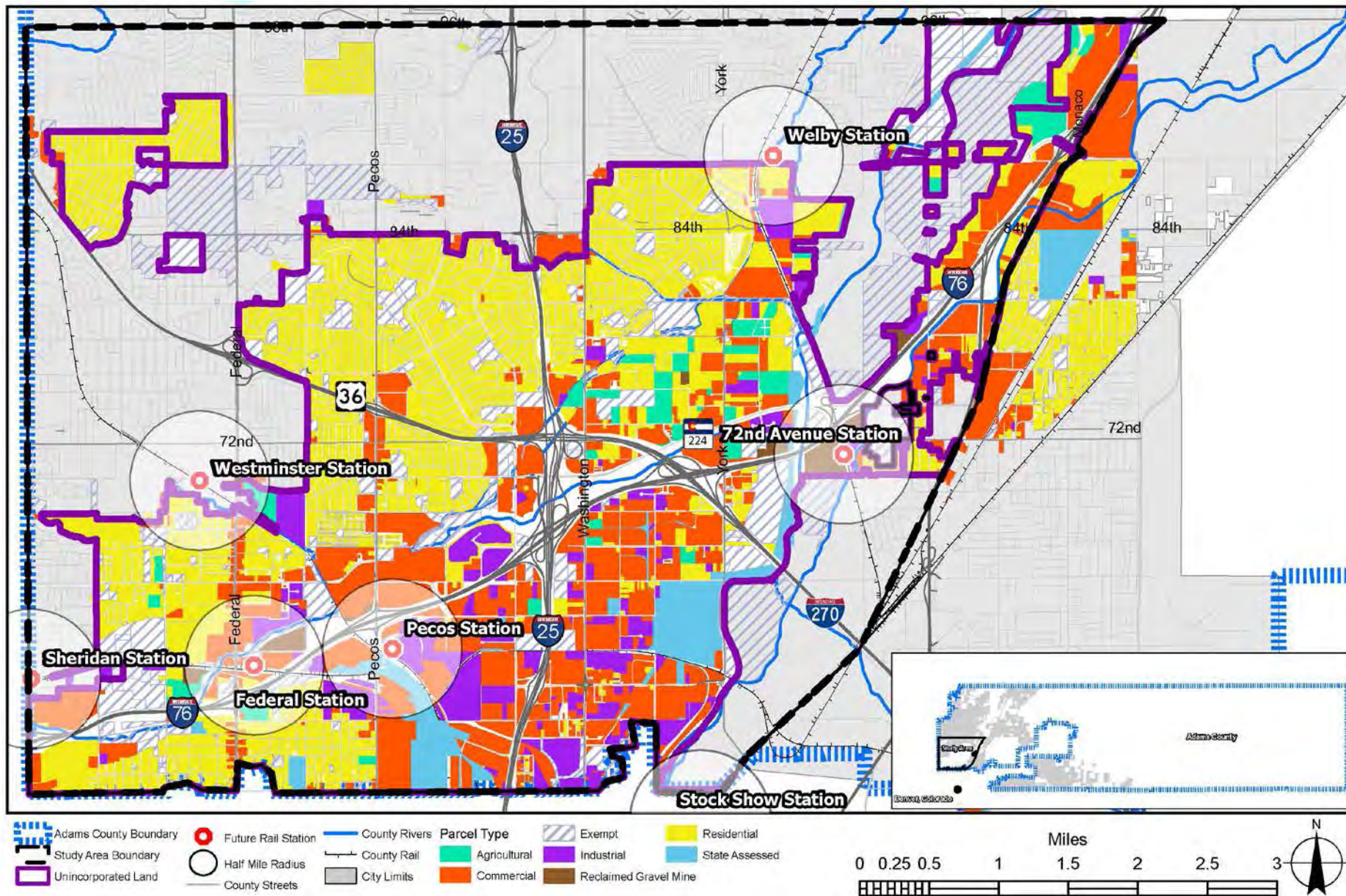
Residential lands appear to comprise about half of the unincorporated area. Housing typologies within the unincorporated areas of the study area consist of single-family detached housing including manufactured housing, duplexes, rowhomes, and apartments. Some future rail stations have virtually no housing within a half-mile (10-minute walk) of the station. A significant portion of the existing housing stock within the unincorporated area is greater than 40 years old. All residential lands, whether single-family or multi-family, are identified in one type of land-use district.

State Assessed and Exempt lands are located throughout the unincorporated area, with more clustering along I-76 and between I-76 and Clear Creek. Reclaimed Gravel Mines exist in two primary locations, clustered within a half-mile radius of either the Federal Station or 72nd Avenue planned RTD commuter rail stations. The remaining lands are primarily Commercial or Industrial, located in and around I-76, I-25, and I-270. Table 2-1 includes specific land value, parcel, and acreage data for the different types of land uses within the Making Connections planning area, which are also displayed on Figure 2-1.

Table 2-1: 2015 Existing Land Use Values (Source: Adams County)

Assessor (2015) Making Connections Study Area Land Use Values									
Type	Parcels	Land Value	Improvement Value	Acct Value	Net Acres	Net Sq Ft	Assessed Value	Actual Value	Acres
<b>Total</b>	<b>27,890</b>	<b>\$1,548,012,873</b>	<b>\$6,058,428,426</b>	<b>\$7,606,441,299</b>	<b>13,320</b>	<b>580,317,687</b>	<b>\$1,211,668,240</b>	<b>\$7,250,822,699</b>	<b>15,978</b>
Agricultural	52	\$1,551,488	\$7,670,161	\$9,221,649	295	12,830,860	\$2,199,710	\$8,828,241	325
Commercial	1,750	\$385,457,917	\$923,072,395	\$1,308,530,312	3,573	155,640,037	\$374,498,330	\$1,304,086,865	3,702
Exempt	1,078	\$136,088,920	\$1,525,353,965	\$1,661,442,885	3,009	131,092,031	\$450,943,170	\$1,661,209,216	4,556
Industrial	232	\$73,183,710	\$116,786,838	\$189,970,548	1,084	47,207,411	\$53,850,330	\$186,351,658	1,092
Reclaimed Gravel Mine	19	\$726,053	\$0	\$726,053	150	6,526,091	\$210,550	\$726,053	182
Residential	24,611	\$951,004,785	\$3,485,545,067	\$4,436,549,852	5,206	226,858,137	\$329,966,150	\$4,089,620,666	5,565
State Assessed	148	\$0	\$0	\$0	4	163,120	\$0	\$0	555

Figure 2-1 | Existing Land Use (Source: Adams County)





## 2.2 Zoning & Development Regulations

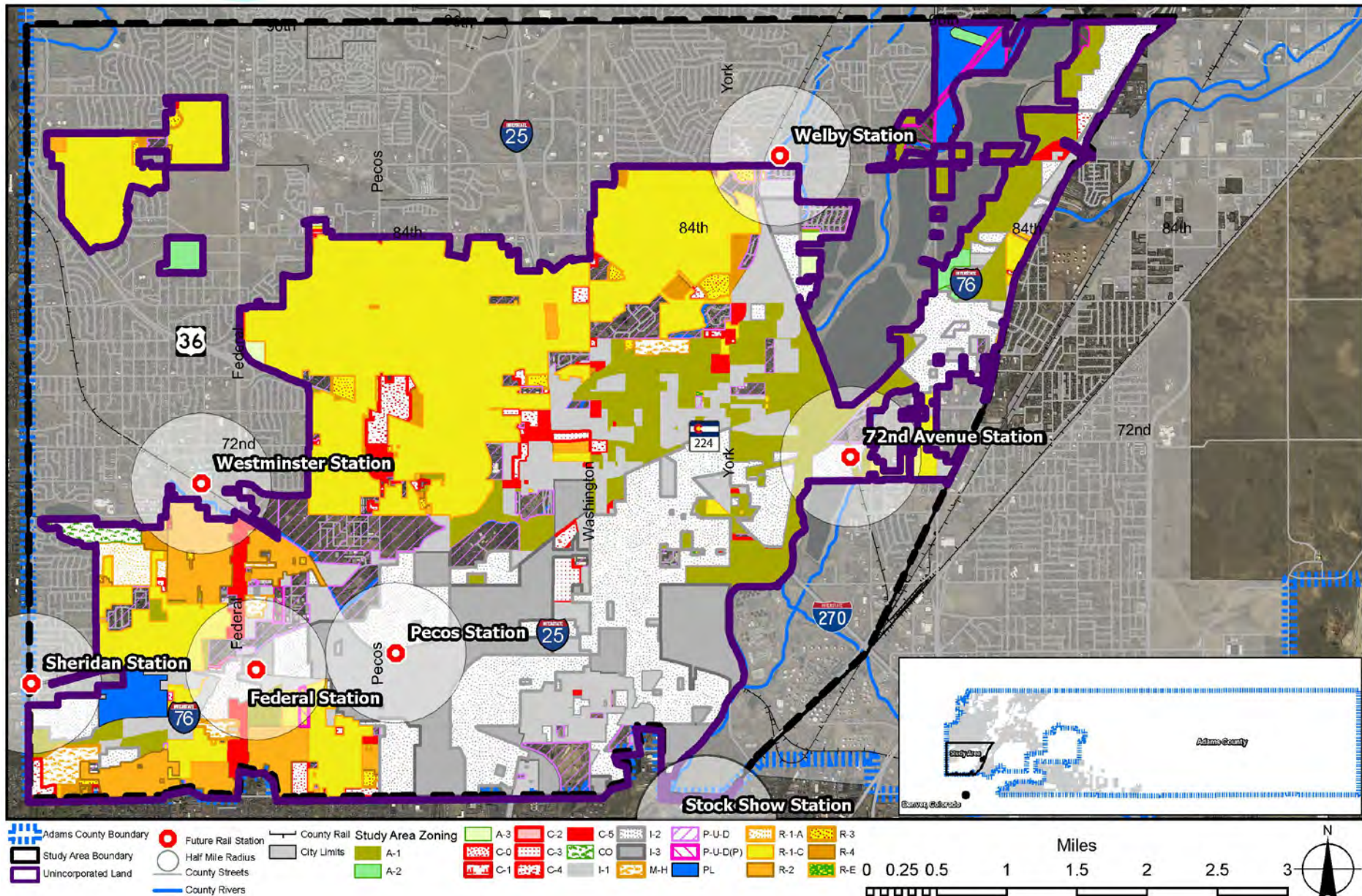
In addition to the review of existing land uses, existing zoning is also reviewed to understand the regulatory framework that exists in a planning area. Figure 2-2 illustrates the existing zoning within the study area. Existing zoning within the unincorporated area includes agricultural land, industrial land, commercial, and residential land. Commercially zoned lands are notably adjacent to primary north-south transportation corridors. 26% of the study area is zoned industrial, 3% commercial, 23% residential, 6% special PUD zoning, and 8% agricultural. The remaining portion of the study area is zoned in the other category (M-H, PL, CO) or falls within one of the surrounding incorporated city’s zoning designations. Reference Table 2-2 for a detailed list of the different zoning categories within the Making Connections study area. The most predominant zoning categories include:

- A-1 and A-2: Most agriculturally zoned land is A-1 designated, which is described as "to provide a rural single-family dwelling district where the minimum lot area for a home site is intended to provide for a rural living experience. Limited farming uses are permitted including the keeping of a limited number of animals for individual homeowner’s use. This district is primarily designed for the utilization and enjoyment of the County’s rural environment." The locations of agriculturally zoned lands are mostly in Welby Neighborhood and along the I-76/Brighton Boulevard area.
- I-1, I-2, I-3: All three industrial zone districts are distributed fairly equally within the study area. The I-1 district is more of a mixed "flex" district that allows commercial, agricultural, limited residential, and lighter industrial uses. The I-2 district allows the basic commercial, agricultural, and limited residential uses while permitting more intense, yet "non-hazardous and/or non-obnoxious materials and products" industrial uses. I-3 accommodates heavy industry with specific exclusions.
- R-1-C: Predominantly an existing residential zone district, notably used in the post-WWII subdivisions that exist primarily in the northern portions of the study area, but also a few locations near the Federal and Sheridan Stations. This district serves "...exclusively as a single-family district for smaller home sites and smaller homes." This is defined as a minimum 7,000-square-foot lot on a 65-foot--wide lot.
- R-2: This zone district is currently applied predominantly within a half-mile radius of Federal Boulevard. This district allows for two-family dwellings. Size requirements here are the same for a single-family lot, and are defined as 4,500 square feet per dwelling unit for a two-family lot.
- PUD: A PUD allows greater flexibility in the design of a development; more variety and diversification in the relationships between buildings, open spaces and uses; and conservation and retention of historical and natural topographic features while meeting the goals, policies, and objectives of the comprehensive plan.

Table 2-2: Zoning within the Making Connections Study Area

Zoning	Acres	Percentage of Study Area
<b>Total</b>	<b>18,511.9</b>	<b>-</b>
Agriculture	1,426.5	8%
Commercial	526.3	3%
Industrial	4,785.0	26%
PUD	1,111.9	6%
Residential	4,202.7	23%
Cities	6,173.3	33%
Other (M-H, PL, CO)	286.2	2%

Figure 2-2 | Existing Zoning (Source: Adams County)





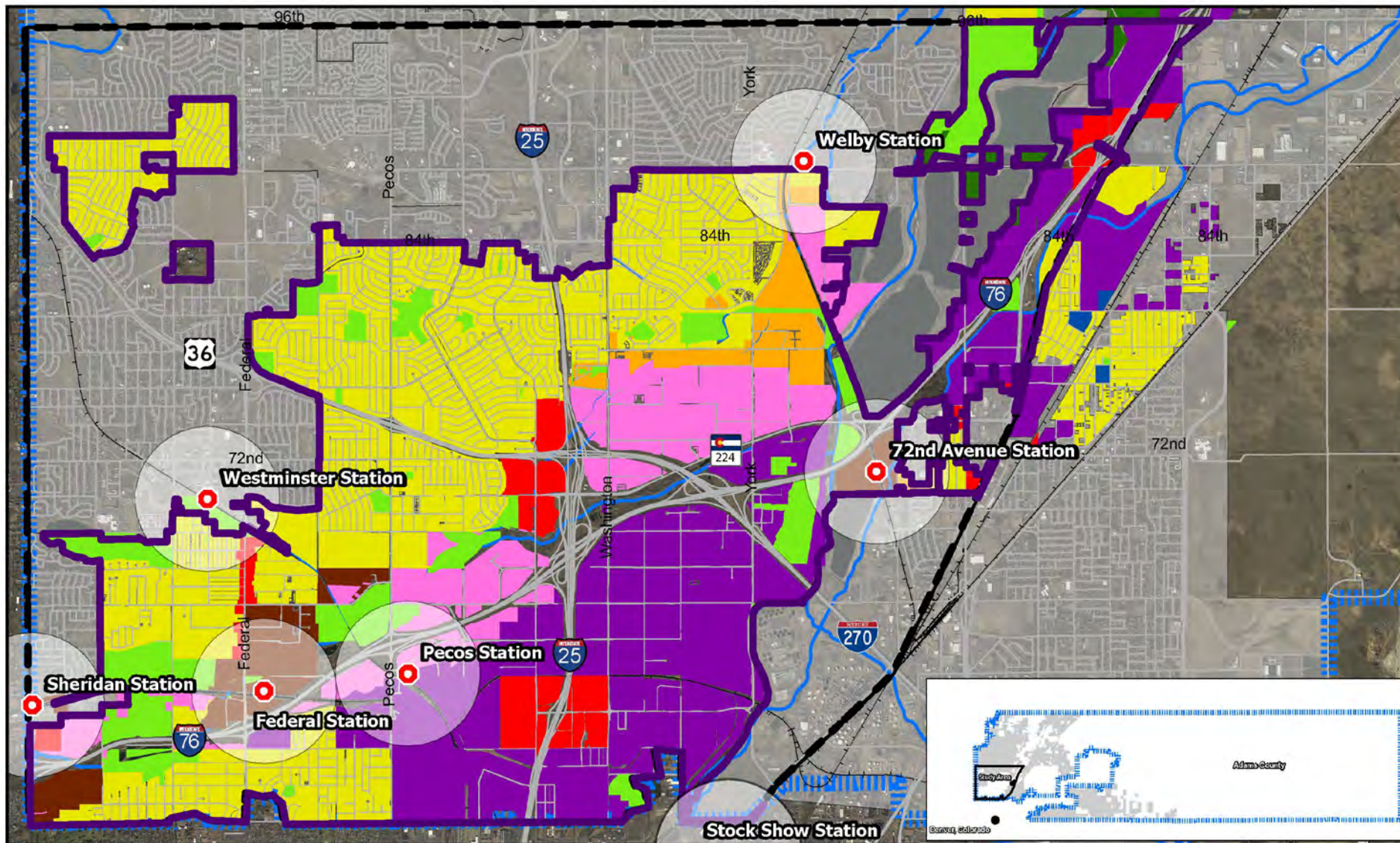
### 2.3 Future Land Use

The Adams County Comprehensive Plan, completed in 2012 and titled "Imagine Adams County," formally designated a vision for future land uses in the Study Area. Per the County, the Comprehensive Plan "...is an advisory document that provides broad-based policy guidance and a physical framework for decision-making within the county on a range of growth-related issues. (It) establishes goals, policies, and strategies to assist the Planning Commission, Board of County Commissioners, and staff in day-to-day decision-making regarding land use applications, capital improvement planning, and regional coordination efforts with other jurisdictions and agencies. (It) provides increased predictability for Adams County residents, property owners and business owners, school districts, and others regarding the county's future." Future land use in the unincorporated lands within the Study Area, as depicted in Figure 2-3, includes 11 designations:

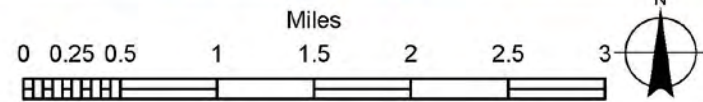
- Urban Residential
- Estate Residential (intended to focus on single-family housing no greater than one unit per acre)
- Mixed Use Neighborhood
- Activity Center
- Commercial
- Mixed Use Employment
- Industrial
- Agricultural
- Parks and Open Space
- DIA Reserve
- Public

In addition, the Natural Resource Conservation is the one overlay district within the study area. The Natural Resource Conservation is an overlay designation for areas of particular environmental sensitivity. This includes areas that should not be developed because they are of exceptional environmental value (e.g. wildlife habitat areas), or are hazardous for development (e.g. floodplains). This designation also applies to areas that might develop, but should be treated in a particularly sensitive manner in order to ensure protection of natural resources.

Figure 2-3| Future Land Use (Source: Adams County)



- |                       |                  |                      |                        |                      |        |
|-----------------------|------------------|----------------------|------------------------|----------------------|--------|
| Adams County Boundary | Half Mile Radius | City Limits          | Mixed Use Neighborhood | Industrial           | Public |
| Study Area Boundary   | County Streets   | Future Land Use-2012 | Activity Center        | Agriculture          |        |
| Unincorporated Land   | County Rivers    | Urban Residential    | Commercial             | Parks and Open Space |        |
| Future Rail Station   | County Rail      | Estate Residential   | Mixed Use Employment   | DIA Reserve          |        |





Of the land use designations included in the 2012 Comprehensive Plan, the four following relevant categories were added in the 2012 Comprehensive Plan and are important to note for this project:

#### *MIXED USE NEIGHBORHOOD*

The Mixed Use Neighborhood category allows for a range of urban level residential uses, including single- and multi-family housing combined with compatible and supporting uses and activities that serve the neighborhood and are developed and operated in harmony with the residential characteristics of a neighborhood. New Mixed Use Neighborhoods should only be located in areas with adequate public infrastructure and services, schools, and access to transportation. Existing Mixed Use Neighborhoods generally feature a combination of existing residential and some limited neighborhood-scale non-residential development. Future development in these areas should complement and minimize impacts to existing residential development.

#### *ACTIVITY CENTER*

This land use category is characterized by its high intensity, mixed-use character, and high quality. The primary uses will be offices, hotels, retail, high-density residential and clean, indoor manufacturing and warehousing. Activity Centers are designated for areas that will have excellent transportation access and visibility, particularly along the FasTracks corridors. Development in Activity Centers must contain a sufficient intensity and mix of uses to create a pedestrian environment and support transit service. These centers may be especially suitable for providing a variety of housing or should be planned with due consideration of accessibility between residences and places of employment.

#### *MIXED USE EMPLOYMENT*

This land use category allows a mixture of employment uses, including offices, retail, and clean, indoor manufacturing, distribution, warehousing, and airport and technology uses. New Mixed Use Employment areas are designated in locations that will have excellent transportation access and visibility, but are not suitable for residential uses. Large swaths of properties around Denver International Airport, Front Range Airport, and the I-70 corridor are designated for future Mixed Use Employment to preserve future long-term opportunities for employment growth in these areas, but any future development in these areas should be phased and concentrated around where urban services and infrastructure are most readily available. Some existing Mixed Use Employment Areas, such as the Welby area, contain pockets of existing residential and agricultural uses. In these locations, some additional residential may be appropriate. Nonresidential development in these locations should incorporate buffering and other mitigation tools to reduce impacts between dissimilar uses.

#### *URBAN RESIDENTIAL*

Urban Residential areas are designated for single- and multi-family housing, typically at urban densities of one dwelling per acre or greater. These areas are intended to provide for development of residential neighborhoods with a variety of housing types, with adequate urban services and transportation facilities. Urban residential areas may include supporting neighborhood commercial uses designed to serve the needs of nearby residents.

It doesn't appear that any Urban Residential lands are mapped within the Study Area. The term "Urban Residential" is used frequently in the Comprehensive Plan to plan for new growth. It specifically speaks of this land use category being applied in "County identified infill areas and/or municipal and county growth areas." The Plan states that this type of development (minimum one dwelling unit per acre and above) should only occur if adequate municipal services can be





## 2.4 Housing & Neighborhoods

A review of existing housing and development patterns in the Study Area neighborhoods was also conducted to gain an understanding of existing formal neighborhoods or other policy-guiding geographic designations. This provides an understanding of the type, age, general intensity, and location of housing within the unincorporated areas of the Study Area.

The DRCOG has one designated Urban Center within the Study Area. This is the South Westminster Activity Center, identified as an Emerging Urban Center. This is located at Westminster Station at 70th Street between Federal and Lowell Boulevards. The formal Urban Center boundary, as currently defined by DRCOG, is north of the planned rail line in incorporated Westminster. DRCOG's *Infill and Redevelopment Issues Paper* published March 2014 (as part of Metro Vision 2035 plan update process) identifies the Midtown Development in the Study Area as one example of a successful project.

Figure 2-5 provides an overview of neighborhoods identified within the Study Area. There are approximately fifteen neighborhoods named within the unincorporated area of the Study Area. These vary in geographic size from a few blocks to large post-WWII subdivisions, but cover nearly the entire unincorporated area. The primary geographic zones not currently included in an official neighborhood are: a) in and around the planned Pecos Station and east to I-25; and b) lands straddling I-76 from 70th to 95th Streets. The geographically largest existing neighborhood is the Welby Neighborhood.

Housing in the Study Area includes single-family detached homes (including manufactured housing), townhomes, and two- to three- story apartment buildings. Generally, the housing stock in the unincorporated area is more than 40 years old, as illustrated in Figure 2-6. The single-family homes are primarily frontloaded ranch homes built between 1946 and 1975 in post-WWII suburban development patterns. These homes are predominately located north of 70th Street. Most housing built before 1946 is located south of 60th Street and west of Pecos Street. The relatively small amount of construction built after 1975 is located close to previously constructed residential development. The Midtown Development, by Brookfield Residential Co., is an example of new for-sale housing being constructed. This is located at 67<sup>th</sup> Avenue and Pecos Street. Minimal housing is located between Clear Creek and the Platte River as this historically was, and currently is, predominately agricultural and industrial in use.

Residents of Adams County may qualify for affordable housing if their household income is 60% or less of the Area Median Income (AMI). In Southwest Adams County the average household size is 2.8 people per household. In the Denver metropolitan area (Denver-Aurora-Broomfield, CO MSA) 60% of AMI for a 3 person household would be \$43,200 annual household income. Barriers and opportunities to developing affordable housing noted by the Adams County Housing Authority for this area include:

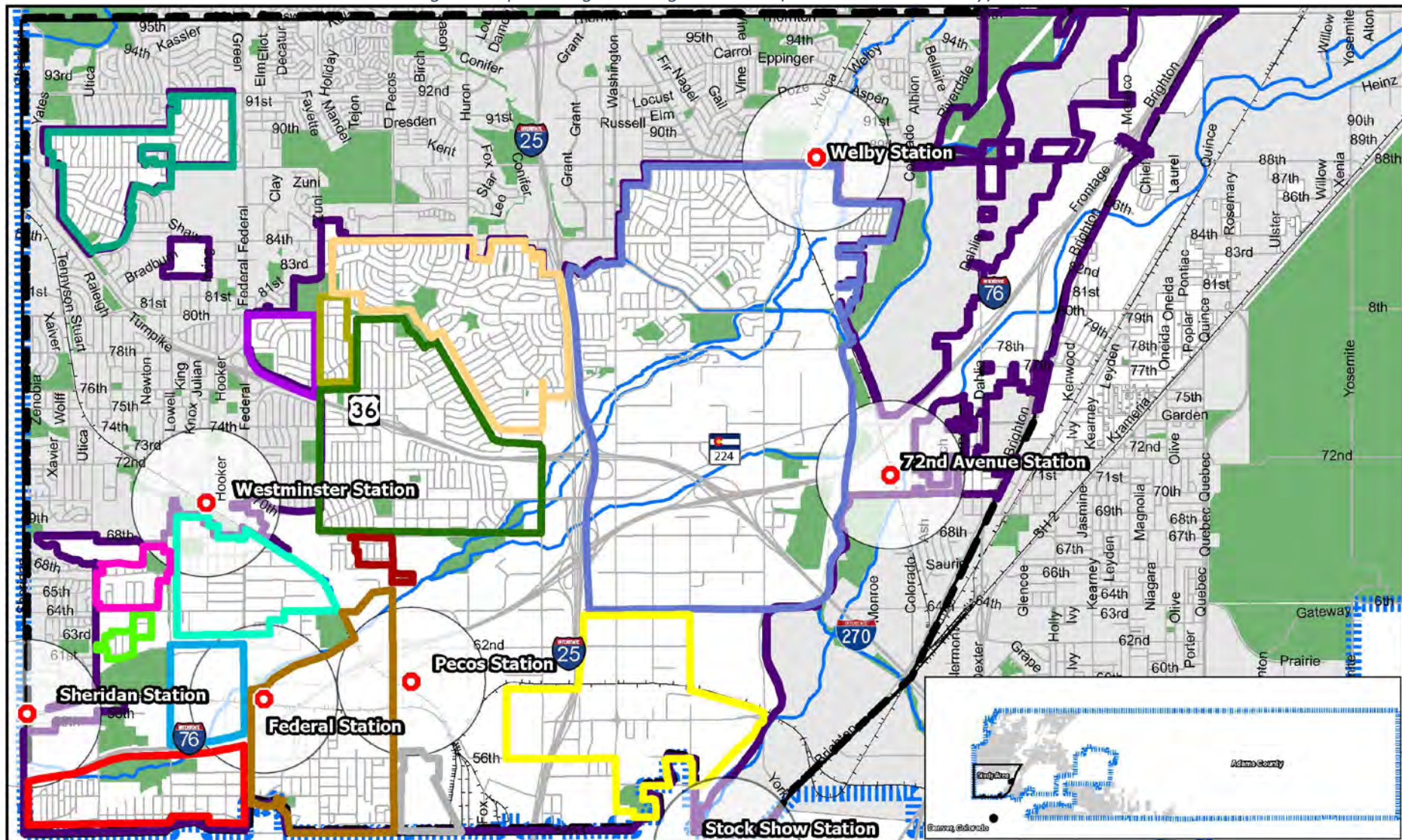
1. Costs
  - a. Land – it is a large, upfront cost that is not eligible for Low-Income Housing Tax Credits (LIHTC).
  - b. Infrastructure – depending on local requirements can be costly, especially stormwater detention, fire standards, and street improvements.
  - c. Off-site improvements – these costs are not eligible for LIHTC and add significant cost.
2. Zoning
  - a. At the time of this report, the County is reviewing and updating its development codes. Included is evaluation of the County's TOD zone district which is currently limited to only the Federal and Pecos Station areas. At the time of this writing, the Community and Economic Development

Department and Long Range Strategic Planning Department are recommending TOD zone expansion to other station areas. Ensuring adequate zoning districts exist that support higher density affordable housing where land isn't as expensive will be key. Targeting locations for increased densities will make it easier to develop affordable housing.

3. Permitting
  - a. Improved efficiency, reducing fees, and streamlining of development review and permitting for affordable housing projects could act as an incentive to develop affordable housing units.
4. Access to funding (gap funding) – projects funded with LIHTC equity and debt typically face gaps. More gap funding tools would increase the amount and quality of affordable housing development.

Figure 2-7 illustrates an analysis of Improvement to Land Value Ratio, which is one tool to identify propensity for new investment (the lower the ratio, the higher the propensity). Figure 2-8 provides a photo depiction of the typical housing typologies surrounding each of the six stations areas.

Figure 2-5 | Housing and Neighborhoods (Source: Adams County)



Adams County Boundary	Half Mile Radius	City Limits	Unincorporated Community	Fairview	Mapleton	Shaw Heights
Study Area Boundary	County Streets	Parks	Aloha Beach	Florado	Midtown at Clear Creek	Shererwood
Unincorporated Land	County Rail	Waterbody	Arlington Meadows	Goat Hill	North Pecos	Utah Junction
Future Rail Station			Berkeley	Lakeshore Estates	Peril Mack	Welby

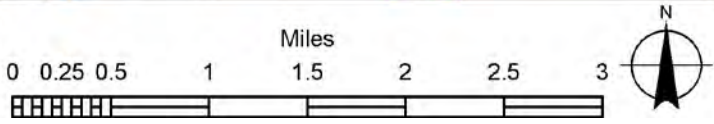


Figure 2-6 | Age of Structures (Source: Adams County)

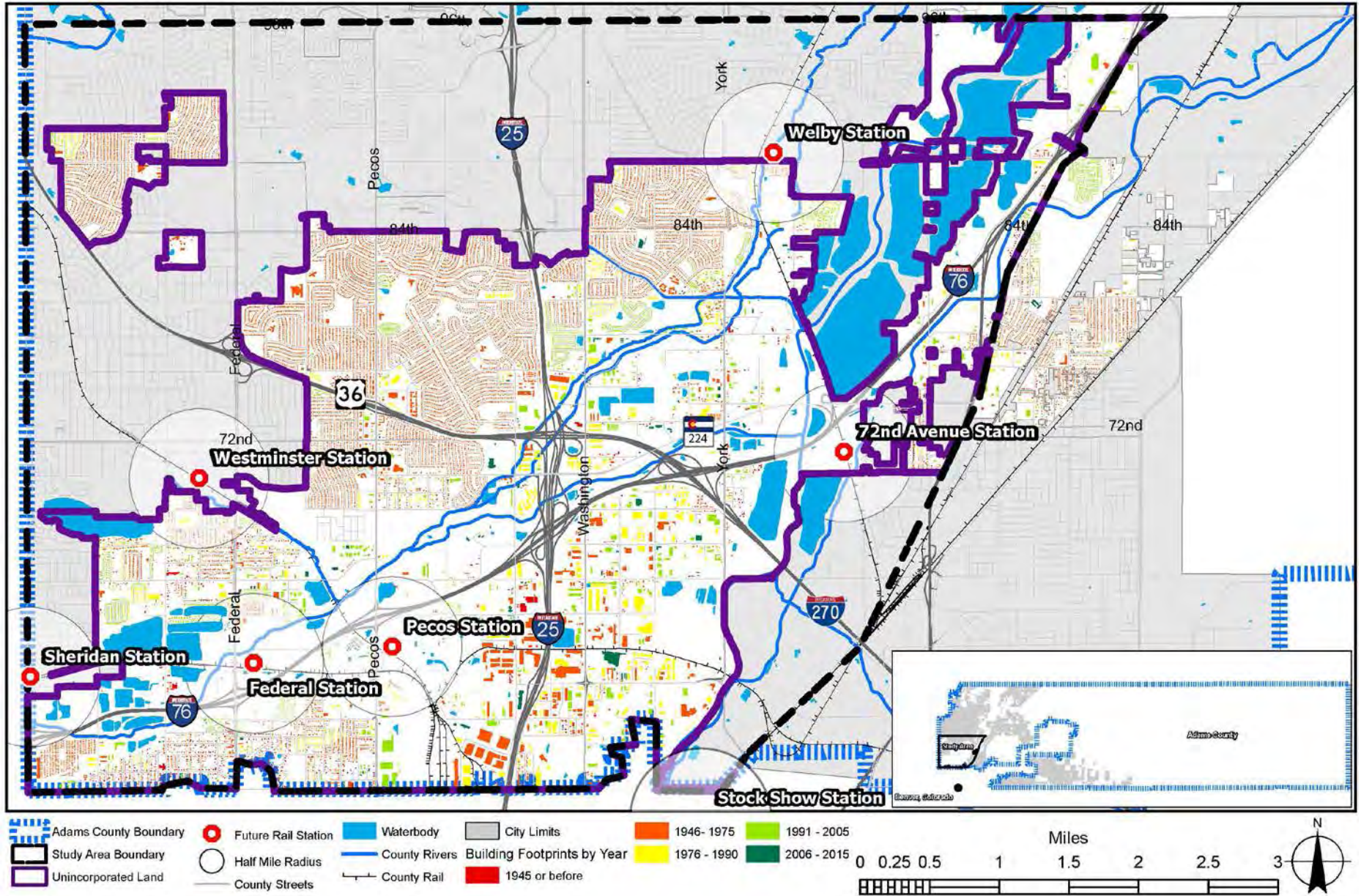




Figure 2-7 | Improvement to Land Value Ratio (Source: Adams County)

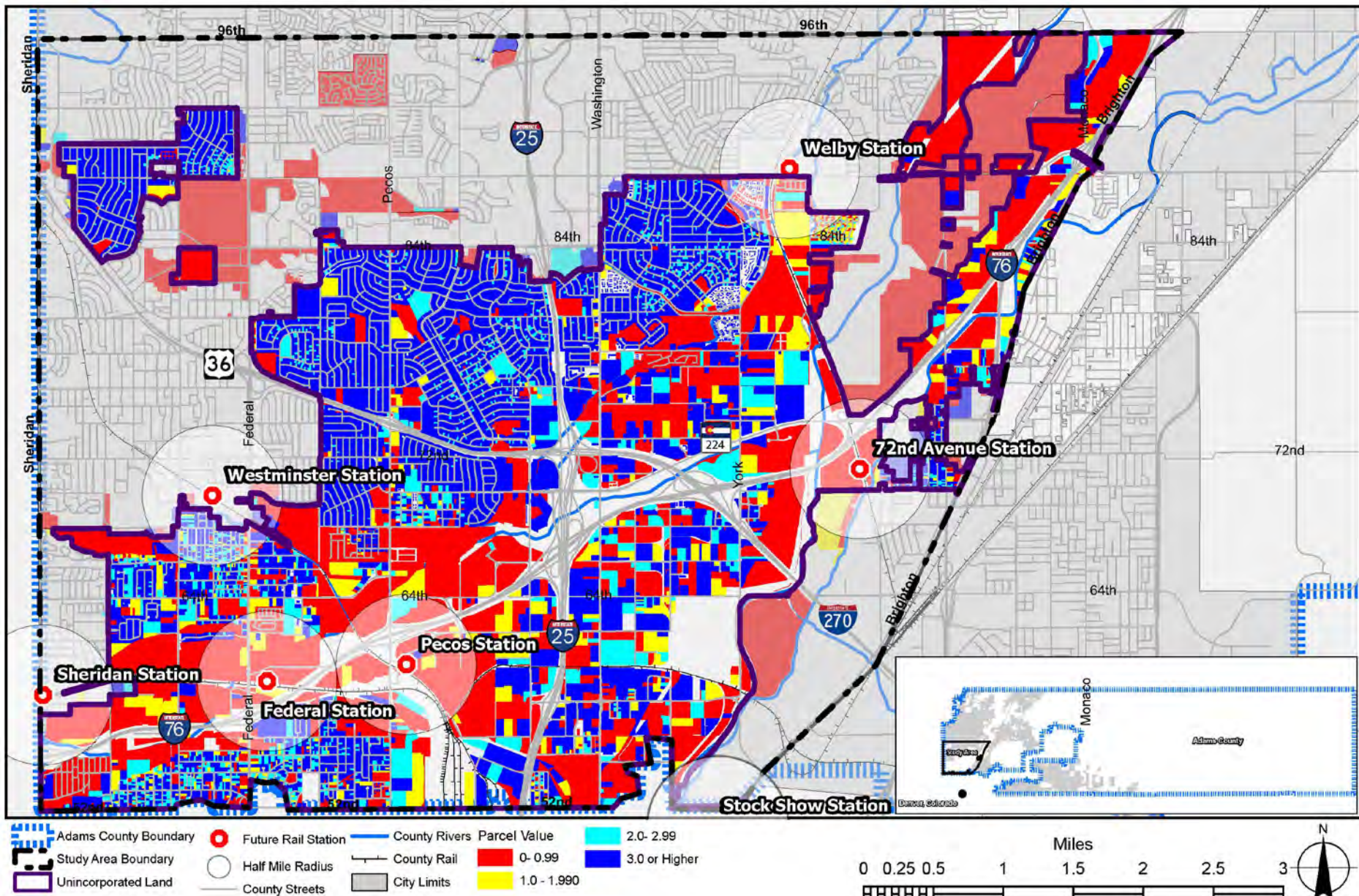


Figure 2-8| Housing Typologies in Station Areas

**Westminster Station Area**



Primarily single family detached homes or duplexes currently exist here.

**Welby Station Area**

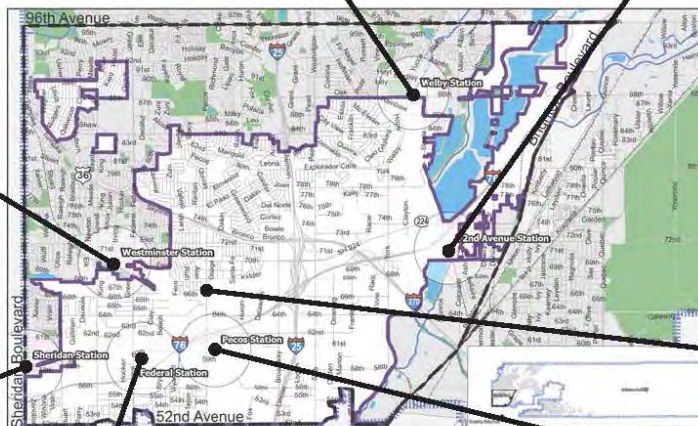


Manufactured housing and rowhomes are the predominant existing housing stock here.

**72nd Station Area**



The only housing here is along Colorado Boulevard, mixed in with commercial uses.



**Midtown Development**



Nearby new development includes the Midtown Development, marketed as a modern home community less than 5 miles from Downtown Denver.

**Sheridan Station Area**



Single family mid-century homes are located north of the station.

**Federal Station Area**



Manufactured housing exists north and southwest of the station. Single family homes built in the past 15 years exist southeast of the station.

**Pecos Station Area**



Housing that is about 3/4 of a mile from the station includes mid-century ranch homes.



### 3 TRANSPORTATION

Transportation, or how people and goods move about, is key to a vibrant community. Understanding how and where people walk, drive, bike, or ride transit is important in understanding how our communities operate. Additionally, understanding how goods move about is important in establishing or maintaining a vibrant local economy.

#### 3.1 Roadway Facilities

Data was collected from various agencies, including Colorado Department of Transportation (CDOT), Adams County, and RTD within the planning area to define the physical and operational conditions of the existing roadway circulation network.

The existing roadway network, depicted in Figure 3-1, contains a variety of different street classifications, but predominantly includes local level streets. The majority of the locally classified streets within the Study Area are “county road assets” indicating the County owns and maintains those roadways. The County Road Assets are illustrated in Figure 3-2. Nearly all the collector-classified streets are concentrated either in the central commercial district or in the north or southwest neighborhoods. Figure 3-3 indicates that most collector streets within the unincorporated boundary have speed limits ranging from 20-30 miles per hour, indicating that many streets may be conducive to multimodal trips. Signed speed limits are not the only factor to evaluate ideal multimodal routes.

Figure 3-1 illustrates that the principal and minor arterial streets within the planning area primarily run north-south. These roadways include Sheridan Boulevard, Federal Boulevard, Pecos Street, Washington Street, and York Street. However, only sections of 58<sup>th</sup> Avenue, 64<sup>th</sup> Avenue, 72<sup>nd</sup> Avenue, 80<sup>th</sup> Avenue, and 84<sup>th</sup> Avenue run east-west, with Thornton/96<sup>th</sup> Avenue, 70<sup>th</sup> Avenue, and 88<sup>th</sup> Avenue the only arterial classified streets that provide a significant east-west arterial connection. In fact, Thornton/96<sup>th</sup> Avenue are the only streets that completely cross through the Study Area without any physical barriers. Pecos, Washington Street and York Street have some of the study area’s higher speed limits including 35 and 40 miles per hour, which can generally still be conducive to multimodal activity with accommodating design features. Brighton Avenue is another major roadway and is the only street with in the study area with a diagonal alignment running northeast from SR224 to 96<sup>th</sup> Avenue.

Figure 3-1 also includes highways I-25, I-76, I-270, and US 36 as the four major interstate corridors within the planning area. Interstate 25 runs north-south through the study area, providing a direct connection to downtown Denver to the south. Interstate 76 crosses diagonally southwest-northeast across the study area. Interstate 270 runs from the southwest corner to intersect with I-25, and turns into US 36, which acts as a direct connection to Broomfield and Boulder, Colorado. These four highways extend beyond the entire planning area, providing connectivity to a larger regional network and destinations beyond the study area.

Figure 3-1| Roadway Classifications (Source: Adams County)

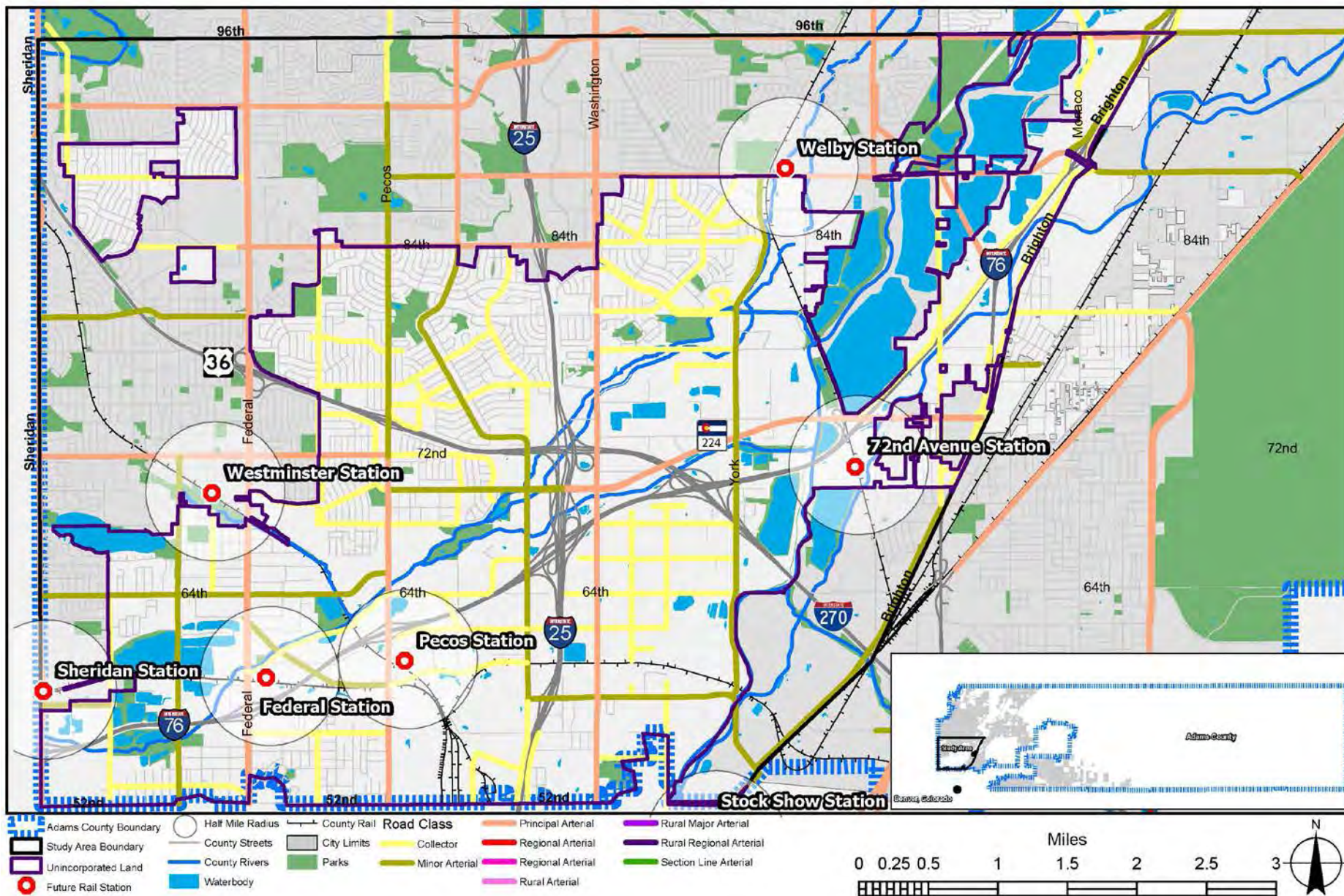


Figure 3-2| County-Owned Roads (Source: Adams County)

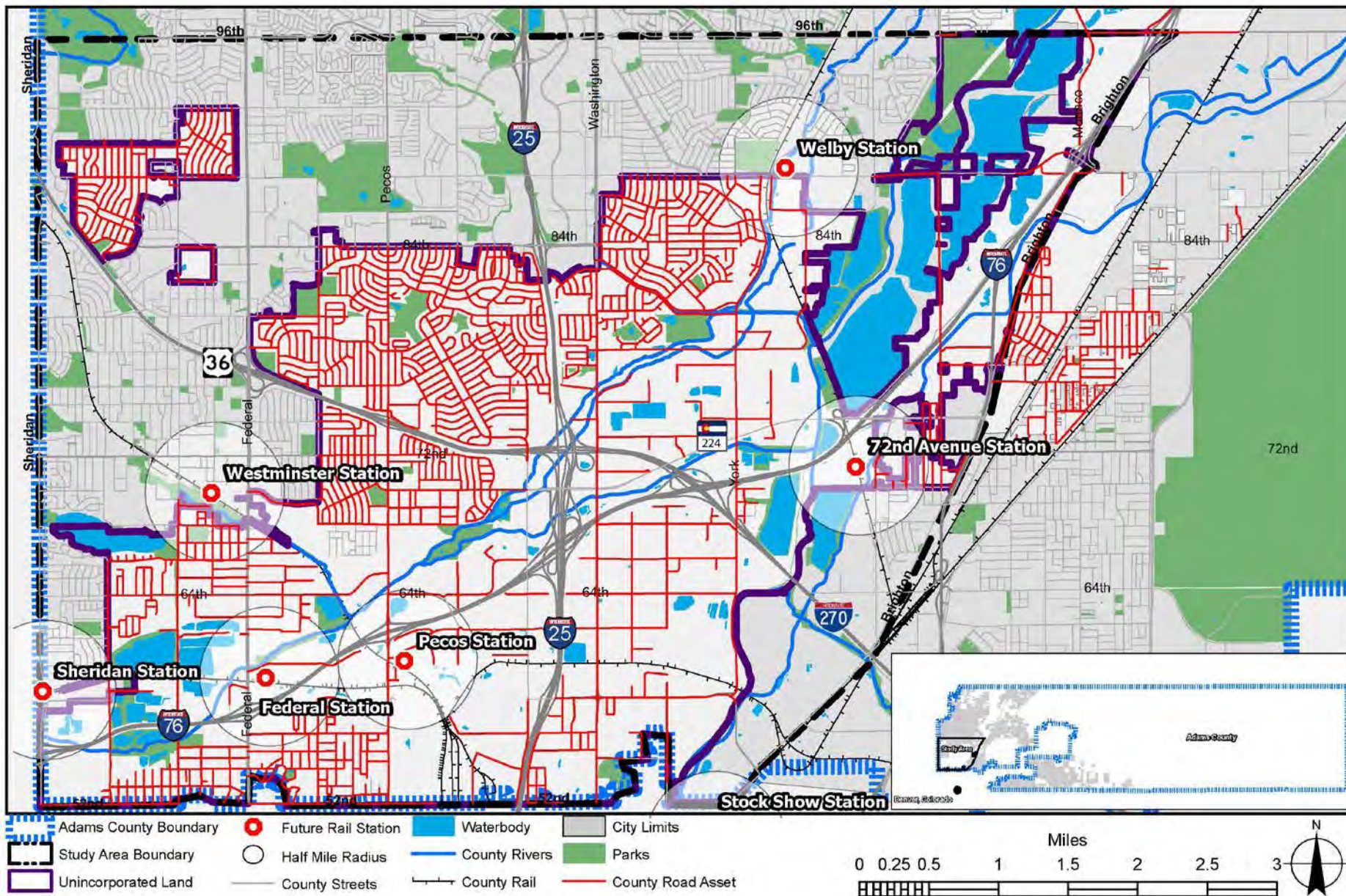
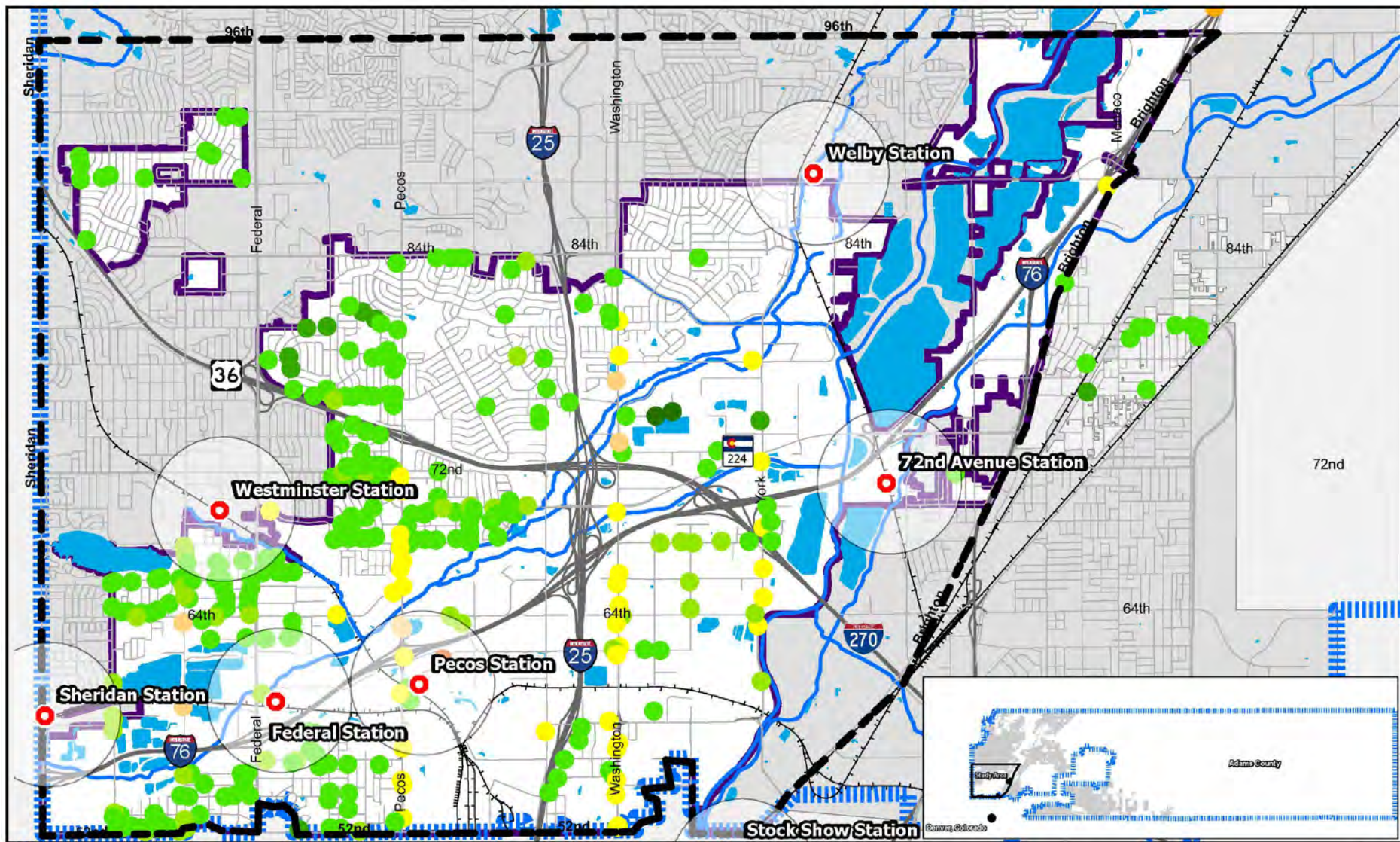
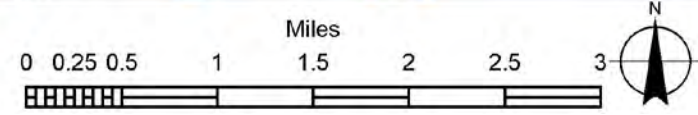


Figure 3-3 | Speed Limits (Source: Adams County)



- Adams County Boundary
- Future Rail Station
- Waterbody
- Speed Limit 25
- Speed Limit 40
- Speed Limit 55
- Study Area Boundary
- Half Mile Radius
- County Rail
- Speed Limit 15
- Speed Limit 30
- Speed Limit 45
- Unincorporated Land
- County Rivers
- City Limits
- Speed Limit 20
- Speed Limit 35
- Speed Limit 50



### 3.2 Pedestrian Facilities

Figure 3-4 illustrates the known pedestrian infrastructure within the study area through the display of sidewalks, paths, and multi-use paths. The data received from Adams County shows a concentration of sidewalks on local- and collector-classified streets primarily in the neighborhoods. These existing sidewalks in the neighborhoods provide residents with a walking route to nearby parks, schools, or other amenities. The arterial roads within the unincorporated land that provide county sidewalks include Pecos Street, Washington Street, and segments of Tennyson Street, Lowell Boulevard, and York Street. The existing network of multi-use and other paths provide a different purpose by linking distant parks and neighborhoods while also providing pedestrian corridors for recreational hiking along the various routes. It is well-documented from previous planning efforts that significant portions of Federal Boulevard and some of the connecting corridors have little to no sidewalks and that, of what sidewalks are present, much is in disrepair. Through the Health Impact Assessment conducted during the Federal Boulevard Framework Plan process, Tri-County Health Department completed a comprehensive sidewalk inventory for the area bounded by Lowell Boulevard, Zuni Street, 52<sup>nd</sup> Avenue, and 72<sup>nd</sup> Avenue. In addition to a sidewalk inventory, Tri-County Health Department engaged community members in two walkability assessments. The summary of findings from the sidewalk assessment and community walkability assessments can be found in the *Federal Boulevard Framework Plan Health Impact Assessment Report*, April 2015 (<http://www.co.adams.co.us/index.aspx?NID=1281>).

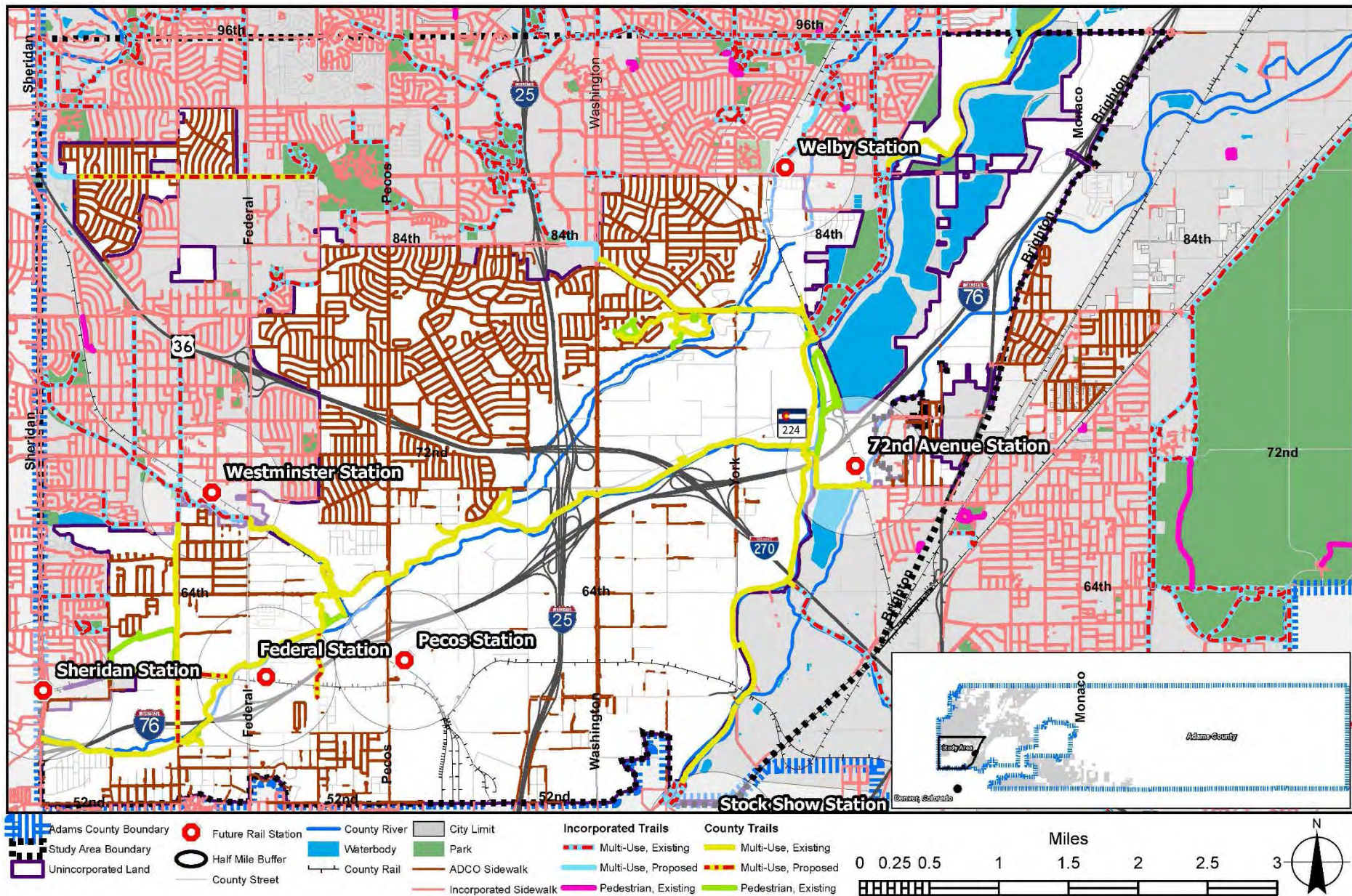
A vast network of pedestrian facilities is key to offering a walkable community; however, the presence of pedestrian paths and sidewalks is not the only element to making walking a desirable mode of transportation. Other important factors include safe crosswalks at intersections, attractive streetscapes, and easy access to closely adjacent transit facilities, stores, parks, and other destinations. Additionally, offering a pedestrian environment that is accessible by all users, regardless of age and disability, is essential to achieving a walkable community. Completed in 2015, the *Americans with Disabilities Act (ADA) Transition Plan for Public Right-of-Way in Unincorporated Adams County, Colorado* (<http://www.co.adams.co.us/index.aspx?NID=1409>) identifies facilities, guidelines, standards, policies, procedures, or practices currently used or recommended for use to reduce accessibility barriers in unincorporated Adams County. This document provides a criteria for prioritizing ADA improvements. The Plan also indicates the County's legal authority to require property owners to pay for repair or remediation to sidewalks or ramps when adjacent to the owner's property and within public right-of-way. The Plan anticipates most ADA repair or replacement will occur in conjunction with other projects and activities occurring within the County. At the time of this report, the geographic locations of ADA deficiencies were being mapped to determine locations for needed improvements which can then be incorporated in Phase 3 and 4.

### 3.3 Bicycle Facilities

Figure 3-5 identifies the existing network of bicycling facilities based on data collected from Adams County, CDOT, and DRCOG. The figure illustrates multiple types of bicycle pathways including on- and off-street bikeways, bicycle corridors, and multi-use paths. The bicycle facilities within the study area are maintained by various agencies as illustrated in Figure 3-5; this figure illustrates public agencies responsible for the operation and maintenance of the identified bicycle facilities.

Multi-use paths, off-street facilities, and regional bicycle corridors are significantly more prevalent than on-street bicycle facilities. Figure 3-5 identifies only 10 on-street bikeways and just five designated bike lane corridors. The identified Adams County bike lanes are present on 64th Avenue, Sheridan Boulevard, Federal Boulevard, Dahlia Street, and only small segments of 86<sup>th</sup> and 88<sup>th</sup> Avenue. The remaining existing bicycling infrastructure exist on regional corridors like the US 36 route, and multi-use paths including Clear Creek, Colorado Front Range, South Platte River, and the Little Dry Creek trails.

Figure 3-4| Pedestrian Facilities (Source: Adams County)







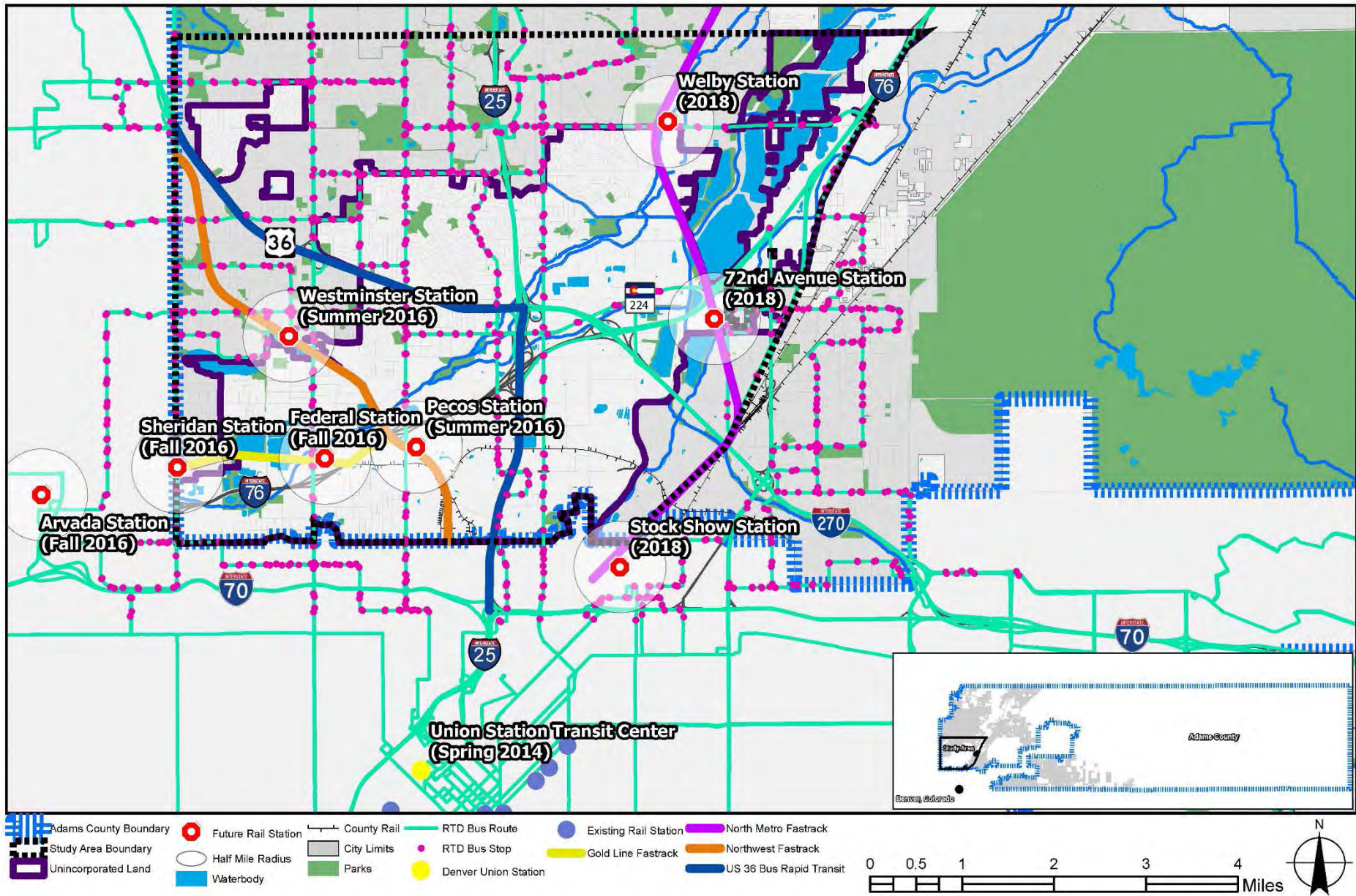
### 3.4 Transit Facilities

Figure 3-6 illustrates the public transportation network within and around the study area. The Regional Transit District (RTD) is currently operating bus service routes that offer both countywide and regional public transportation options. The major north-south bus routes are on Sheridan Boulevard, Federal Boulevard, Pecos Street, Broadway Street, and Washington Street. There are no east-west bus routes within the Study Area that run completely through without any physical barriers. The predominant east-west bus routes include 88<sup>th</sup> Avenue, 84<sup>th</sup> Avenue, 80<sup>th</sup> Avenue, 72<sup>nd</sup> Avenue and 70<sup>th</sup> Avenue, which is the longest east-west route. The southern portion of the Study Area does not have an east-west RTD bus route. RTD also provides bus routes on highways, including along I-25, I-76, I-270 and US 36; all of which offer the community regional public transit options.

Additionally, Figure 3-6 identifies the RTD FasTrack routes and stations currently under construction that will dramatically expand transit service in the study area and the Denver region. FasTrack is projected to begin operating in 2016 and will include six stations, three commuter rail routes and a Bus Rapid Transit (BRT) route within the study area. The Gold Line (G Line) and Northwest Line (B Line) run north from Denver, where they split at Pecos Street. The G Line then runs west through Federal Boulevard and Sheridan Boulevard towards Arvada. The B Line runs northwest after Pecos Street through Westminster. The North Metro route runs northeast from Denver along the east side of the study area and then heads north through the planning area through the Welby neighborhood. The BRT route, also known as the Flatiron Flyer, is planned to come from Denver through the planning area and then head northwest along US 36 towards Boulder, Colorado.

As Figure 3-6 illustrates, transit investments will greatly improve transportation options, connections to major job centers and surrounding communities, and provide for location trip opportunities connecting residents to destinations within their community. This figure illustrates a one-mile radius of the RTD station locations. This radius is used to identify target areas for “first- and last-mile” multimodal connections. Most of the study area falls within these one-mile radii; however, a large portion within the north and central portions of the study area does not fall within the one-mile radii.

Figure 3-6] Transit Facilities (Source: Adams County)





## 4 DRAINAGE & UTILITIES

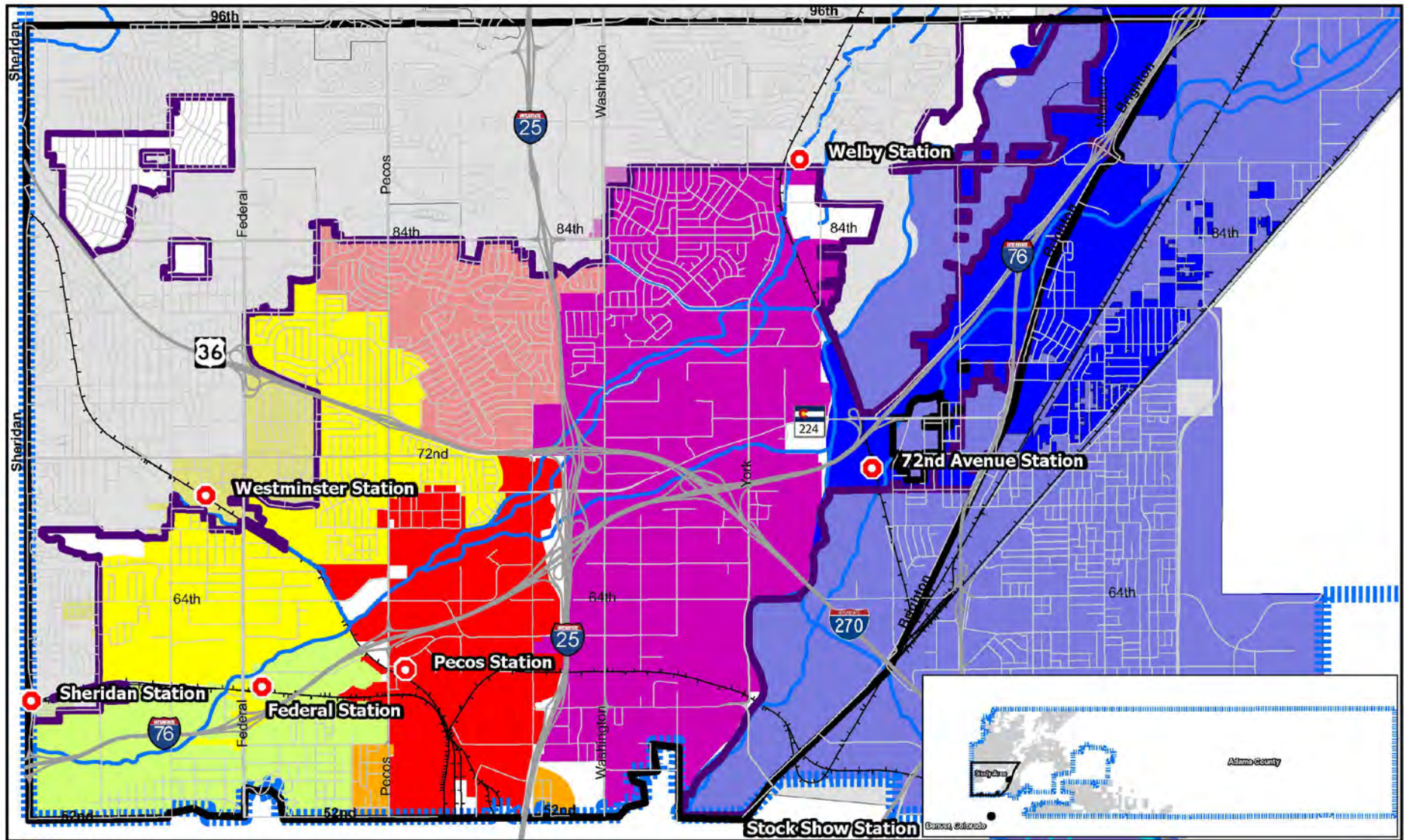
Public utilities are the backbone of what makes communities operate efficiently. Provision of water, wastewater, stormwater, electricity, gas, and even cable and fiber services is often viewed as a necessity of typical 21st Century cities. A summary of the readily available data related to these essential community services is provided below.

### 4.1 Water & Sanitation

Within the Making Connections Plan study area, water and wastewater (sewer/sanitation) services are provided by private/quasi-public entities. Figure 4-1 illustrates that there are at least six different water and sanitation districts within the study area. Areas surrounding the Sheridan Station are served by the Berkeley Water and Sanitation District. Areas surrounding the Westminster Station are served by the Crestview Water and Sanitation District. Areas surrounding the Federal Station are served by the Berkeley, Crestview, and North Lincoln Water and Sanitation Districts. Areas surrounding the Pecos Station area are served by the Berkeley, North Lincoln, and North Pecos Water and Sanitation Districts. Areas surrounding the Welby Station are served by the North Washington Water and Sanitation District. Areas surrounding the 72<sup>nd</sup> Avenue Station are served by the North Washington and South Adams County Water and Sanitation Districts. The latest County data does not indicate what water and sanitation district serves the properties in the northern sections of the study area; however, when compared against data illustrated in Figure 4-2, much of this remaining area appears to be served by the Thornton Water and Sanitation. Figure 4-2 illustrates the latest available data related to water distribution pipes in the study area. Figure 4-3 illustrates the latest available data related to sanitary sewer pipes in the study area. In addition to information displayed on Figures 4-2 and 4-3, the project team has assembled information related to other water and sanitary distribution networks within the study area; however, much of this information is only provided as static map images and was not provided in a format that could be readily mapped. This additional information will be used in future phases of the project after identifying priority areas.

There are several areas within the planning area that are currently served by On-Site Wastewater Systems (OWTS) and private wells. In order to protect water supplies, the goal with these facilities is to ultimately have properties connected to central water and wastewater services and to properly “plug” and “abandon” these on-site and private systems. Once properties migrate to a central water and wastewater service and if the private well will not be used, the private well should be plugged and abandoned in accordance with Rule 16 of the Colorado Water Well Construction Rules, 2 CCR 402-2. The Colorado Department of Natural Resources provides a water resources “AquaMap” that illustrates locations of Water Well Applicants which includes locations of both in-use and abandoned wells. The proper abandonment of OWTS ensures that existing sewer in the system is disposed of safely. In accordance with TCHD Regulation O-14 Tri-County Health Department should be notified when a property owner will be abandoning an OWTS system.

Figure 4-1| Water and Sanitation Districts (Source: Adams County)



- |                       |                |                                    |   |
|-----------------------|----------------|------------------------------------|---|
| Adams County Boundary | County Streets | <b>Water Sanitation District</b>   | North Pecos Water and Sanitation                              |
| Study Area Boundary   | County Rivers  | Berkeley Water and Sanitation      | North Washington Water and Sanitation                         |
| Unincorporated Land   | County Rail    | Crestview Water and Sanitation     | South Adams County Water and Sanitation District              |
| Future Rail Station   | City Limits    | North Lincoln Water and Sanitation | Thornton Water and Sanitation District (Approximate Boundary) |

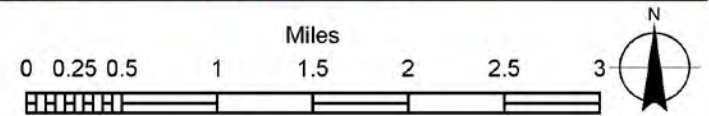


Figure 4-2| Water Distribution (Source: Adams County)

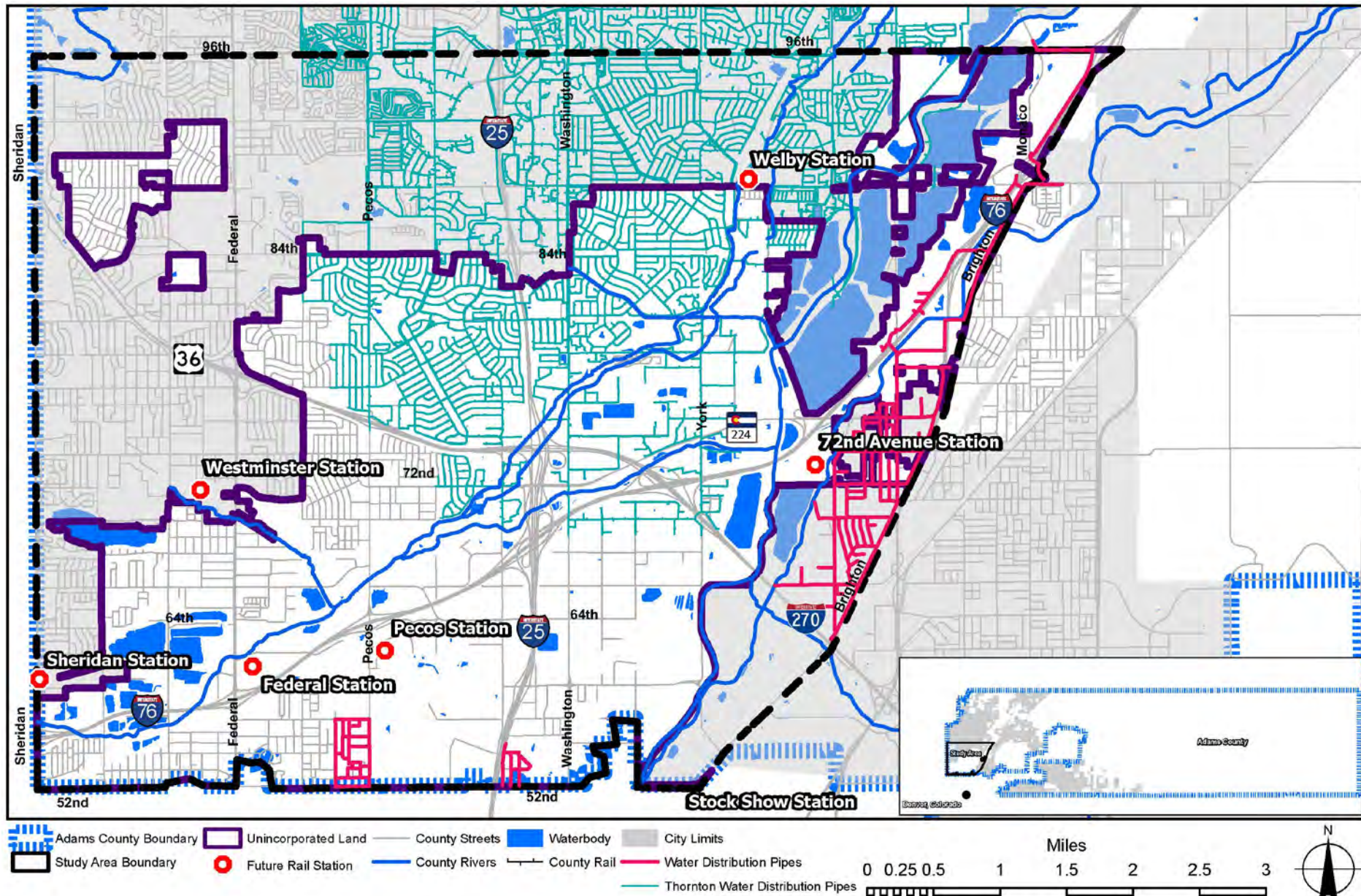
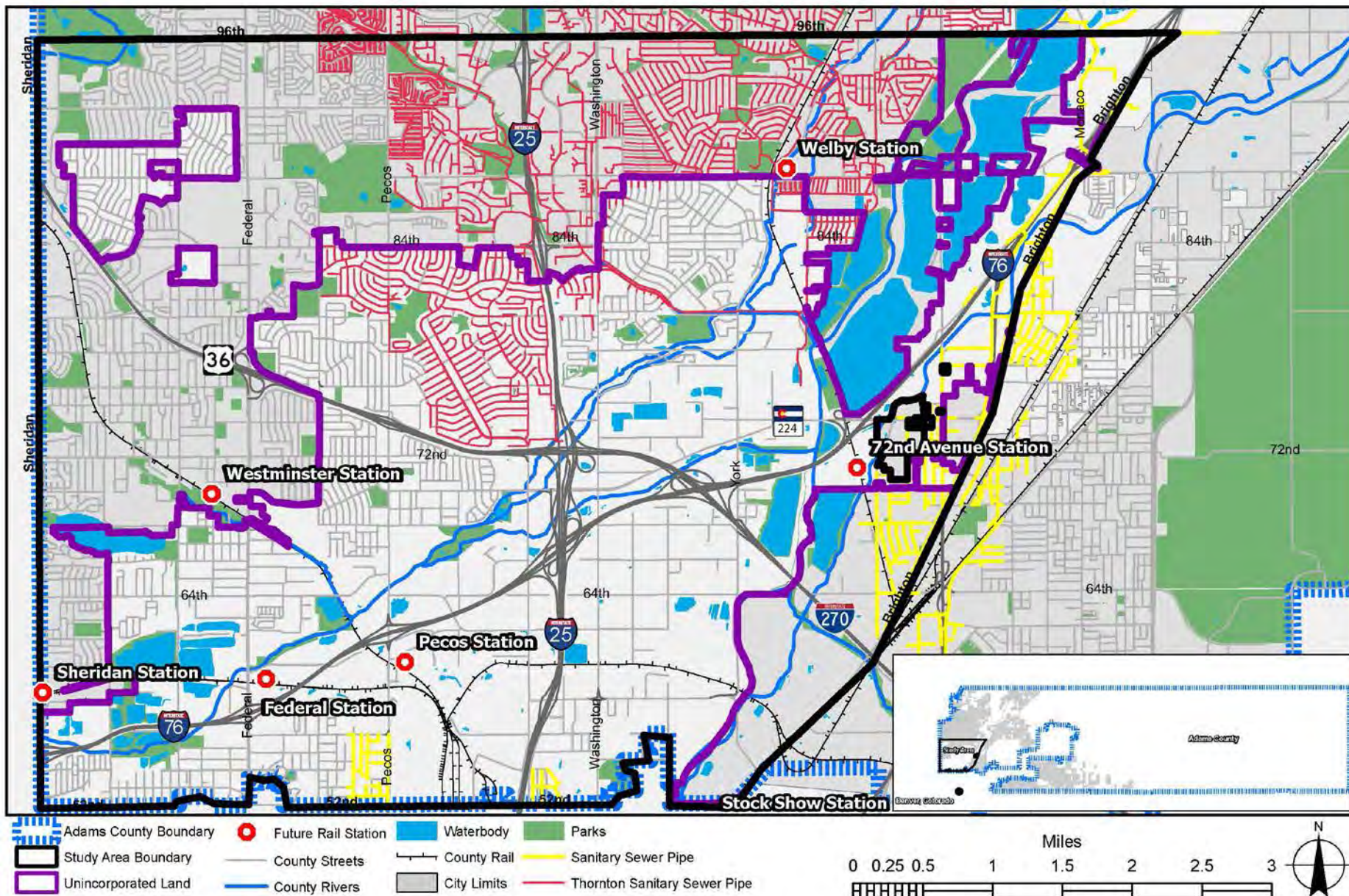


Figure 4-3| Sanitary Sewer (Source: Adams County)





## 4.2 Floodway & Floodplain

Waterways, including streams, rivers, and creeks, provide a natural system for stormwater collection. Clear Creek is the largest waterway traveling through the study area. Clear Creek cannot, under its current conditions, adequately accommodate all storm events, resulting in flooding in the study area. Figure 4-4 illustrates areas that fall within these flood hazard zones. According to the Federal Emergency Management Agency (FEMA), the authority in floodway and floodplain management:

*A "Regulatory Floodway" means the channel of a river or other watercourse and the adjacent land areas that must be reserved in order to discharge the base flood without cumulatively increasing the water surface elevation more than a designated height. Communities must regulate development in these floodways to ensure that there are no increases in upstream flood elevations. For streams and other watercourses where FEMA has provided Base Flood Elevations (BFEs), but no floodway has been designated, the community must review floodplain development on a case-by-case basis to ensure that increases in water surface elevations do not occur, or identify the need to adopt a floodway if adequate information is available.*

With few exceptions, areas that fall within a floodway should not allow for construction or development activities, while areas that fall within the 100-year floodplain should have limited development which is reviewed on a case-by-case basis. When waterways do not have enough capacity to move surface stormwater, flooding will occur. In these situations, engineering solutions are needed to improve the movement of stormwater and reduce the potential for flooding.

## 4.3 Stormwater

The provision for efficient stormwater infrastructure is important to alleviate safety and property damage concerns. Data related to this essential infrastructure network is displayed in Figures 4-5. This figure illustrates the location of known stormwater infrastructure within the study area. The City of Thornton operates a handful of stormwater mains in the northern section of the study area. The remaining infrastructure is operated by Adams County and includes pipes, culverts, channels, and ditches. Mains, pipes, and culverts are typically embedded structures that allow water to flow under barriers including roads, railroads, trails, or similar water barriers. Channels and ditches are typically non-embedded or open man-made water courses used to redirect water flows. The majority of this stormwater infrastructure is located within road rights-of-way. Section 6 of this report provides a mapping of known stormwater issues and concerns within the planning area.



Figure 4-4 | Floodplains (Source: Adams County)

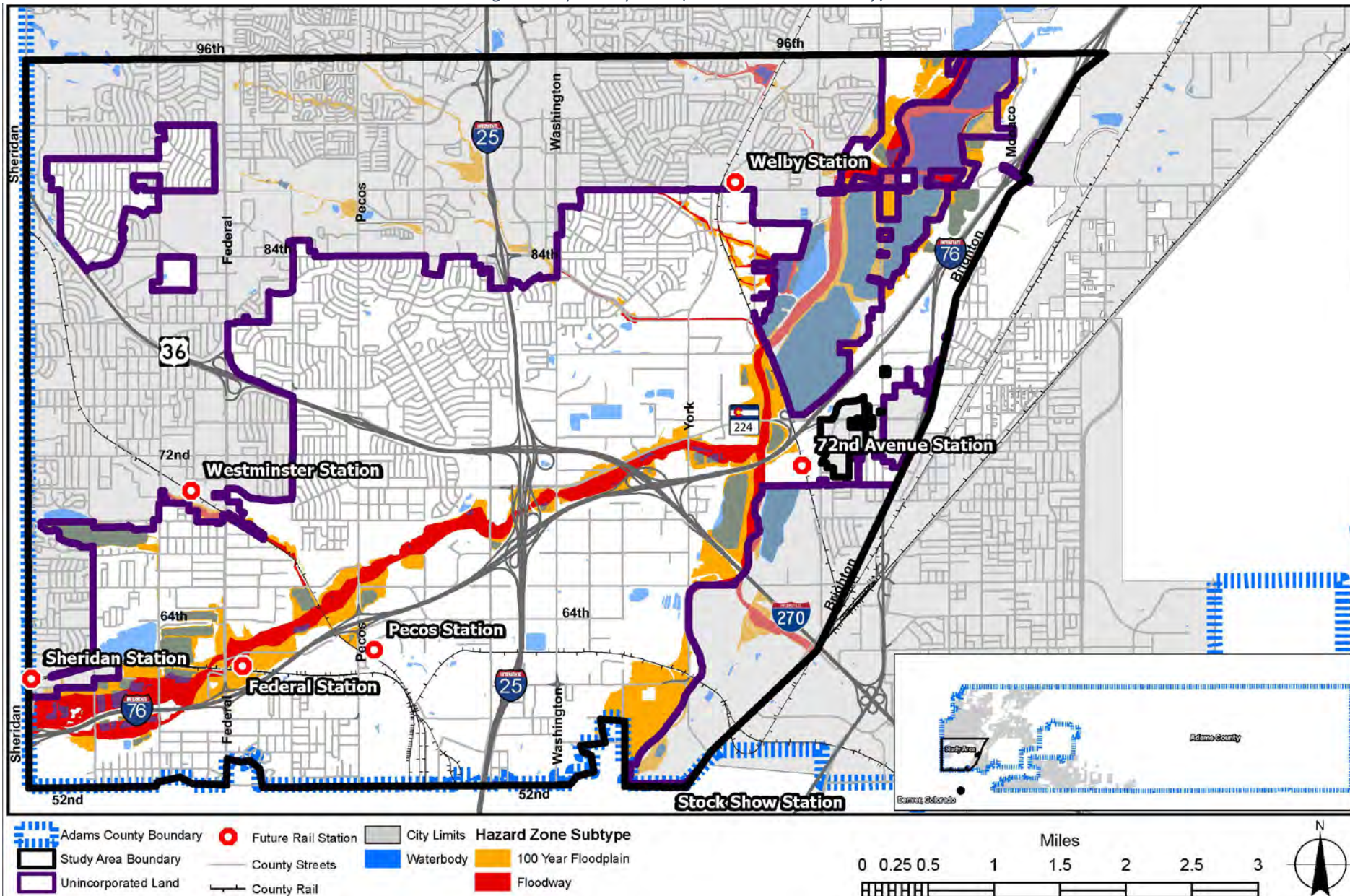
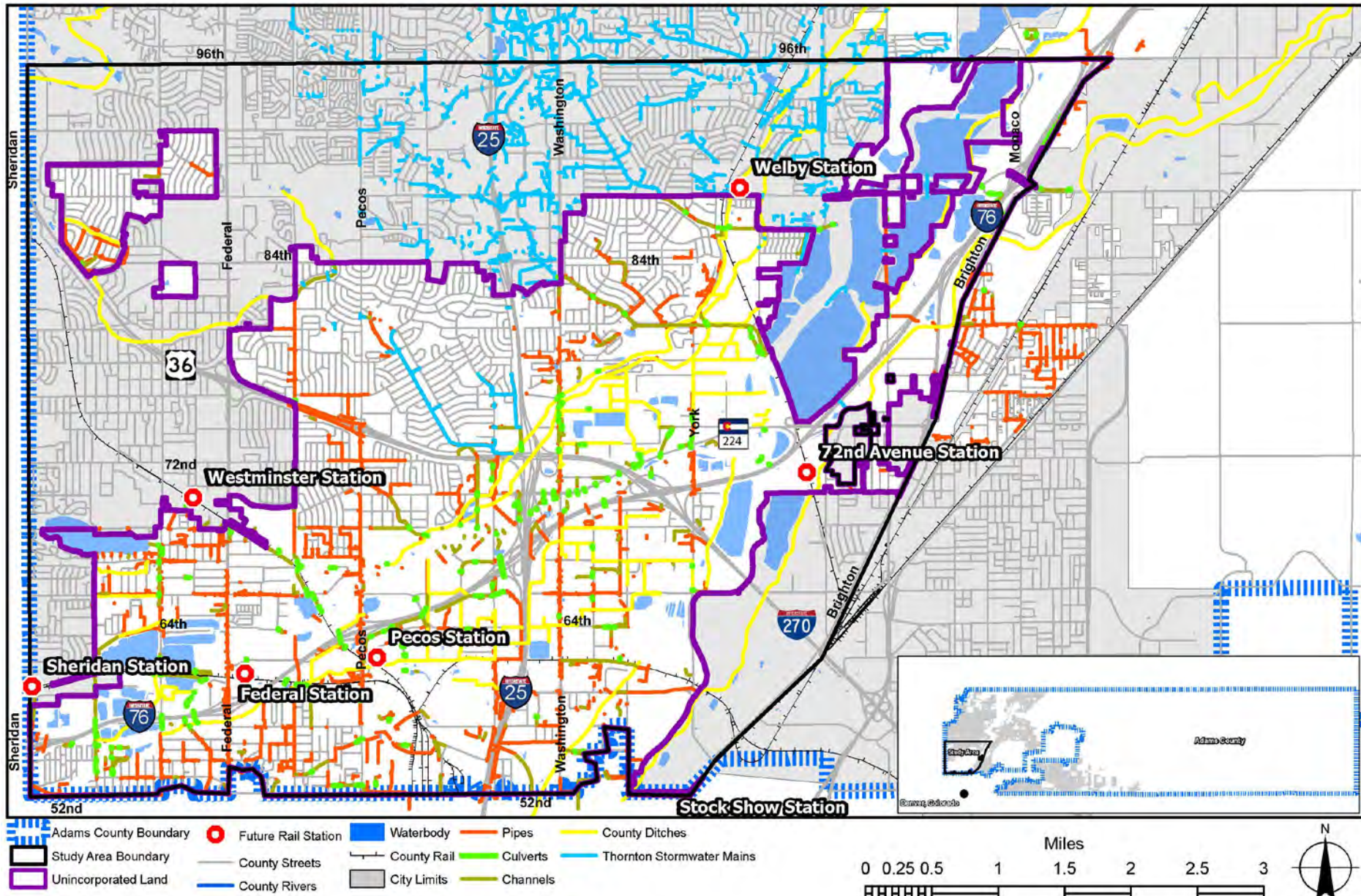


Figure 4-5 | Storm Sewer (Source: Adams County)





#### 4.4 Power & Fiber

The provision of power, including electric and gas power, is an essential component of 21<sup>st</sup> century communities. Much of the electrical grid within the study area is constructed with overhead power lines. Gas lines are placed underground and are typically within road rights-of-way. The Colorado Oil & Gas Conservation Commission (COGCC) governs the permitting and regulation of oil and gas wells throughout the state. Adams County has limited authority when it comes to the oversight of oil and gas operations within unincorporated areas of the county. Within the project study area there is one oil or gas operator near 94<sup>th</sup> Avenue and High Street, within the City of Thornton. There are an additional six operators located outside the study area northeast of 92<sup>nd</sup> Avenue and Brighton Boulevard. Additionally, many cable companies manage underground networks of cable and fiber infrastructure used to boost internet speeds for all residences and businesses. Due to the numerous operators of underground utilities and because of public safety concerns with providing information publicly, there is no readily available data that can be easily mapped to determine locations of these infrastructure networks. However, information was collected to determine the number of and names of underground operators within the study area. The following list of facility owners are registered with UNCC-Colorado811 as having underground facilities in the study area:

- Adams County (communications and traffic)
- Adams County District 12
- Altus Environmental LLC
- City of Arvada
- ATT Transmission
- Colorado Agricultural Ditch Company
- CDOT (Region 1 and Fiber Optic Backbone)
- Comcast
- City of Commerce City
- City of Federal Heights
- Denver (Water, Parks and Recreation, Traffic Engineering Operations)
- Fisher Ditch Company (XCEL Energy)
- Gardeners' Mutual Ditch Co
- Hyland Hills Park & Rec
- Level 3 Communications
- Lower Clear Creek Ditch Company
- MCI
- Magellan Midstream Partners LP
- Natural Fuels Corporation
- New Century Energy – Fiber
- City of Northglenn
- Nustar Logistics
- XCEL Energy (Water, North Denver, HI Pressure Gas)
- Phillips 66 Pipeline LLC
- Plenary Roads Denver LLC
- Century Link (Communications)
- Suncor Energy USA (Pipeline Co, Refinery)
- City of Thornton
- Unite Private Networks
- United Water Company (XCEL Energy)
- US Sprint
- City of Westminster (Electric and Fiber, Parks)
- Zayon Bandwidth (360 Networks)

This listing excludes water and sanitation districts who also have underground facilities within the study area.



## 5 ENVIRONMENT, HEALTH, PARKS & TRAILS

Understanding infrastructure and policies that affect public health is important to long range planning. This includes understanding locations of properties with environmental health concerns, understanding public health policies and access to healthy foods, and understanding the network of parks and trails that are throughout the study area.

### 5.1 Environment

Figure 5-1 illustrates the locations of “landfills” in the study area. This information was provided from a data set that dates back to 1985. The database includes numerous types of “landfilling operations”. Adams County staff has indicated that none of these locations are actively receiving landfill debris. The predominant number of facilities are Solid Waste (SW) and Construction Debris (CD) operations; however, facilities permitted for disposal of Coal Ash, Inert Fill and Sludge/Liquids are also included. The majority of permitted facilities included in the database are primarily operated by private-sector companies in accordance with state and federal regulations; many shown are CD facilities. In addition, public-sector SW landfills operated by Adams County, City of Thornton and City and County of Denver are also shown. Adams County Office of Emergency Management publishes an *Emergency Operations & Recovery Plan* including a *Debris Removal Annex (RSF 1) – 2015 Version*. This plan is used in response to an Adams County disaster declaration for any large-scale event that creates significant amounts of debris on both public and private lands and facilities.

As landfill operations are permitted to receive regulated non-hazardous wastes or general construction debris, the type of facility is important when assessing the potential for environmental impacts to soil and groundwater. Environmental regulations vary by the type of wastes received, with public-sector SW landfills typically handling more sensitive regulated materials (Non-Hazardous Wastes) under requirements of the Federal Resource Conservation and Recovery Act (RCRA) regulations. Construction, operation, monitoring and closure of RCRA SW facilities are highly regulated to mitigate the potential for adverse effects to the environment. Conversely, CD facilities have less stringent regulations as they receive materials not expected to significantly impact the subsurface. The overall environmental condition of a specific property is most accurately evaluated by conducting a Phase II Environmental Site Assessment (ESA). The site-specific ESA is designed to assess the condition of soil and groundwater by considering the types of contaminants that could be present in the landfill waste streams received.

During the first phase of this project, the County was notified of being awarded an Environmental Protection Agency (EPA) Brownfields Grant. The intent of the grant is to conduct an inventory of the brownfields in southwest Adams County and to conduct several Phase I and Phase II ESAs. There is potential for information collected through the inventory process could inform this planning process. The project team will continue to communicate in an attempt to collection information that could potentially inform brownfield sites that could be catalysts for redevelopment opportunities.

In addition to mapping known “landfill” locations, Figure 5-1 illustrates known locations that are monitored by the County’s Emergency Management Office, also known as Tier II facilities. Table 5-1 lists known locations of superfund sites, sites with environmental covenants, and voluntary clean-up (VCUP) sites provided by the Tri-County Health Department via the Environmental Protection Agency (EPA) and Colorado Department of Public Health and the Environment (CDPHE).

Figure 5-1| Environment - Landfills and Emergency Management Inventory (Source: Adams County)

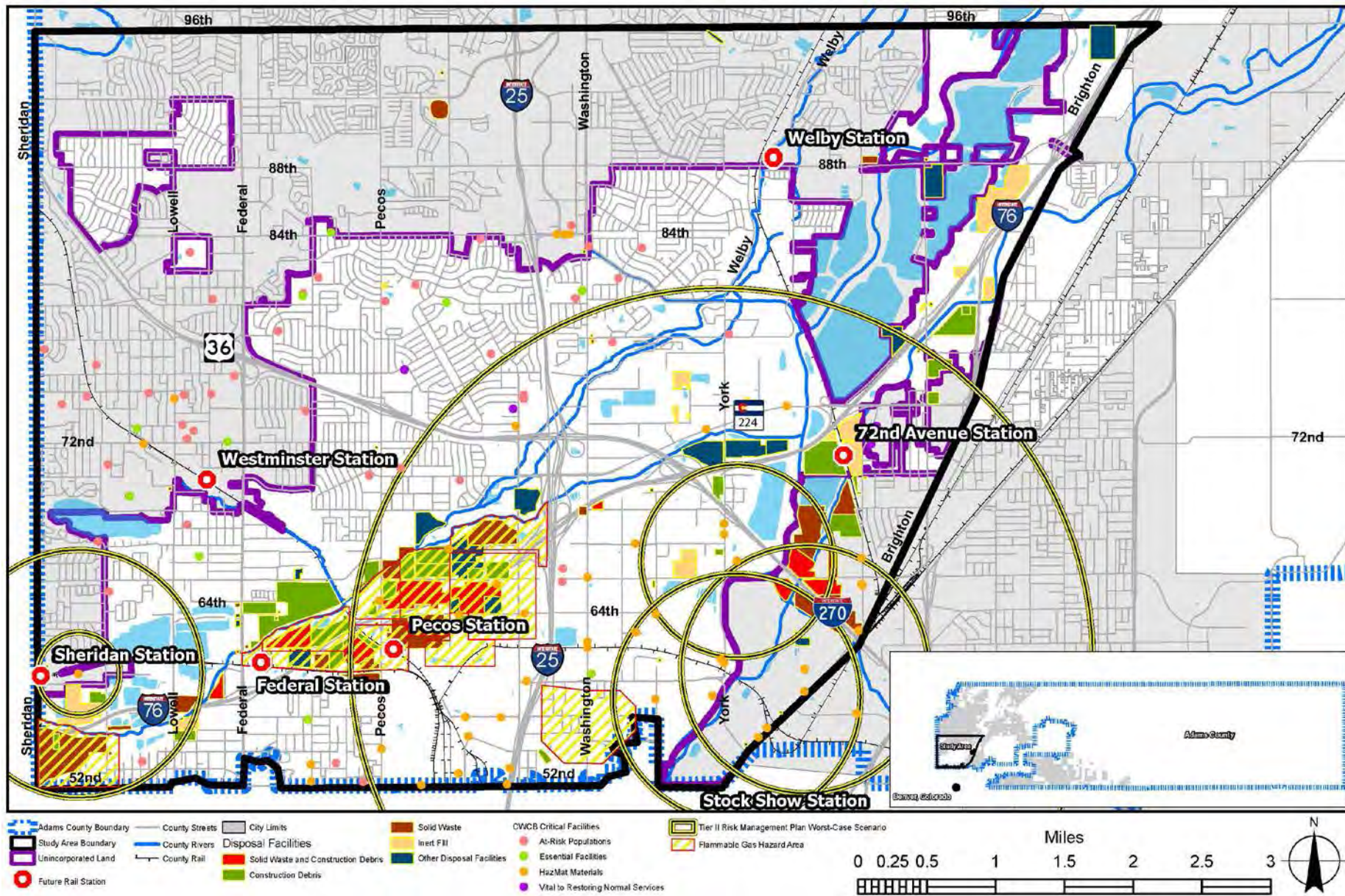




Table 5-1 | EPA & CDPHE Listing of Superfund Sites, Sites with Environmental Covenants and Voluntary Cleanup Sites (Source: Tri-County Health)

Category	Company	Address	Notes
Superfund Site	Asarco, Inc.	495 E 51st Ave. Denver, CO 80216	Withdrawn from the Proposed NPL/ Active. Mines/Tailings
Superfund Site	Broderick Wood Products	5800 Galapago St. Denver, CO 80221	Property Restrictions. NPL Final/Operation & Maintenance Activities Ongoing. No Residential, Public, or Agricultural use. No Excavation of soils. Groundwater treatment system and monitoring groundwater throughout the site.
Superfund Site	Chemical Sales Company	4661 Monaco St. Denver, CO 80216	NPL Final/Operation & Maintenance Activities Ongoing. Soil and Groundwater Contamination, and Vapor Extraction.
Superfund Site	Woodbury Chemical Company	5400 Jackson St. Commerce City, CO 80022	Deleted From NPL/No Additional Cleanup Required. Cleaned up: Took off NPL List in 1993.
Site with Environmental Covenants & Use Restrictions	Koppers, Inc.	465 W 56th Ave. Denver, Co 80216	Environmental Covenant November 14, 2007. No Residential, Public, or Agricultural Use
Site with Environmental Covenants & Use Restrictions	Skelly Oil Refinery	7170 Dahlia St. Commerce City, Co 80022	Property Restrictions; VCUP. Remains Light Industrial or Commercial. No Soil Disturbances.
Voluntary Cleanup & Redevelopment Program	ACME Industrial Center	6501,6521-45 N Washington	961113-1 Apostolopoulos 12/18/1996 NAD APPROVAL
Voluntary Cleanup and Redevelopment Program	Amerivest Broadway Properties	5961-5975 N Broadway	950907-1 Walker 11/15/1995 NAD APPROVAL
Voluntary Cleanup & Redevelopment Program	BBJW Associates	5470 Valley Highway	960229-1 Walker 5/31/1996 NAD APPROVAL
Voluntary Cleanup & Redevelopment Program	Clear Creek Industrial Park	2500-2700 W 64th AVE	021230-2 Walker 2/27/2003 NAD WITHDRAWN
Voluntary Cleanup & Redevelopment Program	Plaza 70 Interiors	5440 N Valley Hwy	971017-2 Deckler 2/19/1998 NAD APPROVAL
Voluntary Cleanup & Redevelopment Program	Softball Field	2101 W 64th Ave	990609-1 Walker 7/21/1999 NAD APPROVAL



## 5.2 Health

There is a direct correlation between the personal health of community residents and the quality of life in that community. The topic of public health touches the environment, active transportation (walking and biking), access to parks and healthy foods. This point was clear in the creation of the *Federal Boulevard Framework Plan Health Impact Assessment*. There is a vital link between the health of community members and the sense of place that a community provides. Vibrant neighborhoods are often characterized by the pedestrian friendly features in the urban design. Multimodal communities encourage members to live healthier lifestyles by providing the trails, paths, and walkways to popular destinations. Adams County inherently has an array of multiuse, bike, and pedestrian paths that can be improved. To create the most value from the existing multimodal transportation network, it is imperative to understand the existing landscape and what it has to offer.

Adams County will face the same challenges that most communities face when creating walkable and pedestrian oriented places. The necessary design, planning, and policies have to be in place to properly promote healthier transportation options such as walking and biking. When each of these vital items are given priority, walking and biking become a viable transportation option. The design features of trails and paths plays a large role in how the public perceives the facility. One of the key improvements that Adams County can make is providing major trails and paths that are more pedestrian oriented. Many of the corridors in southwest Adams County lack the design features that are desirable to pedestrians. Statistics show that community members are more likely to walk and bike when the trails contain both an aesthetic and functional quality. The functionality of the trail and path not only resides in the physical design but also comfort features as well.

Multimodal transportation planning is also another critical aspect of health. Effective planning drives the demand for sustainable transportation. With the addition of new transit lines and stations, and through proper planning, Adams County can capitalize on multimodal transportation systems. Currently Adams County needs to improve upon certain planning aspects to make this happen. Along existing trails and paths, accessibility to transit, connectivity, a mix of land uses, and zoning to encourage greater density. A rich mix of land uses along existing corridors provides access to parks, schools, institutions, and many other desirable destinations.

Policy is a macro force that shapes the guidelines and criteria pertaining to the built environment. Policy and regulations provides the groundwork for communities to thrive. With the proper policies in place, community identity is developed, existing culture is preserved, and a community brand is made. Public Policy is responsible for zoning, sustainable codes, and criteria that allow for walkable and pedestrian oriented development. This in turn has a direct impact on the health of the community. Planning and policy go hand-in-hand. Collaboration with RTD, sustainable building codes, transit zoning, educational outreach and guiding density will encourage the use of multimodal transportation. This will greatly improve the health and quality of life community members.

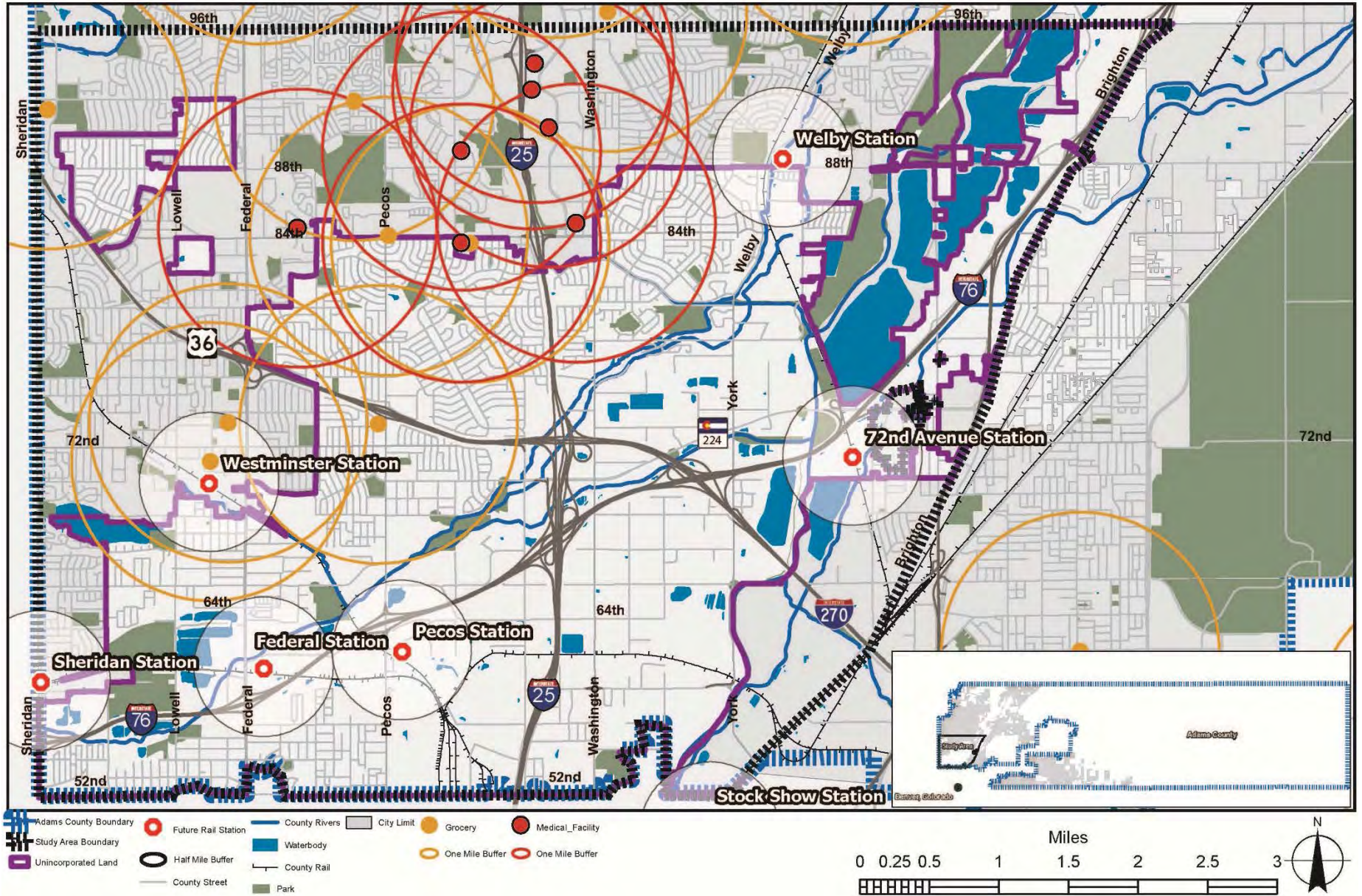
Health is a fundamental element of quality of life. The policies, planning, and urban design define the physical environment we live in which promotes physical activity. This is where health fits in into the Making Connections Plan. The challenges that Adams County faces are not unique to any other community implementing changes. The investment in transit in the Federal Boulevard Framework Plan area of two new stations will be a catalyst for change. Before this change occurs, a strategic plan needs to be in place. Below are some of the issues that have been identifies as improvement areas which will improve the existing parks and trails system.

- Lack of Pedestrian Design Features on Federal Boulevard and Study Area
- Incorporating the policies, planning, and design with the existing demographic
- Issue w/ Federal Boulevard Framework Plan Recommending Redevelopment in an Area With Affordable Housing
- Converting Brownfields to Development Rather than Negatively Impacting Existing Neighborhoods and Residences
- Redevelopment can be frightening to the community
- Preserving Affordable Housing
- Landfills/Brownfields and Floodplain Adjacent to Trails
- Minimal Access to Trails and Paths
- Pollution from Industrial Land Uses

Each of these issues directly impacts the health of the community. Trails and paths are not used if the public has a difficult time with access, does not feel safe along corridors that are multi-use, areas along the path that are next to Brownfields and dead zones, and lack of connectivity. Planning needs to incorporate a mix of land use, increase connectivity, provide catchments around schools, parks, and institutions. Figure 5-2 displays the location parks within the study area. A one-mile radius was displayed around the grocery stores to generally determine residents' proximity to healthy food options. This figure indicates there are only seven grocery stores in the Study Area which are heavily concentrated in the northwest, leaving only one of the identified grocery stores inside the unincorporated focus area. The figure shows that the east and south extents of the study area are largely underserved by healthy food options. Even though the unincorporated land and the southeastern corner of the Study Area are predominately commercial and industrial land uses, the lack of grocery stores leaves unincorporated neighborhoods like Aloha Beach, Berkeley, Utah Junction and most of Welby without immediate access to healthy foods. This figure also illustrates that there are a total of seven medical facilities within the study area which are primarily concentrated along I-25 and north of 83<sup>rd</sup> Avenue.



Figure 5-2| Health - Grocery Stores, Medical Facilities and Parks (Source: Google Earth and Adams County)





### 5.3 Parks & Trails

Figure 5-3 illustrates the locations of parks and trails collected from Adams County Open Space, Parks, and Trails GIS database. There are several types of county trails including on-street bike facilities, paths, multi-use paths, and pedestrian paths that all serve different geographies and likely different user types (i.e. bike commuter vs. recreational rider). Additionally, schools were mapped as previous plans and studies indicated much of the community uses school playgrounds as park facilities. Table 5-2 indicates the number of the different types of schools within the study area with the number of students enrolled in each type of school.

*Table 5-2: Student Enrolment by Type of School*

School Type	Number of Schools	Enrollment
Administration	3	0
Charter	3	1264
Early Education	3	376
Elementary	14	5705
High	3	2689
Middle	4	2788
Other	5	2027
Private	5	827

Public access to open space, parks, and trails near where people live, work, or attend school is vital to a healthy community so these amenities can be conveniently and frequently used. Multi-use trails are the most common type of existing county trail within the Study Area. These trails are commonly used as short- and long-distance corridors for recreational activities, primarily serving as a link between parks and open space. However, these multi-use trails can often provide non-motorized commuters an additional outlet for off-street commuting. Furthermore, the multi-use trails and some on-street bike facilities directly adjacent to educational facilities may offer a safe route to school for children. The base mapping data for parks locations may appear as though the area is well served by parks; however, previous plans and studies indicate that some of these parks may not be programmed and may be strictly conservation parcels or provide only passive recreation options.

Between spring 2013 and fall 2015, the Open Space Sales Tax Program allocated \$2,250,000 to open space projects in Adams County. A listing of these projects is provided in Table 5-3 and their locations are graphically represented on Figure 5-4.

Figure 5-3| Parks, Trails, and Schools (Source: Google Earth and Adams County)

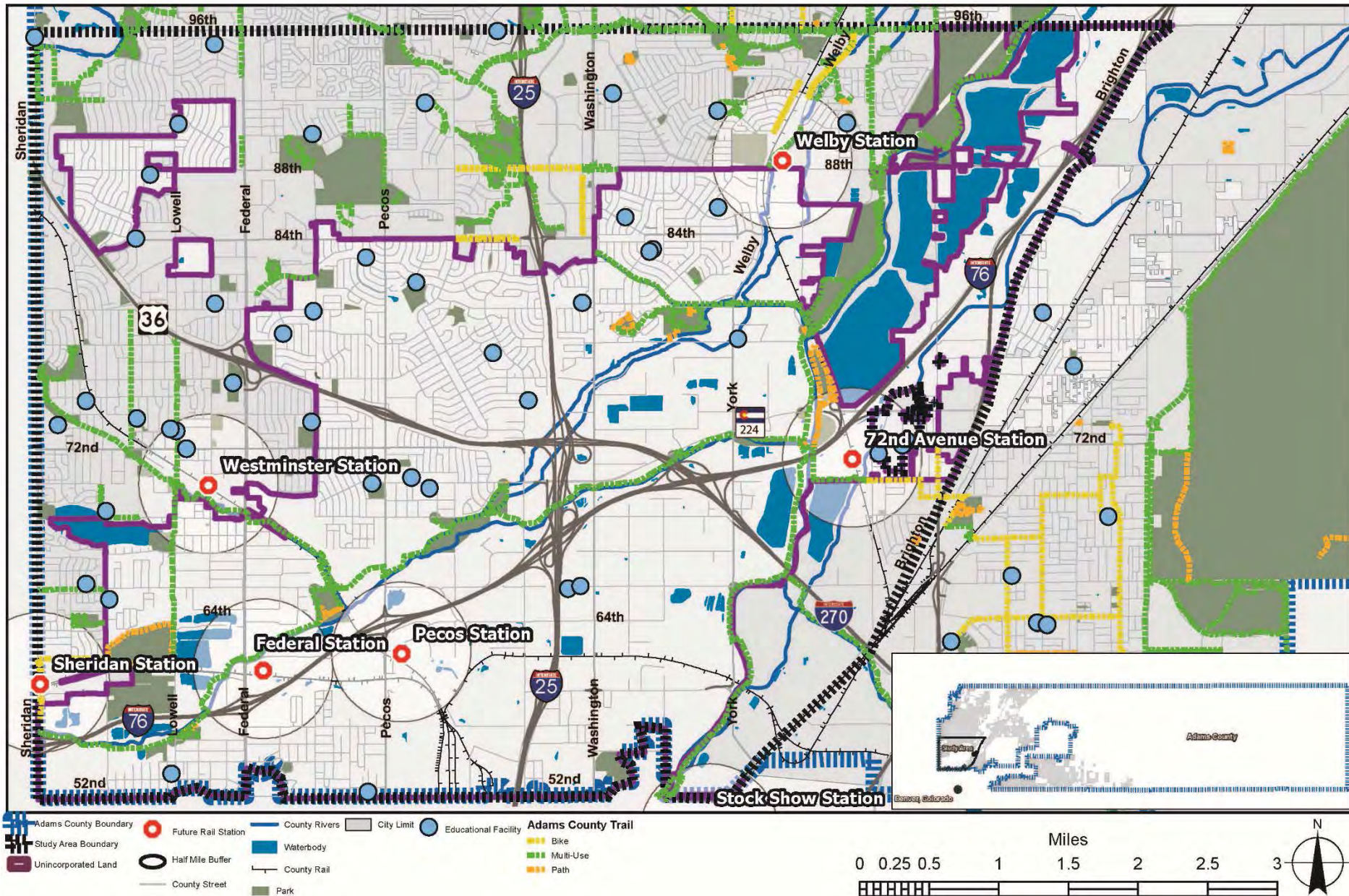
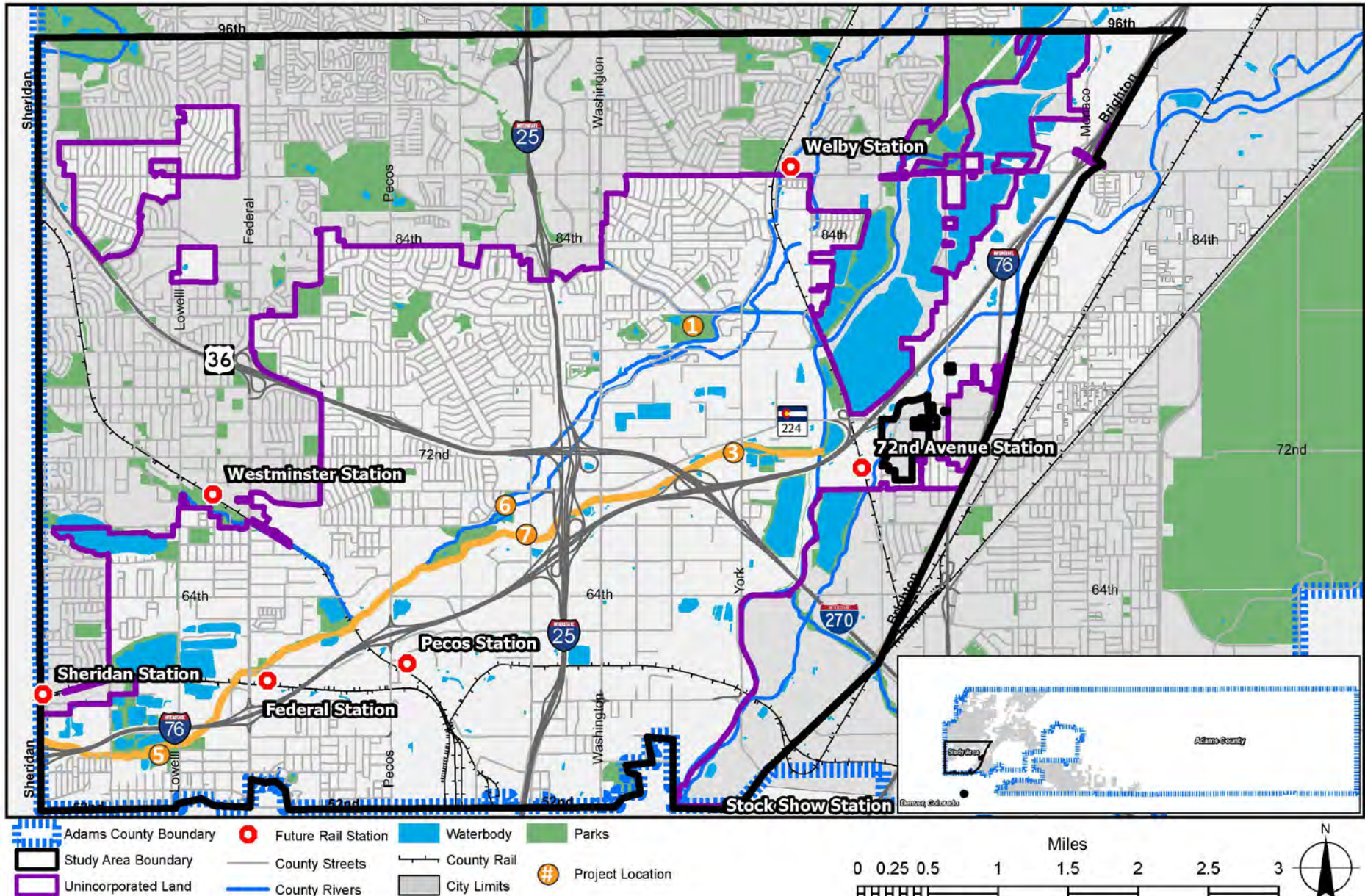




Table 5-3 | Open Space Sales Tax Program, Adams County Projects 2013-2015 (Source: Adams County)

Project Number	Project	Project Summary	Grant Award
1	Rotella Park Master Plan Improvements	Adams County plans to improve Rotella Park, located at York Street and Coronado Parkway South. This project implements recommendations made in the Rotella Park Master Plan and includes redesign and construction of a parking lot and storm drainage system, new picnic shelters, a new restroom enclosure on the west side of the park, playground equipment for children from 2-5 years old, irrigation, new landscaping, parking lot lighting, a new entrance sign, and new site furnishings.	\$600,000
2	Big Dry Creek Greenway Acquisition	Adams County purchased a 13-acre property along Big Dry Creek just south of 144 <sup>th</sup> Avenue at Washington Street. The County is seeking reimbursement for a portion of this purchase which preserves natural resource habitat, floodplain, and scenic views, and provides a trail corridor for the future Big Dry Creek Trail. This project is not within the Making Connections study area.	\$110,000
3	Clear Creek Trailhead Reconstruction	Adams County plans to improve the current Clear Creek trailhead by addressing the current drainage and flooding problems, and redesigning the 16,500 square foot parking lot with a concrete curb, gutter and asphalt paving. They also plan to install an entrance sign, port-o-let enclosure and lighting to improve security issues. The Clear Creek Trailhead is located at 2100 State Highway 224.	\$200,000
4	Regional Park Open Space Acquisition	Adams County plans to purchase 61 acres of farmland and associated Brantner Ditch Company water shares. The land is adjacent to the Regional Park on the north and will be preserved as open space. It provides a buffer to the Regional Park, protects wildlife habitat, and has significant agricultural values. The property is located at 10365 E 136 <sup>th</sup> Avenue. This project is not within the Making Connections study area.	\$1,250,000
5	Trailhead Kiosk and Trail Map Fabrication	Adams County plans to construct a new trailhead kiosk at the 55 <sup>th</sup> Avenue and Lowell Street trailhead and replace trail maps on kiosks throughout the trails system. New signs will also be placed at sites currently being developed.	\$5,000
6	Twin Lakes Park Mile High Youth Corps Russian Olive Removal	The purpose of this project is to hire the Mile High Youth Corps: Sawyer Crew to remove invasive Russian olive on open space, publicly-owned lands in Adams County. Russian olive is a non-native plant that disrupts the natural vegetation, competes against native riparian vegetation, and consumes water at a much higher rate than native trees, and is therefore listed as a class B invasive noxious weed in Colorado. Twin Lakes Park is located at 200 West 70 <sup>th</sup> Avenue along the south end of the park along Clear Creek.	\$5,000
7	Clear Creek Recreation Master Plan	Adams County desires to create a master plan for the Clear Creek Trail. This will provide the framework for identifying issues and community preferences in an effort to improve trail facilities, recreational opportunities, and environmental conditions. The Clear Creek Trail is located between Sheridan Boulevard and the confluence with the South Platte River.	\$70,000

Table 5-3: Open Space Sales Tax Program, Adams County Projects 2013-2015 (Source: Adams County)





## 6 LITERATURE REVIEW

### 6.1 Previous Plans, Studies, & Reports

This section identifies and outlines the previous plans, studies and reports that were collected to influence the Making Connections Plan. Prior to this planning effort, many different studies, plans and policies have been developed in response to community needs. These documents have been reviewed to assemble the relevant projects and policies to be considered in the Recommendations phase of the project (Phase 3). Table 6-1 lists the many agencies that were considered for the literature review effort. Figure 6-1 illustrates the study area boundaries for each of the plans within the unincorporated areas of Adams County. Figure 6-2 illustrates the study area boundaries that fall within adjacent city limits but have impacts within the Making Connections study area.

*Table 6-1 | Publishing Agencies*

Adams County	Arapahoe County (Collaboration)	Berkeley Neighborhood Association
City of Arvada	City of Commerce City	City and County of Denver
City of Federal Heights	City of Northglenn	City of Thornton
City of Westminster	CDOT	DRCOG
Elyria/Swansea Neighborhood	RTD	Transit Oriented Development Group
Urban Drainage & Flood Control Group	Welby Community	Welby County (Collaboration)
Tri-County Health Department		

The review of these existing plans, projects, and policies is a crucial step in the planning process. Appendix A includes a summary table of this effort and includes a summary description of the relevance of each document that was reviewed. In addition to base data collected for each of the project categories (Land Use and Development, Transportation, Drainage and Utilities, and Environment, Health, Parks and Trails), the Literature Review work celebrates the work that has been accomplished and carries the remaining ideas forward into Phases 3 and 4 of this planning process. Reference Appendix A Figure 7-2 and Table 7-3 for a map and a list of the completed/to be completed in 2016 projects identified from the literature review. Of all the studies reviewed, some of the more relevant information was collected from the Clear Creek Valley Transit Oriented Development Plan, the Federal Boulevard Framework Plan (including the Federal Boulevard Framework Plan Health Impact Assessment), and the Adams County Comprehensive Plan. Each of which provides guidance, criteria, and major themes that the County has previously adopted as guiding documents for the area. The Making Connections Plan will build on the information collected through this effort to identify priorities and associated implementation strategies.

Figure 6-1| Previous Study Boundaries in Unincorporated Adams County (Source: Wilson & Company)

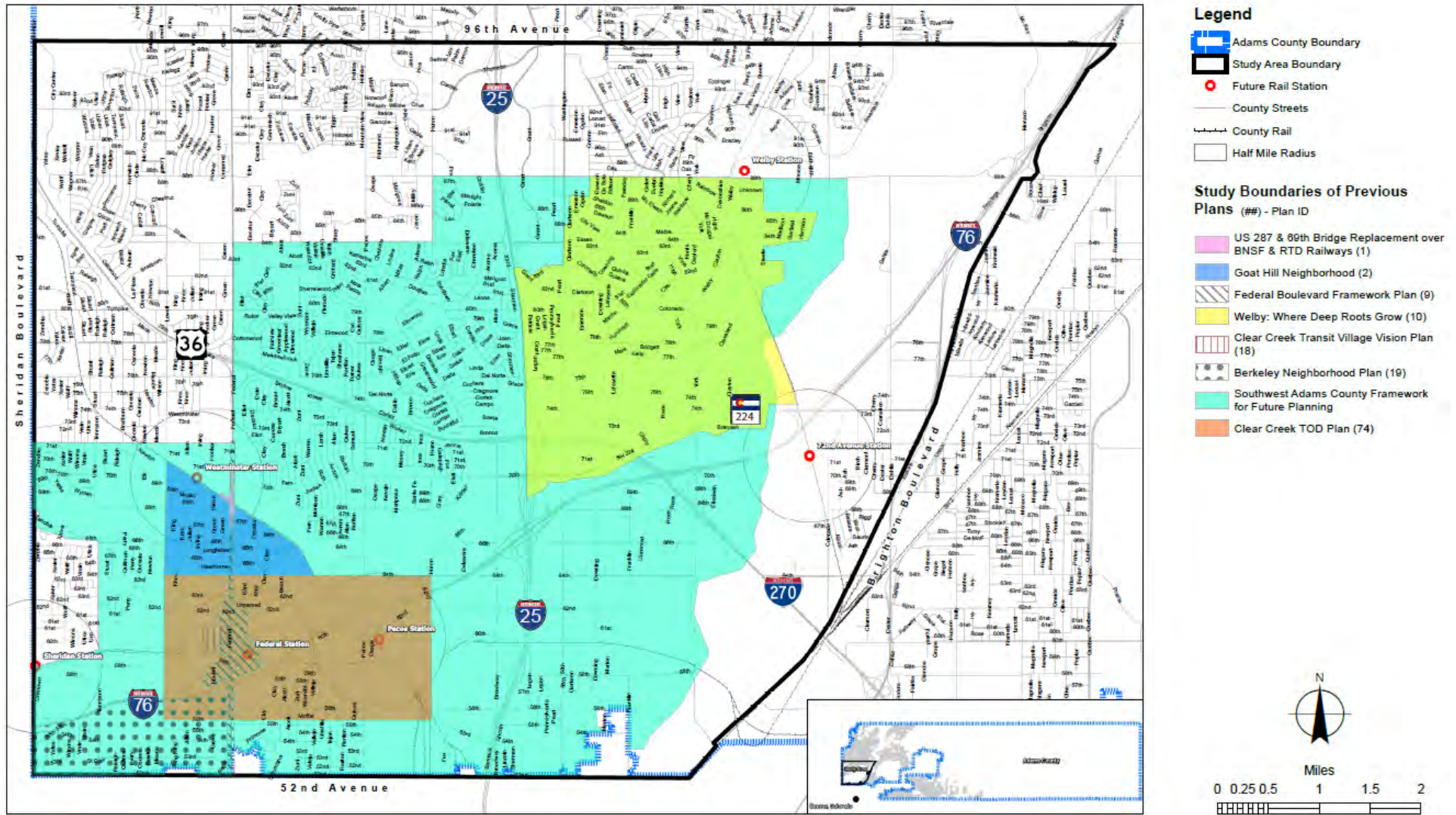
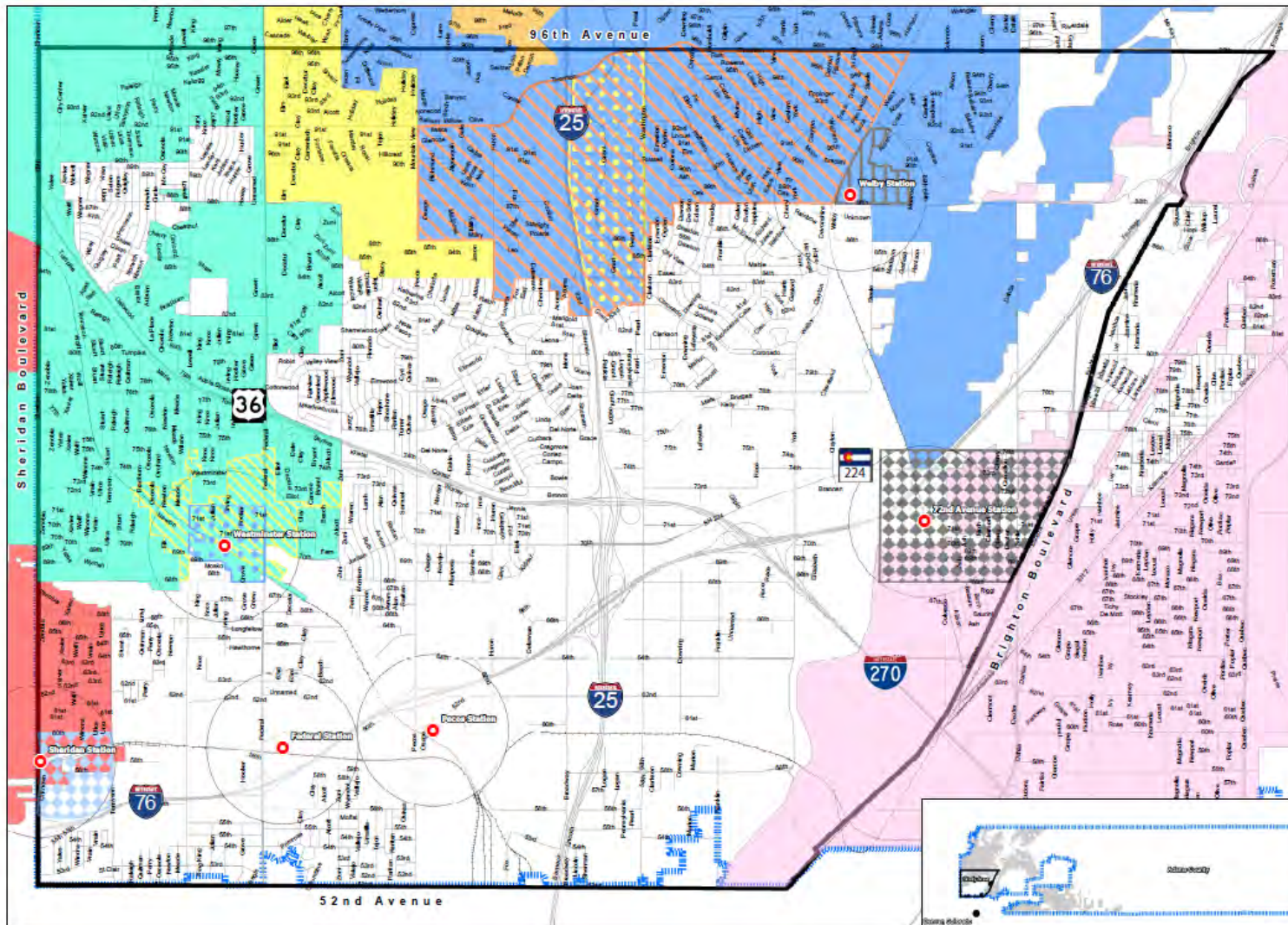


Figure 6-2| Previous Study Boundaries from Adjacent Cities (Source: Wilson & Company)



**Legend**

- Adams County Boundary
- Study Area Boundary
- Future Rail Station
- County Streets
- County Rail
- Half Mile Radius

**Study Boundaries of Previous Plans (#) - Plan ID**

- Westminster Station/South Westminster Revitalization (25, 32, 33)
- Federal Heights Construction Projects (30); Federal Heights 1997 Comprehensive Plan (51)
- 88th Street Station Master Plan (31)
- Arvada Comprehensive Plan (35)
- Trails Master Plan (36); Westminster Comprehensive Plan (40); Westminster Comprehensive Roadway Plan Update (49)
- Northglenn Capital Improvement Projects (37); Northglenn Comprehensive Plan (44)
- Thornton Urban Center Study (39)
- Thornton Comprehensive Plan (41); Thornton Housing Master Plan (45); Thornton Transportation Plan (48)
- South Thornton Revitalization Subarea Plan (42)
- Commerce City Transportation Plan (43); Commerce City Land Development Code (47)
- South Westminster Urban Renewal Plan (50)
- Sheridan Station Area Plan (78)
- Commerce City Station Area Master Plan (79)

N

Miles

0 0.25 0.5 1 1.5 2



## 6.2 Identified Projects

The intent of this section is to provide a summary of the city, county, and regional projects and policies affecting the planning area identified from the plans, studies and reports collected from the different local agencies. All of the projects were characterized and mapped in these five different categories: Land Use & Economic Development, Transportation, Neighborhood & Housing, Drainage & Utilities, and Environment, Health, Parks & Trails.

The identified projects and policies suggest potential solutions in response to existing community needs and issues. For instance, future land use is largely addressed with a projected growth due to the anticipated launch of the FasTrack routes and stations in 2016. Specific locations directly adjacent to FasTrack routes and stations have been identified as catalyst zones for expected high growth. Figures 6-3 and 6-4, *the Land Use & Economic Development and Neighborhood & Housing Maps*, show the identified projects and policies intended to guide development and redevelopment within the study area, particularly adjacent to public transit facilities. These figures also include point locations where Adams County staff previously conducted development reviews. The importance of identifying previous development review locations provides some insight into the private development activities that have occurred within the study area. On the other hand, designating land for conserving open space and natural resources is equally important to maintain character and a healthy environment within an urban area. Figure 6-5 illustrates the previously identified Environment, Health Parks & Trails recommendations including locations of projects associated with preserving open space and parks throughout the planning area.

Figure 6-6 includes a significant amount of transportation projects identified from previous planning efforts. In addition to the four transit routes and six stations associated with the FasTrack project, the map identifies numerous roadways linked with various types of projects. The projects identified include the addition of transit routes and amenities, roadway widening for additional lanes, incorporation of non-motorized modes (pedestrian and bicycle facilities), and streetscape enhancements. The majority of these roadway improvements include more than one transportation mode, indicating they are multimodal recommendations. In addition to route recommendations, some plans identified improvements at point locations including intersection and safety enhancements. Lastly, this figure illustrates the sites directly adjacent to future transit stations where Transit Oriented Development (TOD) and supporting multimodal transportation improvements were identified. The result of these transportation projects will lead to increased connectivity and provide enhanced mobility by offering multimodal transportation options; however, with so many recommendations being proposed valuing and weighing the improvement options will be a difficult challenge for Phase 3 and 4 activities. In addition to the projects referenced in Figure 6-6, additional information was collected from CDOT in January 2016. CDOT is currently undergoing two transportation projects on Federal Boulevard; the first of which is a bridge replacement project from 67<sup>th</sup> to 71<sup>st</sup> Avenues; the second project is a corridor safety project between 52<sup>nd</sup> and 67<sup>th</sup> Avenues.

Figure 6-7 illustrates locations where drainage or utility improvements were identified in previous efforts. In comparison to literature review conducted for the other categories, few drainage and utility improvements were identified in the previous, plans, studies, and reports. However, a significant amount of information has been collected by Adams County staff related to known needs for stormwater improvements.

In addition to collecting and compiling information from all of the previous plans, studies, and reports within the project area, a review was conducted of the current five-year capital improvements program. Projects that fall within the planning area are provided in Table 6-2. Additionally, Table 6-3 lists the projects or line items that are not linked to a specific geographic location, so they have not been graphically represented on any of the maps. However, the projects may be

programmed for the planning area. These projects are listed in Table 6-3. Additional information will be collected from the County in future phases of the project to determine which of these projects are identified for the planning area.

Figure 6-3| Land Use & Economic Development (Source: Wilson & Company and Adams County)

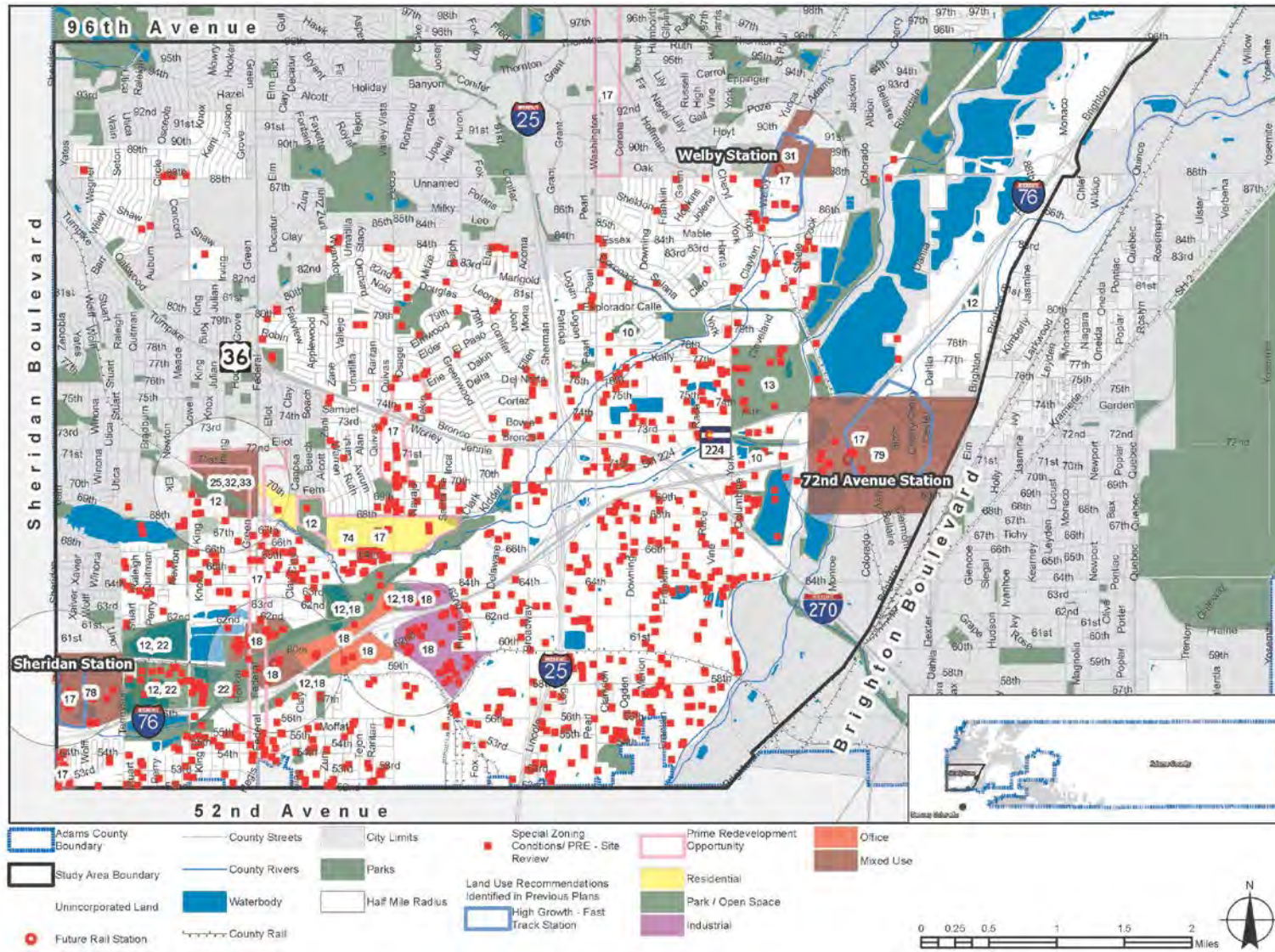


Figure 6-4| Housing and Neighborhoods (Source: Wilson & Company and Adams County)

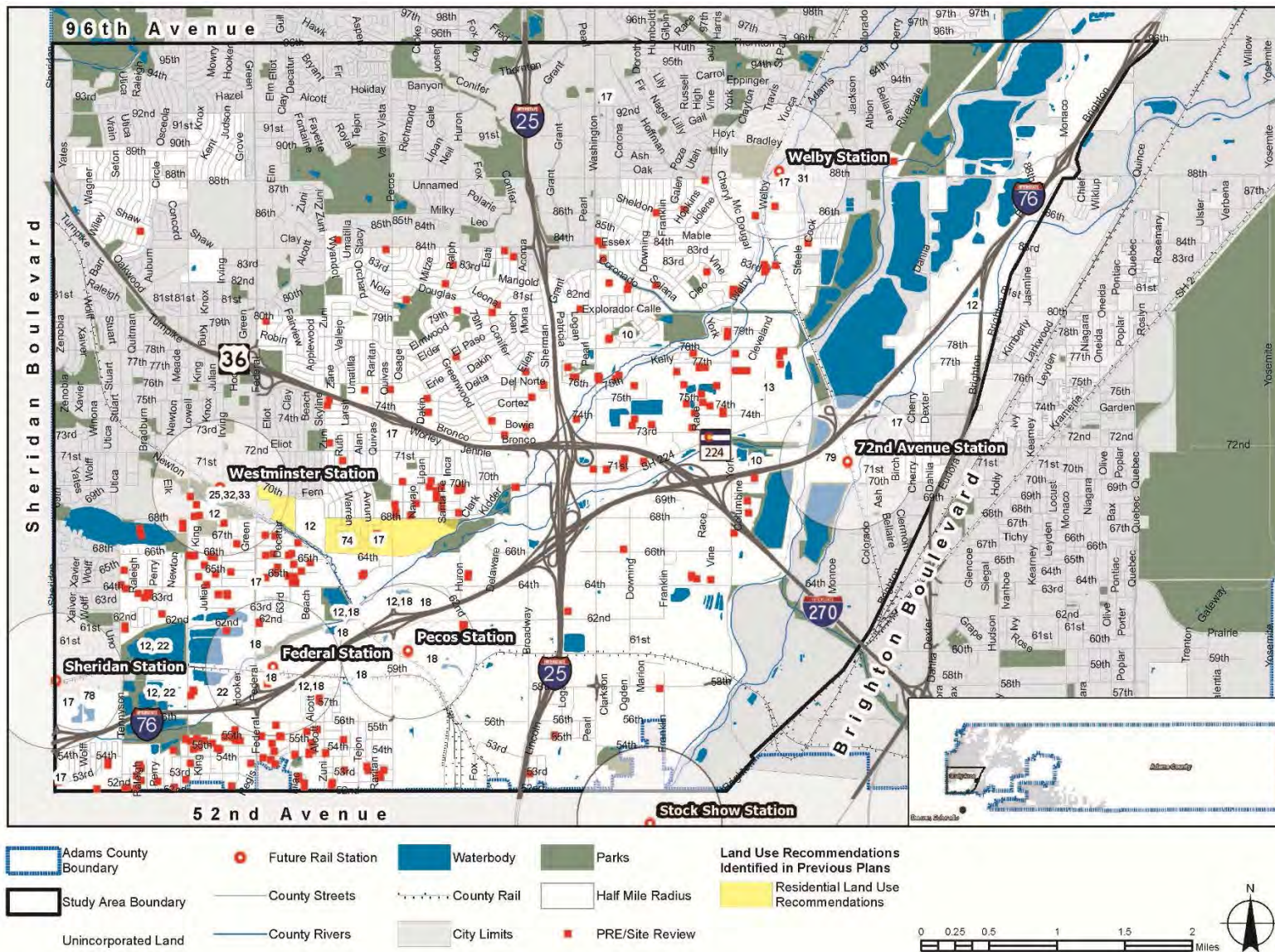


Figure 6-5| Environment, Health, Parks and Trails (Source: Wilson & Company)

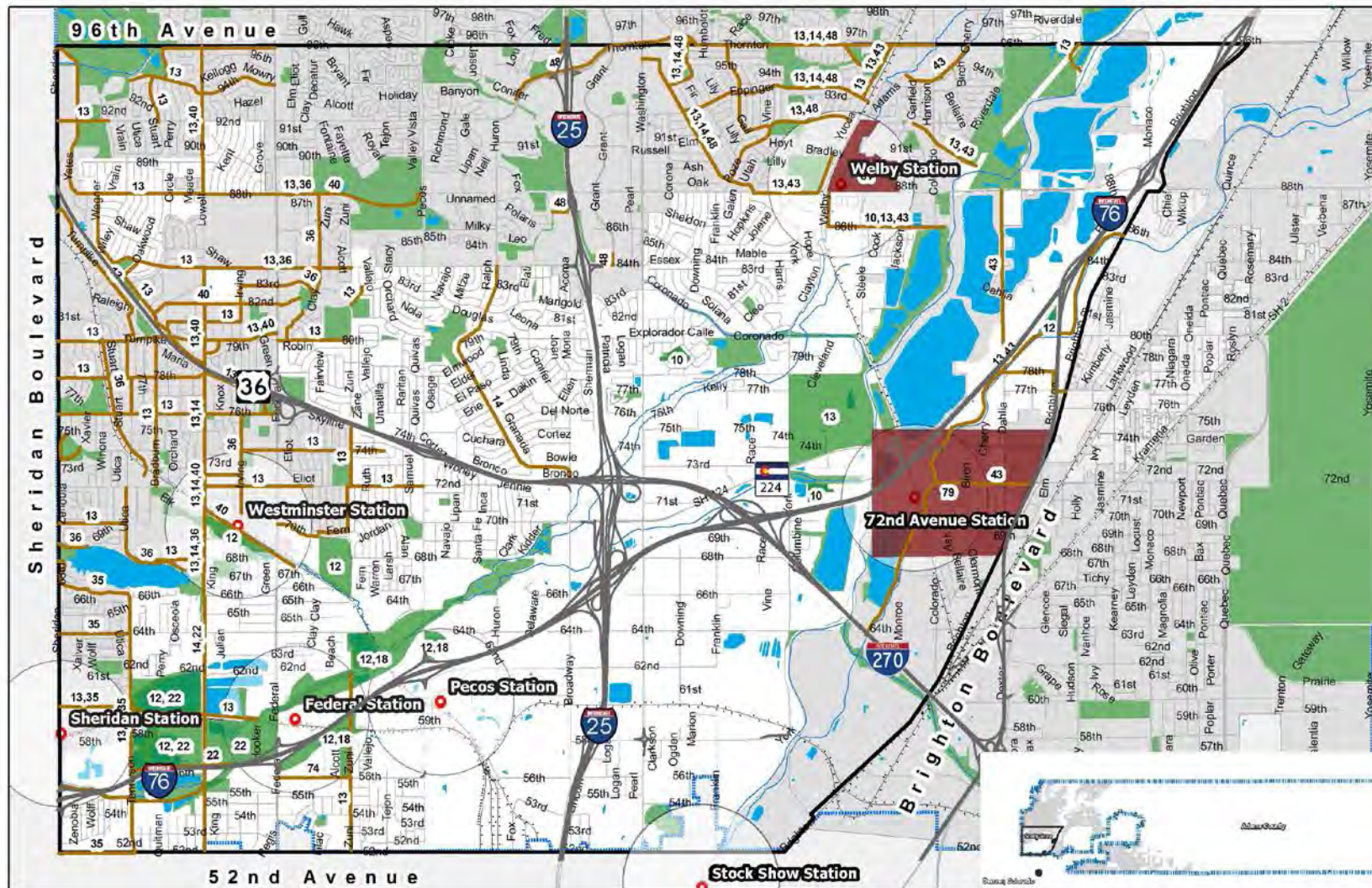
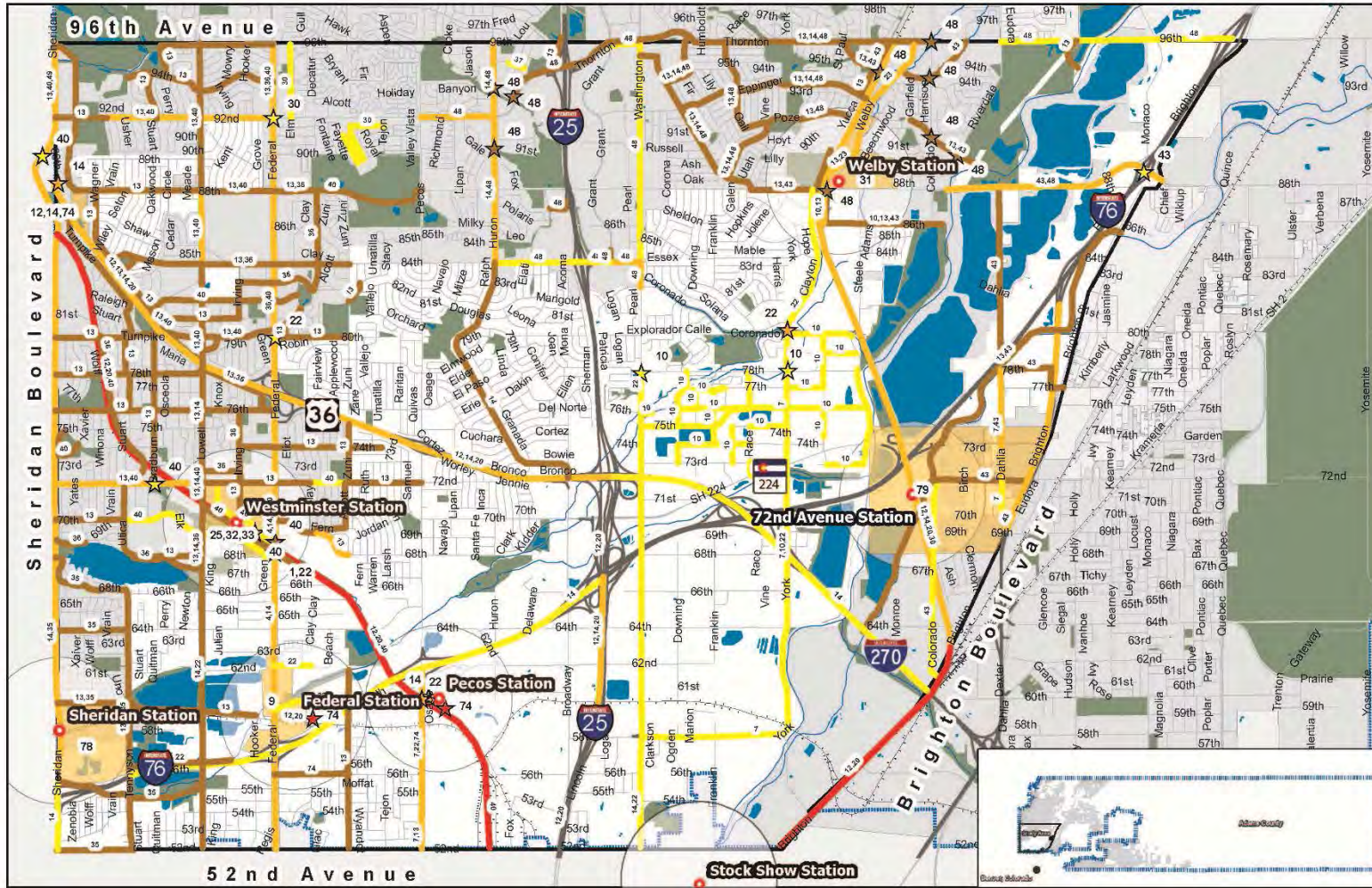


Figure 6-6] Transportation (Source: Wilson & Company)



- |                       |                |             |                     |               |               |               |
|-----------------------|----------------|-------------|---------------------|---------------|---------------|---------------|
| Adams County Boundary | County Streets | County Rail | Half Mile Radius    | Non-Motorized | Non-Motorized | Non-Motorized |
| Study Area Boundary   | County Rivers  | City Limits | Identified Projects | Roadway       | Roadway       | Roadway       |
| Unincorporated Land   | Waterbody      | Parks       | Mode                | Multimodal    | Multimodal    | Multimodal    |

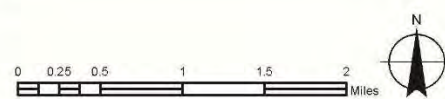


Figure 6-7| Drainage and Utilities (Source: Wilson & Company and Adams County)

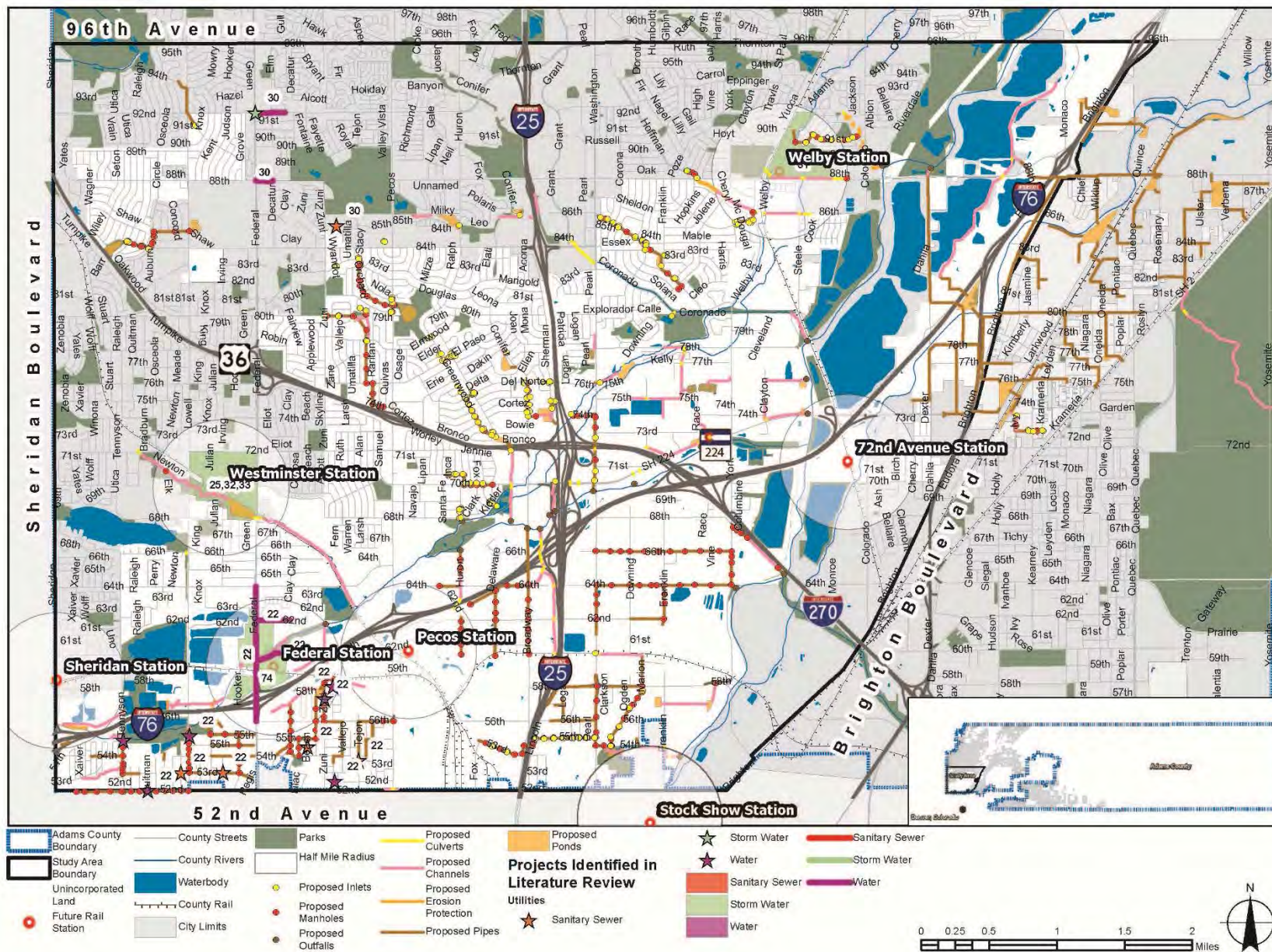




Table 6-2 | Projects within Planning Area in the 5-Year CIP (Source: Adams County)

2016 5-Year Capital Improvement Plan - Recommended within Making Connections Planning Area

Department - Division	Description	2016	2017	2018	2019	2020	Total
<b>Stormwater Utility Fund</b>							
Stormwater CIP	Neighborhood Curb and Gutter (2016 - Berkeley Neighborhood, 2017- unknown)	900,000	900,000				
Stormwater CIP	Hoffman Drainage Improvements	2,033,000	915,938	-	-	-	2,948,938
Stormwater CIP	Kalcevic Gulch	-	-	1,828,506	2,418,569	2,121,437	6,368,512
<b>Road &amp; Bridge Fund</b>							
Transportation CIP	York Street Hwy 224 to 78th	2,000,000	6,000,000	-	-	-	8,000,000
Transportation CIP	York Street 78th to 88th	-	500,000	2,000,000	4,000,000	4,000,000	10,500,000
Transportation CIP	58th Ave Washington to York	500,000	1,000,000	4,000,000	3,000,000	-	8,500,000
Transportation CIP	Dahlia St Asph SW SH 224 I-76	500,000	2,100,000	-	-	-	2,600,000
Transportation CIP	Dahlia St Asph SW SH 224 70th	-	-	500,000	100,000	1,000,000	1,600,000
Transportation CIP	Pecos St 52nd Ave to 58th Ave	-	-	300,000	1,000,000	4,000,000	5,300,000
Transportation CIP	York Street 58th to Hwy 224	-	300,000	500,000	3,000,000	3,000,000	6,800,000
Transportation CIP	Federal Blvd Landscaping (52 <sup>nd</sup> to 62 <sup>nd</sup> Ave)	250,000					
<b>Open Space Projects Fund</b>							
Open Space Projects	Clear Creek Trail Replacement (900 feet along Clear Creek from Kalcevic Gulch to the LCC/COAG Ditch)	450,000					
Open Space Projects	Twin Lakes Park Renovations	-	750,000	-	-	-	750,000
Open Space Projects	Clear Creek Trail Access (Lafayette Park along Hwy 224 at the US 36 overpass)		1,500,000				
Open Space Projects	Jim Baker Res Renovations	-	-	1,000,000	-	-	1,000,000



Table 6-3 | Potential Additional Funds or Projects in 5-Year CIP (Source: Adams County)

2016 5-Year Capital Improvement Plan - Recommended and May Be Relevant to Making Connections Planning Area							
Department - Division	Description	2016	2017	2018	2019	2020	Total
<b>Road &amp; Bridge Fund</b>							
Transportation CIP	ADA Transition Plan Implementation	1,000,000	1,000,000	-	-	-	2,000,000
Transportation CIP	I-25 Sound Walls	342,776	342,776	342,776	342,776	342,776	1,713,880
Transportation CIP	I-270 EA	300,000	-	-	-	-	300,000
Transportation CIP	Industrial Area Study	200,000	-	-	-	-	200,000
<b>Open Space Projects Fund</b>							
Open Space Projects	Open Space Projects	2,500,000	2,000,000	2,000,000	2,000,000	2,000,000	10,500,000





# Chapter 2

## Project Prioritization & Planning Process

September 23, 2016

Prepared for:



Prepared by:





1	Introduction .....	3
1.1	Study Overview .....	3
1.2	Chapter 2 Objectives .....	3
1.3	Outreach .....	3
1.3.1	Community Workshop .....	3
1.3.2	Technical Advisory Committee Meeting .....	9
1.3.3	Project team Meetings .....	9
2	Project Identification .....	10
2.1	Full Project List .....	10
2.2	Project Vetting .....	11
2.3	Policy/Program Observations .....	11
3	Identifying Priority Areas .....	12
3.1	Development Propensity Model .....	12
3.1.1	Development Propensity Model Results .....	15
3.2	Active Travel Propensity Model .....	20
3.2.1	Existing Conditions - Active Travel Propensity Model .....	20
3.2.2	Future Conditions - Active Travel Propensity Model .....	27
4	Top 40 Projects .....	35
4.1	Policies or Programs .....	37
4.2	Development .....	40
4.3	Infrastructure .....	41
5	Summary .....	44

## 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, 96<sup>th</sup> Avenue on the north, Brighton Boulevard on the east, and 52<sup>nd</sup> Avenue or the Adams County boundary on the south. Please refer to the Existing Conditions (Chapter 1) for more information about the project, the process, and existing conditions.

### 1.2 Chapter Section 2 Objectives

Chapter 2 builds on the background information gathered and analysis of existing conditions completed and summarized in Chapter 1. The purpose of is to explain the second major phase of the Making Connection Plan, which included outreach meetings, with a primary purpose of outlining a methodology of the first step in the project prioritization process which is to develop a list of the “Top 40 Projects”. This chapter will describe the Top 40 Projects list (mobility and utility infrastructure, policies and programs, and development areas) and the rigorous quantitative vetting and qualitative prioritization processes used to develop the Top 40 Projects from the initial 188 projects identified through the literature review described in Chapter 1. Note that the term "Top 40 Projects" may be used throughout this Chapter, and 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, participants provided additional ideas or recommended 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 used, 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

Approximately 60 people attended the community workshop held on February 17th at the Skyview Academy High School in Thornton from 6:00 pm to 8:30 pm. 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 six Spanish-speaking individuals who used the interpretation services. The workshop activities conducted at this meeting were used as a primary component in identifying the Top 40 Projects.

*Sticker Dot Exercise Participants*



The break-out sessions allowed participants to “zoom-in” to three sub-areas within the Making Connections Planning area. Participants were provided with nine stickers each—one sticker dot per category listed below. The sticker dots allowed participants to mark where they would like to see future investment and activity 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.

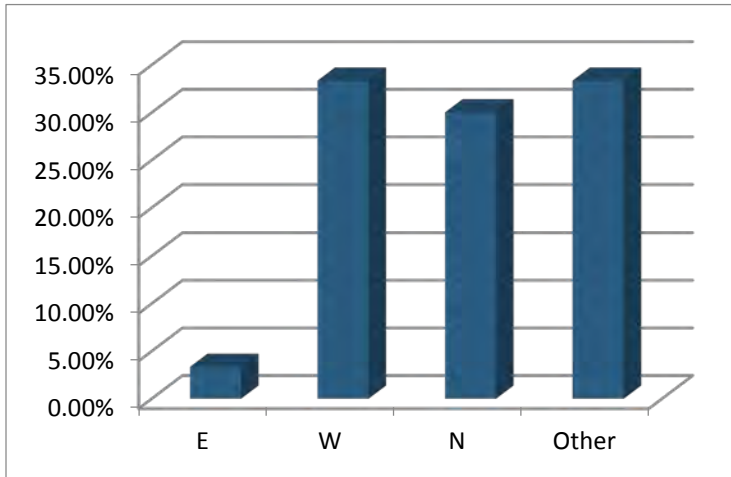
Figure 1, on page 7 is a map identifying the results of the sticker dot exercise.

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:

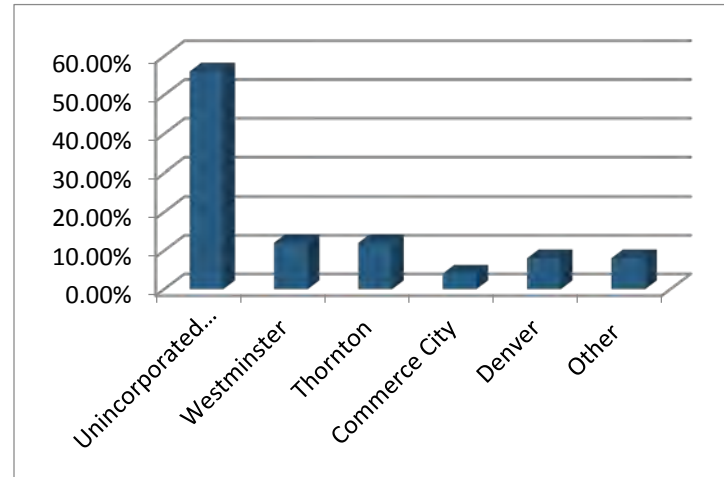
*Spanish Translation and Interactive Polling Participants*



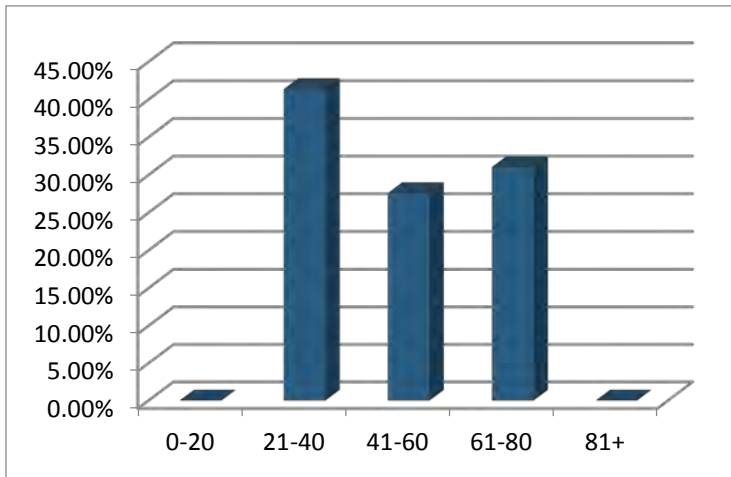
**2. Do you live in one of the sub-group areas?**



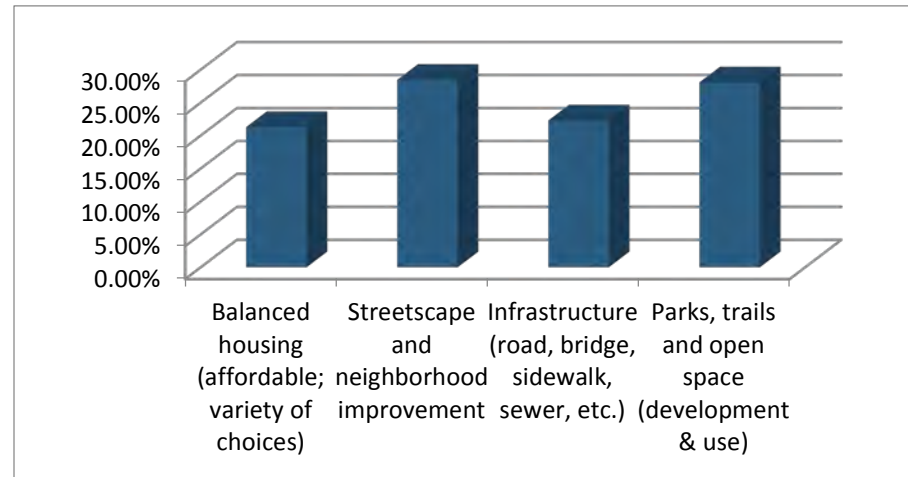
**3. Do you live in unincorporated Adams County or a city?**



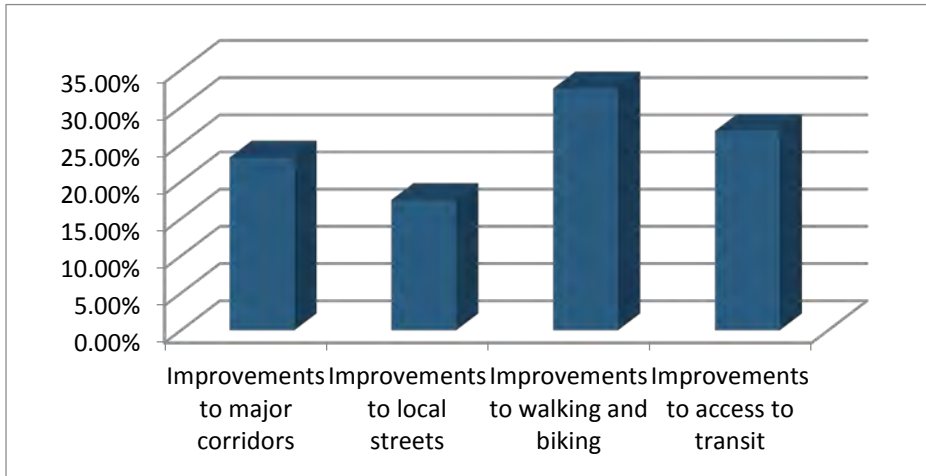
**4. How old are you?**



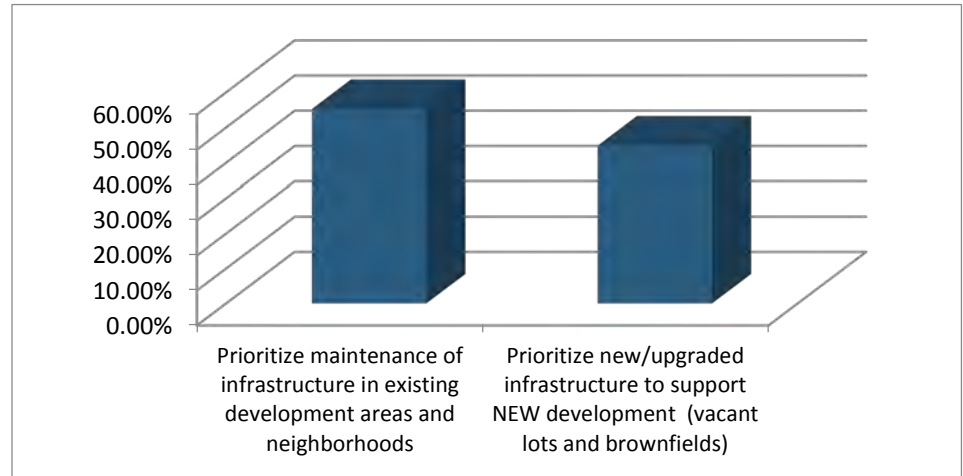
**5. What types of programs needs more investment?**



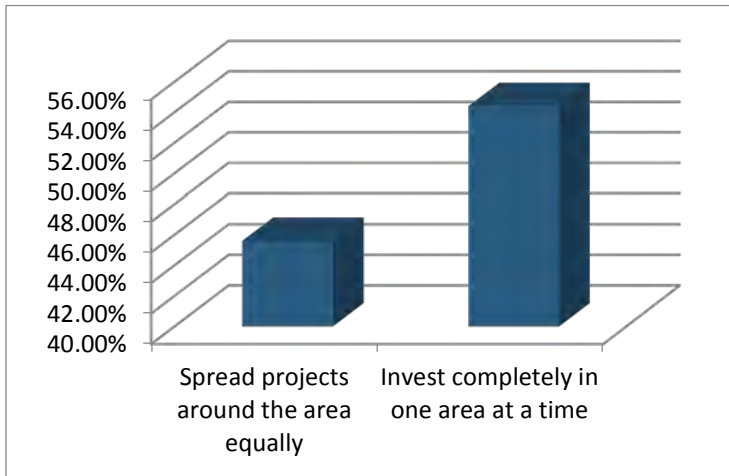
**6. How should we prioritize transportation needs?**



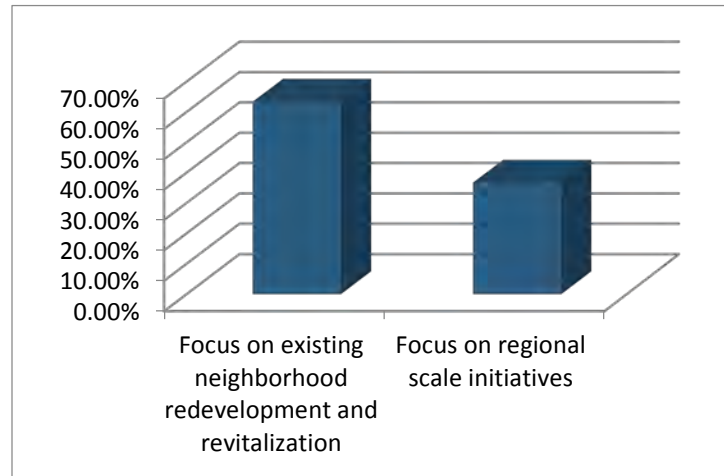
**7. Where should we prioritize water, sewer, or stormwater infrastructure?**



**8. How should we prioritize our investments?**



**9. What scale should we prioritize our investment upon?**





10. How should we pay for projects?

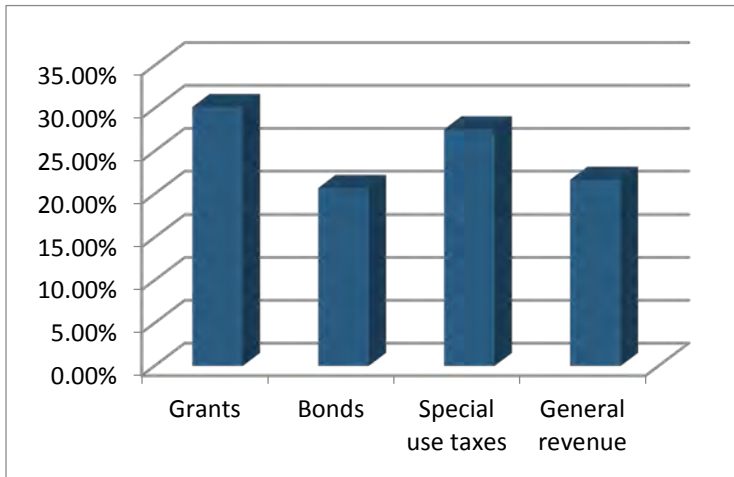
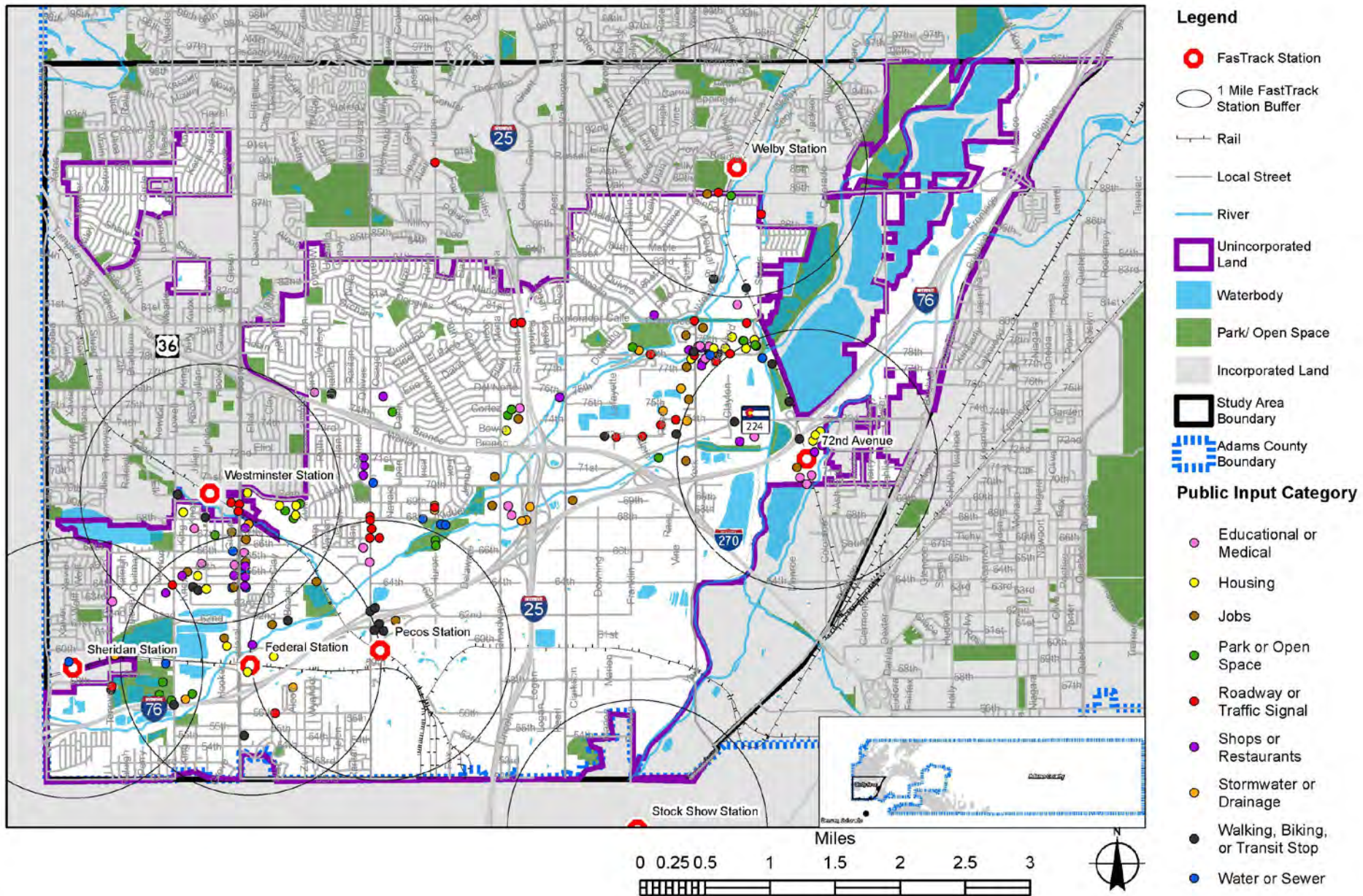


Figure 1: Public Input Results for Recommended Redevelopment







### 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. During the TAC meeting, the consultant team provided a summary of the input garnered at the Community Workshop and discussed alternatives 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. In turn, members of the TAC then provided insight on 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 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 Section 2 of this report.

## 2 PROJECT IDENTIFICATION

A significant amount of background data was used for this project. This background data included various Geographical Information Systems software (GIS) datasets provided by Adams County, as well as a list of 85 previous plans and studies that the consultant team collected and analyzed. The background information along with public input collected during the first two public meetings were compiled to provide an exhaustive list of 188 projects. The primary contributions to producing the full project list include a literature review, TAC Input, and 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 the 85 previous plans, studies, and reports conducted within the Making Connections Plan study area. These plans, studies, and reports include relevant publications from incorporated cities within the study area as well as adopted publications produced by Adams County. The process of this initial literature review is further described in the Existing Conditions Report (Chapter 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 recommendations related to neighborhoods that are within unincorporated Adams County but are in close proximity to the Westminster Station. Meetings and conversations were held with the various water and sanitation districts to determine what large projects could potentially use Adams County's support; 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 and 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 Identified. This effort is further described in Section 2.1.2.



## 2.2 Project Vetting

After the full project list was compiled, members of the TAC were asked to “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.

Using this process, the consultant team was able to classify if a project was not completed, if it is no longer relevant, and formation was provided for a better understanding of where the project is at in the various project processes. Of the 188 projects initially identified, 23 projects were deemed as completed and 13 were determined to be no longer relevant. Refer to Appendix A: Full Project Listing for a list and map of the completed and non-relevant projects. 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 Section 4, after the priority area methodology is described.

## 2.3 Policy/Program Observations

The project 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 for investment include the following tasks:

- Update Comprehensive Plan as needed to support recommendations from this study, particularly discussing future station areas.
- Update zoning codes to provide base zoning appropriate for mixed-use and expansion of possible use of transit-oriented development.
- Update parking regulations to work with mixed-use.
- Update landscape regulations to ensure adequate screening and minimal site design standards are met for every new development, as well sustainable low impact design (LID) techniques to confirm opportunity to conserve water at both the local and regional level.
- Update sign code to permit appropriate typologies, size, location, etc. for signs calibrated to different mixed-use, transit and/or commercial areas.
- Improve code enforcement to reduce visual blight and general “run down” appearance of areas within the study area.
- Create a Low Impact Design (LID) manual/guidelines for the County.
- Create a streetscape design manual.
- 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 Section 3).
- Create missing sidewalk implementation program with annual funding.



- Undertake a comprehensive review and update of the County's street standards to assure 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 rural focused and do not accommodate urban development patterns.
- Create a streamlined development review process for high-priority development areas.
- Counties are not able to currently use certain tools based on current State of Colorado law. Both of these need to be modified such that areas of counties that are the most urbanized and will continue to urbanize into the future are able to compete with and have the same tools as cities do. Three specific actions noted during this study include:
  - Advocating for change at the state level to allow counties to have parking management districts.
  - Advocating for change at the state level to allow counties to utilize urban renewal outside of the current restrictions of being adjacent to a City's established urban renewal district.
  - Advocating for change at the state level to allow counties to create an inclusionary housing ordinance.

### 3 IDENTIFYING PRIORITY AREAS

Two versions of propensity models were built to determine areas to prioritize investments in the study area and aid the project prioritization process. The 188 identified projects would overlay the model results to select the projects that overlap with the model results. 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 GIS by combining two submodels.

The ATPM and DPM were developed based off steps used in the methodology behind spatial suitability analysis 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 Section. 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 highest 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 Local governments 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 Making Connection Plan, a 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 Section 1.3) was a factor in the DPM. During the Community Workshop: Project and Needs Identification meeting on February 3, 2016, participants placed a sticker dot in areas 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 used in the DPM. Table 9 and 10 show the data sets used to build the attractor and detractor submodels for the DPM, 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 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 the sensitivity of each attractor, ultimately determining the propensity for development activity. For example, public input and proximity to transit stations have a weight of 25%, meaning these factors will have greater influence on the model output compared to the other attracting factors. The input received from the public and land adjacent to transit stations were determined to be the main influential components through professional knowledge and research, local level testing, and conversations between the TAC and the project team.

Table 11: Attractor Submodel Scoring

Attractor	Points	Weight
<b>Age of Structure (Joined to Parcel for Non-Residential Uses)</b>		
1945 and earlier	3	10%
1946 to 1975	2	
1976 to 1990	1	
1991 and later	0	
<b>Improvement to Land Value Ratio</b>		
Less than 1.0	2	15%
1.0 to 2.0	1	
Greater than 2.0	0	
<b>Future Land Use</b>		
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	
<b>Proximity to Transit Stations (Future Rail Stations and Existing High Ridership Bus Stops)</b>		
Within ½ mile	2	25%
Within 1 mile	1	
Not within 1 mile	0	
<b>Public Input (Proximity to Public Recommended Locations for Redevelopment)</b>		
Within ¼ mile	2	25%
Within ½ mile	1	
Not within ½ mile	0	
<b>Proximity to Limited Access Freeways</b>		
Within ½ mile of traffic interchange	1	5%
Not within ½ mile of traffic interchange	0	
<b>Proximity to Primary Travel Corridors (Principal Arterials with Transit Service)</b>		
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 to attract development. Land neighboring the future FasTrack stations and areas along the highways and major arterial streets show 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. On the other hand, the land adjacent to the Clear Creek and South Platte River also potential for development because of the open space and proximity to transit stations. However, the land will need to be removed from the floodplain through engineering in order for development to take place.

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. As shown in Figure 4, the land illustrated in the darker green near the FasTrack stations and the Pecos Commercial district just south of US 36 show the greatest opportunity for development. The centrally located land where I-25 intersects with I-76 and 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 identifies the land near Federal and Pecos FasTrack stations as scoring the highest for development opportunity.

Figure 2: Development Propensity - Model: Attractor Submodel Results

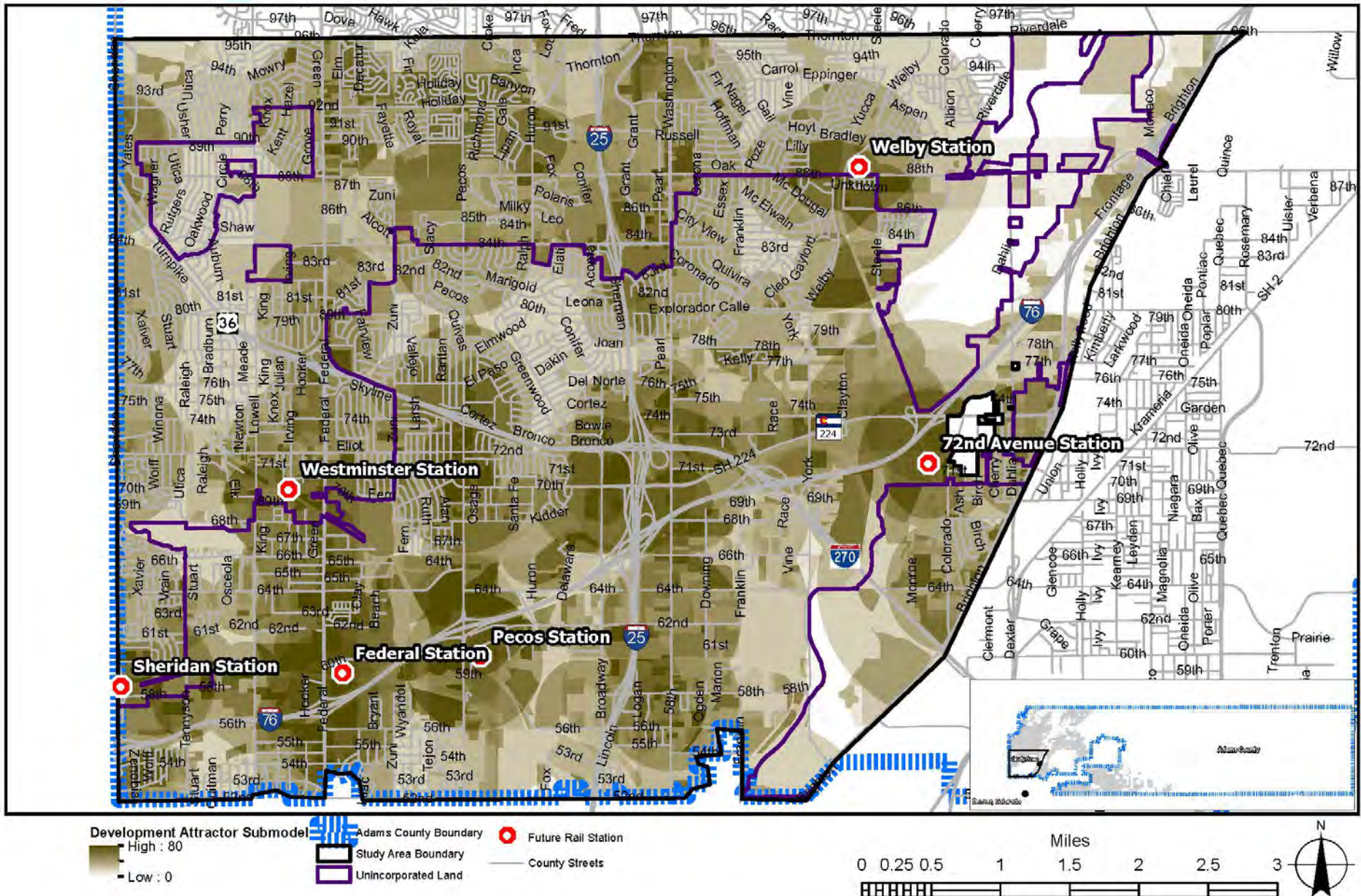




Figure 3: Development Propensity Model - Detractor Submodel Results

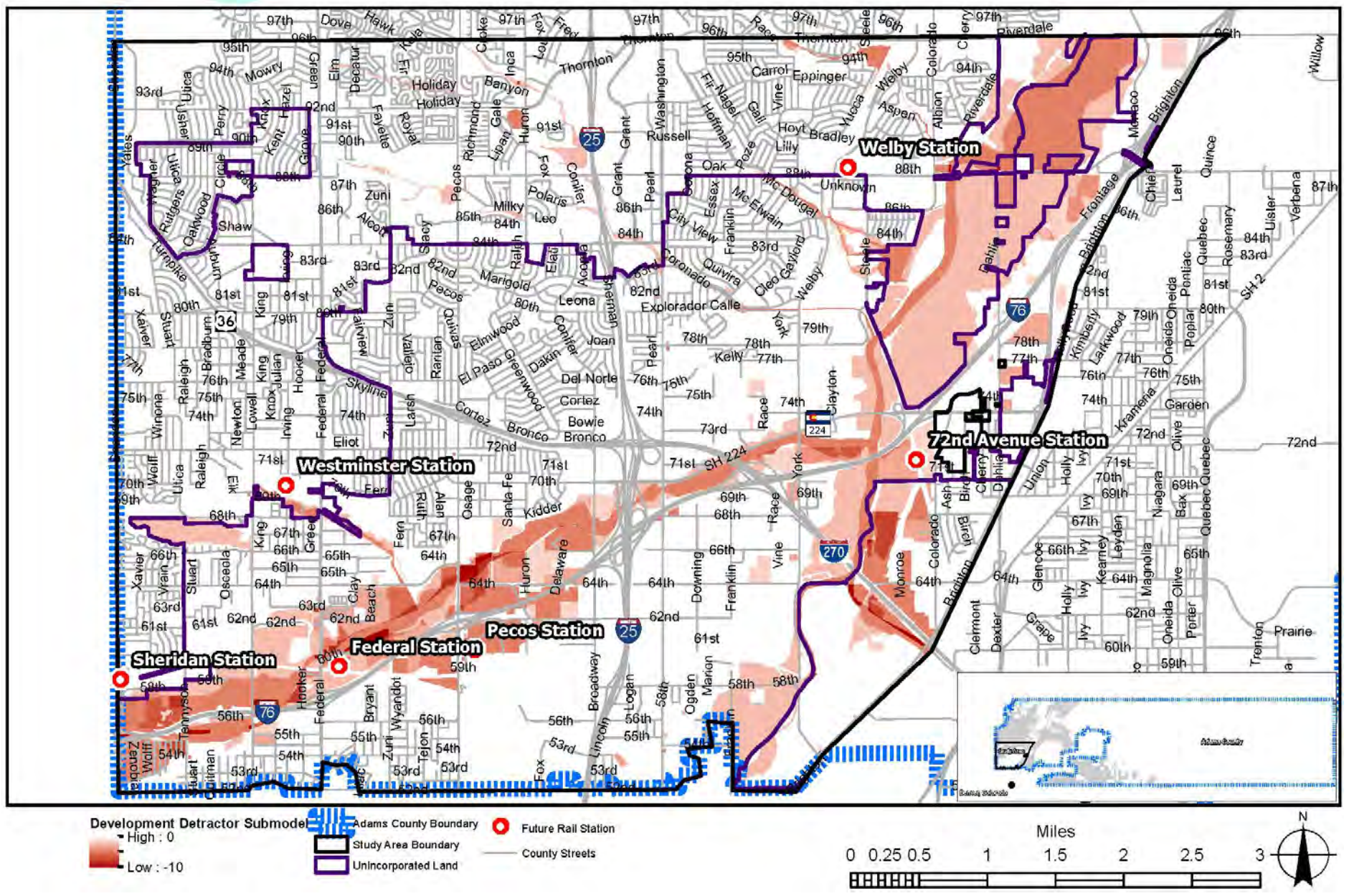


Figure 4: Development Propensity Model Results

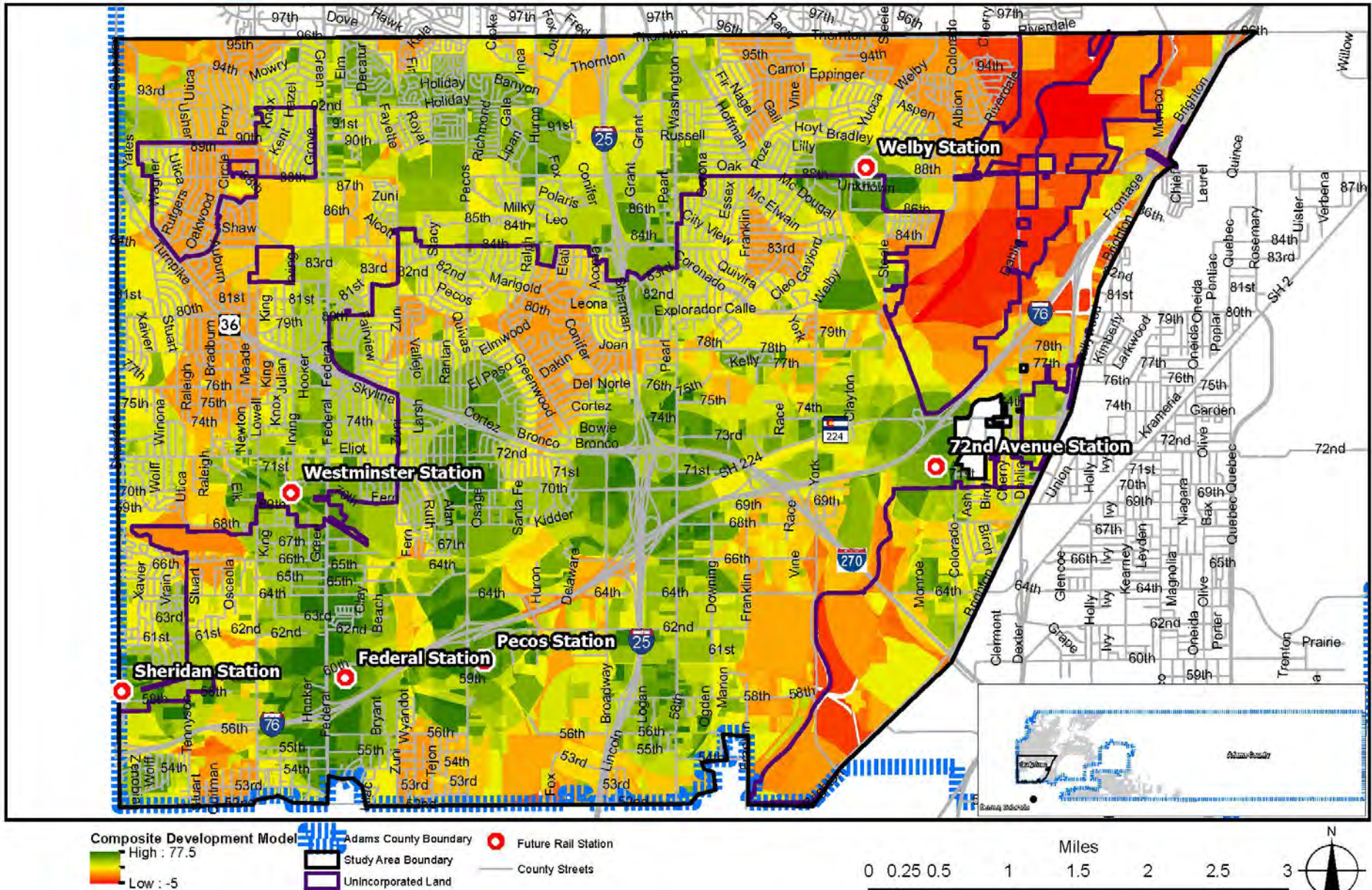
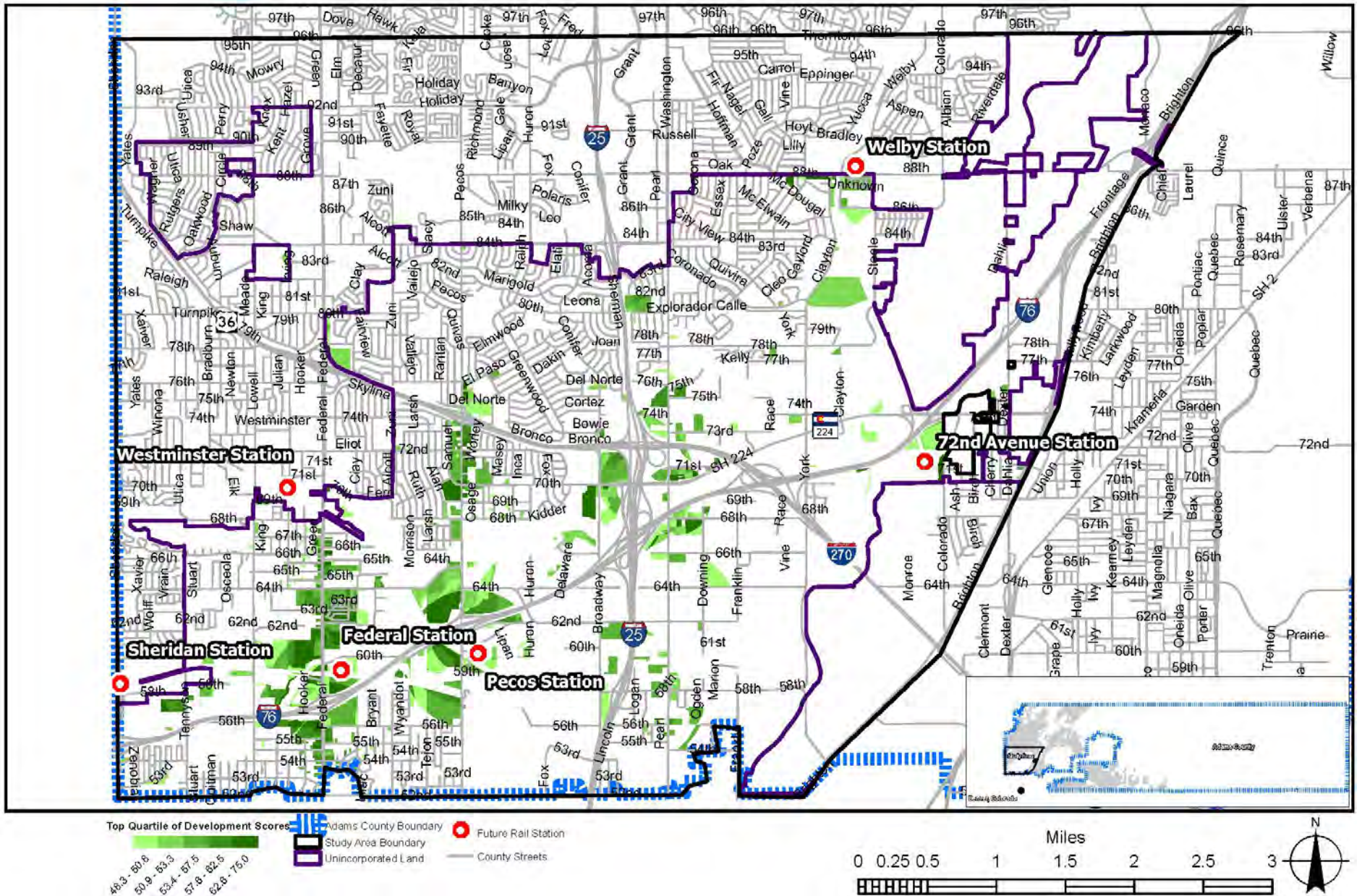


Figure 5: Development Propensity Model - Top Quartile results





### 3.2 Active Travel Propensity Model

A separate Active Travel Propensity 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 effective way to prioritize implementation and funding. Over the last decade, many communities 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 ATPM, 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 point system (zero to two) 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
<b>Walk Mode Share by Block Group</b>	
2% and greater	2
0.01% to 1.99%	1
0.00%	0
<b>Bike Mode Share by Block Group</b>	
1.5% and greater	2
0.01% to 1.49%	1
0%	0
<b>Population Density per Acre by Block Group</b>	
12 and greater	2
6 to 11.99	1
Less than 6	0
<b>Employment Density per Acre by Block Group</b>	
2 and greater	2
0.25 to 1.99	1
Less than 0.25	0
<b>Density of Children (16 and Under) per Acre by Block Group</b>	
1.5 and greater	2
0.5 to 1.49	1
Less than 0.5	0
<b>Density of Seniors (65 and older) per Acre by Block Group</b>	
1 and greater	2
0.5 to 0.99	1
Less than 0.5	0
<b>Household Income by Block Group</b>	
Less than \$30,000	2
\$30,000 to \$59,999	1
\$60,000 and greater	0
<b>Density of People with Disability per Acre by Block Group</b>	
0.5 and greater	2
0.25 to 0.49	1
Less than 0.25	0
<b>Percentage of Zero-Vehicle Households by Block Group</b>	
6 and greater	2
2 to 5.99	1
Less than 2	0



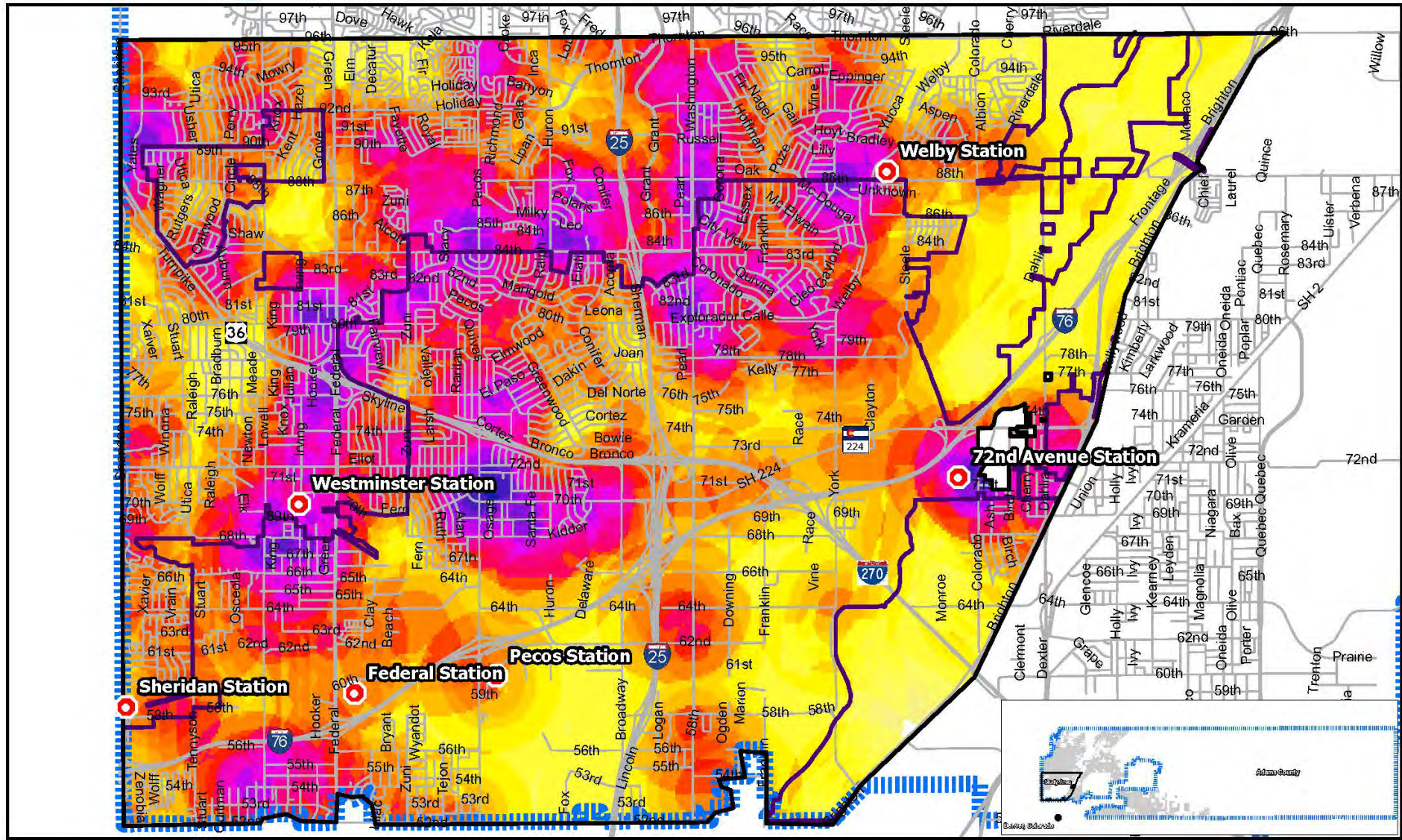
### 3.2.2 Existing Active Travel Propensity Model Results

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

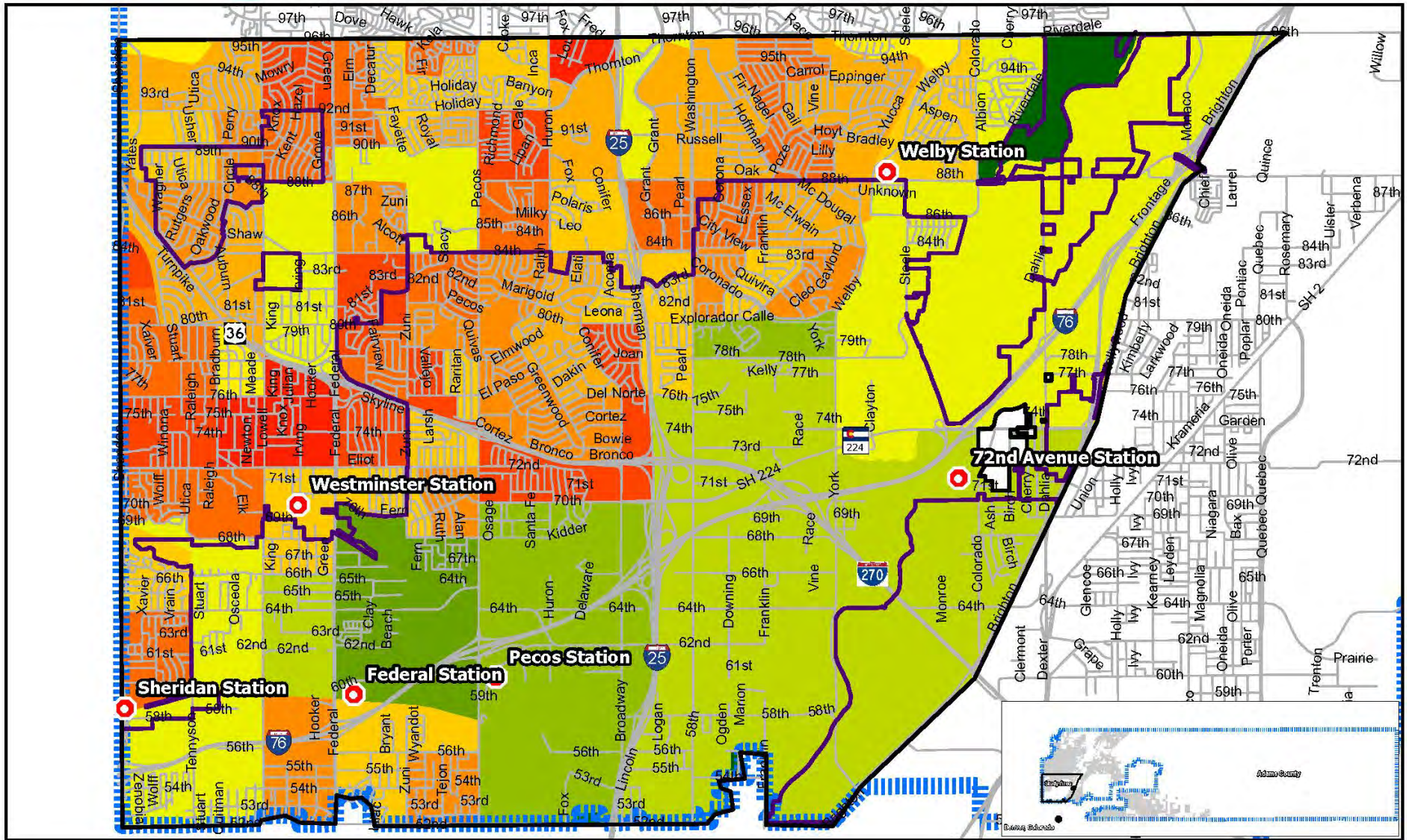
Future Rail Station  
 County Streets

Miles  
 0 0.25 0.5 1 1.5 2 2.5 3

N



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

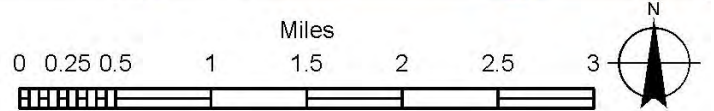
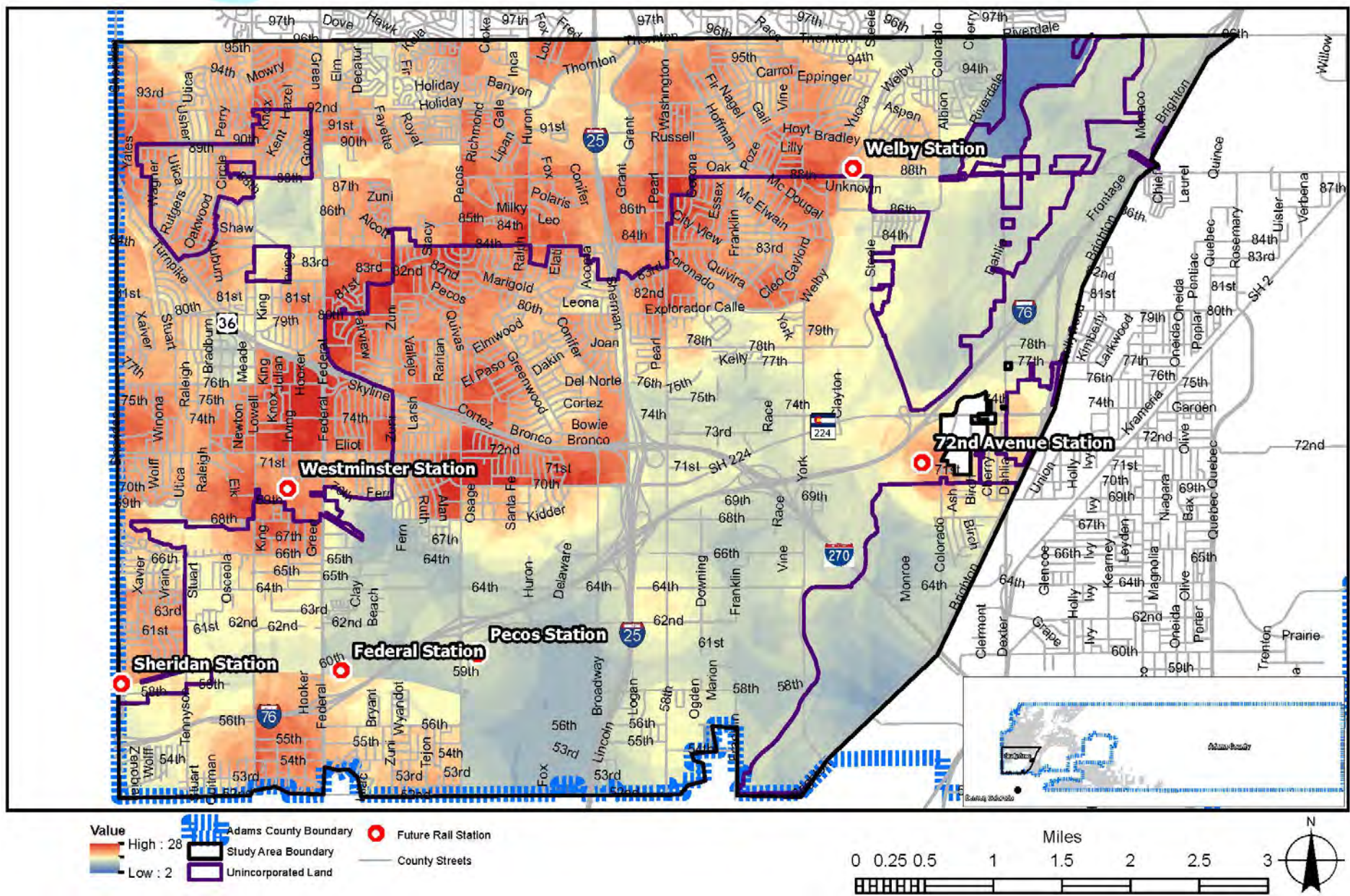


Figure 8: Active Travel Propensity Model Results





### 3.2.3 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 project team developed a future ATPM 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 ATPM, 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 point system (zero to two) 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
<b>Walk Mode Share by Block Group</b>	
2% and greater	2
0.01% to 1.99%	1
0.00%	0
<b>Bike Mode Share by Block Group</b>	
1.5% and greater	2
0.01% to 1.49%	1
0%	0
<b>Population Density per Acre by Block Group</b>	
12 and greater	2
6 to 11.99	1
Less than 6	0
<b>Employment Density per Acre by Block Group</b>	
2 and greater	2
0.5 to 1.99	1
Less than 0.5	0
<b>Density of Children (16 and Under) per Acre by Block Group</b>	
3 and greater	2
0.5 to 2.99	1
Less than 0.5	0
<b>Density of Seniors (65 and older) per Acre by Block Group</b>	
1.5 and greater	2
0.5 to 1.49	1
Less than 0.5	0
<b>Household Income by Block Group</b>	
Less than \$30,000	2
\$30,000 to \$59,999	1
\$60,000 and greater	0
<b>Density of People with Disability per Acre by Block Group</b>	
1 and greater	2
0.5 to 0.99	1
Less than 0.5	0
<b>Percentage of Zero-Vehicle Households by Block Group</b>	
6 and greater	2
2 to 5.99	1
Less than 2	0



### 3.2.4 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 72<sup>nd</sup> 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 ATPM 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 ATPM 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

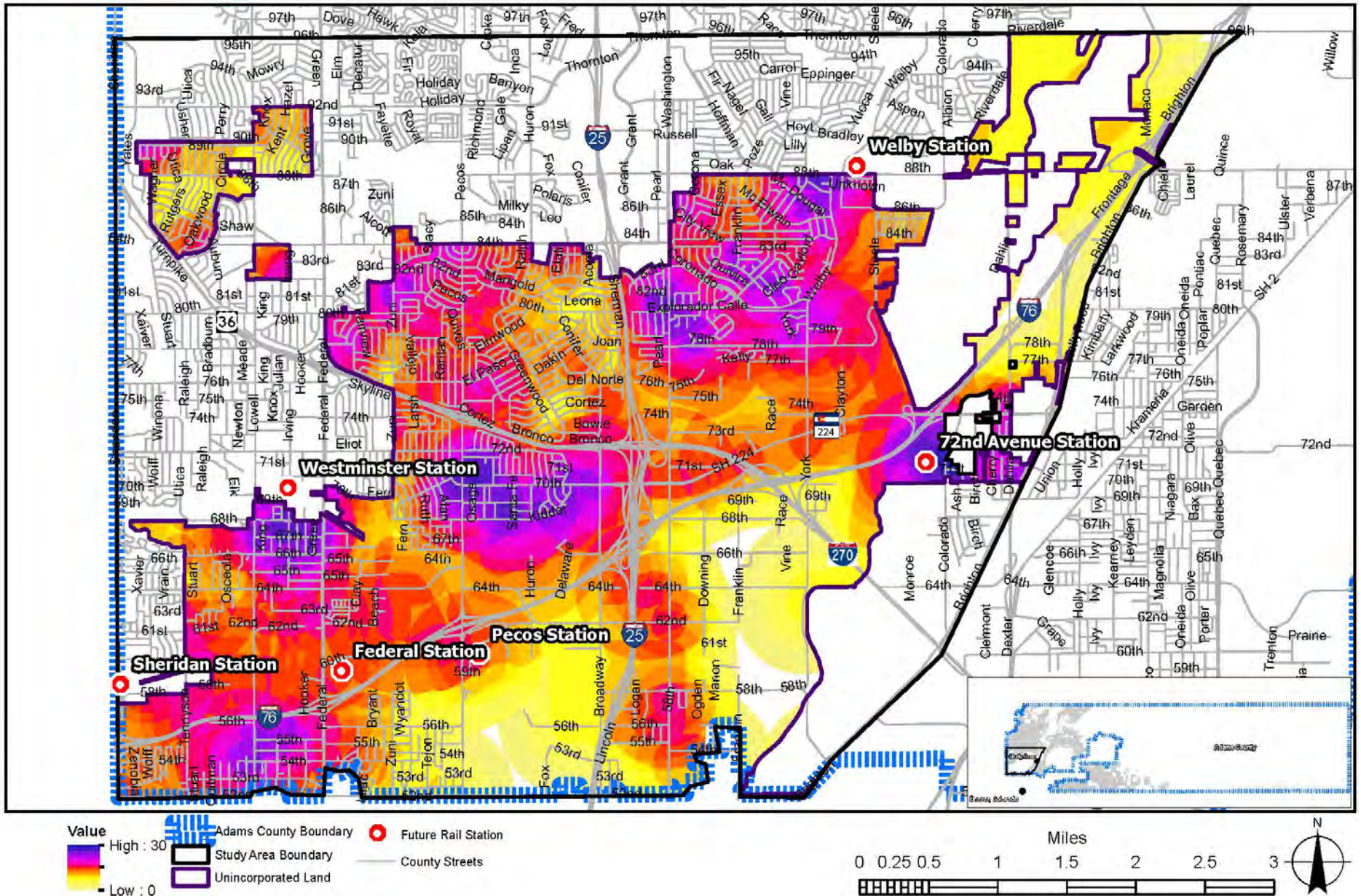


Figure 10: Future Active Travel Propensity Model - Generator Submodel Results

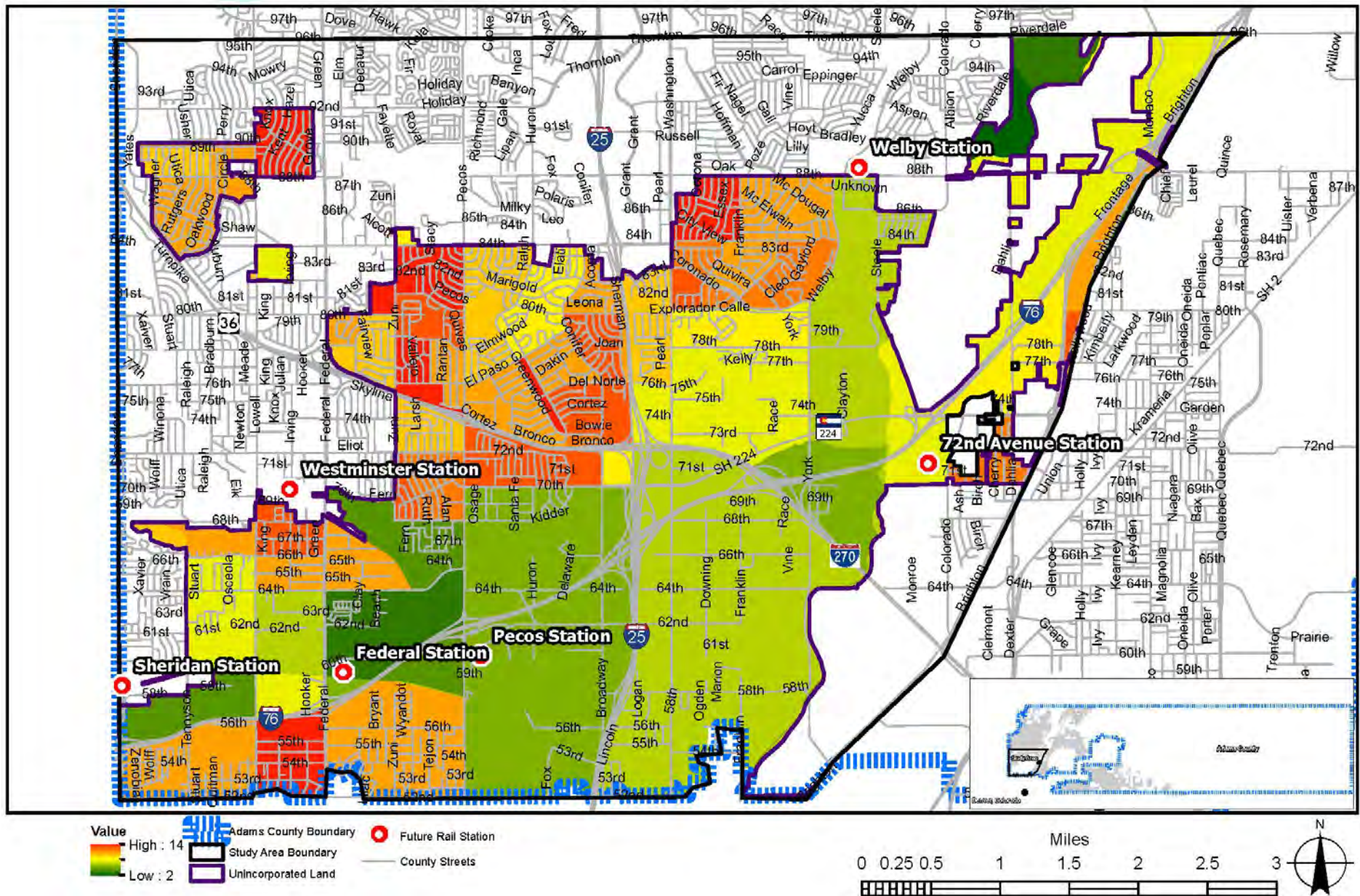




Figure 11: Future Active Travel Propensity Model Results

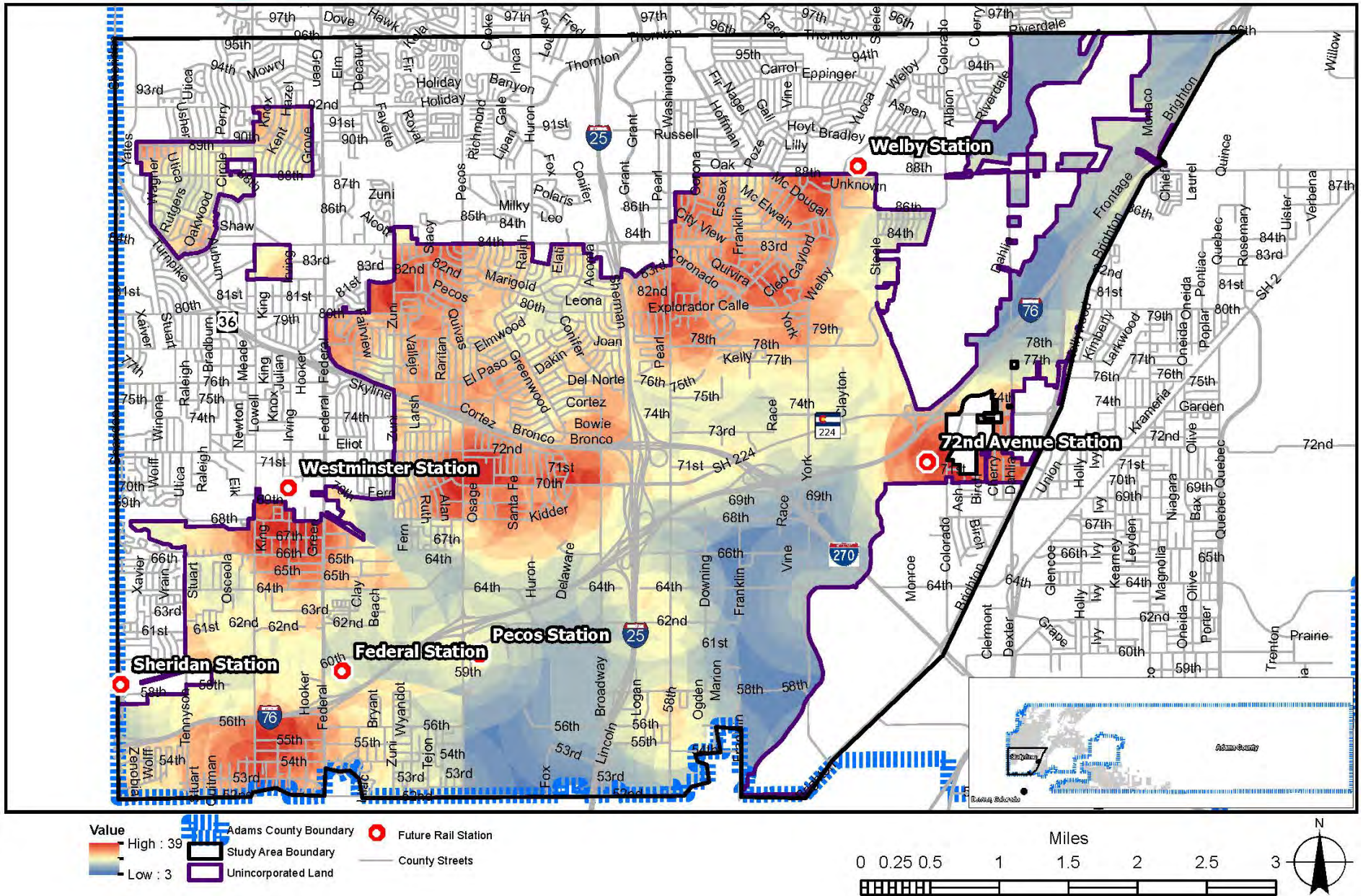
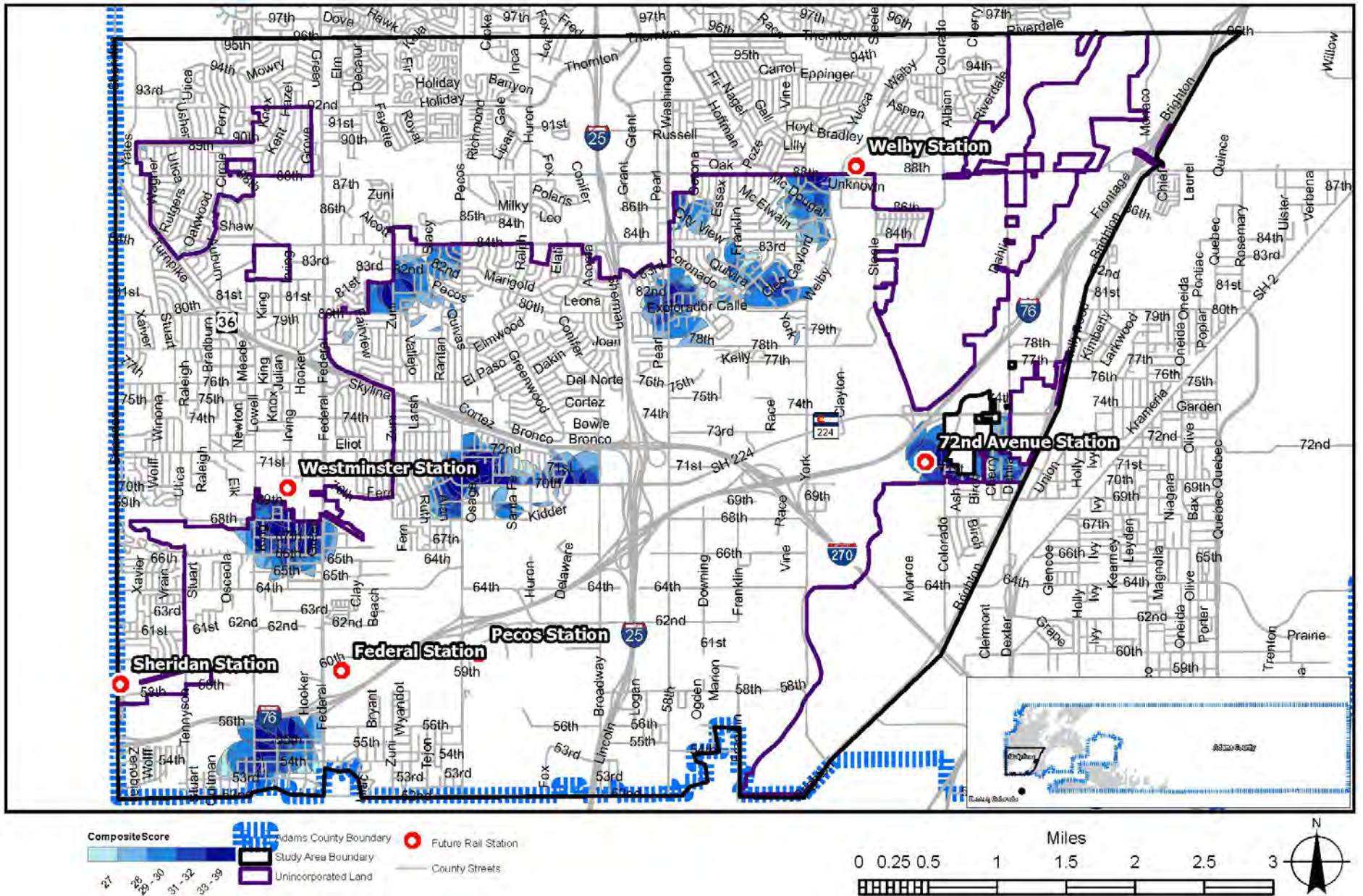


Figure 12: Future Active Travel Propensity Model Top Quartile

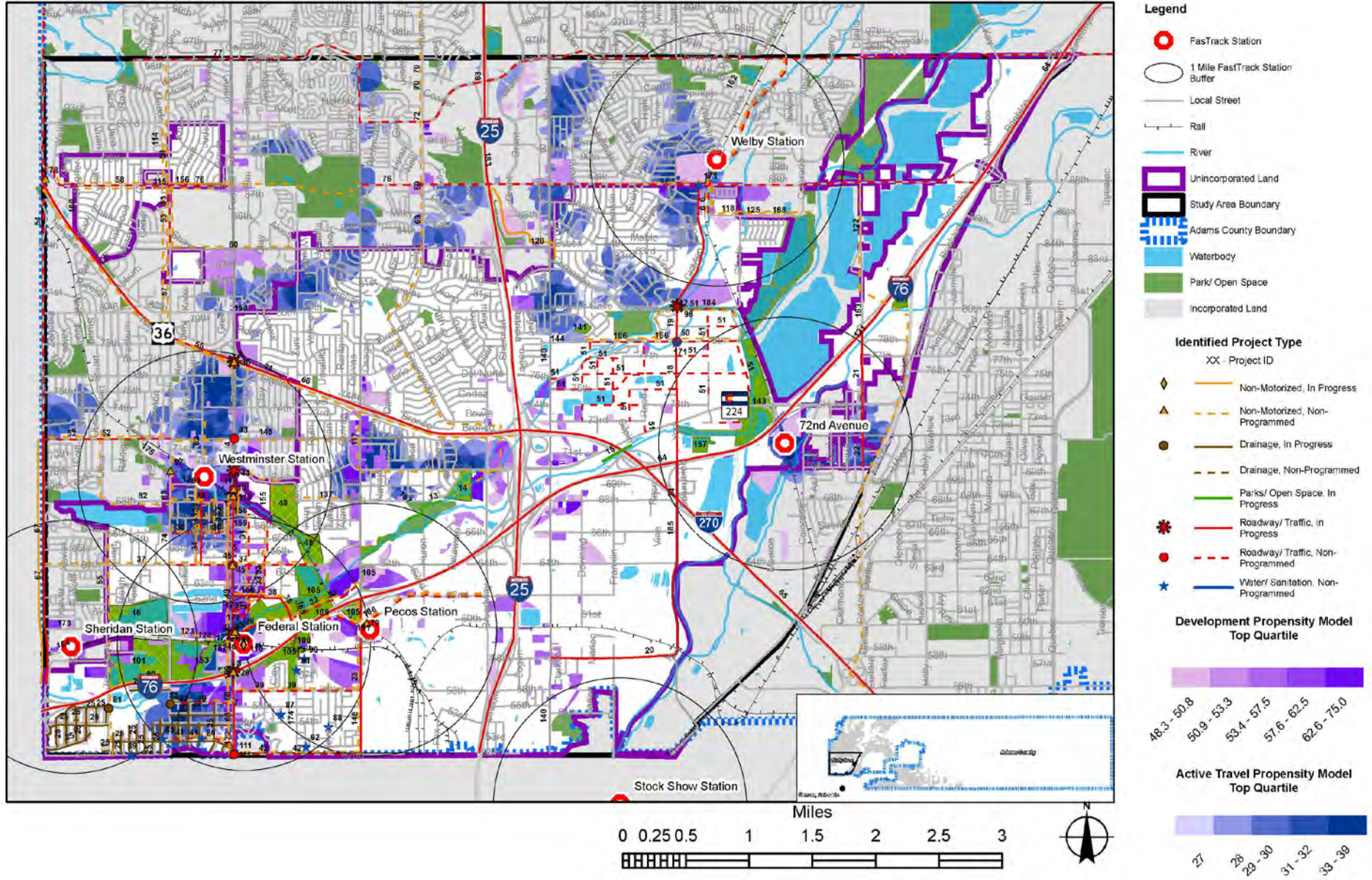


## 4 TOP 40 PROJECTS

Described in Sections 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 following sections. 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

Implement a uniform and adaptable zoning structure. Many of the current zone district categories do not allow for good urban development patterns without forcing a developer to go through a PUD process. The County desires 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

Adjust current parking regulations to blend with future development and the emergence of the FasTrack transit system. 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:

- Review options for enhanced efficiency in the development review and permitting processes
- Reduce/waive permit fees
- Assure appropriate regulations exist to support affordability
- 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 Program

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. Bicycle Facility Annual Implementation Program

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.

6. ADA Transition Plan Annual Implementation Program

Identify annual budget dollar amount for 10 years (to start) to implement the approved County American's with Disabilities (ADA) Transition Plan within the study area. This would involve updating public sidewalks, ramps, crossings, and other features to be ADA-accessible.

7. Create Low Impact Development Standards

Update subdivision regulations to encourage low-impact developments.

8. Create a Neighborhood Toolkit

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.

9. Create a Transportation Demand Management Program

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.

10. Create a Complete Streets Policy and Complete Streets Standards

Create urban roadways design standards that promote mixed traffic activity and identify mode priorities by street type and character of development area.

11. Conduct Improvements Funding Study

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.

12. Create a "Planning to Programming" or "Planning to Projects" process at Adams County

Create an internal process where long range planning results in programmatic decision making as well as translates to development review processes.

Table 9: Policy or Program Recommendations

Rank	Project Number	Initial 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." Calibrate TOD district language as needed and expand where it can be applied to beyond a ½-radius of a proposed/planned rail transit station. 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 one 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>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.
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.
7	P7	<u>Create Low Impact Development Standards</u> Update subdivision regulations to encourage low -impact developments.
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.
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.
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.
11	P11	<u>Conduct Improvements Funding Study</u> Options discussed include Special Use Tax, LIDs, PIDs, Infrastructure Authority/Intergovernmental Agreement, and Bond Measure. Funds to be dedicated to transportation, public health, and recreational facilities.
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.



## 4.2 Development

Development recommendations focus around the five target areas displayed in Table 10. All development areas are identified to be a next step to a parallel study the County is undertaking 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	Initial Project Name
1	D1	<u>Federal Gold Line Station—sites included in Clear Creek TOD Plan</u> <ul style="list-style-type: none"> <li>• Larger sites and mix of uses currently</li> <li>• Approximately 4-5 parcels around future rail station</li> <li>• Some within area identified for key future road connection</li> <li>• Portions in floodway and floodplain</li> <li>• Recommend Phase II Environmental Testing as part of ongoing brownfields study</li> </ul>
2	D2	<u>Federal Boulevard—between 62<sup>nd</sup> and 70<sup>th</sup> Avenues</u> <ul style="list-style-type: none"> <li>• Smaller sites and mix of uses currently</li> <li>• Approximately 3-4 parcels</li> <li>• In floodplain</li> <li>• Recommend Phase II Environmental Testing as part of ongoing brownfields study</li> </ul>
3	D3	<u>64th and Pecos—both sides of Pecos Street north of I-76</u> <ul style="list-style-type: none"> <li>• Mix of uses currently</li> <li>• Approximately 4-5 parcels around future rail station</li> <li>• Portions in floodway and floodplain</li> <li>• Recommend Phase II Environmental Testing as part of ongoing brownfields study</li> </ul>
4	D4	<u>72<sup>nd</sup> Avenue and Colorado</u> <ul style="list-style-type: none"> <li>• Currently industrial</li> <li>• Approximately 4-5 parcels around future rail station</li> <li>• Small piece in floodway</li> <li>• Recommend Phase II Environmental Testing as part of ongoing brownfields study</li> </ul>
5	D5	<u>72<sup>nd</sup> Avenue and Pecos Street—Southwest Corner</u> <ul style="list-style-type: none"> <li>• Currently commercial</li> <li>• 1 small parcel/area of larger development identified as solid waste site</li> <li>• Recommend Phase II Environmental Testing as part of ongoing brownfields study</li> </ul>





### 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.

Table 11: Federal Boulevard and Federal Station Projects

Rank	Project Number	Initial Project Name	Project Status	Partnership
1	i68 i17	<u>Federal Boulevard Comprehensive Street Design</u> •Federal Blvd, 52 <sup>nd</sup> -72 <sup>nd</sup> 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 Identified	
2	i95 i49	<u>Federal Boulevard Waterline Improvements</u> •Waterline Replacement Federal, 56 <sup>th</sup> to 64 <sup>th</sup> Ave •"Improve Crestview Water Capacity to Accommodate New Development"	Identified Identified	Water & Sanitation
3	i1	<u>Little Dry Creek Federal Boulevard Bridge</u> •Federal Blvd Bridge Expansion Over Little Dry Creek/BNSSF	In Progress	DOT
4	i45 i44	<u>Intersection Improvements</u> •Intersection Improvement (High Priority) 64th and Federal •Intersection Improvement 70 <sup>th</sup> and Federal Blvd	Identified In Progress	
5	i4 i43	<u>Westminster Partnership Project</u> •Westminster Federal Streetscape 70 <sup>th</sup> -72 <sup>nd</sup> Ave •Intersection Improvement 72 <sup>nd</sup> Ave and Federal Blvd	Identified Identified	Westminster
6	i32 i46 i93 i98	<u>Proposed Clear Creek Parkway or 60<sup>th</sup> Avenue</u> •Study necessary, various recommendations to be considered •Proposed Clear Creek Pkwy (Multimodal) •60 <sup>th</sup> Ave Intersection Improvements •Waterline Replacement 60 <sup>th</sup> Ave, Federal Blvd to Zuni St •Roadway Improvement 60 <sup>th</sup> Ave, Federal Blvd to Zuni St	Identified In Progress Identified Identified	Water & Sanitation
7	i108	Parcels to be Removed from Floodplain in proposed Phase B Urban Drainage Master Plan	Identified	UDFCD
8	i105 i153 i123	<u>Park/ Open Space &amp; Trail Improvement</u> •Park and Open Space in Clear Creek TOD Plan •New/Improvement of Park/Open Space, NW Corner of Federal Blvd and I-76 •ADCO Multi-Use Trail Improvement/Development	Identified Identified Identified	
9	i31	Proposed "Elm Street" 61 <sup>st</sup> to 67 <sup>th</sup> Ave (Multimodal)	Identified	



Rank	Project Number	Initial Project Name	Project Status	Partnership
10	i33	Proposed Clay St, Federal Blvd to Little Dry Creek (Multimodal)	Identified	
11	i29 i8	<u>I-76 and Federal Ramp</u> •Preserve and Enhance On/Off-Ramp at Federal and I-76 •Safe Pedestrian Crossing, I-76 and Federal Blvd	In Progress Identified	DOT
12	i30 i9	<u>US 36 and Federal Ramp</u> •Preserve and Enhance On-/Off-Ramp Federal Blvd and US 36 •Safe Pedestrian Crossing, US 36 and Federal Blvd	In Progress Identified	DOT Westminster
13	i165	<u>Clay Community Outfall</u> •County indicated need for Clay Outfall project •Zuni St alignment under UPRR •Connect Guardian Angel Neighborhood north to Clear Creek	Identified	

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 St Roadway Improvement, 52 <sup>nd</sup> Ave to I-76—5-yr CIP •Pecos St Bike/Trail Facility, 52 <sup>nd</sup> Ave to I-76 •Pecos St Bike Facility/Trail, 70 <sup>th</sup> Ave to US 36	In Progress Identified Identified	DOT
2	i106 i79	<u>Pecos Station Area Improvements</u> New Collector Street, Federal Blvd to Pecos St to Broadway St Multimodal/Pedestrian Activity Center at Pecos Station	Identified Identified	
3	i116 i137 i145	<u>Pecos/US36 Commercial Area Improvements</u> •SH 224/70 <sup>th</sup> Ave Bike Facility, I-25 to Pecos St •70 <sup>th</sup> /68 <sup>th</sup> Ave Bike Lanes, Federal to Pecos St •72 <sup>nd</sup> Ave Non-Motorized Improvements, Lowell Blvd to Pecos St	Identified Identified Identified	DOT
4	i105	New Parks/Open Space in Clear Creek TOD Plan	Identified	
5	i71	•US 36 Highway Multi-Use Path, I-25 to Sheridan Blvd	Identified	



Table 13: Welby Station and Welby Neighborhood Projects

Rank	Project Number	Project Name	Project Status	Partnership
1	i6	<u>York/Welby Street Improvements</u> • Welby St Improvements including Bike/Trail Facility • York Rd Improvement, Hwy224 to 78 <sup>th</sup> –5-yr CIP • York/Welby St Improvement 78 <sup>th</sup> to 88 <sup>th</sup> –5-yr CIP • York St Improvement, 58 <sup>th</sup> Ave to Hwy 224 • York St/78 Ave Intersection Improvement • York St/Welby St. and Coronado Grade Separation	Identified In Progress In Progress In Progress Identified In Progress	
	i18			
	i19			
	i24			
	i50			
	i96			
2	i118	<u>Thornton Partnership Project</u> • 86 <sup>th</sup> and 88 <sup>th</sup> Ave Bike Connection • Adams County Local Trail • 88 <sup>th</sup> Ave New Bus Route	Identified Identified Identified	Thornton
	i125			
	i76			
3	i166	<u>North Washington Water and Sanitation Partnership Project</u> • York St Water and Sewer Improvements, 78 <sup>th</sup> to 88 <sup>th</sup> Ave • York St Water and Sewer Improvements, 58 <sup>th</sup> Ave to SR224	Identified Identified	Water & Sanitation
	i167			
4	i15	<u>Park/Trail Improvements</u> • Clear Creek Trail Access– 5-yr CIP • Downing St/78 <sup>th</sup> Ave, Park Improvement Trail Improvements from S. Platte River to S. Rotella Park Entrance • West of Railroad-78 <sup>th</sup> Ave to I-76, New/Improved Park/Open Space • York St. and I-76, New Park/Park Improvement	In Progress Identified Identified Identified Identified	DOT
	i141			
	i142			
	i143			
	i157			
5	i51	<u>Proposed Roadway Network (Approximate Alignments)</u> • N/S Streets: Downing, Lafayette, Franklin, Richard, Race, Clayton, Steele • E/W Streets: Coronado, 79 <sup>th</sup> , 77 <sup>th</sup> , 76 <sup>th</sup> , 75 <sup>th</sup> , 74 <sup>th</sup> Avenues, Brannan Way	Identified	
		78 <sup>th</sup> Street Improvements • Improvements for 78 <sup>th</sup> Ave from Downing St to Steele St		
6	i166	78 <sup>th</sup> Street Improvements • Improvements for 78 <sup>th</sup> Ave from Downing St to Steele St	Identified	



## 5 SUMMARY

The culmination of this report is the Top 40 Projects list identified in Section 4. In Section 3: Plan Implementation and Appendices, the TAC will evaluate the Top 40 Project list and determine whether bundled projects need to be broken up, what sort of planning level costs they would need to budget for the projects, and verify 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 2, 2016. At this past meeting, the public will again identify their priorities and answer strategic questions regarding funding and financing of these investments. The result of these next steps in the process will be a narrowed list of Top 10 Projects. Once the Top 10 Projects list is finalized, the project team will develop implementation strategies, planning level cost estimates, and identify potential funding sources.



# Chapter 3

## Implementation Report

October 06, 2016

Prepared for:



Prepared by:

**WILSON**  
& COMPANY



1	Introduction .....	4
1.1	Study Purpose, Process, and Objectives .....	4
1.2	Why Now: Triangle of Opportunity Times Two .....	5
1.3	Chapter 3 Purpose .....	6
2	Project Prioritization Process .....	7
2.1	Top 40 Projects .....	7
2.2	Public and Stakeholder Input .....	10
2.2.1	Public Input .....	10
2.2.2	TAC and Adjacent Jurisdiction Inputs.....	20
2.3	Other High-Priority Efforts .....	21
2.3.1	Regional Projects.....	21
2.3.2	Development Areas.....	23
3	Environmental Remediation Costs.....	26
3.1	Landfills–Environmental Risk Factors .....	26
3.2	Case Study Examples.....	27
3.3	Phase I and II Environmental Site Assessment .....	27
4	Top 10 Projects .....	29
4.1	Policies, Programs and Future Studies.....	29
4.1.1	Local Financing Study.....	29
4.1.2	Plans to Projects Program (P2P) .....	31
4.1.3	Affordable Housing Policy .....	33
4.1.4	Sidewalk Program .....	35
4.1.5	Complete Streets Policy and Standards .....	39
4.2	Geographic-specific Projects.....	45



4.2.1	Park and Trail Improvements.....	47
4.2.2	The Federal Connection .....	49
4.2.3	The Clear Creek Connection.....	55
4.2.4	The Sheridan Connection .....	58
4.2.5	The Welby Connection.....	60
5	Implementation Matrix.....	63
6	Next Steps .....	67
7	Appendix A: Full Project Listing.....	71
8	Appendix B: PEL Process & Federal Boulevard .....	93
8.1	Potential Outcomes of a PEL Study.....	98
8.2	PEL and the NEPA Process.....	99
8.3	Potential Benefits of PEL.....	99
9	Appendix C: Cost Estimate Factors .....	100
10	Appendix D: Balanced Housing Plan Considerations .....	103

# 1 INTRODUCTION

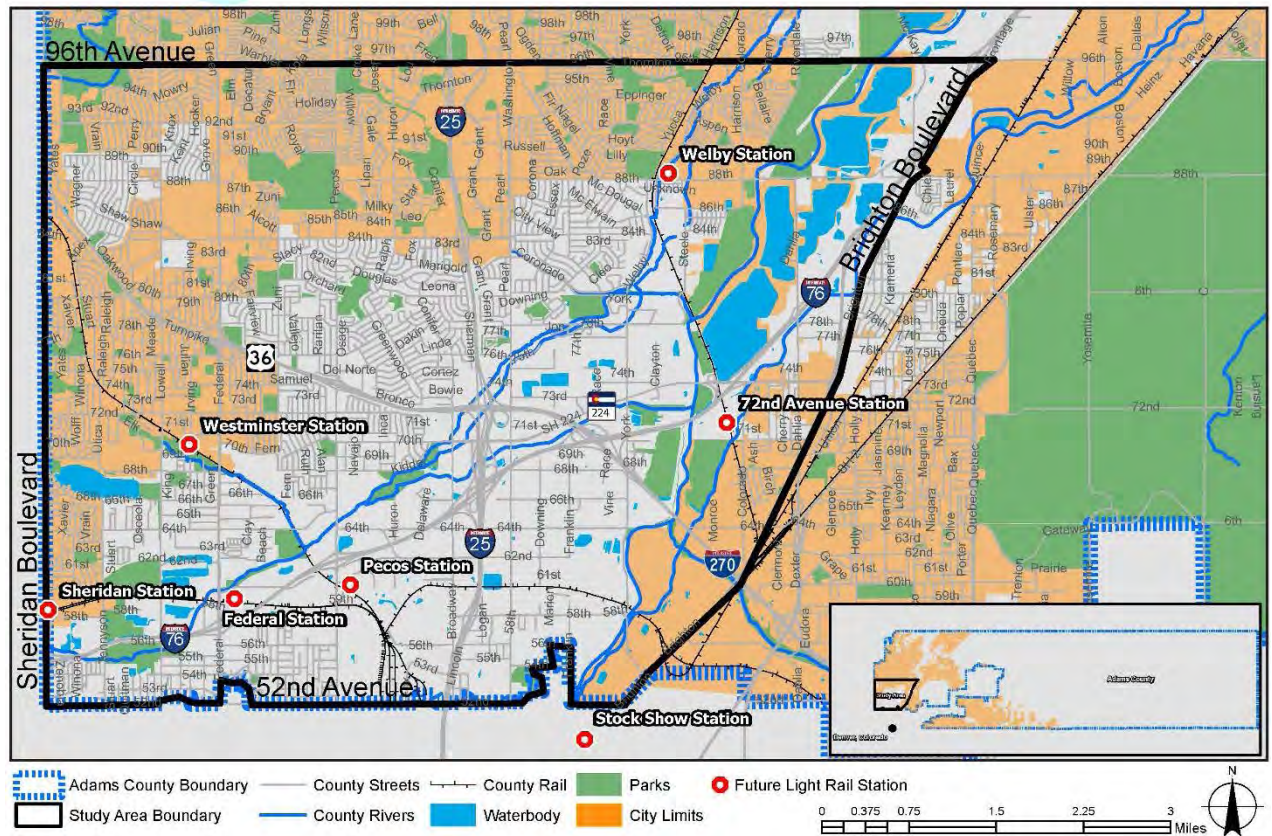
## 1.1 Study Purpose, Process, and Objectives

The Making Connections Plan focuses on formulating a sound and rational basis for guiding development, redevelopment, and supporting infrastructure in unincorporated Southwest Adams County. It identifies improvements, projects, and policies for multi-jurisdictional and public-private investment to meet the needs of residents and businesses, and to foster a high quality of life. The 13,177-acre Study Area, depicted in Figure 1-1, is 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. Of the total Study Area, 1,679 acres are within a half-mile radius (10-minute walk) of six planned Regional Transit District (RTD) FasTracks commuter rail stations. The stations include those on the G-Line (to open fall 2016), the B-Line (to open July 2016), and the N-Line (to open in 2018). Figure 1-2 depicts the location of the Study Area, outlined in black, in relation to the existing and proposed regional commuter rail network.

This plan will summarize recommendations from previous plans, studies, and reports and will identify strategic infrastructure investments and land use objectives. The end result will be a Master Plan document that includes a series of implementation-focused materials that get Southwest Adams County on track to work collaboratively to meet citizen needs, and to invite stakeholders and the development community to work with the County to foster high-quality infrastructure and development. While the plan focuses on economic return on investment, the plan must be strategic and equitable and consider the goals and projects that are important to the existing community, neighborhoods, and businesses.

Leading up to this chapter, the study team listed recommendations from previous plans, studies, and reports. Through the input of Technical Advisory Committee (TAC) members, as well as representatives from adjacent jurisdictions, additional key infrastructure necessary to support investment in the area was identified. The planned

Figure 1-1 Study Area Map





projects and needs across disciplines and jurisdictions allowed for further identification of multimodal linkages and other improvements between project areas. Public participation highly informed the discussion in terms of additional projects, needs, and priorities. From these recommendations and the additional key infrastructure and programmatic needs identified through the planning process, the study team generated a list of the Top 40 Projects, programs, policies, and/or development areas. The Top 40 Projects selection process is detailed in Chapter 2 and summarized in Section 2 of this chapter (Chapter 3). The study team then narrowed these projects down to a Top 10 Projects list that was further prioritized and phased into one of three timeframes: 2017 through 2021, 2022 through 2026, or 2027 and beyond.

The process included working closely with an Adams County staff, a TAC, representatives from adjacent cities, and various public and stakeholders meetings, as further described in Section 2.

### 1.2 Why Now: Triangle of Opportunity Times Two

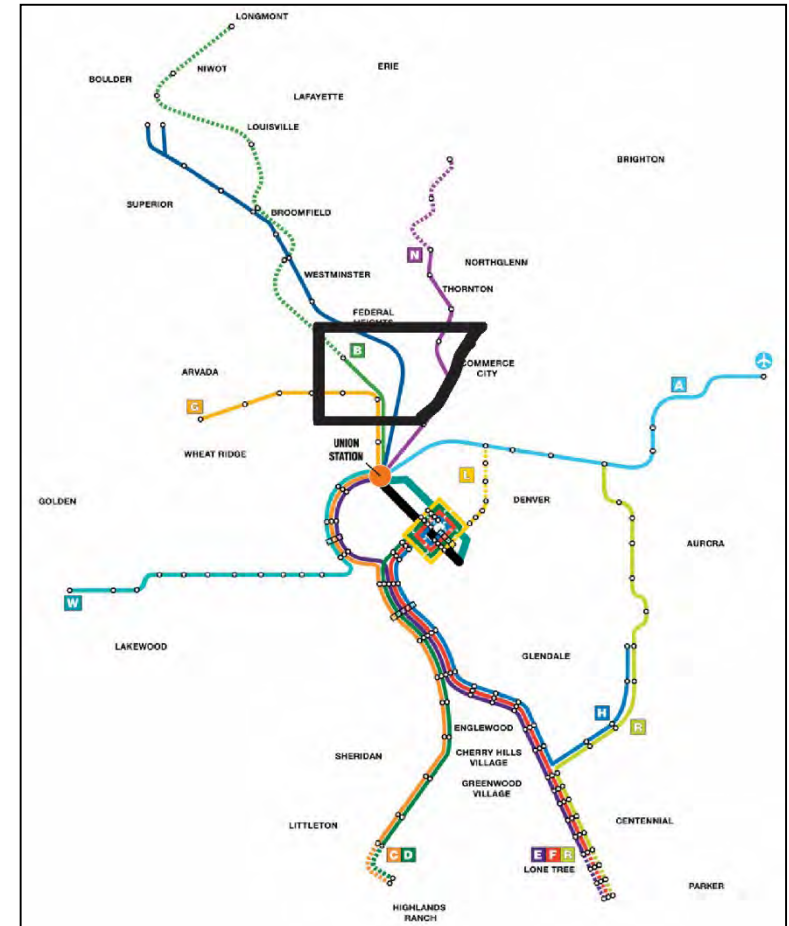
The broader Study Area includes a larger "Triangle of Opportunity" formed by the Welby Station on the planned N Line just inside the City of Thornton to the northeast, the National Western Center Station of the A Line just inside Denver to the south, and the Sheridan Station of the G Line just inside the City of Arvada to the west (Figure 1-3). This broader Triangle of Opportunity includes a significant amount of undeveloped land that:

- has a higher propensity for redevelopment;
- has great regional access and location, as this area is within three to eight miles of downtown Denver and is at the crossroads of five interstate and state highways (US 36, I-70, I-76, I-25, and I-270); and
- is within a one-mile area of influence around rail stations, including the six planned stations within the Study Area, plus the National Western Center Station just inside Denver.

A smaller, commuter rail transit-specific Triangle of Opportunity exists between the planned Pecos, Federal, and Westminster Stations. This Triangle of Opportunity includes significant land area at the juncture of these three stations, which are in close proximity to each other and located on two different commuter rail lines. Investment in this area has already begun, and development interest is anticipated to be high.

Both the larger and smaller Triangles of Opportunity create significant opportunities for the extensive and diverse Adams County. Adams County is a total of 1,182 square miles, 72 miles from east to west. Southwest Adams County has the highest propensity for significant urbanization in all of the County. The Making

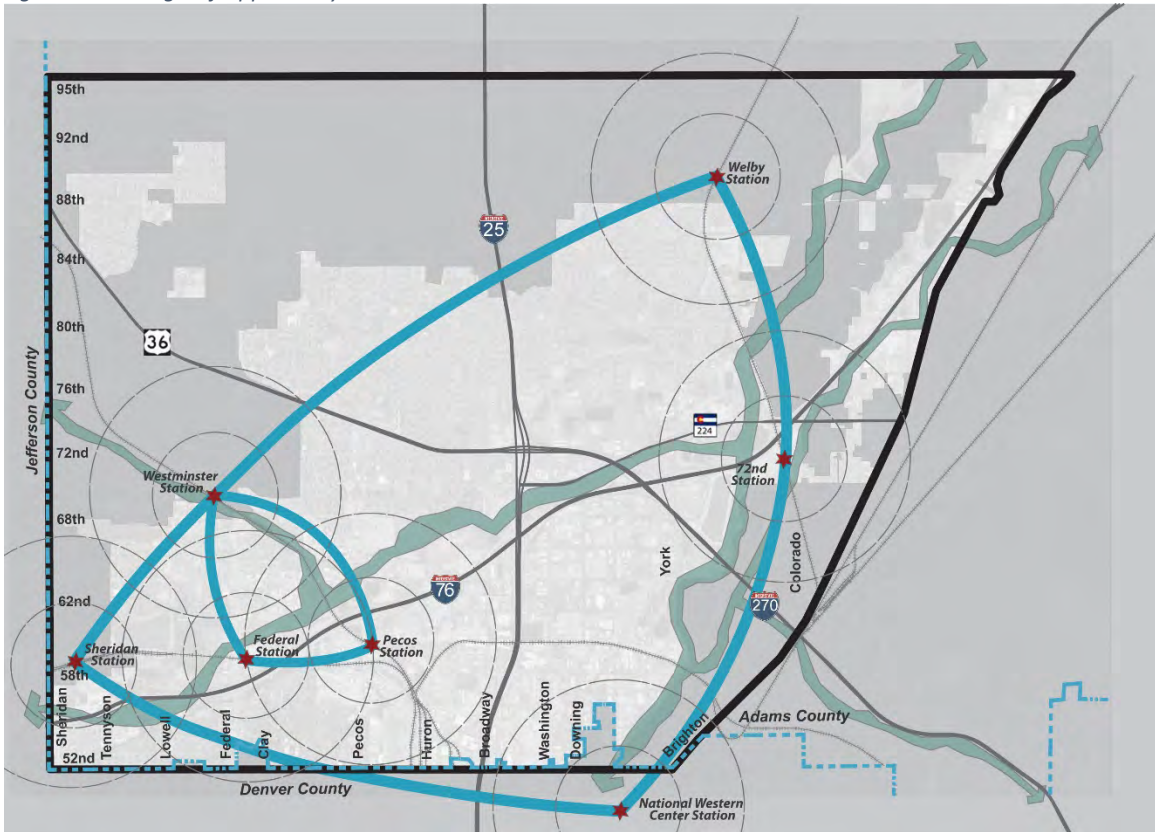
Figure 1-2: Regional Commuter Rail





Connections Plan capitalizes on the existing regional infrastructure and recent investments in commuter rail and light rail facilities to provide a diverse and economically stable County into the future.

Figure 1-3: Triangle of Opportunity



### 1.3 Chapter 3 Purpose

Chapter 3 includes a summarized overview of the project prioritization process followed by a listing of the Top 10 Projects with planning-level implementation strategies. The recommended Top 10 Projects attempt to balance development realities and the need for a return on investment while being cognizant of social and equitable needs within the multiple existing neighborhoods. The implementation strategies identified in this chapter are intended to provide planning-level guidance only. Many of these projects will require further engineering-level study. Previous chapters provide further guidance on the project process to date. Chapter 1 contains information about the project process and existing conditions. Chapter 2 offers additional information about the methodology used to identify the list of Top 40 Projects.

## 2 PROJECT PRIORITIZATION PROCESS

Prior to developing Chapter 3, the project team and the TAC identified the Top 40 Projects from a list of more than 188 identified projects in 85 plans and additional projects identified by the public and stakeholders (see section 2.1). Additional input was then gathered via public involvement, one-on-one meetings, and TAC meetings to help narrow the list to a Top 10 Projects list. This process is illustrated in Figure 2-1. This section provides an overview of high-priority efforts excluded from the Top 10 Projects list either because they are areas targeted for development or because they are a part of regional efforts of the County.

### 2.1 Top 40 Projects

The project team collected a significant amount of background data through examination of relevant Geographic Information Systems (GIS) datasets, previous plans and reports, ongoing planning efforts, and input received from public meetings. This information was used to compile an exhaustive list of 188 projects (see Appendix A). Once the full project list was finalized, the project team worked with the TAC in a project vetting process to identify the project type and status. The project team was then able to classify whether a project was not completed or no longer relevant (e.g. replaced or captured by another project), and were provided a better understanding of the project status. . Of the projects initially identified, 23 projects were deemed completed (reference Figure 7-2 and Table 7-3 in Appendix A), and 13 were determined no longer relevant (reference Figure 7-3 and Table 7-4 in Appendix A). The remaining projects were overlaid with the results of a geographic-based Development and Active Travel Propensity Models (see Chapter 2 for modeling information and propensity maps). This exercise provided target areas to narrow the list to the Top 40 Projects. Figure 2-2 is described in greater detail in Section 4 of Chapter 2. Table 2-1 summarizes the Top 40 Projects. Each project was given a project number with a preceding letter. The preceding letter generally indicating the type of project: P = Policies or Programs; D = Development Areas; and I = Infrastructure Projects.

Figure 2-2 illustrates the composite map indicating the top quartiles of the two propensity models and all of the Top 40 Projects. The Top 40 Projects are both traditional infrastructure projects such as roadway improvements or water lines, and policy-based projects, such as recommended strategies for sidewalk installation or affordable housing targets. Due to the variety of project types, the project team and TAC grouped the Top 40 Projects into infrastructure, policy/program, and development area categories. The policies and programs are intended to cover the full project area and are therefore under a separate heading. The propensity modeling results shows five primary geographic areas with the highest potential return on investment (i.e. high potential for development activity) which have been identified as “development areas”. The infrastructure projects are further categorized by one of three target areas. Additional information pertaining to the Top 40 Projects can be referenced in Section 4 of Chapter 2.

Figure 2-1-1: Project Prioritization Process

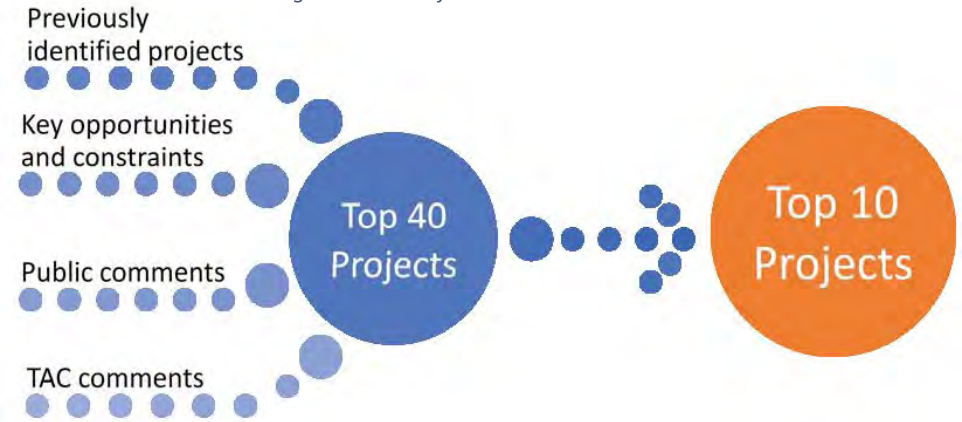


Figure 2-2: Top 40 Projects

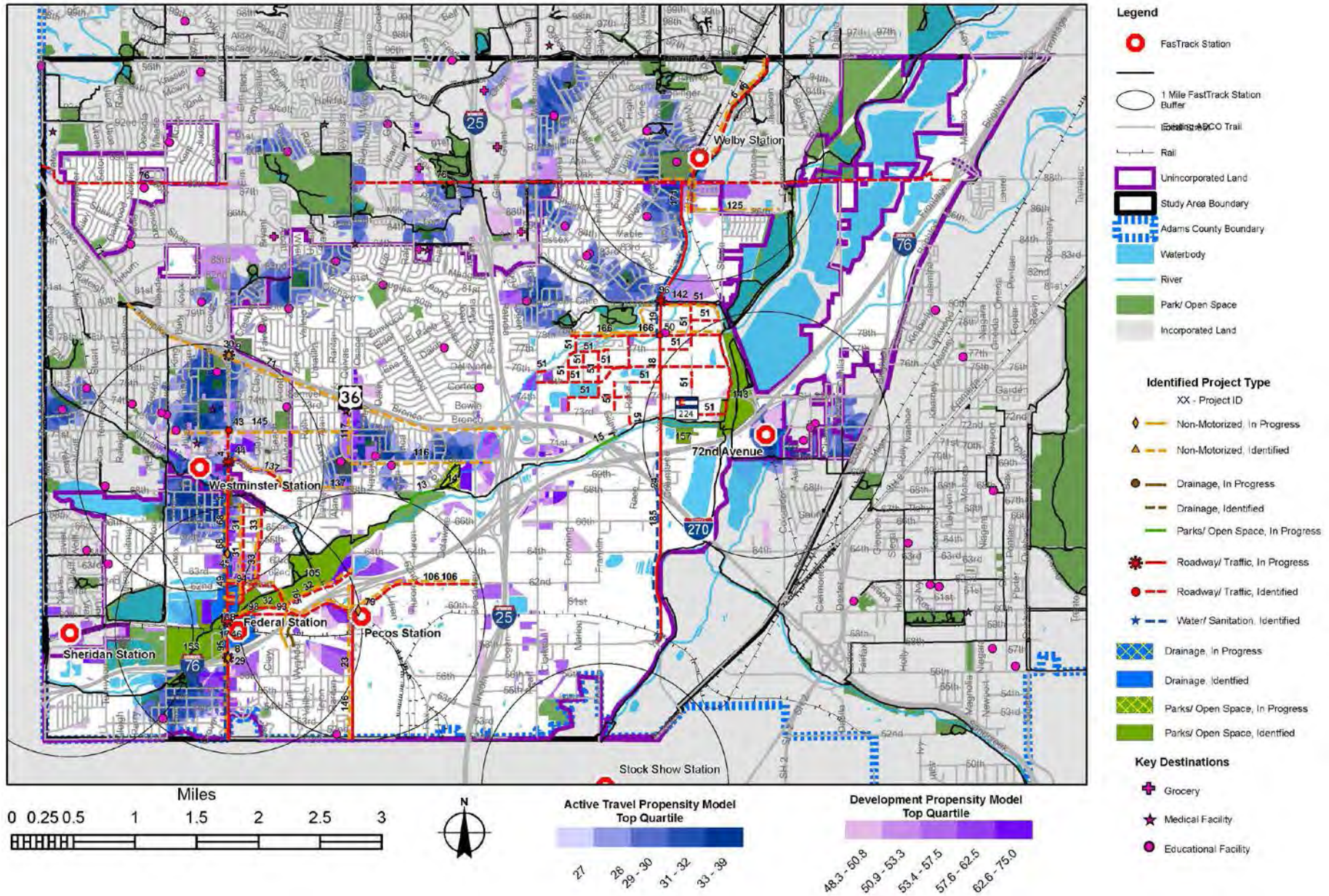




Table 2-1: Top 40 Projects

Project Categories	Project Number	Project Name
Policies or Programs	P1	Update Zoning
	P2	Update Parking Regulations
	P3	Affordable Housing Policy
	P4	Sidewalk Gap Annual Implementation
	P5	Bicycle Facility Annual Implementation Program
	P6	Americans with Disabilities Act (ADA) Transition Annual Implementation
	P7	Create Low-Impact Development Standards
	P8	Create a Neighborhood Toolkit
	P9	Create a Transportation Demand Management Program
	P10	Create a Complete Streets Policy and Complete Street Standards
	P11	Conduct Improvement Funding Study
	P12	Create a “Planning to Programming” or “Planning to Projects” Process at Adams County
Development Areas	D1	Federal Gold Line Station—Sites included in Clear Creek TOD Plan
	D2	Federal Boulevard—Between 62 <sup>nd</sup> and 70 <sup>th</sup> Avenues
	D3	64 <sup>th</sup> Avenue and Pecos Street—Both Sides of Pecos Street, North of I-76
	D4	72 <sup>nd</sup> Avenue and Colorado Boulevard
	D5	72 <sup>nd</sup> Avenue and Pecos Street—Southwest Corner
Federal Boulevard and Federal Station Projects	i68, i17	Federal Boulevard Comprehensive Street Design
	i95, i49	Federal Boulevard Waterline Improvements
	i1, i10	Little Dry Creek Federal Boulevard Bridge
	i44, i45, i5, i7	Intersection Improvements
	i4, i43	Westminster Partnership Project
	i32, i46, i93, i98	Proposed Clear Creek Parkway or 60 <sup>th</sup> Avenue
	i108	Parcels to be Removed from Floodplain in Proposed Phase B Urban Drainage Master Plan
	i105, i153, i123	Park/Open Space and Trail Improvement
	i31	Proposed “Elm Street,” 61 <sup>st</sup> to 67 <sup>th</sup> Avenues (Multimodal)
	i33	Proposed Clay Street, Federal Boulevard to Little Dry Creek (Multimodal)
Pecos Station and Pecos Commercial District Projects	i8, i29	I-76 and Federal Boulevard Ramp Improvement
	i9, i30	US-36 and Federal Boulevard Ramp Improvement
	i165	Clay Community Outfall (Phase 2)
	i23, i146, i117	Pecos Street Improvements
	i79, 106	Pecos Station Area Improvements
Welby Neighborhood Projects	i116, i137, i145	Pecos/US-36 Commercial Area Improvements
	i105	New Parks/Open Space in Clear Creek TOD Plan
	i71	US-36 Highway Multi-Use Path, I-25 to Sheridan Boulevard
	i6, i18, i19, i24, i50, i96	York/Welby Street Improvements
	i118, i125, i76	Thornton Partnership Project
	i166, i167	North Washington Street Water and Sanitation Partnership Project
	i15, i141, i142, i143, i157	Park/Trail Improvements
	i51	Proposed Roadway Network (Approximate Alignments)
	i166	78 <sup>th</sup> Avenue Improvements

## 2.2 Public and Stakeholder Input

Ample coordination between the project team, TAC, Adams County staff, and members from other municipalities and agencies (water and sanitation districts, Tri-County Health Department, RTD, and many others) ensured the quality and accuracy of the project identification and prioritization processes. Table 2-2 summarizes the meetings that have taken place in chronological order over the duration of the Making Connections Plan development.

### 2.2.1 Public Input

Following the creation of the Top 40 Projects list, the project team held a public meeting on May 2, 2016 at Skyview Academy in the City of Thornton. Approximately 60 community members participated in this meeting. The project team began by presenting an overview and status update of the project, and a description of the methodology used to identify target areas and, ultimately, the Top 40 Projects list. Participants were then encouraged to review Open House Boards, displaying critical information about the projects, and place a sticker dot on projects they support the most. The results of this exercise are illustrated in Figures 2-3 through 2-9.

Following the dot-polling exercise, meeting participants were asked to regroup within view of the presentation. An electronic-polling exercise was then conducted. Participants were asked an icebreaker question followed by a series of six project-specific questions. Participants were instructed to either *rank* or *choose* different elements of the Top 40 Projects. This exercise provided valuable community insights to the project team, helping them to *prioritize* or *focus* on projects that accurately represent the community's desires and needs. This platform ensured that public input would be heavily integrated into the process of developing the Top 10 Projects.

Policies and programs such as an Affordable Housing Policy, Neighborhood Toolkit Program, Bicycle facility Program, ADA Transition Plan, and a Complete Streets Policy were popular among the respondents. Public involvement responses also showed community interest in Federal Boulevard and Federal Station Projects and the Pecos Station and Pecos Commercial District Projects. As a whole, meeting participants showed support for a Top 10 Project list that would be oriented around creating robust residential communities with efficient and safe connections through various transportation options. The six project-specific questions and the results of the electronic polling exercise are summarized in Table 2-3.

The presentation concluded with an overview of the next steps in the project process. The results of the open house dot-polling exercise and the electronic polling exercise were presented to the TAC the following day and were discussed as considerations for Top 10 Project identification. All presentation materials including the PowerPoint, Open House Boards, and meeting handouts were provided in English and Spanish. Spanish interpretation was provided by a translator through simultaneous translation headsets.

Photo 2-1: May 2 Public Meeting





Table 2-2: Public and Stakeholder Involvement

Date	Meeting Name/Description	Attendees
September 24, 2015	Project Introduction and Kick-Off Meeting	Internal stakeholders (approximately 20 people)
November 2, 2015	Technical Advisory Committee (TAC) Workshop 1	TAC members
Ongoing	Website/Email Blasts/Meeting Advertisements (includes Spanish Translation)	Residents and Businesses within study area
November 12, 2015	Planning Commission Study Session	Planning Commissioners
November 18, 2015	Focus Group Forum	Stakeholder List (196 invited, 60 attended)
November 18, 2015	Community Open House	Invitation mailed to all addresses within zip code(estimated 40 people in attendance)
November-December, 2015	ADCO Department 1-on-1's	Community & Economic Development, Transportation, Parks and Open Space, Adams County Economic Development, and Adams County Housing Authority
November 24, 2015	Board of County Commissioners (BOCC) Study Session	County Commissioners
December 2, 2015	ACED Infrastructure Task Force Meeting	Task Force members (approximately 20 in attendance)
December 14, 2016	Meeting with non-profits/stakeholders about Spanish outreach strategies	12 attendees
December 16, 2015	TAC Meeting: Phase 1 Overview and Update	TAC Members
February 3, 2016	TAC Meeting: Review Projects and Needs (3 Areas)	TAC Members
February 17, 2016	Community Workshop: Project and Needs Identification (3 Areas)	60 members of public/stakeholders
February 18, 2016	TAC Meeting: Review overlay of public input and opportunities mapping	TAC Members
March 3, 2016	1-on-1 with Commerce City	Commerce City Staff
April 7, 2016	1-on-1 with Water and Sanitation Districts	Water and Sanitation Staff
April 14, 2016	TAC Meeting: Review project identification/prioritization modeling and initial Top 40 Projects list; revise list	TAC Members
April 26, 2016	BOCC Study Session-review Top 40 Projects list and materials for May 2 Public Workshop	BOCC
April 28, 2016	Planning Commission Study Session - Update	PC
May 2, 2016	Top 40 Project Prioritization Interactive Public Workshop	Members of the Public and Stakeholders (100 in attendance)
May 3, 2016	TAC Meeting: Review Public Workshop Results	TAC
May 11, 2016	1-on-1 Meeting with ADCO Sustainability Coordinator	Staff
May 18-28, 2016	Cities Collaborative Forum- Identify Regional Priorities	Local Jurisdictions' Staff (Arvada, Thornton, Westminster, Denver, Commerce City) and ADCO staff attended (22 attendees)
May 19, 2016	Elyria-Swansa-Globeville Business Association	Approximately 20 Business Association members
May 23, 2016	City of Federal Heights 1-on-1	Federal Heights Planning Staff
May 25, 2016	City of Thornton 1-on-1	Thornton Planning, Engineering and Parks Staff
May 25, 2016	City of Northglenn 1-on-1	Northglenn Planning Staff
May 26, 2016	Adams County Fire District 1-on-1	Adams County Fire District Staff
June 2, 2016	East Sub-Area Business Stakeholder Meeting	20 members of public/stakeholders
June 2, 2016	East Sub-Area Resident Meeting	12 members of public/stakeholders
June 15, 2016	Hands-On Charrette	TAC and area Cities' representatives, Project Team (approximately 20 in attendance)
June 30, 2016	Top-10 Projects List 1-on-1s with Adams County Departments	Departments of Sustainability, Community & Economic Development, Transportation, and Parks and Open Space
August 9, 2016	Board of County Commissioners Study Session- Review draft Top 10 list	BOCC
August 16, 2016	Community Workshop/Meeting: Review and revise draft Top 10 Project List	Members of the Public and Stakeholders (approx. 20 in attendance)
August 17, 2016	Focus Group Meeting: Review and revise draft Top 10 Project List	Stakeholder List (200 invited, approx. 30 attended)
August 18, 2016	TAC Debrief over Top 10 and feedback received at Neighborhood Meeting and Focus Group Meeting	TAC
September 8, 2016	Planning Commission Study Session- Update on draft Top 10 Project Listing/Draft Plan and Bus Tour	PC
September 26, 2016	Community Meeting/Open House on Draft Plan for review and comment	Members of the Public and Stakeholders (approx. 20 in attendance)

Figure 2-3: Dot Polling Exercise Results for Policies and Programs Board 1 of 2

## Top 40 Projects: Policies & Programs

## Los 40 Proyectos Principales: Políticas y Programas

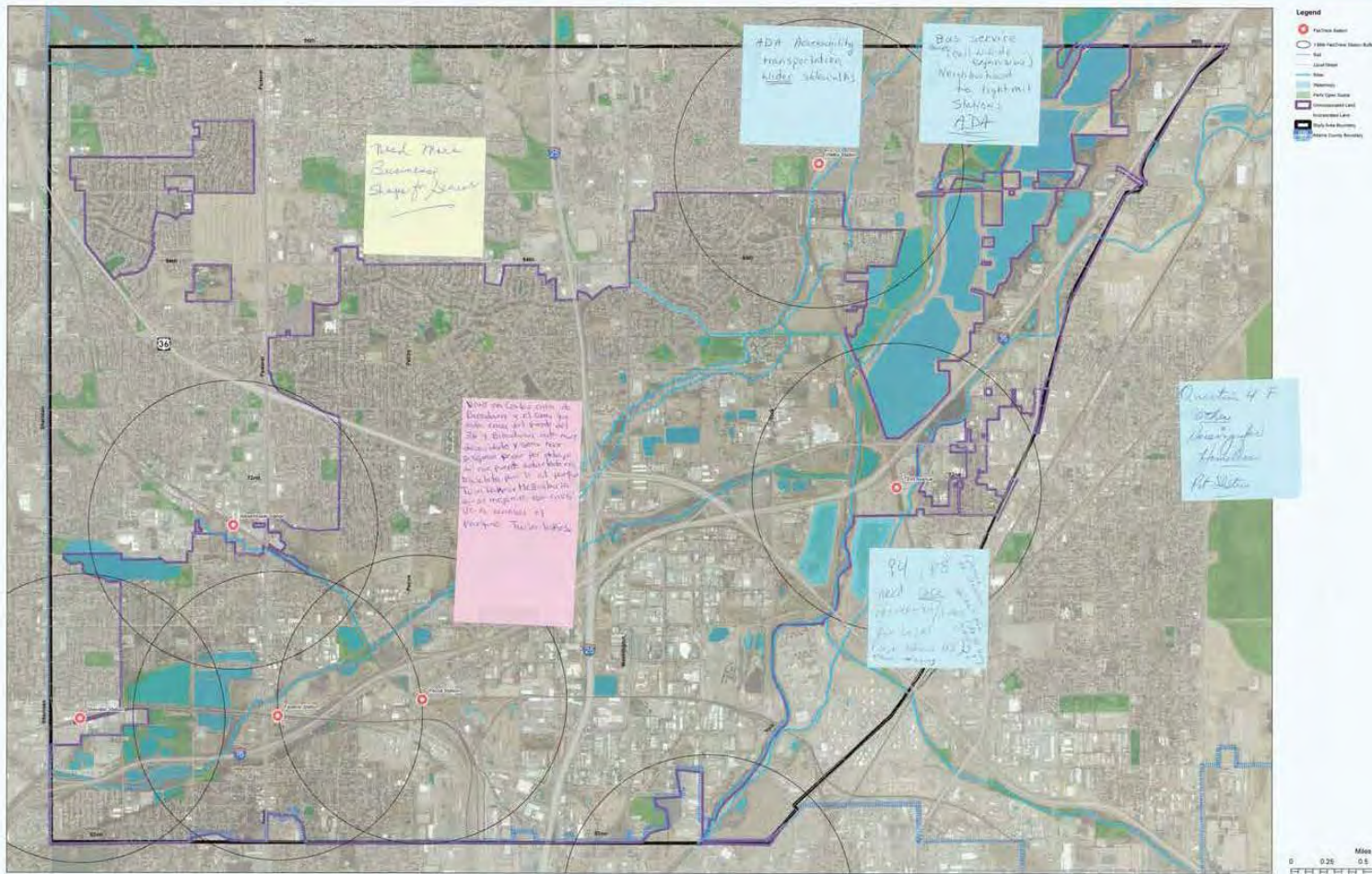




Figure 2-4: Dot-Polling Exercise Results for Policies and Programs Board 2 of 2

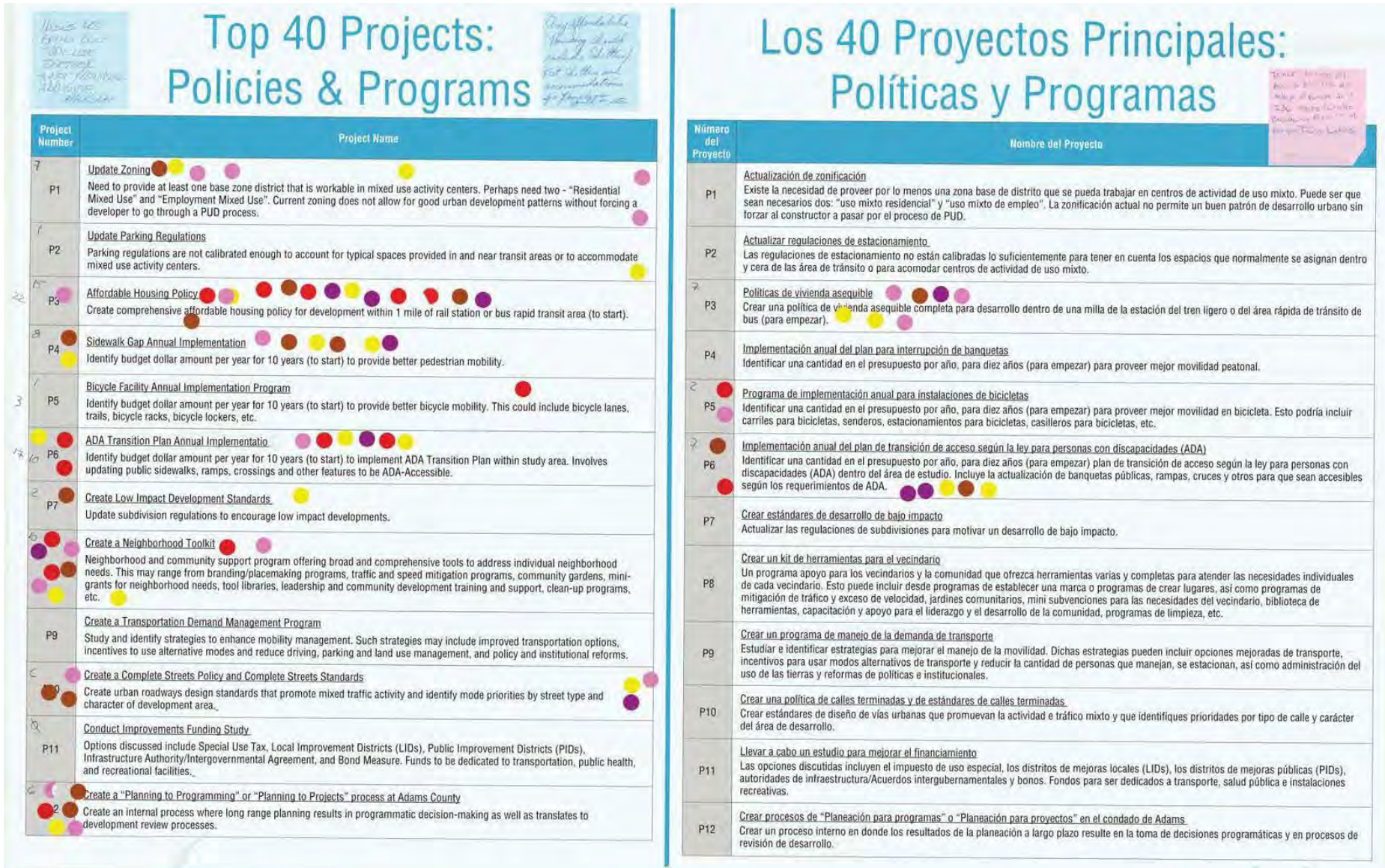


Figure 2-5: Dot Polling Exercise Results for Infrastructure Projects- Federal Station and Federal Boulevard

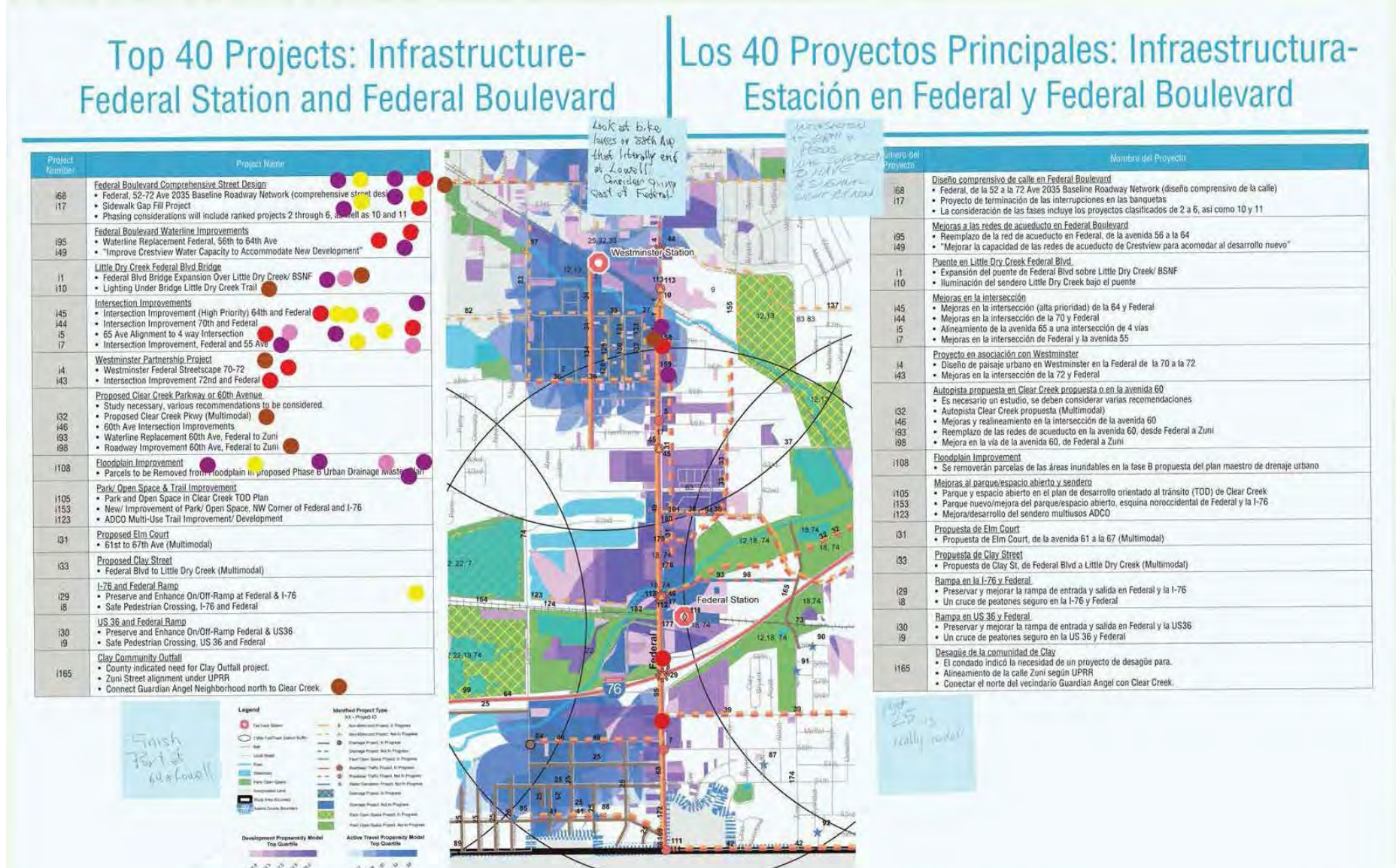


Figure 2-6: Dot Polling Exercise Results for Infrastructure Projects- Pecos Station and Pecos Commercial District

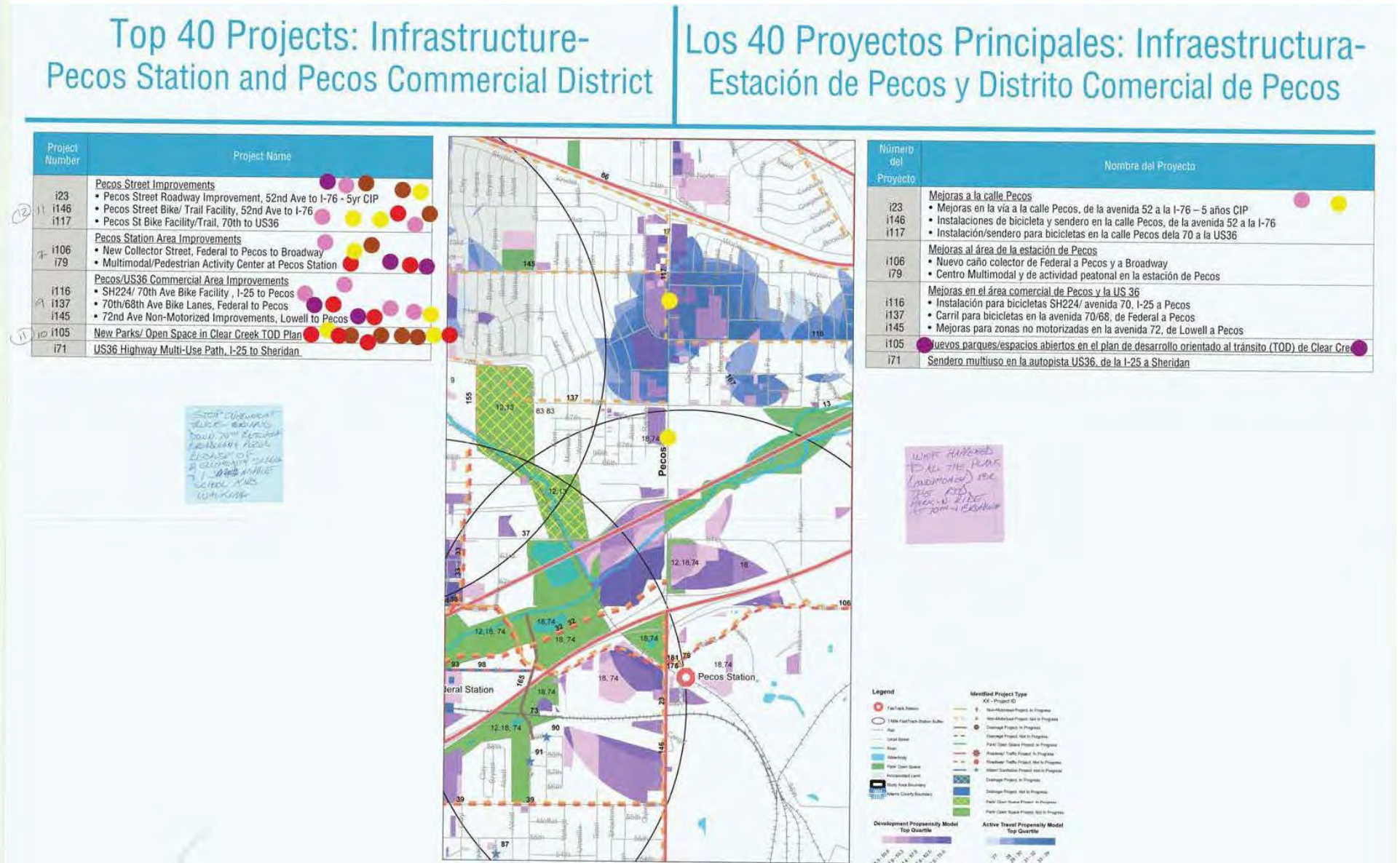


Figure 2-7: Dot Polling Exercise Results for Infrastructure Projects- Welby Station and Welby Neighborhood

## Top 40 Projects: Infrastructure- Welby Station and Welby Neighborhood

## Los 40 Proyectos Principales: Infraestructura- Estación de Welby y Vecindario de Welby

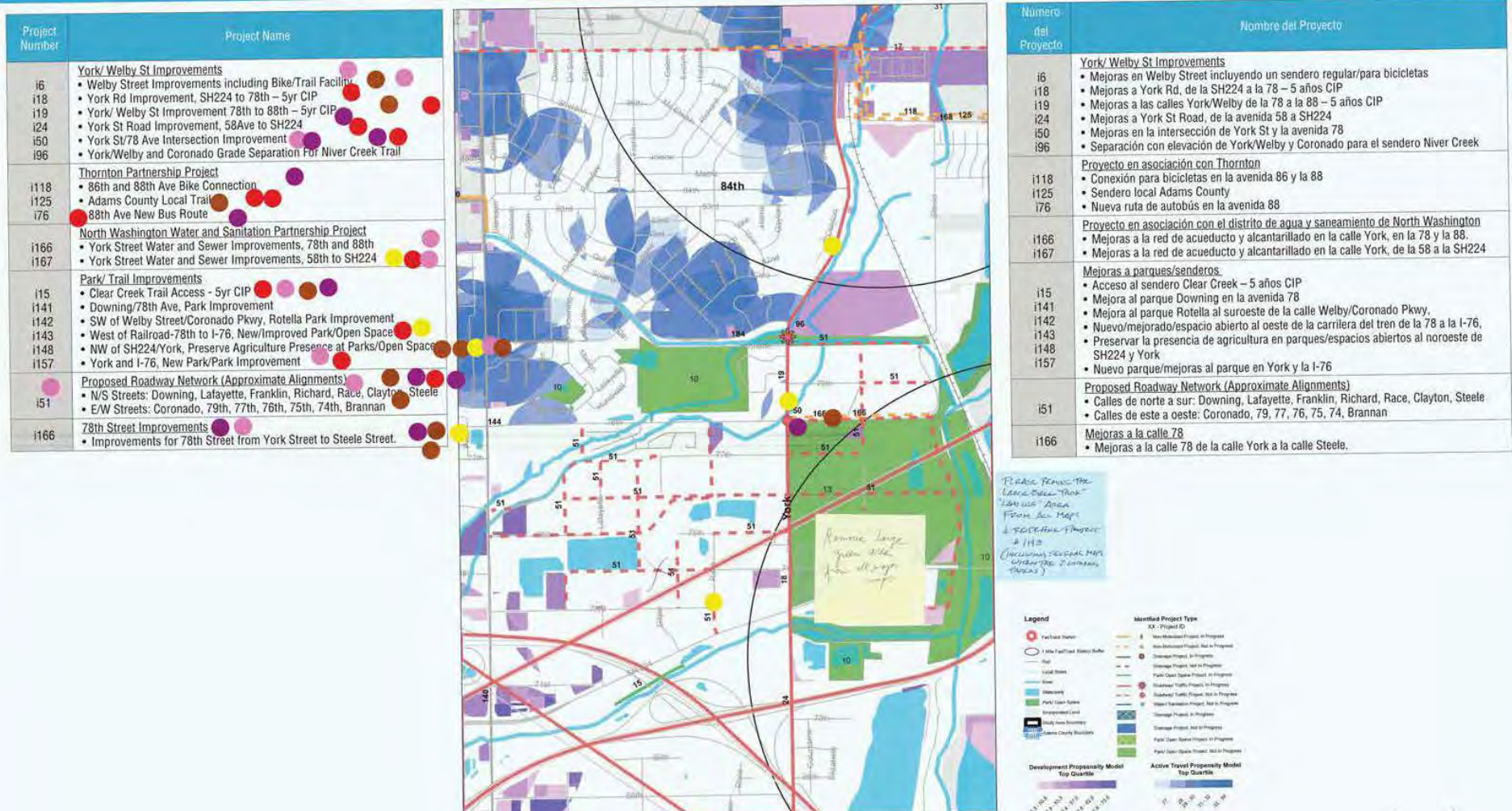


Figure 2-8: Dot-Polling Exercise Results for Development Areas

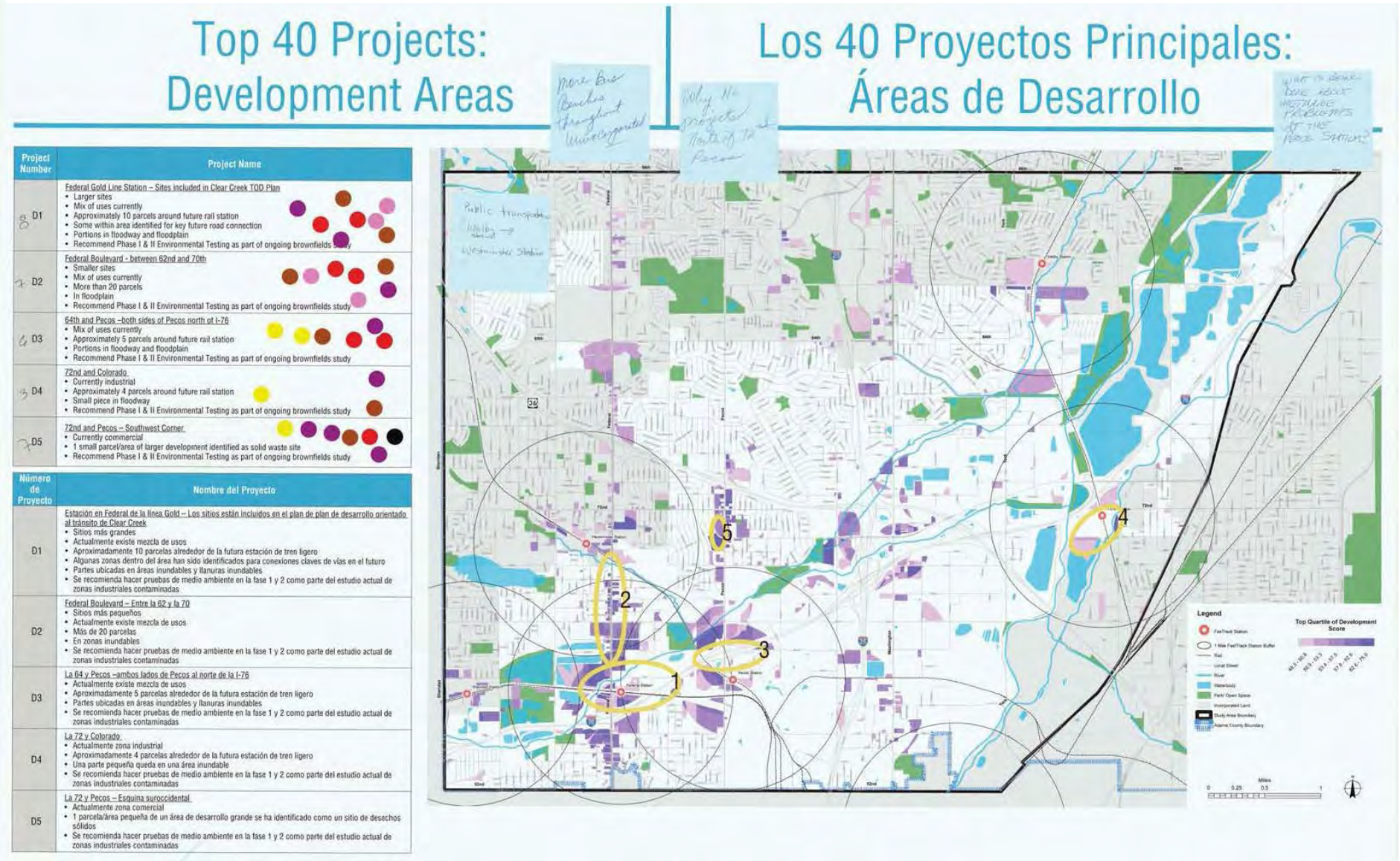


Figure 2-9: Dot-Polling Exercise Results for Financing Options

## Financing Options

Through this planning process Adams County has been engaged in thoughtful discussions related to how to effectively prioritize investments that create the most improved quality of life and economic gains. However, like many growing communities, there is a struggle to keep up with infrastructure and development needs to match growth when there are tighter budgets at every level of government. This understanding requires us to think about how we will pay for and manage our investments.

A wide range of financing options are available that allow us to achieve our goals while being as financially effective and efficient as possible. We are asking your opinion on several of these financing options. No tax or financing option displayed on this board would be instituted without a careful study by Adams County to determine the effectiveness of each of the financing options.

### Special Use Tax

A special use tax is imposed on consumers of tangible personal property that is used, consumed, or stored in the taxing jurisdiction. Counties may impose a use tax only upon motor vehicles and upon building materials and supplies used in construction projects within their jurisdictional boundaries. The counties in Colorado that have a use tax collect this tax when building permits are issued or when vehicles are registered. Use taxes on other goods and services may be possible.

### Bond Measure

Bonds are very common in public infrastructure financing and have been used for over 100 years. Counties sell bonds to investors (banks, insurance companies, public pension funds, and foreign investors, etc). The bonds are paid back over time to the investors. The County does not have to pay taxes on the interest paid to investors.

### Infrastructure Authority/Intergovernmental Agreement

Infrastructure authorities or intergovernmental agreements have become a very useful tool in promoting regional cooperation for the purpose of economic development. This may be a useful tool in coordinating improvements with water and sanitation districts or adjacent jurisdictions.

### Improvement Districts (LIDs or PIDs)

Local Improvement Districts (LIDs) or Public Improvement Districts (PIDs) are used where needs of a county are particular to a neighborhood, a unique need of a developer, an older subdivision, or where a jurisdiction requires more control. An improvement district is created either through a property owner petition or through a County initiative. The County would respond by adopting a "resolution of intent" and by holding a public hearing, followed by an election. The Board of County Commissioners would serve as the Board of Directors of an improvement district.

LID vs PID Comparison		
District Types	LID	PID
<b>Permitted Improvements</b>	Streets, street lighting, drainage, sidewalks, facilities for transmitting water or sewage	Any public improvement except for electric light or gas systems, or solid waste disposal facilities
<b>Powers</b>		
Condemn Property	No	Yes
Operate Facilities	No	Yes
Levy Ad Valorem Taxes	No	Yes
Assess Costs	Yes	No
Charge rates tolls fees	No	Yes
<b>Issue Bonds</b>		
General Obligation	No	Yes
Revenue	No	Yes
Special Assessment	Yes	Yes
<b>Formation</b>		
Petition	Yes	Yes
Resolution of Governing Body	Yes	No
Governing Board	BOCC	BOCC

## Opciones de Financiamiento

A través de este proceso de planeamiento el Condado de Adams ha participado en conversaciones profundas relacionadas con cómo organizar en orden de prioridad las inversiones que logren la mejora más grande en la calidad de vida y que ofrezca ganancia económica. Sin embargo, como muchas comunidades en crecimiento, existe una lucha para mantenerse al día con las necesidades de infraestructura y desarrollo que se comparen con el crecimiento, cuando existen presupuestos limitados en cada nivel del gobierno. Este entendimiento requiere que nosotros pensemos cómo vamos a pagar y a administrar nuestras inversiones.

Existe un gran variedad de opciones de financiamiento disponibles que nos permiten lograr nuestros objetivos al tiempo que son efectivos y eficientes desde el punto de vista financiero. Le pedimos su opinión sobre varias de estas opciones de financiamiento. Ninguno de los impuestos o de las opciones de financiamiento aquí mostrados serán establecidos sin un estudio cuidadoso del condado de Adams para determinar la efectividad de cada uno de ellos.

### Impuesto para uso especial

Un impuesto para uso especial se aplica a los consumidores de propiedades personales tangibles que son usadas, consumidas o almacenadas en la jurisdicción del impuesto. Los condados pueden imponer un impuesto de uso solo para vehículos automotores así como a materiales de construcción y suministros usados en proyectos de construcción dentro de los límites de sus jurisdicciones. Los condados en Colorado que tengan un impuesto de uso, lo cobran cuando se emiten permisos de construcción o cuando se registran vehículos. Puede ser posible aplicar impuestos de uso en otros bienes y servicios.

### Bonos

Los bonos son muy comunes en la financiación de infraestructuras y han sido usados por más de 100 años. Los condados venden bonos a los inversionistas (bancos, compañías de seguro, fondos de pensión pública, inversionistas extranjeros, etc.). Los bonos se pagan a los inversionista en el transcurso del tiempo. El condado no tiene que pagar impuestos en los intereses pagados a los inversionistas.

### Autoridades de infraestructura/Acuerdos Intergubernamentales

Las autoridades de infraestructura o acuerdos Intergubernamentales se han convertido en una herramienta muy útil en promover la cooperación regional con el objetivo de desarrollo económico. Esto puede ser una herramienta útil para coordinar las mejoras con los distritos de agua y saneamiento o en jurisdicciones adyacentes.

### Distritos de mejoras (LIDs o PIDs)

Los distritos de mejoras locales (LIDs) o los distritos de mejoras públicas (PIDs) se usan cuando las necesidades de un condado son particulares a un vecindario, la necesidad única de un constructor, una subdivisión antigua o cuando una jurisdicción requiere más control. Un distrito de mejora se crea ya sea a través de la petición de un propietario o a través de la iniciativa de un condado. El condado debe responder adoptando una "resolución de intención" y con una audiencia pública, seguida de una elección. La junta de comisionados del condado debe servir como la junta de directores del distrito de mejoras.

Comparación de un distrito de mejoras locales (LID) con uno de mejora públicas (PID)		
Tipos de distritos	LID	PID
<b>Mejoras permitidas</b>	Calles, iluminación de las calles, drenaje, banquetas, instalaciones para transmitir agua o aguas residuales.	Cualquier mejora pública con la excepción de sistemas de luz eléctrica o de gas, o de instalaciones de eliminación de desechos sólidos
<b>Poderes</b>		
Expropiación de propiedades	No	Sí
Operación de instalaciones	No	Sí
Impuestos Levy Ad Valorem	No	Sí
Evaluación de costos	Sí	No
Cobro de tarifas de peaje	No	Sí
<b>Emisión de bonos</b>		
Obligación general	No	Sí
Ingresos	No	Sí
Evaluación especial	Sí	Sí
<b>Formación</b>		
Petición	Sí	Sí
Resolución del cuerpo gobernante	Yes	No
Junta gobernante	BOCC	BOCC



Table 2-3: Electronic Polling Results

Questions	Answer Options	Results
<b>Rank 1 through 4 how you would prioritize the areas displayed on the boards tonight. (1 being highest priority, 4 being lowest priority)</b>	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 Southwest Adams County	25.27% 27.72% 20.75% 26.26%
<b>Choose the top 3 policies and programs that you support the most.</b>	A. Zoning Revisions B. Parking Regulations Revisions C. Affordable Housing Policy D. Low Impact Development Standards E. Neighborhood Toolkit Program F. "Planning to Projects" Program	15.21% 8.82% 24.64% 13.31% 19.09% 18.94%
<b>Choose the top 3 policies and programs that you support the most.</b>	A. Sidewalk Gap Program B. Bicycle Facility Program C. ADA Transition Plan/Program D. Transportation Demand Management Program E. Complete Streets Policy and Standards F. Improvements Funding Study	12.5% 19.64% 19.64% 14.29% 16.07% 17.86%
<b>Rank the project types in order of which you support the most. (1 being highest priority, 6 being lowest priority)</b>	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	17.44% 15.18% 17.87% 16.53% 13.35% 19.63%
<b>Would you support a local tax or voter-approved financing option that would pay for a specific project list in this area?</b>	A. No new taxes or financing option B. Depends on the project list C. Depends on the type of tax or financing option	33.33% 31.48% 35.19%
<b>Rank the local tax or financing option in order of which you would support the most. (1 being highest priority, 6 being lowest priority)</b>	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	17.69% 13.86% 18.61% 11.94% 21.59% 16.31%



2.2.2 TAC and Adjacent Jurisdiction Inputs

The TAC met on May 4, 2016 to discuss the results of the previous night’s public meeting and next steps in the plan development process. Most of the meeting focused on identification of the highest priority projects for the various departments and agencies which are to be considered for the Top 10 Projects list. A cities collaborative form was also held on May 18<sup>th</sup> to discuss public input, next steps in the process, and to share relevant plans and areas for collaboration for the study area. Representatives from Arvada, Commerce City, Westminster, Denver, and Thornton were in attendance. Staff also met with staff from Northglenn, Federal Heights, and a larger group from Thornton to share the same information and solicit feedback in one-on-ones meetings.

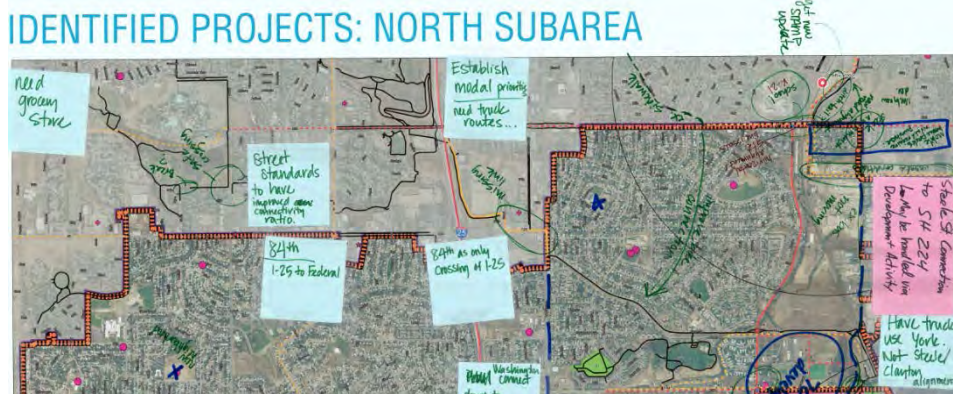
On June 15, 2016, the TAC, City of Westminster, City of Arvada, and City of Thornton participated in a Missing Links Charrette. Meeting materials were provided to representatives of cities unable to attend the meeting. Participants were asked to break out into one of three subareas (North, East, or West) and were charged with four major goals. Table 2-4 summarizes the goals guidance provided for the Charrette. The Charrette resulted in a very clear direction for the project team and the County in identifying the final Top 10 Projects.

Table 2-4: Charrette Goals and Instructions

Charrette Goal	Instructions
<b>Empathize</b>	How would someone from here get to school, the grocery store, or a medical facility? Would they travel on foot, by bike, by bus, or in a car?
<b>Strategize</b>	What are the missing links? What projects can we bundle together? What about phasing of projects?
<b>Prioritize</b>	Which of these projects are the highest priorities? Should any of these projects make a Top 10 Projects list?
<b>Quality Control</b>	Do we have information on here that is accurate or are we missing something? Please provide map and project quality control.

Photo 2-2 is a picture of the North Subarea poster size board used during the Missing Links Charrette. It is a great example of how members of the TAC and significant stakeholders collaborated with the project team to ensure all information was completely accurate.

Photo 2-2: Photo of North Subarea Board used during Missing Links Charrette







In addition to the TAC meeting and Missing Links Charrette, Adams County held one-on-one meetings with several agencies in May and June of 2016 including:

- Adams County Offices/Departments of Sustainability, Community & Economic Development, Transportation, and Parks and Open Space;
- Cities of Arvada, Thornton, Westminster, Northglenn, Federal Heights, Denver, and Commerce City;
- Elyria-Swansa-Globeville Business Association;
- Adams County Fire District; and
- East Subarea Businesses and Residents.

### 2.3 Other High-Priority Efforts

This section provides an overview of high-priority efforts that do not fall within the Top 10 Projects list, either because they are areas targeted for development or because they are a part of regional efforts of the Board of County Commissioners (BOCC). In addition, the Project Team communicated with the Urban Drainage and Flood Control District (UDFCD) and Adams County to collect improvements identified prior to the Making Connections Plan in a GIS database format. Reference Figure 7-6 in Appendix 7 for map of the various improvements provided by Adams County and the UDFCD.

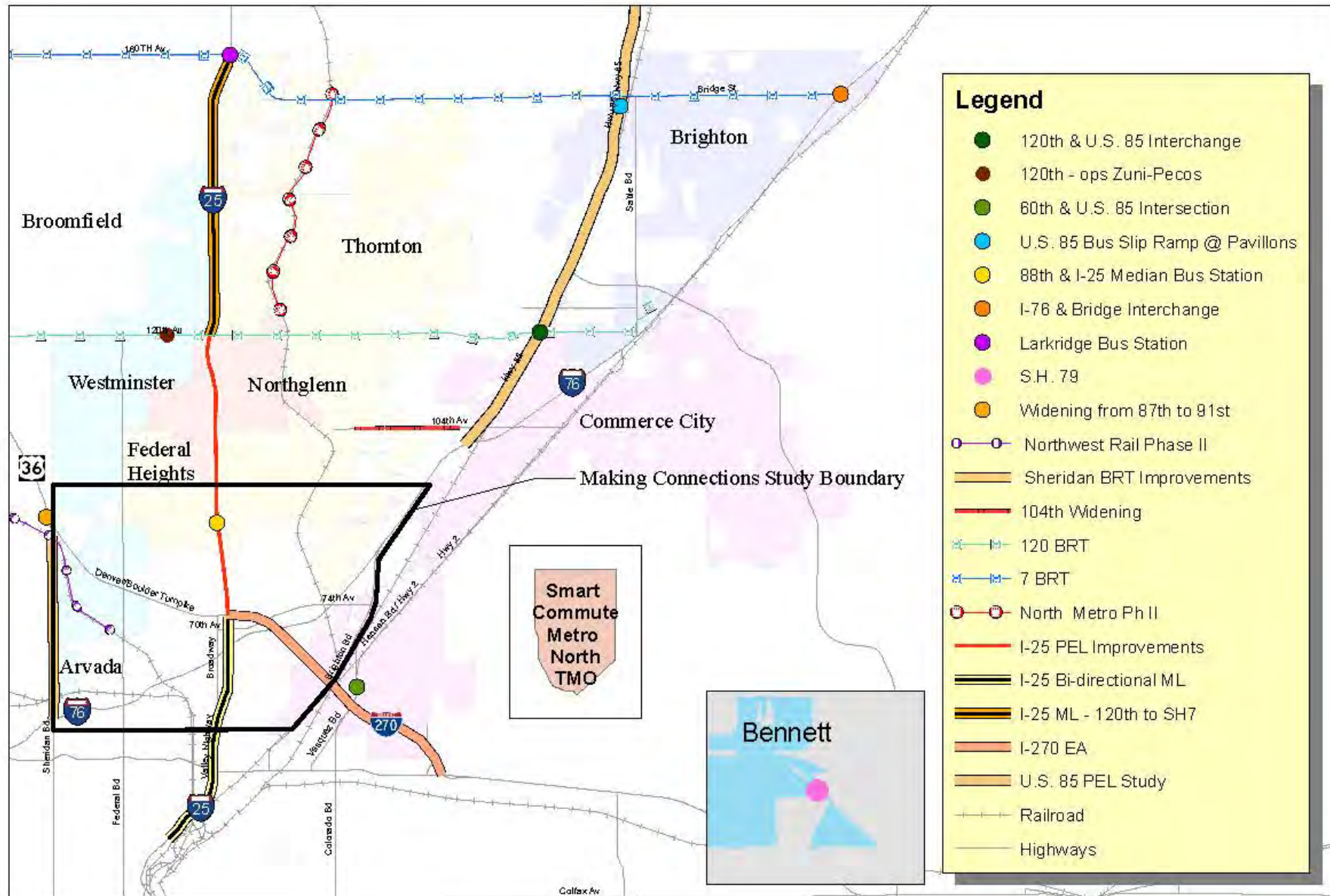
#### 2.3.1 Regional Projects

Developing countywide transportation projects and maintenance programs is essential for sustainable development by linking economic growth with key transportation factors. Adams County historically has worked with local city agencies to prioritize regional transportation improvement projects through a process governed by an Intergovernmental Agreement (IGA). The County, along with the Colorado Department of Transportation (CDOT), RTD and Denver Regional Council of Governments (DRCOG), and the members from the private sector, make revisions to the identified regional transportation priorities every three years to achieve regional cooperation and coordination. Table 2-5 provides a list of the projects that fall within the Making Connections Plan Study Area that are considered high-priority regional projects by the Board of County Commissioners (BOCC). Figure 2-10 displays all of the regionally-significant high-priority projects in context to the Making Connections Plan planning boundary. Through this planning process the TAC determined the following projects to be regionally significant, but decided not to include these projects in the Top 40 or Top 10 Projects list.

Table 2-5: BOCC High-Priority Projects

Regionally-Significant High-Priority Projects	Status
<u>I-25 PEL Improvements:</u> Include “multimodal operational and capacity improvements between US 36 and SH 7”	In Progress
<u>Sheridan Boulevard Improvements:</u> Include “widening and multimodal improvements along Sheridan Boulevard from 87 <sup>th</sup> to 91 <sup>st</sup> ”	Identified
<u>Northwest Rail Phase II</u>	Identified
<u>I-25 Bi-directional ML:</u> “A study is expected to commence in mid-2016”	Identified
<u>I-270 Environmental Assessment:</u> Includes conducting a “PEL for the I-270/Vasquez Interchange, for 60 <sup>th</sup> Avenue and US 85, and Traffic Analysis for the corridor”	In Progress

Figure 2-10: Adams County 2014 Regional Priority Projects\*



\*Source: Adams County



### 2.3.2 Development Areas

The Top 40 Projects list includes identification of targeted development areas based on the propensity mapping completed in Phase III of the project (documented in Chapter 2). The propensity mapping included criteria, such as proximity to transit, proximity to highways, lower improvement to land-value ratios for parcels, and the potential need for environmental clean-up. The potential need for environmental clean-up became an important criterion as the County currently has a separate brownfields assessment grant that includes a brownfields inventory and Phase I and Phase II environmental site assessments. Sites identified in this inventory are indicated as high-priority sites and recommended for Phase I or II environmental site assessments as part of the separate brownfields remediation process. It also is recognized in the assessment that, given the presence of existing businesses, remediating some properties or areas may be longer term propositions.

Five geographic areas were identified as key Development Areas from previous analyses. This does not mean there are no other areas within unincorporated Southwest Adams County available or ripe for development or redevelopment; but instead it indicates that the criteria resulted in the following five areas (Table 2-6). These areas may be more challenging from some aspects, including environmental conditions already mentioned, and/or locations within floodplain. However, these areas are valuable assets, given their proximity to limited water assets, and because of their proximity to commuter rail transit (four of the five development areas; see Figure 2-11). Many of these areas were highlighted in previous plans.

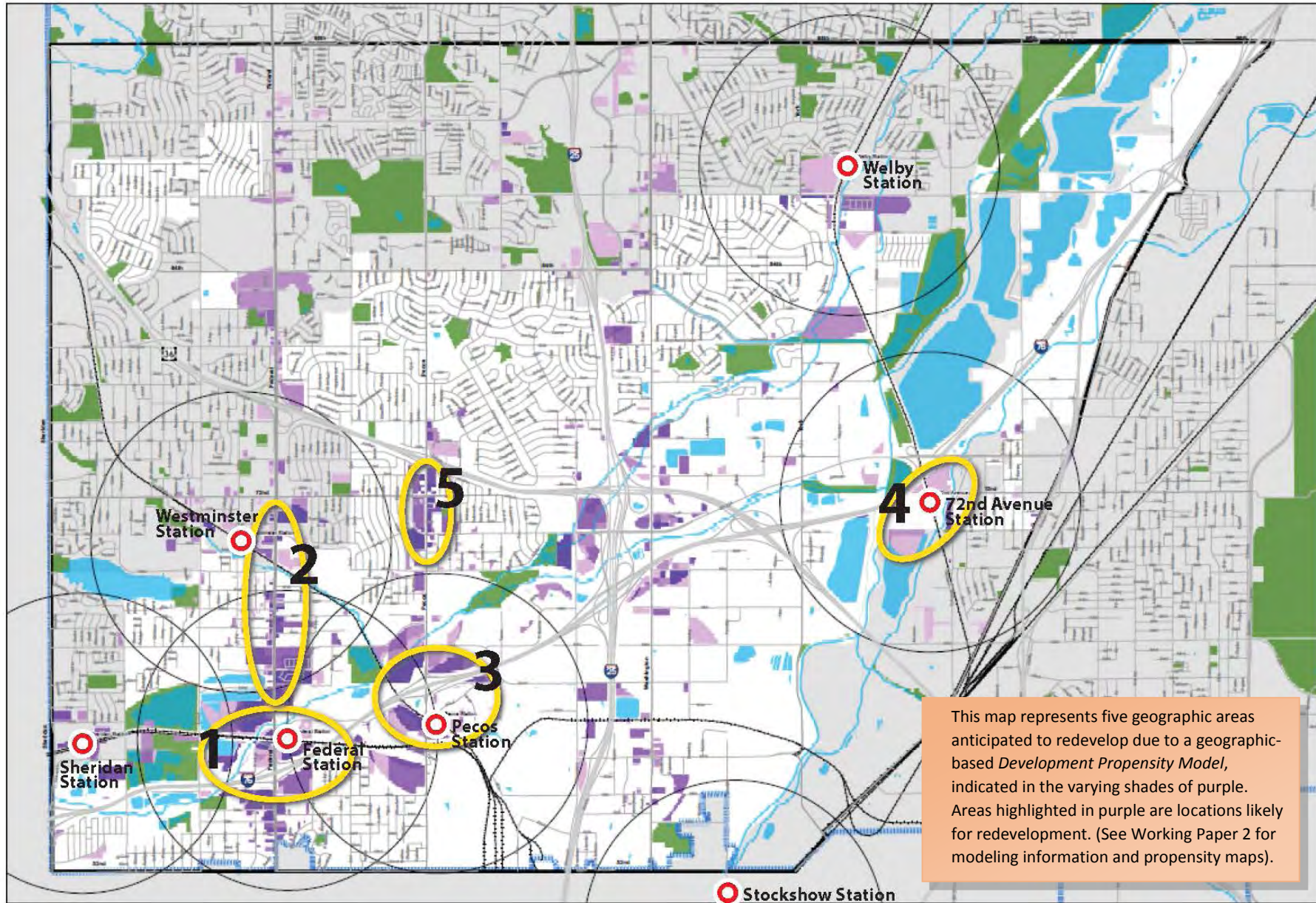
The development areas helped to inform the Top 10 Projects. Due to the opportunity to invite public-private investment, these areas are important enough to be to be highlighted in this report. The development areas are described in Table 2-6 and are displayed in Figure 2-11.



Table 2-6: Development Areas

Project Number	Development Area Name and Characteristics
D1	<p><u>Federal Gold Line Station – Sites included in Clear Creek TOD Plan</u></p> <ul style="list-style-type: none"> <li>• Larger sites</li> <li>• Mix of uses currently</li> <li>• Approximately 30 individual parcels around future rail station</li> <li>• Some within area identified for key future road connection(s)</li> <li>• Portions in floodway and floodplain</li> <li>• Recommend Phase I &amp; II Environmental Testing as part of ongoing brownfields study</li> </ul>
D2	<p><u>Federal Boulevard - between 62<sup>nd</sup> and 70<sup>th</sup> Avenue</u></p> <ul style="list-style-type: none"> <li>• Smaller sites</li> <li>• Mix of uses currently</li> <li>• More than 20 individual parcels</li> <li>• Portions In floodplain-project identified to remove area from floodplain</li> <li>• Recommend Phase I &amp; II Environmental Testing as part of ongoing brownfields study</li> </ul>
D3	<p><u>64<sup>th</sup> Avenue and Pecos Street –both sides of Pecos north of I-76</u></p> <ul style="list-style-type: none"> <li>• Mix of uses currently</li> <li>• Approximately five parcels around future rail station</li> <li>• Portions in floodway and floodplain</li> <li>• Recommend Phase I &amp; II Environmental Testing as part of ongoing brownfields study</li> </ul>
D4	<p><u>72<sup>nd</sup> Avenue and Colorado Boulevard</u></p> <ul style="list-style-type: none"> <li>• Currently industrial</li> <li>• Approximately four parcels around future rail station</li> <li>• Larger opportunity perhaps east of Colorado Boulevard in existing County/School district land that may become available</li> <li>• Small piece in floodway</li> <li>• Recommend Phase I &amp; II Environmental Testing as part of ongoing brownfields study</li> </ul>
D5	<p><u>72<sup>nd</sup> Avenue and Pecos Street – Southwest Corner</u></p> <ul style="list-style-type: none"> <li>• Currently commercial</li> <li>• One small parcel/area of larger development identified as solid waste site</li> <li>• Recommend Phase I &amp; II Environmental Testing as part of ongoing brownfields study</li> <li>• This larger commercial area from approximately 70<sup>th</sup> Avenue to US 36, along Pecos Street, may have opportunities for grocery and general new retail services/restaurants to serve current and incoming area populations.</li> </ul>

Figure 2-11: Development Areas





### 3 ENVIRONMENTAL REMEDIATION COSTS

Throughout the Making Connections Plan project process, it became apparent that many targeted redevelopment sites, including, but not limited to those within the Clear Creek Corridor, include sites with known landfill contamination and the possibility of additional brownfield contamination. A separate brownfield inventory is currently being conducted by the County using Environmental Protection Agency (EPA) Brownfields Grant funds. As part of that inventory effort, up to 10 sites will be identified for a Phase I or II Environmental Site Assessment (ESA). Given the scope of the Making Connections Plan projects, not all brownfield sites have been identified, nor has appropriate environmental determination been made. However, this section of the report attempts to outline the potential order of magnitude costs that could be incurred in the implementation of projects identified in this plan.

#### 3.1 Landfills–Environmental Risk Factors

The County has available a dataset of known landfill sites. This information is provided from a dataset that dates back to 1985 (reference Chapter 1 for additional information). The overall environmental condition of a specific property is most accurately evaluated by conducting a Phase II ESA. The site-specific ESA is designed to assess the condition of soil and groundwater by considering the types of contaminants that could be present in the landfill waste streams received. The designation of landfill type is primarily established by the wastes they are allowed to receive and the necessary local, state, or federal regulations and environmental standards in effect for operation and post-operation closure and care. A planning-level description of the typical expected environmental risk factor for each type of landfill category is provided in Table 3-1. The actual environmental risk factor including the potential or presence of contaminated soil or groundwater would need to be evaluated on a site-specific basis. The evaluation would consider the financial responsibility and cost to complete corrective action if contamination is present, the potential owner liability related to contamination present on-site and/or off-site at adjoining properties, and potential limitations to future site redevelopment.

Table 3-1: Landfill Environmental Risk Factor

Landfill Type	Environmental Risk Factor	Description
<b>Construction Debris Landfill (CD)</b>	Low-Moderate	Typically regulated and permitted at a state and/or local level, this type of facility is intended to generally accept construction debris that do not contain regulated materials. The regulated materials not permitted in a CD Landfill include the broad category of Non-Hazardous/Special Waste, Hazardous Waste or asbestos. As the materials disposed are not regulated materials, classification as having a Low Environmental Risk Factor is reasonable. However, in some instances, these regulated materials can be improperly disposed of in CD landfills, particularly with older facilities established prior to development of federal environmental laws (1970s and 1980s) and presently used waste handling/disposal practices. Therefore, there is the potential for individual sites to have a Moderate Environmental Risk Factor.
<b>Solid Waste Landfill (SW)</b>	Moderate	This type of facility is regulated under the Federal Resource Conservation and Recovery Act (RCRA) Subtitle D requirements. They are permitted to receive a wide range of wastes including Non-Hazardous/Special Wastes and asbestos. Conversely, they are not allowed to receive Hazardous Wastes as defined by RCRA. These types of facilities have established and rigorous groundwater and methane monitoring requirements per federal law. They are typically assumed as having a Moderate Environmental Risk Factor, however, will vary on an individual basis. Once a SW facility is closed for operation, the RCRA Subtitle D monitoring regulations remain in effect for up to 30 years (Post-Closure Monitoring/Care).
<b>Solid Waste and Construction Debris Landfill (SWCD)</b>	Moderate	This facility is permitted to receive materials as described above for CD and SW. It is reasonable to assign a Moderate Environmental Risk Factor with site-specific variability.
<b>Inert Fill Landfill (IF)</b>	Low	As material received is defined as “environmentally inert,” it is assigned a Low Environmental Risk Factor.
<b>Other Disposal Facilities (i.e. Fly Ash)</b>	Low	As with IF facilities, it is suitable to assign a Low Environmental Risk Factor.



### 3.2 Case Study Examples

Environmental remediation for sites can vary greatly depending on the identified contaminant at a site, its impact to groundwater, and the cost to complete correction. Provided in this section are recent examples of environmental remediation in the Denver region.

**Confluence Park, City and County of Denver:** On the most expensive end is Denver’s Confluence Park which included the development of a riverfront plaza project. Recent reports from July 2016 indicate the project is nearly 86% over budget, with over a year delay in the project schedule<sup>1</sup>. The original contract amount was \$5 million including design, public art, testing, and other costs. Coal tar was discovered in the project process at the end of the South Platte River’s west bank, causing for an addition of \$4.3 million to the project budget to remove the coal tar, treat the water on site, and return the water back to the river.

**Pecos Grade Separation Project, Adams County:** The Pecos Grade Separation Project in Adams County included construction of railroad grade separation on Pecos Street at the Union Pacific and Burlington Northern Santa Fe Railroad crossing. This project is another example of the requirement of on-site water treatment. The County had to treat approximately five million gallons of water. This project underscores the increasingly strict water quality standards leading to increased cost of water treatment. Initial cost estimates for Hazardous Waste Disposal, Contaminated Water Treatment/Disposal, and Solid Waste Disposal were budgeted at \$400,000; however, the actual costs incurred for these activities totaled \$3,786,151.33. Additionally, during the project process, an unknown landfill was discovered and required the addition of a span to the Osage Bridge, costing an unexpected \$800,000. In total, the awarded contract amount was \$23,822,466.24, but the actual expenditures totaled \$25,549,812.13—approximately a 7% cost increase.

**Clay Community Outfall, Adams County:** The Clay Community Outfall is a combined storm drainage and trail project previously identified by the County. Phase I of the project is nearing completion with construction occurring summer 2016. Phase II of the project was placed on hold due to discovery of environmental contaminants. The latest budget estimates for Phase II activities total approximately \$20,000,000; however, the original project budget (engineer’s estimate prior to receiving bids, 2013) was estimated at approximately \$7,000,000, a 280% difference.

### 3.3 Phase I and II Environmental Site Assessment

Occurring concurrently to the Making Connections Plan is the EPA-funded brownfields inventory project, *Brownfields Program*. In the spring of 2015, the U.S. Environmental Protection Agency (USEPA) awarded a \$200,000 Brownfields Assessment Grant to Adams County. The grant will provide funding to assist the County in identifying, assessing, and revitalizing brownfields properties in the Clear Creek Valley Area. This area was identified as the “Target Area” due to its proximity to planned Regional Transit District light rail stations and its history of gravel mining and landfills. These properties, if remediated, have the potential to become valuable to the surrounding community as redeveloped properties that not only generate tax revenues, create jobs, and stimulate economic growth, but also create aesthetic value by removing blight from the area. The Clear Creek Valley TOD (Transit Oriented Development) Plan was adopted by Adams County in 2009 and includes this area in its strategy for revitalization. The County is currently creating an inventory and priority list of Brownfield sites in the Brownfields Assessment Target Area (see Figure 3-1). Property that are priorities for redevelopment may receive technical assistance by filling out an owner participation form and eligibility application. Table 3-2 summarizes the typical steps of a brownfield reuse project.

<sup>1</sup> <http://www.denverpost.com/2016/07/26/denver-confluence-park-budget-increases/>



Figure 3-1: Brownfields Assessment Target Area

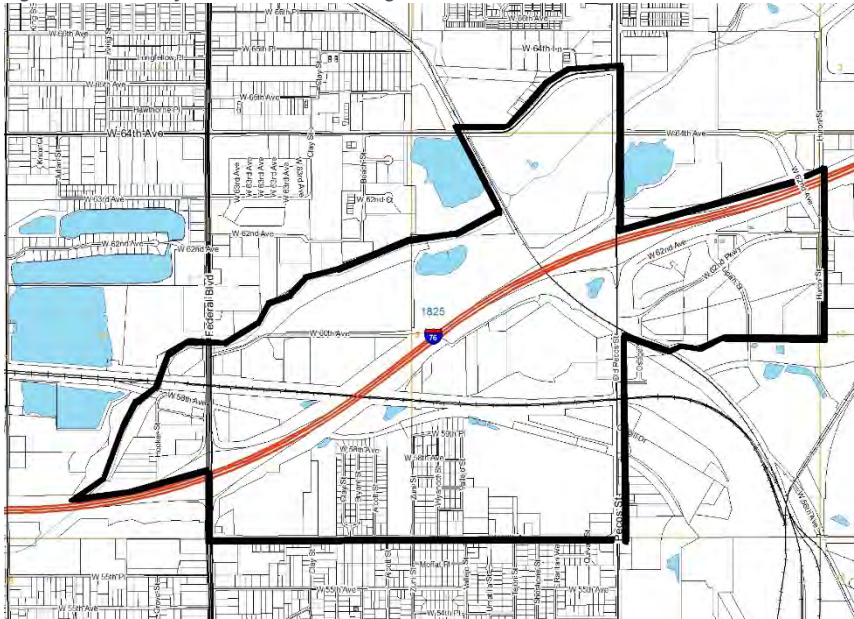


Table 3-2: Brownfield Reuse Project Steps

Phase	Tasks
<b>Phase I Environmental Site Assessments</b>	<ul style="list-style-type: none"> <li>• Background information gathering and historical records review</li> <li>• Visual site inspections</li> <li>• Other requirements according to ASTM standards</li> </ul>
<b>Phase II Environmental Site Assessments</b>	<ul style="list-style-type: none"> <li>• Subsurface Soil Sampling</li> <li>• Groundwater Sampling</li> <li>• Ecological Assessment (if necessary)</li> <li>• Quality Assurance Project Plan (QAPP) required by EPA</li> </ul>
<b>Supplemental Phase II Environmental Site Assessments</b>	<ul style="list-style-type: none"> <li>• Subsurface soil sampling and groundwater sampling to determine the extent of contamination found in initial Phase II ESA</li> </ul>
<b>Corrective Action Feasibility Investigations (CAFI)</b>	<ul style="list-style-type: none"> <li>• An evaluation of remediation options and associated costs, while balancing environmental protection and site redevelopment goals</li> <li>• Identification of redevelopment scenarios</li> <li>• Identification of remedial alternatives</li> <li>• Engineering evaluation of remedial alternatives and selection of preferred alternative</li> <li>• Required by DEC to be included in all DEC approved Corrective Action Plans</li> </ul>
<b>Corrective Action Plan</b>	<ul style="list-style-type: none"> <li>• A plan detailing the specific remedial actions necessary to implement the preferred alternative selected in the CAFI process.</li> </ul>





## 4 TOP 10 PROJECTS

The result of the previously described Project Prioritization Process is a list of 10 high-priority projects identified by the TAC to strategically implement in the near-term planning horizon. This method of project prioritization took place within a 15-month timeframe starting with the collection of an exhaustive list of 188 recommended projects extracted from 85 previously adopted plans or programs. The projects were then categorized to create new data sets to be mapped and analyzed in coordination with existing data. Objective methodology was then used to identify priority areas using the top scoring geographic locations of an Active Travel and Development propensity models to ultimately make data-driven decisions towards a refined list of Top 40 Projects. Additionally, a subjective approach in prioritization was used through various outlets of public input and stakeholder involvement during multiple workshops and a stakeholder charrette to focus on needs of the people who live or work within the community.

The final outcome is a list of Top 10 projects, with six of the 10 projects recommending a policy or program, including a local financing study, a new “Plans to Projects” (P2P) Program, an affordable housing policy, a sidewalk program, a complete streets policy and complete streets standards, and park and trail improvements. The remaining four projects are high-priority geographic areas such as the Federal Connection, the Clear Creek Connection, the Sheridan Connection, and the Welby Connection. These connection areas consist of multiple individual projects grouped into multi-disciplinary project bundles. Each of these high-priority initiatives (Top 10 Projects) are further described in this section and are divided into two primary sections: Policies, Programs, and Future Studies; and Geographic-specific Projects.

### 4.1 Policies, Programs and Future Studies

There is a tremendous need within the Making Connections Plan study area that is best accommodated via programs, policies, and future studies. Provided in this section is a description for a local financing study, a Plans to Projects (P2P) Program, an affordable housing policy, a sidewalk program, and guidance for a future complete streets policy and complete streets standards.

#### 4.1.1 Local Financing Study

Through this planning process, Adams County has been engaged in thoughtful discussions on effectively prioritizing investments that create the most improved quality of life, equity, and return on investment. However, like many growing communities, there is a struggle to keep up with infrastructure and development needs to match growth when there are tighter budgets at every level of government. This understanding requires Adams County to think about how to pay for and manage investments. A wide range of financing options are available that allow the County to achieve community goals while being as financially effective and efficient as possible. Some of these financing options include: a special-use tax, a bond measure, creation of an infrastructure authority, entering in to intergovernmental agreements, or creation of an improvement district (e.g. LID or PID). Although this is not an exhaustive list of financing options, each of these four options is briefly summarized in Table 4-1.



Table 4-1: Examples of Financing Options

Financing Option	Description
<b>Special-Use Tax</b>	A special-use tax is imposed on consumers of tangible personal property that is used, consumed, or stored in the taxing jurisdiction. Counties may impose a special-use tax only upon motor vehicles and building materials and supplies used in construction projects within their jurisdictional boundaries. The counties in Colorado that have a special use tax collect this tax when building permits are issued or when vehicles are registered. Special use taxes on other goods and services may be possible.
<b>Bond Measure</b>	Bonds are very common in public infrastructure financing and have been used for over 100 years. Counties sell bonds to investors (e.g., banks, insurance companies, public pension funds, and foreign investors, etc). The bonds are paid back over time to the investors. The County does not have to pay taxes on the interest paid to investors.
<b>Infrastructure Authority/ Intergovernmental Agreement</b>	Infrastructure authorities or intergovernmental agreements (IGAs) have become a very useful tool in promoting regional cooperation for the purpose of economic development. These instruments may be a useful tool in coordinating improvements with water and sanitation districts or projects that involve adjacent jurisdictions.
<b>Improvement Districts (LIDs or PIDs)</b>	LIDs or PIDs are used where needs of a county are particular to a neighborhood, a unique need of a developer, an older subdivision, or area requiring greater jurisdictional control. An improvement district is created either through a property owner petition or through a county initiative. The county would respond by adopting a “resolution of intent,” holding a public hearing, and sponsoring an election. The BOCC would serve as the Board of Directors of an improvement district.

The community and TAC input resulting recommendations for unincorporated Southwest Adams County are to undertake a detailed financing study to (1) better understand the County’s existing bonds and other obligations and (2) expand upon the County’s understanding of the capacity for financing projects through both traditional and innovative funding strategies. Additionally, the study would examine public support for different financing strategies and conditions of support. There would be four primary components to the study including: Tools; Revenue and Obligations; Survey; and Handbook. Each of these four components are further described in Table 4-2.

Table 4-2: Financing Study Components

Financing Study Component	Guidance
<b>Tools</b>	The Financing Study should begin with a clear understanding of all the existing tools available to the County, and the propensity to utilize different tools by project type (e.g., streets, drainage, and parks) historically by department. The study also should identify those tools that currently may not be available for County use within the State of Colorado but might be worth lobbying the state to change regulations to allow County use.
<b>Revenue and Obligation</b>	The Study also would include a comprehensive understanding of existing revenues, such as: Property Tax (including property tax rebates), Ownership Tax, Sales and Use Tax, Occupation Tax, Other Taxes, Licenses and Permits, and Intergovernmental Revenue (federal and state). Most of revenue information should be readily available via annual budgeting and reporting. The study would then focus on a clear understanding of current and projected financial obligations, such as: Short-term Notes, Certificates of Participation, General Obligation Bonds, and Revenue Bonds This should include a clear stating of the County's bonding capacity, current ratings through Moody's and Standard and Poor's.
<b>Survey</b>	The study should include a county-wide survey (including ability to obtain information specifically for unincorporated Southwest Adams County, e.g. this Study Area—or consider beginning by surveying just unincorporated Southwest Adams County) to ascertain the public's appetite for different financing strategies by project type.
<b>Handbook</b>	A product of this study would include a handbook for day-to-day use by County departments and multi-departmental education and training. The handbook would provide a quick and concise way to ascertain specific tools that can be utilized for projects of all scales, complexities, budgets, and implementation timeframes. The handbook should include a summary table, or perhaps a series of tables, with resources identified by project type, agency (e.g. federal, state, county), and/or dollar limits. Following the "quick glance" tables would be a more detailed description of each program/tool with contact information, annual filing deadline (for grants for example), and an example or two of where and when this was used in the County before, if applicable.

#### 4.1.2 Plans to Projects Program (P2P)

The Making Connections Plan process identified an opportunity to better align long-range planning and capital improvements programming (CIP). In some instances, public input opportunities have come later in the capital improvement stages than is desirable. In other instances, projects and needs have been identified by the public in the planning processes but do not rise to the capital improvement funding and implementation stage. The Making Connections Plan TAC has recommended that Adams County implement a more defensible CIP process thereby improving the linkage from planning to project development. The P2P Program will create an internal process where long-range planning results in programmatic decision-making, including the relationship to the development review process and CIP evaluation process (scope, funding, timelines, and expenditures). P2P will become a formal project evaluation process to improve this linkage. P2P is used to establish a logical, well-documented, and defensible means of selecting and prioritizing projects for the CIP. The most important questions to ask in this process are:

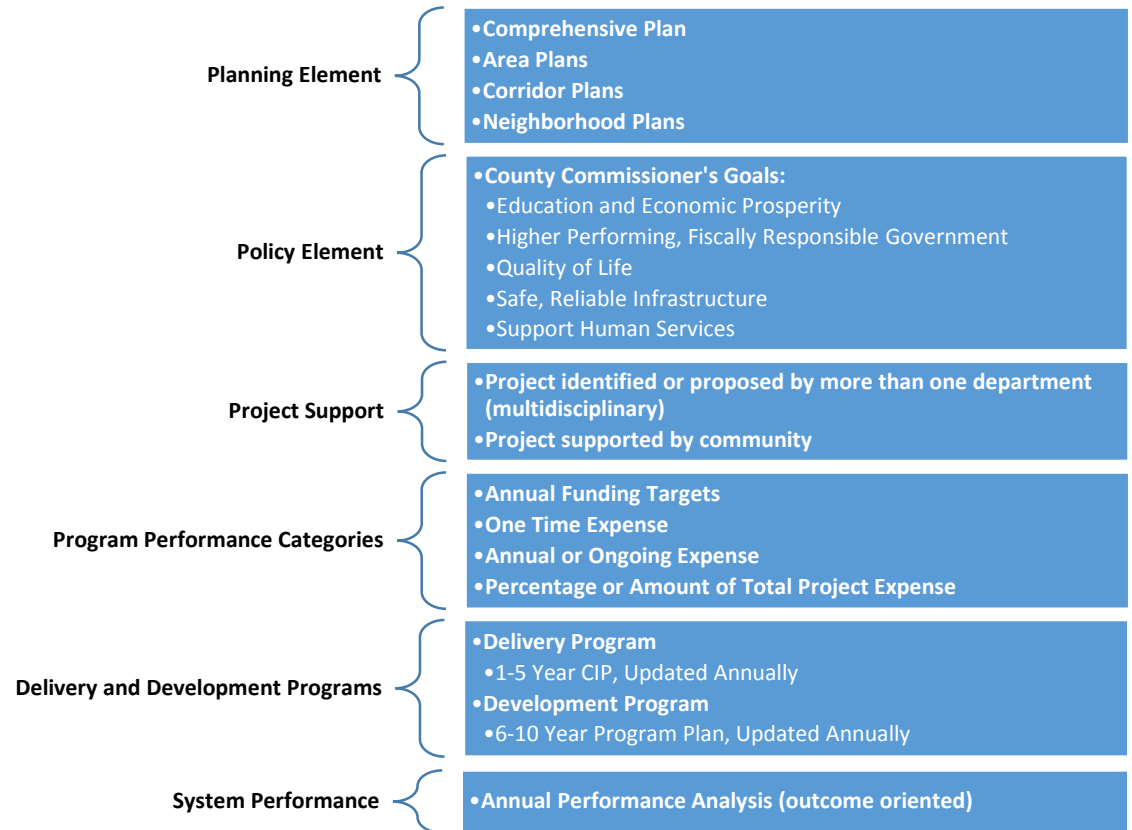
- How do projects move through the process, from planning to programming?
- Are projects ranked? If so, how?

Provided within this section is a draft structure of a P2P Program for Adams County. This draft program should be reviewed and discussed with the various departments within Adams County to ensure an effective project delivery program.

Figure 4-1 illustrates the major components of the P2P program. Each of these major components are described below.

**Planning Element:** Through the Office of Long Range Strategic Planning, Adams County consistently identifies trends and changes within the various study areas to prepare for changes associated with the built environment. This is a coordinated, ongoing process addressing targeted areas within the County that ultimately are integrated into an updated Comprehensive Plan and informed decision-making. The first step in the project evaluation process is a determination of if the project was previously identified in the Adams County Comprehensive Plan or an Adams County planning document. *A project should receive one point if the project evolved from the Comprehensive Plan or other Adams County planning document.*

Figure 4-1: P2P Process





**Policy Element:** The Adams County BOCC has established goals that should be a part of the project evaluation criteria. The second step in the project evaluation process is a determination of if the project accomplishes any of the five BOCC's goals including: education and economic prosperity; higher performing, fiscally responsible government; quality of life; safe, reliable infrastructure; and support human services. Important to this project evaluation process are issues related to equity, affordable housing, and access to parks, schools, grocery stores, and medical facilities. *Each project should receive one point for each of the verified goals, with up to a total of five points possible per project.*

**Project Support:** Establishing and documenting project support and project advocates is an important step in the project evaluation process. This includes both internal support where departments or agencies collaborate to address a shared goal and external project support from the community. *Projects can receive one point if the project is supported by more than one department or agency that supports the project, for a maximum of four points possible. Additionally, projects should receive an additional point if there is documented public support for the project.*

**Program Performance Categories:** Program performance and funding allocations are important in determining project readiness. This activity includes documenting the annual funding targets per department and determining funding allocations for projects. Information that should be included in this documentation, include: if a project involves a one-time expense or if there is an annual expense; if ongoing operation and maintenance expenses should be budgeted; or if only a percentage of the project is being paid for by Adams County with matching funds coming from a variety of sources. *Projects should receive one point for shared, matched or grant funded projects.*

**Delivery and Development Programs:** A 10-year work plan, including a *project development program* and a *project delivery program*, effectively links County plans to implementation. The *project development program* includes projects that are not immediate near-term action items and provides a pipeline and predictability for capital improvements that address system performance measures. The *project development program* involves a three-part process of confirming the funding allocations, establishing funding forecasts for years 6 through 10, and identifying performance target. When the projects reach the point in which delivery timelines can be predicted and managed, the project advances to a *project delivery program* for design, construction and implementation. The *project delivery program* represents a committed work program providing a basis by which Adams County can hold itself accountable for delivering and, therefore, should include costs and schedules for each project. The *Development and Delivery* programs should be updated annually. A project should be scored based on "readiness" factors, including at what stage of planning, design, or land acquisition it is in the project development process. *Projects should receive two points if in the permitting or design phase and should receive one point if in the conceptual phase of project development.*

**System Performance:** The *system performance* component involves an annual performance assessment designed to track and report project performance. This is the process in which Adams County can "celebrate" its successes. The assessment also informs the next long-range planning effort, including updating the cycle of performance goals, strategies, and objectives. Outcome-oriented performance measures allow agencies to track how improvements have created positive change. Some examples include: miles of sidewalk constructed, numbers of pedestrian lights installed, reduced crash/safety occurrences, number of affordable housing units developed, acres of park improved, change in sales tax generated, and change in property values. *Projects should receive one point for every established performance measure it aims to improve, with a maximum of four (4) points possible.*



### 4.1.3 Affordable Housing Policy

Identified as a high-priority during the development of the Making Connections Plan was a need to create a comprehensive affordable housing policy for Adams County. The policy should begin by focusing within one mile of an RTD FasTracks rail station (also identified as Pedestrian Activity Centers in *Imagine Adams County*) and primary bus routes. The policy should be expanded to the larger Making Connections Plan study area and overall County after a baseline policy has been established and, perhaps, a pilot project or two are completed. The pilot projects would then inform any calibration of the policy for specific geographic areas prior to County-wide application. Several of the items outlined herein were also identified in the *2009 Balanced Housing Plan* (currently being updated). The creation of a comprehensive policy should be organized into the following elements: Background/Baseline, Regulatory, Financing, and Partnerships. Additional information about what should be considered in each of these four elements is provided in Table 4-3. The list here is not meant to be comprehensive, but rather a start when compiling a Scope of Services and budgeting funding for the creation of the policy. The policy should comply with all Federal guidelines where Federal funding is solicited and utilized.

Table 4-3: Affordable Housing Policy Elements and Considerations

Affordable Housing Policy Elements	Considerations
<b>Background/Baseline</b>	<ul style="list-style-type: none"> <li>• Update the <i>2009 Balanced Housing Study</i> (underway-to be completed in 2016) as a pre-cursor to creating a comprehensive policy and action steps.</li> <li>• Review specific components of the 2009 plan.</li> <li>• Complete any further socio-economic/market trend research that may not be covered in <i>2009 Balanced Housing Study</i> update to provide necessary baseline information to inform an affordable housing policy.</li> <li>• Create an inventory of existing affordable and workforce housing stock using Geographic Information Systems (GIS) platform to be compatible with the existing Adams County GIS system/database. Begin with the Making Connections Plan study area. Consider mapping tiers of area median income (AMI). &lt;=40% AMI, 41-60% AMI, and 61-80% AMI.</li> <li>• Create GIS mapped inventory of Adams County Housing Authority and other non-profit (e.g. Mercy Housing) residential locations, price points, size of units, number of units, etc.</li> </ul>



Affordable Housing Policy Elements	Considerations
<b>Regulatory</b>	<ul style="list-style-type: none"> <li>• Make sure affordable housing is addressed in the Comprehensive Plan, updated land use map, and category language, as necessary.</li> <li>• Review options for enhanced efficiency in the development review and permitting processes. For example:                         <ul style="list-style-type: none"> <li>○ Add provisions for staff waivers (administrative review) for minor adjustments of use, density, and dimensional standards for workforce and affordable housing projects;</li> <li>○ Remove or reduce dimensional standards that restrict affordable housing (e.g., lot widths, large minimum lot sizes); and</li> <li>○ Reduce, offset, or waive development impact fees based on the percentage of affordable units.</li> </ul> </li> <li>• Assure reduction in parking requirements.</li> <li>• Consider language on preservation of existing affordable housing, such as replacement clauses.</li> <li>• Consider how the current national phenomena of multi-generational living and the rise of the <i>Sharing Economy</i> may result in regulatory modifications to allowing for multiple housing units per lot, co-housing concepts, accessory dwelling units (ADUs), and/or higher numbers of unrelated people living in one household. For example:                         <ul style="list-style-type: none"> <li>○ The Housing Authority or a housing trust may provide financial off-sets to the development community to build ADUs with deed restrictions. Deed restrictions would only allow for income limits (or section 8 vouchers) to be used on either the principal or accessory dwelling unit (some flexibility to allow for different family sizes). The subsidy would make building the ADU enticing to the developer.</li> </ul> </li> <li>• Additional zoning updates:                         <ul style="list-style-type: none"> <li>○ Allow smaller lots within urban development patterns.</li> <li>○ Create mixed-use zone districts.</li> <li>○ Update zoning to provide for final affordable housing policy provisions as necessary.</li> <li>○ Require a variety of unit sizes in multi-family developments.</li> <li>○ Update landscape standards to include Low Impact Design, which is more cost effective in the long term.</li> <li>○ Allow manufactured and modular construction in larger geographic areas.</li> <li>○ Consider affordable units and/or ADUs as bonus density units in key areas.</li> </ul> </li> <li>• If Design Standards are created in addition to Zoning, assure there are "Guidelines" and "Standards" to allow enough flexibility for developers. However, appropriate underlying zoning should not eliminate the need for Design Standards altogether.</li> </ul>
<b>Financing</b>	<ul style="list-style-type: none"> <li>• Establish a housing trust fund to provide debt/equity towards affordable housing projects.</li> <li>• Provide a low interest/interest only loans (program with local bank partners).</li> <li>• Pursue grants and create an affordable housing revolving fund.</li> <li>• Establish a County Land Trust to focus on the development of affordable housing.</li> <li>• Enable the County to share on public street improvements adjacent to affordable housing.</li> <li>• Consider preservation of existing units funding.</li> <li>• Research different options of in-lieu of fee, linkage fee, and other innovative fees.</li> <li>• Explore special use taxes for affordable housing.</li> <li>• Explore income-based down payment assistance programs (i.e., County funds to supplement funding from Community Development Block Grant (CDBG) Home Investment Partnership Program (HOME)) for first-time homebuyers (would include financial literacy and home maintenance education).</li> <li>• Explore creative financing, including but not limited to a County Loan Guarantee</li> <li>• Explore an innovative program whereby ADUs may be built in new, market rate developments with developer incentives and then subject to income restrictions; models where the ADU and the principal structure may be income restricted may be explored</li> <li>• Explore innovative strategies and developer incentives for homeownership programs for low and moderate income residents.</li> </ul>



Affordable Housing Policy Elements	Considerations
<b>Partnerships</b>	<ul style="list-style-type: none"> <li>• Advocate for statutory change at the state level to allow counties to create inclusionary housing policies.</li> <li>• Identify preservation priorities. What current affordable housing—either the existing units and/or locations—is a priority for retention/redevelopment as affordable. Work with current owners to identify a site specific partnership plan to retain/preserve the stock and/or sites.</li> <li>• Consider use of County-owned property for development of affordable housing: donated; long-term; no-to-low cost; land lease; or sold at discounted rate.</li> <li>• Explore a County-owned site which may offer temporary assistance for mobile home park closures and a potential affordable housing site to assist mobile home owners. This concept may include management or site development by the Adams County Housing Authority and may be better studied during the Balanced Housing Plan update.</li> <li>• Reduce/waive permit fees and Annual Inspection Fees.</li> <li>• Consider infrastructure partnerships to reduce cost-per-unit associated with affordable housing, such as: reduced tap fees, use of regional or off-site stormwater detention, and use of grey water for irrigation/site use.</li> <li>• Work with current owners of single-family, detached affordable rentals to enable either County/Housing Authority to purchase or create an option for tenant to purchase rather than putting the property on the open market.</li> <li>• Utilize CDBG as feasible for neighborhood infrastructure</li> <li>• Incentivize landlords to accept Housing Choice Vouchers.</li> </ul>

#### 4.1.4 Sidewalk Program

Prior to this planning process, an Americans with Disabilities Act (ADA) Transition Plan was developed to help the County better understand where ADA issues were present within the County roadway network. Adams County Transportation Department has identified an annual budget dollar amount for 10 years (to start) to implement the approved County ADA Transition Plan within the Making Connection Plan study area. During the Making Connections Plan planning process, an Active Travel Propensity Model was developed (reference Chapter 2) as well as a Sidewalk Gap Analysis (Figure 4-2). These two activities provided information regarding the extent and magnitude of sidewalk gaps within the study area, including 133 miles of roadway with sidewalk present on both sides of the street, 17 miles of roadway with sidewalk present on one side of the street, and 74 miles of roadway with no sidewalk on either side of the street. From this review, budgeting for a sidewalk gap infill program would total approximately \$31,680,000 figuring sidewalk infill at approximate \$192,000 per linear mile for a 5.5’ sidewalk, which would provide sidewalk on both sides of every street within the Study Area. However, this cost calculation does not include budgeting for ADA improvements in which the County’s Transportation Department estimates will be budgeted at approximately \$900,000 to \$1,000,000 per year.

Given the large scope of work required to address ADA challenges and execute a sidewalk gap infill program, a priority recommendation of this planning study is to establish a sidewalk gap program for the unincorporated areas included in the Making Connections Plan. Figure 4-3 and the text that follows provides an overview of the recommended multi-step process used to analyze an existing sidewalk inventory in order to create a prioritization of needed sidewalk improvements or infill projects.

Figure 4-2: Sidewalk Gap Assessment

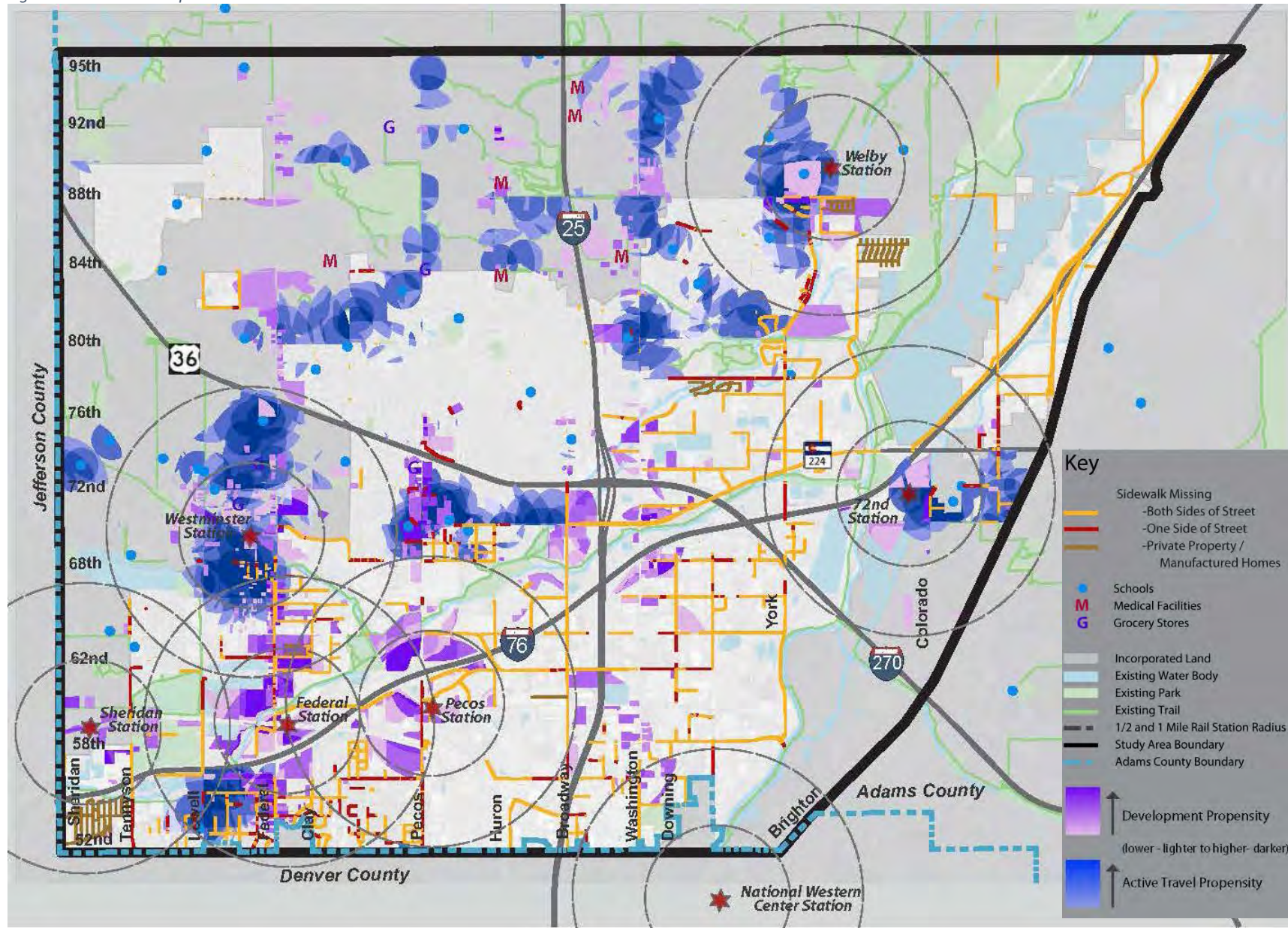
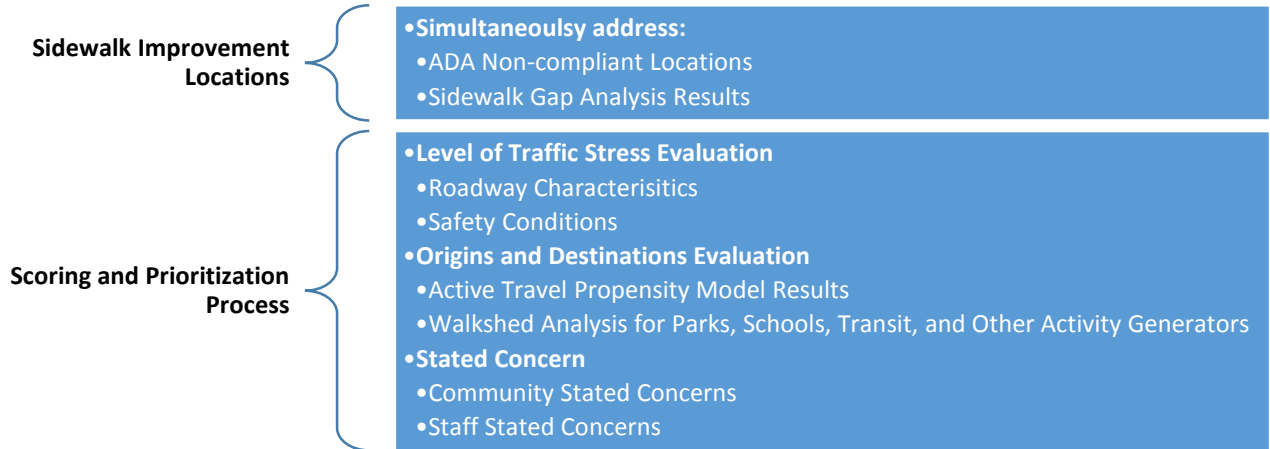




Figure 4-3: Sidewalk Program Prioritization Process



**Sidewalk Improvement Locations:** The first step in developing a Sidewalk Program is to conduct a quantitative analysis of the existing built environment to determine where sidewalks exist and where no sidewalks are present. This step has been completed as part of this planning process. The previously referenced Figure 4-2 illustrates these results which were compiled as a GIS file for further use by the County. At the time of this report, known ADA compliance issues had not been mapped; however, the recommendation of this plan is to simultaneously address sidewalk gap issues while addressing ADA compliance issues; therefore, an important step in the Sidewalk Program would be to merge the sidewalk gap data with ADA compliance issues locations.

**Scoring and Prioritization Process:** After locating the gaps and ADA challenges, the next step is to combine the analysis of existing roadway characteristics, safety conditions, and land uses that create demand for sidewalks with the public input ultimately to develop a list of factors that will be incorporated into the prioritization process. The previously mentioned Active Travel Propensity Model provides a map of the locations most likely to draw pedestrians, bicyclists, and transit users. This map can provide a starting point for this exercise. Additionally, level-of-traffic-stress evaluation, using roadway characteristics and safety conditions, should further illustrate implementation priorities. Specific public input related to pedestrian infrastructure could be collected via public meetings or surveys to identify unique or specific issues, as well as, to determine whether or not the analysis has adequately addressed goals and concerns of the citizens. The factors developed from the level-of-traffic-stress evaluation and public input are then used to build a Sidewalk Priority Matrix. An example of what that matrix might look like is shown in Table 4-4. The various Priority Factors for this evaluation are broken down by a scoring criteria which generates a score for each factor on each segment of roadway. The individual scores for each Priority Factor are combined to derive a Priority Score – Lower or Higher – for each segment of roadway. The data from the Sidewalk Priority Matrix is geo-referenced to street segments in GIS to produce a color coded ranking that correlates to each street, indicating highest to lowest priority for implementation.



Table 4-4: Example Scoring for Sidewalk Priority Matrix

Sidewalk Priority Matrix				
Sidewalk Priority Factors	Scoring			
	Higher Priority		Lower Priority	
Functional Classification	Arterial	Principal Col.	Secondary Col.	Local
	15	10	5	0
Speed	40	30-35	25	
	10	5	0	
Sidewalk Presence	NO Presence	Present on ONE Side	Present on BOTH Sides	
	5	2	0	
Sidewalk Condition	CRITICAL	POOR	FAIR	EXCELLENT
	3	2	1	0
Above Average Total Crash Rate	YES		NO	
	5		0	
Above Average Serious Injury/Fatal Crashes	YES		NO	
	5		0	
Above Average Pedestrian-Involved or Bicycle-Involved Crashes	YES		NO	
	10		0	
Proximity to Park and Schools (Within 1/4 Mile)	YES		NO	
	5		0	
Proximity to Transit (Within 1/4 Mile)	YES		NO	
	5		0	
Activity Generators (Commercial, Institutional, Multi-Family Residential)	YES		NO	
	5		0	
Community Stated Concerns/Prioritization	YES		NO	
	10		0	
Analysis of Growth Trends/Other Data Factors	TBD		TBD	
	10		0	



#### 4.1.5 Complete Streets Policy and Standards

A key recommendation arising from this planning effort is a need to develop a variety of street types that accommodate people that walk, bike, use transit, and drive. Designs may vary in urbanized versus rural parts of the county. Sustaining a system of “Complete Streets” will provide a safe transportation system for all users regardless of age or ability. Making a community safe to walk, bicycle, and use transit fosters improved health, encourages community interaction, promotes sustainability, and portrays environmental stewardship. As communities grow, Complete Streets enhance opportunities for transit use and diversify mobility options for all travelers. However, Complete Streets cannot always be achieved on every street. Certain factors, such as available right-of-way, terrain, and land use/development context, can limit modification of a street to accommodate all modes of travel. The overall goal is to provide an elaborate network of streets that provide regional mobility for all modes of travel. In essence, *not every street needs to be “complete,” but every mode needs a complete network.* New street cross-sections are the primary goal of this effort and once designated should inform the network for each mode.

##### *Complete Streets Policy*

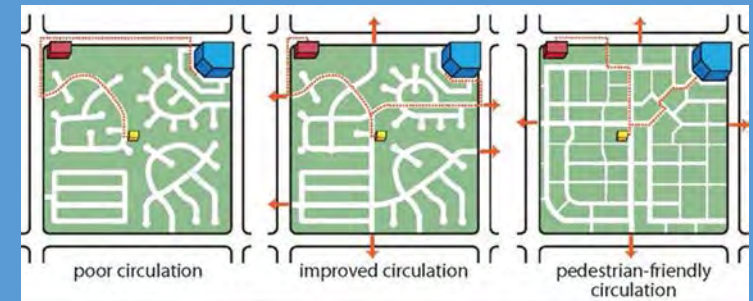
A Complete Streets Policy is used to direct transportation planners and engineers to routinely implement street designs that promote safe access for all users, regardless of age, ability, or mode of travel. A Complete Streets Policy is put in place to drive the intentions of the community during creation of both publicly-paid and privately-paid infrastructure. This policy typically focuses on Arterial and Collector roadways, while utilizing other tools like subdivision regulations that can subsequently provide required accommodations on Local and Minor Collector roadways. Related to this, the County should review the subdivision regulations at the time of drafting the Complete Streets Policy to determine if the subdivision regulations are appropriately accommodating for non-motorized users. For example, most communities require sidewalk construction at the time of new development; however, some communities are also requiring developers to construct bus stop shelter pad sites, or improve the street connectivity ratio in site planning efforts. It is the recommendation of the Making Connections Plan that the existing subdivision regulations be examined and possibly updated for the enforceability of this concept.

Adopting a Complete Streets Policy will establish a vision for incremental implementation of a Complete Streets network in the County’s project development and delivery procedures.

### STREET CONNECTIVITY RATIO

Connectivity within and between neighborhoods is important in encouraging pedestrian and bicycle travel as well as reducing reliance on arterial roadways for vehicular trips. This means laying out streets within and between neighborhoods that would provide a direct route of travel between origin and destination. This point involves the ongoing execution of subdivision regulations. Many communities utilize subdivision regulations as a tool that require master developers to plan and construct roads within their development. Too often subdivision regulations do not emphasize the significance of creating an internal transportation system that would allow people to easily navigate from nearby commercial or institutional areas to their home. Figure 4-4 illustrates this point. A typical suburban subdivision pattern with many cul-de-sacs and loop streets create long circuitous routes of travel. An improved condition would create internal Minor Collector streets that connect neighborhood to neighborhood. The recommended conditions would be to provide a grid street pattern which allows for many access points and alternative routes while also shortening the travel distance to or from a nearby destination.

Figure 4-3: Neighborhood Connectivity





Ultimately, a successful policy will provide guidance in decision-making, develop staff and commissioner support, and measure results through performance criteria. The *National Complete Streets Coalition* authored a report that examined successful Complete Streets Policies across the nation and provides guidance in the development of complete streets policies. Table 4-5 summarizes these policy considerations, and Table 4-6 summarizes the various policy components. This policy guidance can be used to draft components of a Complete Streets Policy, and code revisions including amended and new complete streets cross sections. The recommendation derived through this study is that Adams County work on drafting and adopting a Complete Streets Policy, based on a collaborative process involving various County departments as well as support from the Planning and Zoning Commission. Two resources are available from *Smart Growth America* to assist in drafting the Complete Street Policy, including: the *Complete Streets Local Policy Workbook*, which identifies ten essential components of good policies; and *The Best Complete Streets Policies of 2015* which will allow the County to review policy examples developed and adopted by peer agencies.

Table 4-5: Complete Street Policy Considerations

Policy Consideration	Guidance
<b>Dictate Intentions</b>	Indicate that the policy is intended to address both publicly-paid and privately-paid (i.e., developer paid) infrastructure.
<b>Targeted Infrastructure</b>	Focus on arterial and collector roadways, particularly on factors related to safety, barriers, and activity generators.
<b>Utilize Existing Tools</b>	Utilize and improve subdivision regulations for ongoing implementation of minor collector and local roadways.
<b>Determine Policy Components</b>	References recommended policy components in Table 4-3 on pages 34 through 35 of this Chapter.
<b>Determine Other Priorities</b>	Other priorities may include economic development, activity generators, connections, character areas, gateways, and comprehensive/strategic goals.
<b>Establish Exceptions</b>	All Complete Street Policies should indicate when exceptions are allowed. Exceptions may include prohibited traffic/mode type, creation of unsafe conditions, emergency declarations, generation maintenance activities, impact on right-of-way, or impact on natural resources. It is highly recommended to not include “absence of need” language in the allowed exceptions.
<b>Determine Exception Approval Process</b>	Any established exceptions will need to be approved during the project review process. Some communities have indicated the exception may only be approved by the Department Director, Planning Commission, or County Commissioners.

Table 4-6: Complete Street Policy Components

Policy Component	Guidance
<b>Vision</b>	Include a vision for how and why the community wants to create a Complete Streets Network.
<b>Users</b>	Specify that “all users” includes pedestrians, bicyclists, and transit passengers of all ages and abilities, as well as the operation of motorized vehicles and transit-vehicles.
<b>Connectivity</b>	Encourage street connectivity and aims to create a comprehensive, integrated, connected network for all travel modes.



Policy Component	Guidance
<b>Adoptable</b>	Create a policy that is adoptable by all relevant agencies to cover all roads.
<b>Project Types</b>	Create a policy that applies to both new, reconstruction, and retrofit projects, including design, planning, maintenance, and operations, for the entire right-of-way.
<b>Exceptions</b>	Make any exceptions specific and set a clear procedure that requires high-level approval of exceptions.
<b>Standards and Flexibility</b>	Direct planners, designers, and engineers to use the latest and best design standards while recognizing the need for flexibility in balancing user needs.
<b>Community Context</b>	Direct that complete streets solutions will complement the context of the community.
<b>Performance Standards</b>	Establish performance standards with measurable outcomes (inventory measures v. outcome measures).
<b>Implementation</b>	Include specific next steps for implementing the policy.

*Complete Streets Standards*

In addition to developing a Complete Streets Policy, the County should work to establish ideal Complete Street Cross-Sections Standard for a variety of development contexts. The TAC recommends for the Making Connections Plan study area the creation of urban roadway design standards that promote mixed-traffic activity and identify modal priorities by street type and character of development.

Figure 4-5 and Table 4-7 provide an example of how to develop standard cross-sections for a Complete Streets Network. As illustrated in Figure 4-5, a standard roadway is divided into three parts: the travel way (including vehicles and on-street bikes), the pedestrian realm (including pedestrians, off-street bikes, and other mobility-assistance devices), and the development realm (including the adjacent land use characteristics). Table 4-7 indicates how the County might consider establishing modal priorities for a variety of development contexts. This table is meant to provide an example and does not establish a preferred direction resulting from this planning study. It indicates that more urban development contexts require a higher priority be placed on alternative modes of transportation (i.e., pedestrians, bicyclists, and transit operations and facilities); conversely, more rural development contexts typically entail a higher priority be placed on traditional vehicular traffic, but allow for sufficient ROW to allow future improvements as the area becomes more urbanized.

Figure 4-4: Component Parts of a Street



Table 4-7: Example Mode of Travel Priority by Development Context

Development Context	Mode of Travel Priority				
	1	2	3	4	5
<b>Urban Commercial/Mixed Use</b>	Walk	Transit	Bicycle	Automobile	Freight
<b>Urban Industrial</b>	Freight	Automobile	Transit	Walk	Bicycle
<b>Urban Residential</b>	Walk	Bicycle	Automobile	Transit	Freight
<b>Urban Single Use</b>	Bicycle	Automobile	Walk	Transit	Freight
<b>Suburban Commercial</b>	Automobile	Transit	Walk	Bicycle	Freight
<b>Suburban Industrial</b>	Freight	Automobile	Transit	Walk	Bicycle
<b>Suburban Residential</b>	Walk	Automobile	Bicycle	Transit	Freight
<b>Suburban Mixed Use</b>	Walk	Bicycle	Transit	Automobile	Freight
<b>Suburban Single Use</b>	Bicycle	Automobile	Walk	Transit	Freight
<b>Rural Residential/Agricultural</b>	Automobile	Bicycle	Walk	Transit	Freight
<b>Rural Village</b>	Walk	Automobile	Bicycle	Transit	Freight



*Additional Considerations: Maintenance and-Low Impact Design (LID) Solutions*

Maintenance of Complete Streets is always a challenge for jurisdictions that do not typically build these types of roadways. There has been some discussion within the TAC that an additional allocation of funds may be needed for increased maintenance costs; however, the degree of increased maintenance costs would need to be determined in the creation of the complete street cross-section standards.

Additionally, TAC members expressed interest in establishing Low-Impact Design (LID) Solutions for roadway cross-sections and the possibility of a future LID pilot project that may provide: an integrated system of stormwater management within the right-of-way; aesthetic enhancements; improved air quality by intercepting airborne particulates and providing shade for cooling; enhanced economic development; and improved pedestrian and/or bicyclist experience. In order to accomplish these LID goals, LID Solutions for County roadways can include numerous possible solution sets. Potential solution sets for the Making Connections Plan study area may include:

- Alternative street designs (i.e., narrowed roadways) to constrain traffic flow, making it easier and safer for pedestrian movements;
- Swales to aid in directing stormwater flow;
- Bioretention curb and sidewalk planters to aid in removing contaminants and sedimentation from stormwater runoff;
- Permeable pavement to aid infiltration of stormwater to underground aquifers; and
- Sidewalk trees and tree boxes to improve the ambient environment of pedestrians.

In addition to identifying a pilot project for LID roadway improvements, it is recommended that LID solutions be considered during the development review process and review of zoning and subdivision regulations. Often times, conventional zoning regulations are inflexible and restrict development options for LID in the site planning phase of a project. Adams County may consider adoption of environmentally-sensitive and flexible zoning options that encourage the use of LID Solutions. Similar agencies across the country have leveraged alternative zoning options, including overlay districts, performance zoning, incentive zoning, impervious overlay zoning, and watershed-based zoning, to allow for innovative LID techniques.

*Photo 4-1: Permeable Pavers used in Parking Lot*



*Source: Geosyntec Consultants*

*Photo 4-2: Bioretention Example along a Street*



*Source: newTERRAIN*

Photo 4-3: Rock-Lined Swale with Curb Cuts



Source: University of Nevada

Photo 4-4: Two Adjacent Tree Boxes on a Residential Street



Source: Filterra

*Additional Considerations: Crime Prevention through Environmental Design (CPTED)*

Crime Prevention through Environmental Design (CPTED) is a multi-disciplinary approach to reducing crime by deterring criminal behavior through design and planning. CPTED techniques are dependent on discouraging offenders from committing crimes by increasing risk of getting caught by manipulating the built, social and, administrative environments appropriately. The overarching theory is that the proper design and use of the built environment can decrease crime, reduce fear, and improve the quality of life. Applying the following six core concepts is essential when trying to prevent crime in any neighborhood crime ridden or not:

- Territoriality;
- Surveillance;
- Access control;
- Image/maintenance;
- Activity support; and
- Target hardening.

CPTED is recognized through the International CPTD Association (ICA) which is a global organization that works to promote CPTED. ICA supports local organizations, municipalities, practitioners, and communities to utilize CPTD principles to create safer communities. Adams County and other affiliated organizations will work with the ICA to ensure CPTED techniques are integrated into the design and implantation of the Making Connections Plan and the final Top 10 Projects.





## 4.2 Geographic-specific Projects

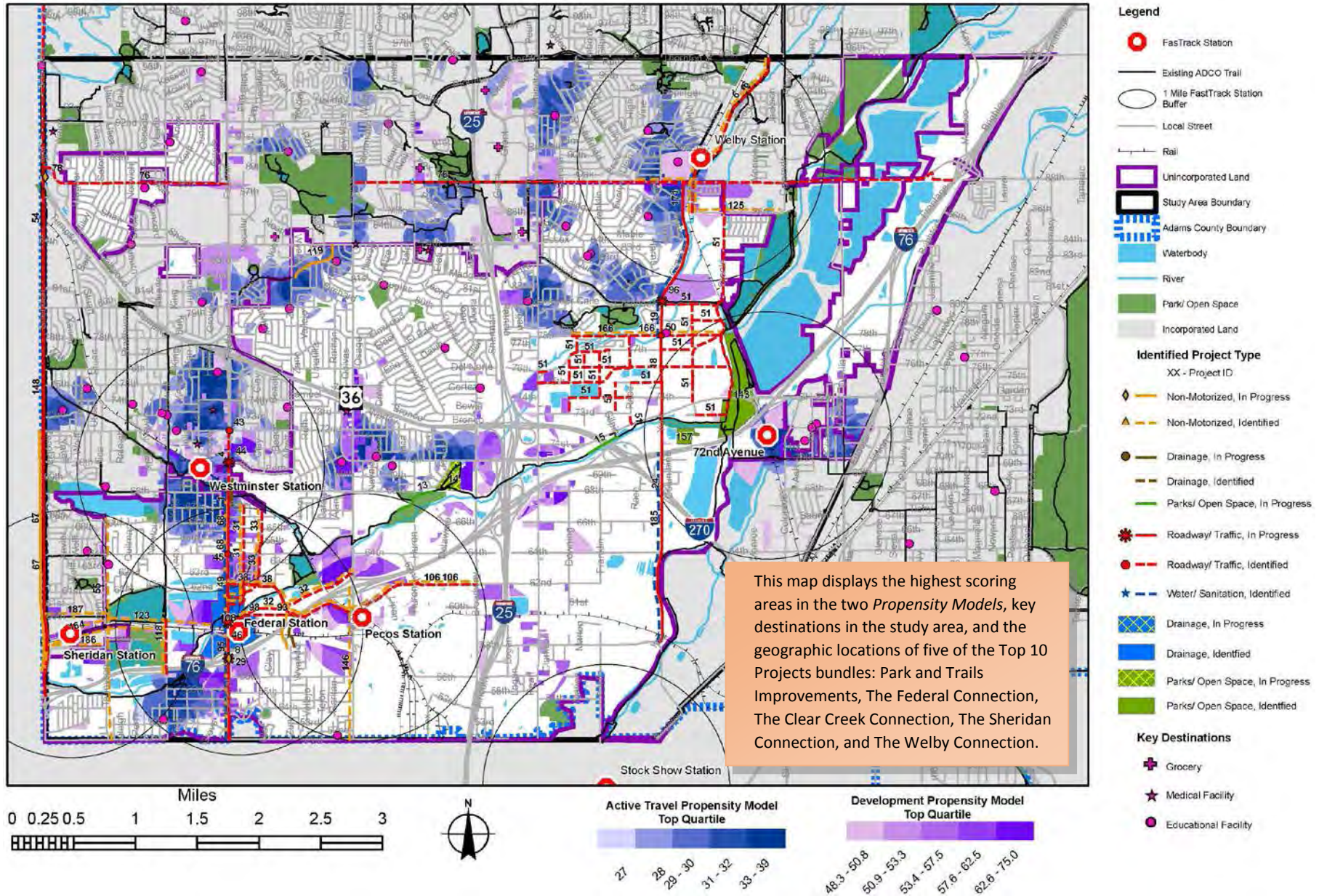
This section focuses on four spatial “connection” areas adjacent to FasTrack stations and a set of parks and trail improvements spanning across the entire Making Connections Plan study boundary. The five Geographic-specific project include:

1. Parks & Trails Improvements;
2. The Federal Boulevard Connection;
3. The Clear Creek Connection;
4. The Sheridan Connection; and
5. The Welby Connection.

These project sites have been selected as part of the Top 10 Project list because of the great potential these geographical areas have to significantly influence private and public investment and services. However, these areas currently have inadequate access to transit stations and infrastructure for anticipated growth. Each of the five Geographic-specific Projects includes multiple improvements to address the needs pertinent to that specific area. The improvements include a bundling of several mobility, utility, and infrastructure projects to support future development and assure connectivity to/from transit stations in a local and regional context. Tables 4-8 through 4-12 provide a breakdown of the different components of each of the five Geographic-specific projects. The tables include a name/description of each project, involved agency(s), a planning-level cost estimate, and a correlated project number. The project number listed in the subsequent tables refers to the comprehensive project list compiled for this Study, which can be found in Appendix A.

Figure 4-6 illustrates the locations of all the different individual improvements that are part of each of the five Geographical-specific Projects. In addition, the projects’ proximity to development (purple) and active travel (blue) propensity model results, key destinations (grocery stores, medical facilities, and educational facilities), and transit stations is clearly displayed on this figure.

Figure 4-5: Top 10 Projects



# MAKING CONNECTIONS/SW ADAMS COUNTY PLANNING AND IMPLEMENTATION PLAN

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



### 4.2.1 Park and Trail Improvements

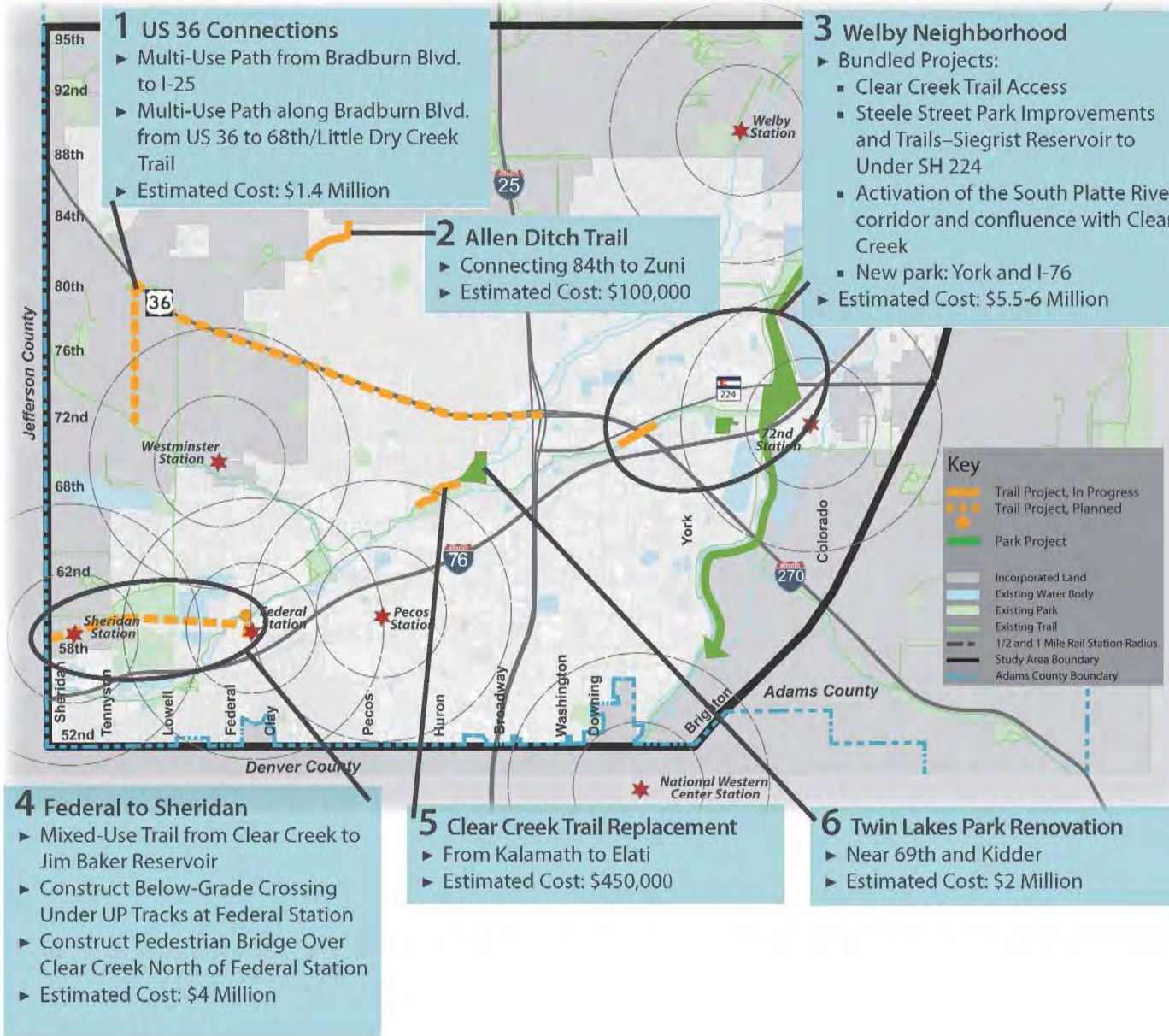
The Park and Trail Improvements bundle identifies a set of improvements to different county parks and trails to bring urban vitality by making open space available for active use and providing an effective regional network of multi-use paths for non-motorized travelers. Adams County Parks and Open Space Department will be the lead agency for these projects, using various resources including CDOT, GOCO, UDFCD, Colorado Parks & Wildlife, and Open Space Sales Tax Grant. In addition, the Adams County Sheriff's department will work with the different agencies to effectively integrate CPTED principles into the design of the various park and trail improvements. Table 4-8 provides a list of the identified projects for the Park and Trail Improvements bundle.

Table 4-8: Park and Trail Improvements High-Priority Projects

Parks and Trails Improvements		Project Number	Lead Agency	Partner Agency(s)	Timeframe			Planning-Level Cost Estimate*			
					2017-2021	2022-2026	2027+	Project Cost Estimate Details	Project Cost Estimate		
Brief Description: A set of improvements to different county parks and trails to bring urban vitality by making open space available for active use and providing an effective regional network of multi-use paths for non-motorized travelers.											
<b>Components to the "Parks and Trails Improvement included here:</b>											
<b>1</b>	<u>US 36 Connections</u>										
	•US 36 Multi-Use Path, Bradburn Boulevard to I-25	i71	CDOT	Adams County Parks & Open Space	x			3.3 miles of 12' wide multi-use path	\$1,100,996		
	•Bradburn Boulevard Non-Motorized/ Multi-Use Path Improvement, US 36 to 68 <sup>th</sup> Avenue/ Little Dry Creek Trail	i134	Westminster	Adams County Parks & Open Space	x			1 mile of 12' wide multi-use path	\$333,635		
<b>2</b>	Allen Ditch Trail, Connecting 84 <sup>th</sup> Avenue to Zuni Street	i119	Adams County Parks & Open Space	CDOT UDFCD	x			Cost estimate provided by Adams County Parks & Open Space	\$100,000		
<b>3</b>	<u>Welby Neighborhood Area</u>										
	•Clear Creek Trail Access– 5-yr CIP	i15					x			\$1,500,000	
	•Clear Creek Corridor Plan wayfinding and signage implementation									\$25,000	
	•Steele Street Park Renovations with trails through the Siegrist Reservoir connecting to the trail under SH224	i143					x		Cost estimate provided by Adams County Parks & Open Space	\$2,000,000 – \$2,500,000	
	•Activation of the South Platte River corridor and confluence with Clear Creek										
	• York and I-76, New Park/Park Improvement	i157						x		\$2,000,000	
<b>4</b>	<u>Federal Boulevard &amp; Federal Station Area</u>										
	•ADCO Multi-Use Trail Improvement/ Development, Clear Creek to Sheridan Boulevard Further review will need to take place to decide if multi-use trail is north or south of the rail road tacks	i123 or i164							x	Cost estimate provided by Adams County Parks & Open Space	\$500,000
	•Construct below grade crossing under Union Pacific Railroad tracks for station accessibility	i110					x			\$1,500,000	
	•Construct pedestrian bridge over Clear Creek to improve connectivity between station and Clear Creek Trail	i170			x			\$2,000,000			
<b>5</b>	Clear Creek Trail Replacement – 5-yr. CIP	i13			x			Cost estimate provided by 2016 5 year Capital Improvement Plan	\$450,000		
<b>6</b>	Twin Lakes Park Renovation – 5-yr. CIP	i14			x			Cost estimate provided by 2016 5 year Capital Improvement Plan	\$2,000,000		
								<b>Total Cost</b>			
									<b>\$13,509,631 - \$14,009,631</b>		

\*Reference Tables 9-1, 9-2, and 9-3 in Appendix C for detail on Planning-Level Cost Estimate factors

Figure 4-6: Parks & Trails Improvements Map





#### 4.2.2 The Federal Connection

The Federal Connection projects primarily focuses on phased improvements for 2.25 miles of Federal Boulevard in unincorporated Southwest Adams County. This includes Federal Boulevard (also known as US 287/SH 128) from 52<sup>nd</sup> Avenue on the south (border with Denver) to nearly 72<sup>nd</sup> Avenue on the north (border with Westminster), and approximately one quarter mile on either side of Federal Boulevard. A major project in the Federal Connection planning area includes a 3.8-mile Planning and Environmental Linkage (PEL) study from I-70 to 84<sup>th</sup> Avenue (the new St. Anthony's North Campus in Westminster). This PEL study requires multi-jurisdictional cooperation with Denver and Westminster from I-70 to 84<sup>th</sup> Avenue (the new St. Anthony's North campus in Westminster). Federal Boulevard is a primary north-south connection through Southwest Adams County. This corridor also connects two impending rail stations—the Westminster Station on the W Line at 72<sup>nd</sup> and Hooker Street one block west of Federal Boulevard in Westminster, and the Clear Creek at Federal (60<sup>th</sup>/Federal) Station on the G Line in unincorporated Southwest Adams County. The Clear Creek/Federal station is three stops out from the Denver Metro Area Union Station multimodal transit hub in Downtown Denver. The Westminster station is one stop from Union Station. Federal Boulevard here has a full movement interchange with I-76, I-70, and US 36. Clear Creek is a primary asset that also crosses the corridor at approximately the 60<sup>th</sup> Street alignment. It is 600 feet from the Clear Creek at Federal station platform.

Federal Boulevard is Southwest Adams County's front door; it needs to be treated as such. The Federal Connection is one of the most important geographic areas of the four listed in the Top 10 Projects to begin concerted and comprehensive efforts. The Federal Boulevard corridor currently lacks adequate non-motorized infrastructure, which is not only necessary to serve existing neighborhoods and businesses, but also to all provide critical connections to/from the impending commuter rail stations.

The Federal Connection area has had at least 13 specific infrastructure recommendations from various previous studies and plans, including the recent *Federal Boulevard Framework Plan* and the *Federal Boulevard Health Impact Assessment*. The corridor was also recently the topic (one of four nationally) of an *Urban Land Institute (ULI) Healthy Places Panel*. Nearly all of the previously identified projects that made the Top 40 Projects list and ultimately the pool of projects known as "The Federal Connection" would become part of a proposed, comprehensive PEL study (taking into account the larger corridor from I-70 to 84<sup>th</sup> Avenue). The Federal Connection effort will be a true partnership between Adams County, and in close collaboration with CDOT. Additionally, the City of Westminster, City and County of Denver, various water and sanitation districts, and the Economic Development, Parks and Open Space departments of Adams County will be heavily involved. A major investment along this corridor is the replacement and upgrade of the existing 12" waterline from 52<sup>nd</sup> to 70<sup>th</sup> Avenue. In discussions with Berkley and Crestview Water and Sanitation Districts, it was determined a 20" waterline would be needed to accommodate anticipated growth and development.

Provided in Table 4-9 is a listing of the identified projects for the Federal Connection area.

Table 4-9: The Federal Connection, High-Priority Projects

The Federal Connection		Project Number	Lead Agency	Partner Agency(s)	Timeframe			Planning-Level Cost Estimate*	
					2017- 2021	2022-2026	2027+	Project Cost Estimate Details	Project Cost Estimate
Brief Description: The Federal Connection refers to comprehensive improvements to Federal Boulevard from I-70 to US36. All of these previously identified projects would become part of a comprehensive PEL study effort and would be further examined through that process including more accurate cost estimates and project phasing.									
<b>Components to the "Federal Connection" included here:</b>									
1	<b>Federal Boulevard Comprehensive Street Design (PEL)</b>								
	•Comprehensive Street Design to include all items listed in this table. -Includes a BRT Study as part of PEL	i4, i68	Adams County - Partnership between Planning and Transportation	CDOT, City of Westminster, City and County of Denver, various water and sanitation districts, other departments of Adams County: Economic Development, Parks and Open Space	x				\$1,500,000 For PEL Study
	•Sidewalk Gap Fill Project. Complete watershed analysis.	i17							
	•Intersection Improvements: 64 <sup>th</sup> Avenue/Federal Boulevard, 70 <sup>th</sup> Avenue/Federal Boulevard, 72 <sup>nd</sup> Avenue/Federal Boulevard (Other intersection improvements may include 60 <sup>th</sup> Avenue and/or 62 <sup>nd</sup> Avenue as determined in the Clear Creek Connections)	i43, i44, i45,46							
	•Little Dry Creek Federal Boulevard Bridge (under construction)	i1							
	•I-76 and Federal Boulevard Ramp: Provide safe pedestrian crossing while preserving and enhancing the on/off-ramp	i29, i8							
	•Proposed Elm Court, 61 <sup>st</sup> to 67 <sup>th</sup> Avenue (Multimodal alternative route to be evaluated)	i31							
	•Proposed Cay St Extension, Federal Blvd to Little Dry Creek (Multimodal)	i33							
2	<b>Federal Boulevard Waterline Improvements</b>		Water and Sanitation District	Developer, Adams County					
	•Waterline Replacement Federal, 52 <sup>nd</sup> to 70 <sup>th</sup> Avenue	i95				x		Cost Estimate provided by Adams County Long Range Planning through previous planning studies.	\$10,000,000
	•Improve Crestview area water capacity to accommodate new development, 60 to 64 <sup>th</sup> Ave	i49							
3	<b>Floodplain Improvements</b>		UDFCD	Adams County					
	•Parcels to be Removed from Floodplain in proposed Phase B Urban Drainage Master Plan. Improvements include channelization of Clear Creek, bridge replacement, maintenance trail, and improvements to two existing sanitary sewer lines.	i108				x		Cost Estimate of \$11,368,373 was found from the UDFCD Major Drainage way Planning, Phase B Conceptual Preliminary Design for Clear Creek, Appendix E PP-21.	\$11,368,373
								<b>Total Cost</b>	<b>\$22,868,373</b>

\*Reference Tables 9-1, 9-2, and 9-3 in Appendix C for detail on Planning-Level Cost Estimate factors

Figure 4-7: The Federal Connection Project Map

**1 Federal Boulevard PEL**

- ▶ Bundled Projects:
  - Comprehensive Street Design From 52nd to 88th
  - BRT Feasibility Study
  - Walkshed Analysis and Sidewalk Missing Link Installation
  - Intersection Improvements: 60th, 64th, 70th, 72nd
  - Federal Blvd. Little Dry Creek Bridge
  - I-76/Federal Ramp
  - Elm Ct. 61st to 67th
  - Clay St. Extension, Federal Blvd. to Little Dry Creek
- ▶ Estimated Cost: \$1.5 Million for PEL Study

**2 Federal Boulevard Waterline**

- ▶ Bundled Projects:
  - Waterline Replacement: 52nd to 70th
  - Improve Crestview Area Water Capacity to Accommodate New Development, 52nd to 72nd
- ▶ Estimated Cost: \$10 Million

**3 Floodplain Improvements**

- ▶ Parcels to be Removed from Floodplain in Phase B Urban Drainage Master Plan Improvements. Includes: Channelization of Clear Creek, Bridge Replacement, Maintenance Trail, and Improvements to Two Sanitary Sewer Lines.
- ▶ Estimated Cost: \$11.4 Million



**Key**

- /● Non-Motorized Project, In Progress
- - -/● Non-Motorized Project, Identified
- /● Roadway/Traffic Project, In Progress
- - -/● Roadway/Traffic Project, Identified
- - -/● Roadway/Traffic Project, Possible
- /● Drainage Project, In Progress
- - -/● Drainage Project, Identified
- /● Water/Sanitation Project
- /● Drainage Project, In Progress
- Incorporated Land
- Existing Water Body
- Existing Park
- Existing Trail
- ★ RTD Rail Transit Station
- 1/2 and 1 Mile Rail Station Radius
- Study Area Boundary
- Adams County Boundary



### *Federal Boulevard PEL Process*

The Making Connections Plan recommends a comprehensive street design for Federal Boulevard. Federal Boulevard would be a true “complete street,” providing safe accommodations for vehicular, pedestrian, bicycle, and transit users while considering the vision for future development along the corridor. The corridor vision is multimodal and would include, at a minimum, providing new bicycle infrastructure, filling sidewalk gaps along the corridor, improvements to pedestrian and bicycle roadway crossings, and improved transit stop facilities. Interagency coordination will be necessary to create a consistent corridor vision that spans from the City and County of Denver, through unincorporated Adams County, and continues into the City of Westminster. At the time of this report, Adams County has begun conversations with various government agencies including the City and County of Denver, City of Westminster, and Colorado Department of Transportation to begin a PEL process that would streamline the corridor design process but could take upwards of five years to reach full corridor design implementation. The Federal Boulevard PEL Study would likely include up to ½-mile on each side of the corridor and run from I-70 on the south end to 84<sup>th</sup> Avenue (past US 36) on the north end. In that span, Federal Boulevard would cross three jurisdictions—the City and County of Denver, unincorporated Adams County, and the City of Westminster. The corridor has never been assessed comprehensively and in detail. This must be commenced immediately in order to address concerns in this key area of the County.

Beyond implementing a consistent corridor vision, some important factors to consider in the PEL process would be variations in right-of-way widths, safety concerns, utility conflicts and concerns, flooding and drainage concerns, and water and sanitation infrastructure improvements. These identified projects and issue areas were displayed earlier in this section. According to the *Federal Boulevard Framework Plan*, the corridor right-of-way varies between 73’ and 221’ between 52<sup>nd</sup> and 67<sup>th</sup> Avenues; furthermore, right-of-way has not been mapped for the remainder of the corridor. Therefore, a formal delineation of right-of-way along the corridor would be an important task in the PEL process. Additionally, coordination is needed with the various Water and Sanitation Districts, Urban Drainage and Flood Control District (UDFCD), and other utility providers to streamline and appropriately phase in their infrastructure improvements into the corridor design and construction process. Some of the known needs in the corridor relating to non-governmental agencies include the need for a new waterline across the Clear Creek bridge to serve planned development areas, as well as several parcels identified in the UDFCD Master Plan as proposed floodplain improvement areas. Lastly, undergrounding overhead utility lines was proposed in previous corridor and area plans.

Figure 4-9 is a “Complete Street” concept for Federal Boulevard. The suggested cross-section provides adequate sidewalks, amenity zones, a cycletrack on the east side of the street, and a consistent look and theme throughout the corridor. Noted in Figure 4-9 is a variable width for the median/left turn lane, the curb-to-curb width, and the right-of-way width. A second concept (Figure 4-10) using parallel routes for a bike system was identified in the *Federal Boulevard Framework Plan*. Of concern with Figure 4-10 is a proposed new roadway corridor (Elm Court), which could accommodate bicycle and pedestrian network gaps for 61<sup>st</sup> to 67<sup>th</sup> Avenue but not north or south of these streets. Of concern with this concept is the right-of-way acquisition and construction cost for a new road. Both of these options and others should be considered in the PEL process. A more detailed description of the PEL process is provided in Appendix B.



Figure 4-8: Example Cross Section for Federal Boulevard

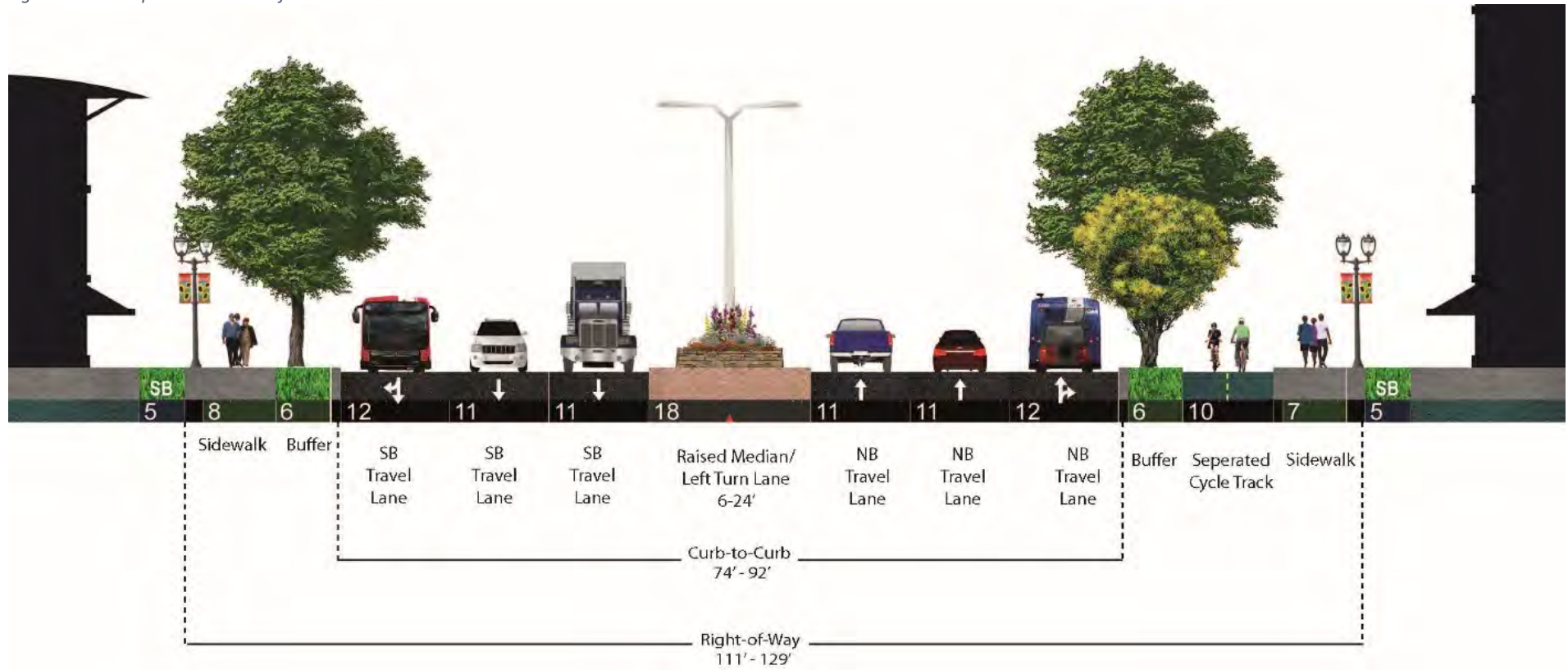
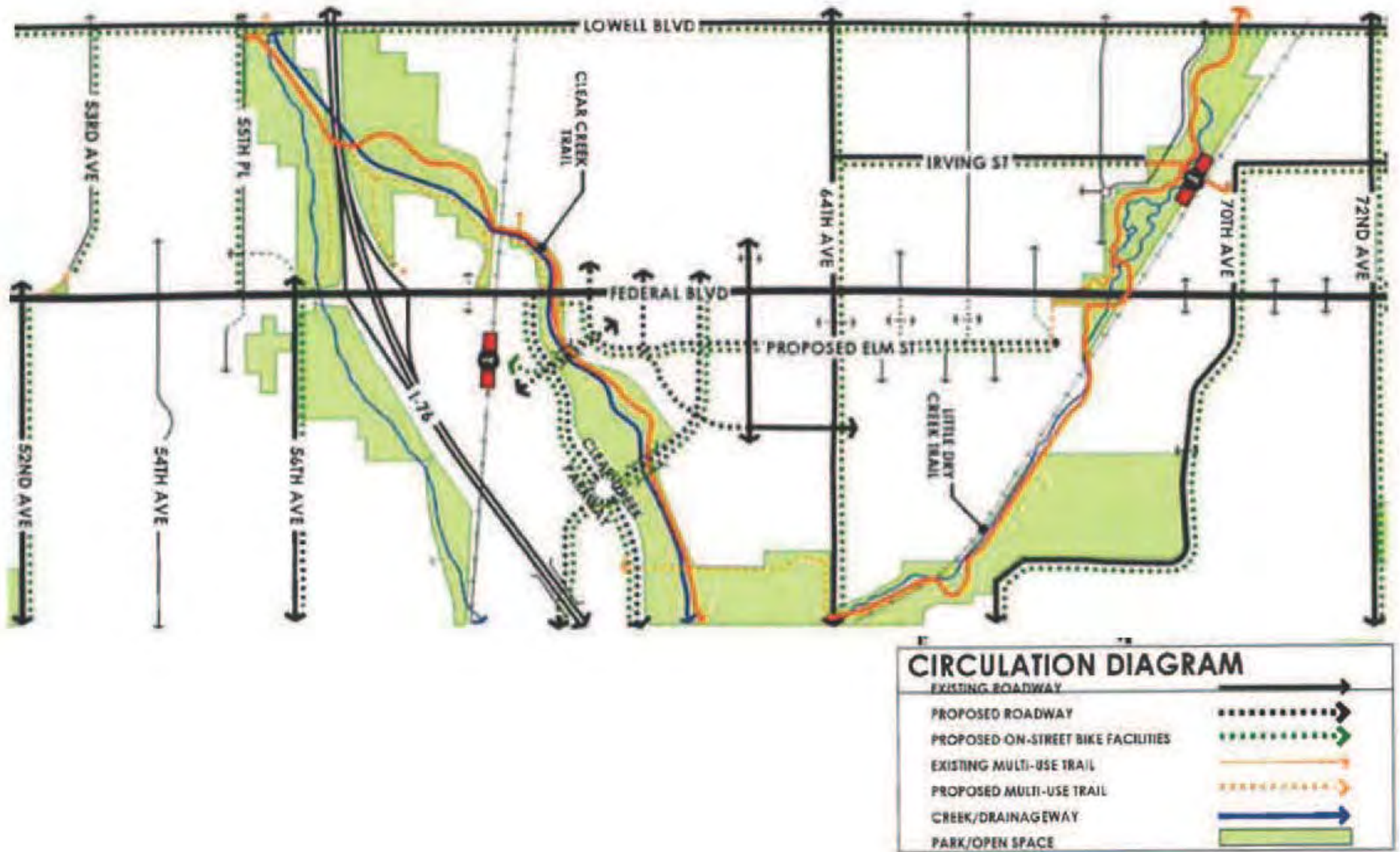


Figure 4-9: Proposed Elm Court\*



\*Source: Federal Boulevard Framework Study



#### 4.2.3 The Clear Creek Connection

The Clear Creek Connection includes new multimodal streets, parks and trails, and general infrastructure improvements in the *Clear Creek TOD Plan* area along Clear Creek and between Federal Boulevard and Pecos Street, particularly connecting between the RTD G Line Clear Creek at Federal Station and the RTD G Line Pecos Station. This area currently lacks street connectivity. The *Clear Creek TOD Plan* completed in 2009 envisions substantial new development in this area. In order to accommodate any development, adequate utility and mobility infrastructure is needed. This starts by studying the feasibility of improved east-west and north-south connections through the area. Different concepts for principal connections have been identified in the previous plan. All of these and other options should be vetted in a detailed study that includes:

1. Creating a database of parcels, property owners, and business owners for consideration of corridor right-of-way and preferred alignment;
2. Following up with environmental studies as appropriate;
3. Completing a detailed projected traffic analysis and location for non-motorized connections; and
4. Ascertaining the need for easements, right-of-way acquisitions, engineering-level cost estimates, and specific phasing of the corridor.

In addition, the county anticipates conducting a corridor study on adjacent Pecos Street in the near future to determine the best way to serve existing and future travel demands in the growing Pecos commercial district while also addressing land use and development opportunities. The study will develop and evaluate alternative solutions in creating connections between Pecos Street and adjacent transit stations, neighboring communities, and other immediately adjacent land uses.

Another major investment in this corridor is the completion of the Clay Community Outfall project which includes a new trail connection. In 2014 the BOCC approved the funding for Priority 1 and 2 including: RTD bridge over the future trail and future channel; and trail construction from W 60<sup>th</sup> Avenue to the Clear Creek Regional Trail north of Clear Creek. Future project components yet to be completed and total an estimated \$20,000,000 which include the following actions:

- Construct improvements to the trail head (County owned property located at the northwest corner of W 59<sup>th</sup> Place and Zuni Street);
- Construct the trail from the trail head to the UPRR line, across the BNSF property;
- Construct the drainage conveyance and water quality pond improvements located south of the UPRR line;
- Construct a drainage/pedestrian structure across the UPRR line;
- Construct the trail from UPRR line to W 60<sup>th</sup> Avenue;
- Construct the open channel from the UPRR line to Clear Creek;
- Construct a drainage structure across W 60<sup>th</sup> Avenue;
- Acquire, or confirm, that the necessary property rights have been acquired from UPRR;
- Acquire the necessary property rights from CDOT;
- Acquire the necessary property rights from BNSF; and
- Determine groundwater contamination and environmental mitigation strategies and costs.

A listing identifying projects for the Clear Creek Connection area is provided in Table 4-10.

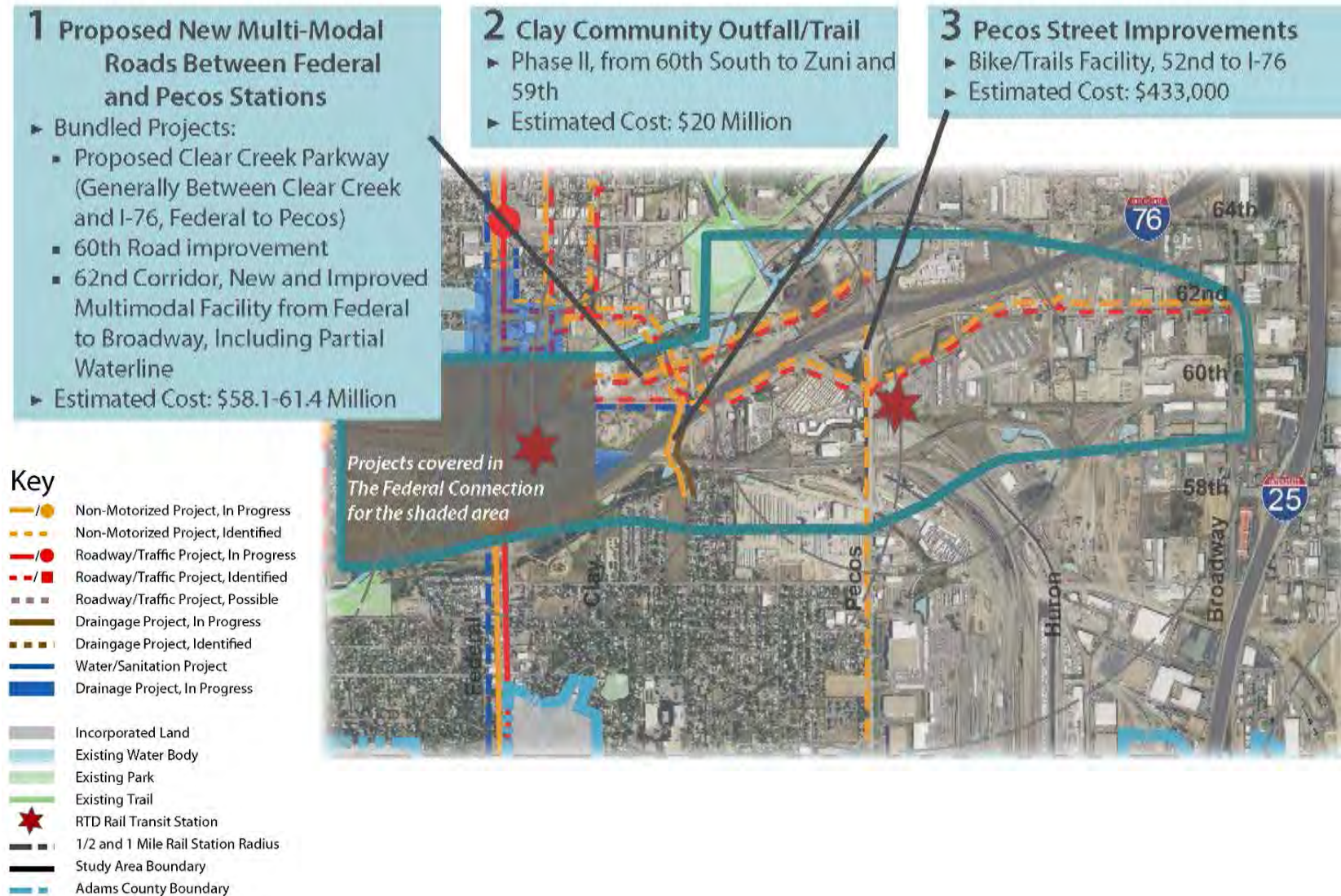


Table 4-10: The Clear Creek Connection, High-Priority Projects

The Clear Creek Connection		Project Number	Lead Agency	Partner Agency(s)	Timeframe			Planning-Level Cost Estimate*		
					2017-2021	2022-2026	2027+	Project Cost Estimate Details	Project Cost Estimate	
Brief Description: The Clear Creek Connection refers to new multimodal streets, parks and trails improvements, and general infrastructure improvements in the "Clear Creek TOD Plan" area along Clear Creek and between Federal Boulevard and Pecos Street, particularly connecting between the RTD G Line Federal Station and the RTD G Line Pecos Station.										
<b>Components to the "Clear Creek Connection" included here:</b>										
1	<u>Proposed New Multimodal Roadways between Federal and Pecos Stations</u>									
	•Proposed Clear Creek Pkwy (runs 60 <sup>th</sup> Avenue/Federal Boulevard to 62 <sup>nd</sup> Avenue/Pecos Street)		i32	Adams County Transportation Department	Various water and sanitation districts, Urban Drainage and Flood Control District, other departments of Adams County: Economic Development, Parks and Open Space, and Planning		x		1.1 miles of new 4-Lane road costing \$14,778,390 with 12' wide multi-use path costing \$366,999. OR 1.1 miles new 6 lane road costing \$18,067,300 with 12' wide multi-use path costing \$366,999.	4 Lane: \$15,145,389 6 Lane: \$18,434,299
	•60 <sup>th</sup> Avenue Roadway Improvement		i98				x		0.52 miles of widening from 2 lanes to 4 lanes costing \$4,578,051 with 12' wide multi-use path costing \$173,490	\$4,751,541
	•Proposed "62 <sup>nd</sup> Avenue" Corridor (runs 62 <sup>nd</sup> Avenue/Federal Boulevard to 60 <sup>th</sup> Avenue/Pecos Street) (includes partial waterline replacement)		i38, i94, i106				x		2.28 miles of new 4-lane road costing \$30,631,572 with 12' wide multi-use path \$760,689; 0.71 miles of widening 2 lanes to 4 Lanes costing \$6,162,761 with 12' wide multi-use path \$253,545; AND 1243' of 6"-8" new waterline at \$331 per foot costing \$411,433	\$38,220,000
•Phase 1 completed. Phase 2 includes segment from 60 <sup>th</sup> Avenue south to Zuni at 59 <sup>th</sup> Avenue.		i165				x		Cost estimate provided by Adams County Long Range Planning	\$20,000,000	
3	<u>Pecos Street Improvements</u>									
	•Pecos Bike/Trails Facility, 52 <sup>nd</sup> Avenue to I-76		i146			x		1.3 miles of 12' wide multi-use path	\$433,726	
									<b>Total Cost</b>	
									<b>\$78,550,656 OR \$81,839,566</b>	

\*Reference Tables 9-1, 9-2, and 9-3 in Appendix C for details on Planning-Level Cost Estimate factors

Figure 4-10: Clear Creek Connection Project Map





4.2.4 The Sheridan Connection

The primary focus of the Sheridan Connection is to fill in missing sidewalk and trail connections to/from the RTD G Line Sheridan Station, including connections to the RTD G Line Federal Station, to the Berkeley neighborhood to the south, and to the City of Arvada. The order-of-magnitude cost and effort to implement the items listed in the Sheridan Connection is much smaller than the other three geographic "Connection" areas identified in this study. The one motorized transport component includes a study of Sheridan Boulevard (SH95) for multimodal and operational improvements including Bus Rapid Transit (BRT) service. This would be done in conjunction with the City of Arvada and CDOT. Implementing the projects listed in the Sheridan Connection would ideally help in mode shift – getting folks out of their cars, using transit, and assuring safe passage for non-motorized movement to and from the stations. Provided in Table 4-11 is a listing of the identified projects for the Sheridan Connection area.

Table 4-11: The Sheridan Connection, High-Priority Projects

The Sheridan Connection		Project Number	Lead Agency	Partner Agency(s)	Timeframe			Planning-Level Cost Estimate*	
					2017-2021	2022-2026	2027+	Project Cost Estimate Details	Project Cost Estimate
Brief Description: The Sheridan Connection refers to primarily filling in missing sidewalk and trail connections to/from the RTD G Line Sheridan station, including connections to the RTD G Line Federal Station, to the Berkeley neighborhood to the south, and to the City of Arvada.									
<b>Components to the "Sheridan Connection" included here:</b>									
1	Area Connectivity Improvements		Adams County Transportation Department	City of Arvada and Adams County Parks and Open Space					
	•Lowell Boulevard/ Jim Baker Trail: Construct trail from Clear Creek Trail to Jim Baker Reservoir. Trail has important grade-separated crossing at I-76 and Union Pacific Railroad tracks. Envisioned as off-street facility, however, on-street bike lane is an alternate option.	i118			x			0.44 miles of 12' wide multi-use path	\$146,799
	•Tennyson Street Trail: Construct trail from Clear Creek Trail to 68 <sup>th</sup> Avenue. Envisioned as off-street facility, however, on-street bike lane is an alternate option.	i55				x		1.7 miles of 12' wide multi-use path	\$567,180
	•58 <sup>th</sup> Avenue: Improve non-motorized connections to Sheridan Station.	i186			x			0.64 miles of 12' wide multi-use path	\$213,526
	•60 <sup>th</sup> Avenue: Improve non-motorized connections to Sheridan Station.	i187, i173			x			0.60 miles of 12' wide multi-use path	\$200,181
	•64 <sup>th</sup> Avenue: Improve non-motorized connections between Sheridan Boulevard and Clear Creek Trail.	i37				x		2.44 miles of 12' wide multi-use path	\$814,069
2	Sheridan Corridor Improvements		Adams County Transportation Department	City of Arvada, CDOT					
	•Multimodal Corridor Improvements, I-76 to 104 <sup>th</sup> Avenue, including roadway widening in areas and non-motorized and BRT improvements	i54, i67, i78					x	4 miles of widening 4 lanes to 6 lanes costing \$39,342,876 with 1.9 miles of 12' wide multi-use path costing \$633,907. OR 4 miles of widening 6 lanes to 8 lanes costing \$46,947,424 with 1.9 miles of 12' wide multi-use path costing \$633,907. Further discussion with RTD to determine cost of BRT Service	Widen 4 to 6 Lanes: \$39,976,783 Widen 6 to 8 Lanes: \$47,581,331
								<b>Total Cost</b>	<b>\$41,918,538 OR \$49,523,086</b>

\*Reference Tables 9-1, 9-2, and 9-3 in Appendix C for details on Planning-Level Cost Estimate factors

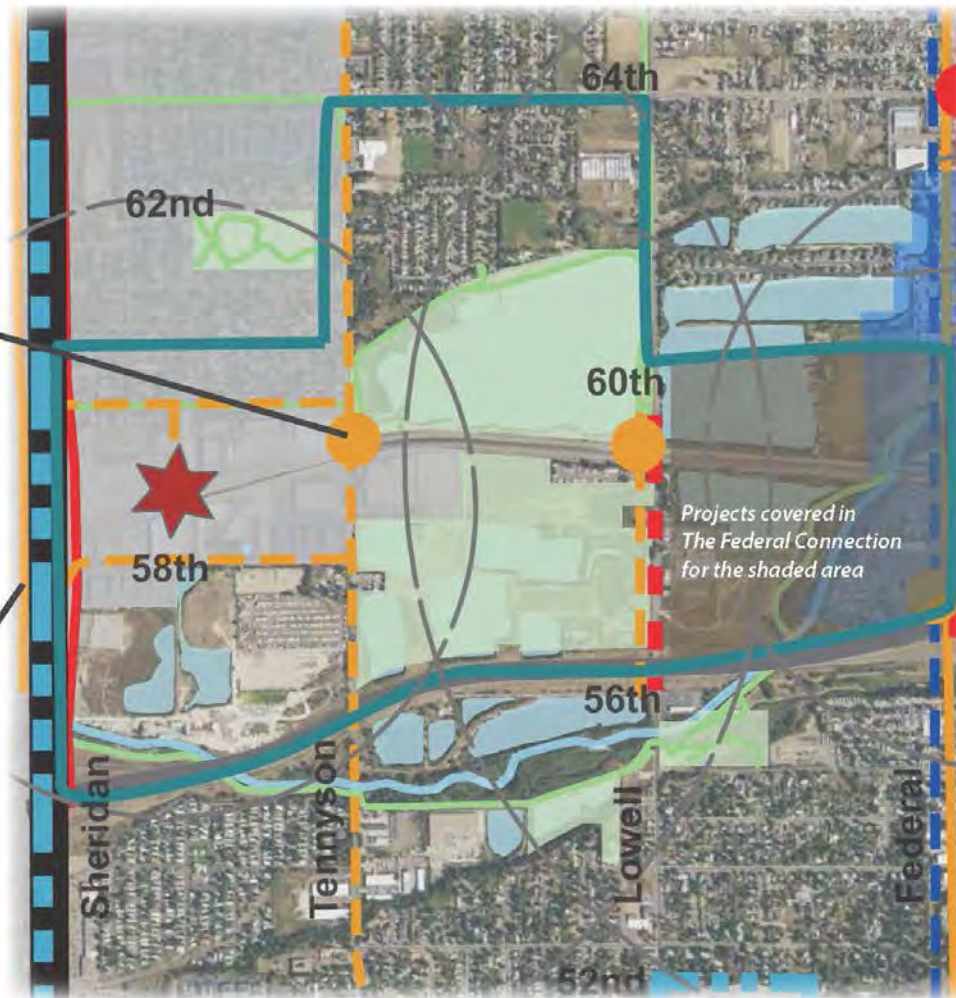
Figure 4-11: The Sheridan Connection Project Map

### 1 Area Connectivity Improvements

- ▶ Bundled Projects:
  - Lowell Boulevard/Jim Baker Trail: Connections from the Berkeley Neighborhood to the Sheridan Station
  - Tennyson Street Trail: From Clear Creek to 68th
  - 58th and 60th Avenues: Non-Motorized Connections to Station
  - 64th Avenue: Non-Motorized Connections Between Sheridan Station and the Clear Creek Trail
- ▶ Estimated Cost: \$2 million

### 2 Sheridan Corridor Improvements

- ▶ Bundled Projects:
  - Multi-Modal Improvements from I-76 to 104th
  - Includes Bus Rapid Transit Study from I-76 to US 36
- ▶ Estimated Cost: \$40-48 Million



### Key

- Non-Motorized Project, In Progress
- - - Non-Motorized Project, Identified
- Roadway/Traffic Project, In Progress
- Roadway/Traffic Project, Identified
- - - Roadway/Traffic Project, Possible
- Drainage Project, In Progress
- - - Drainage Project, Identified
- Water/Sanitation Project
- Drainage Project, In Progress
  
- Incorporated Land
- Existing Water Body
- Existing Park
- Existing Trail
- ★ RTD Rail Transit Station
- - - 1/2 and 1 Mile Rail Station Radius
- - - Study Area Boundary
- - - Adams County Boundary

#### 4.2.5 The Welby Connection

The Welby Connection includes the addition of newly constructed streets, sidewalks, trails, and other multimodal improvements, along with existing roadway and intersection improvements to enhance the connectivity between the Welby neighborhood to the Welby and 72<sup>nd</sup> RTD stations. Additionally some identified projects improve connections to the National Western Center Station and National Western Stock Show via improved multimodal transportation networks. A proposed York Street, Washington Street, and Brighton Boulevard corridor studies will look to enhance the north-south connections between the Welby, 72<sup>nd</sup> Avenue, and the National Western Stock Show Stations. The purpose of the study would be to identify potential development opportunities, analyze travel patterns, and implement improvement projects. Overall, these area improvements will differentiate ideal truck routes versus pedestrian prioritized areas. Leading these project efforts will be Adams County Transportation and Long Range Planning Departments. Partnering agencies include City of Thornton, Welby neighborhood, City of Commerce City, City and County of Denver, and Adams County Community and Economic Development Department. Provided in Table 4-12 is a listing of the identified projects for the Welby Connection area.





Table 4-12: The Welby Connection, High-Priority Projects

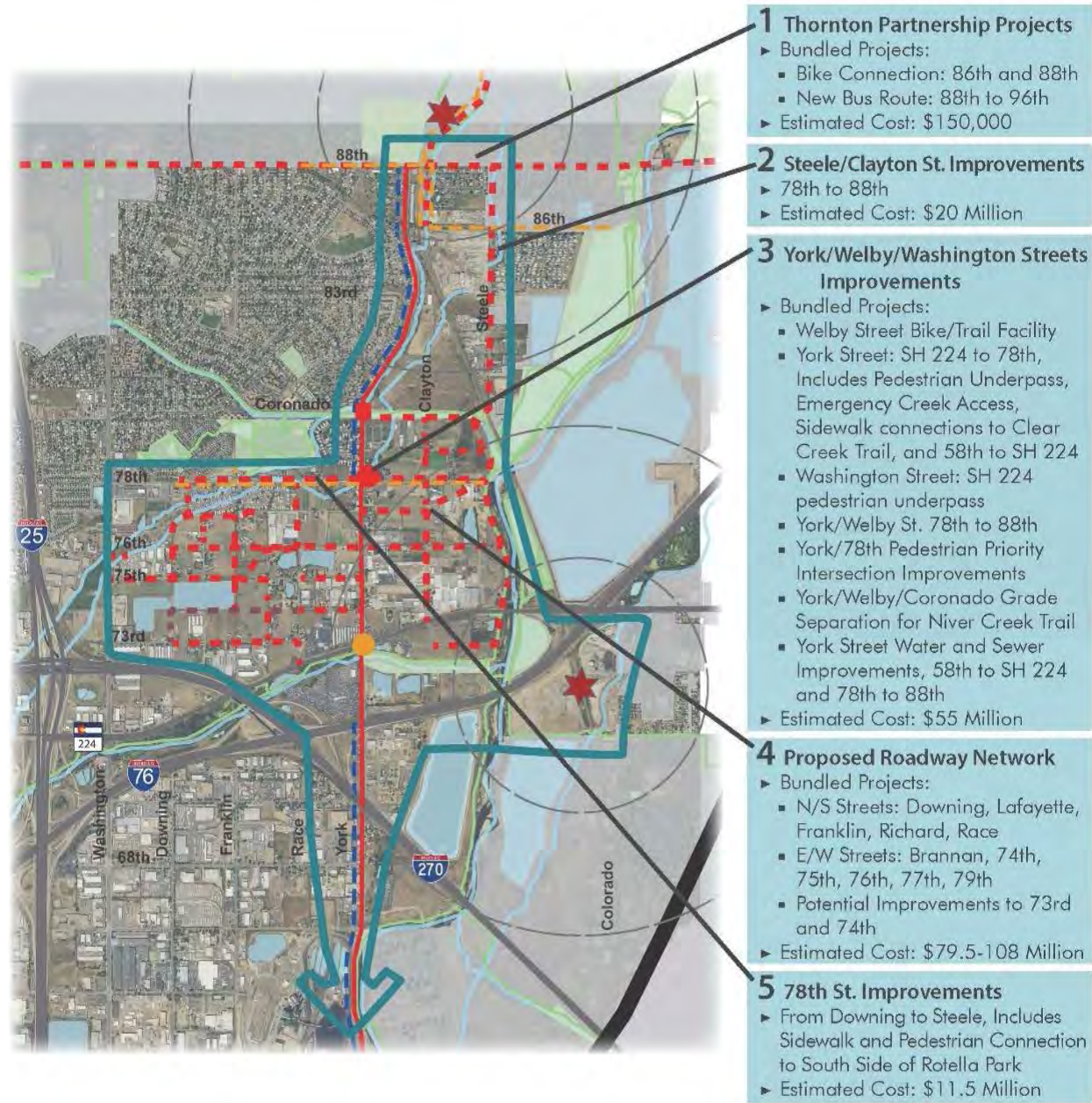
The Welby Connection		Project Number	Lead Agency	Partner Agency(s)	Timeframe			Planning-Level Cost Estimate*	
					2017-2021	2022-2026	2027+	Project Cost Estimate Details	Project Cost Estimate
Brief Description: The Welby Connection includes the addition of newly constructed streets along with existing roadway and intersection improvements to ultimately enhance the connectivity between the Welby neighborhood to the RTD Welby and Stock Show Stations. Pedestrian/Transit Oriented Development along these connections is incorporated to bring character and vitalization to the community.									
<b>Components to the "Welby Connection" included here:</b>									
1	<b>Thornton Partnership Project (86<sup>th</sup>/88<sup>th</sup> Avenue Improvements)</b>								
	•86 <sup>th</sup> and 88 <sup>th</sup> Avenue Bike Connection	i125	Adams County Transportation Department	City of Thornton, RTD			x	0.45 miles of 12' wide multi-use path	\$150,136
	•88 <sup>th</sup> and 96 <sup>th</sup> Avenue New Bus Route	i76	Adams County Transportation Department	City of Thornton, RTD			x	Future Discussion with Regional Transit Department (RTD)	-
2	<b>Steele/Clayton Street Improvements</b>								
	•Steele St Improvement 78 <sup>th</sup> to 88 <sup>th</sup> Avenue	i51	Adams County Transportation Department	Long Range Strategic Planning, Welby Neighborhood			x	1.34 miles of widening 2 lanes to 4 lanes costing \$11,445,128 AND 0.63 miles of new 4 lane roadway costing 8,463,987	\$19,909,115
	•Steele St Construction 78 <sup>th</sup> to SH224 (i51); however, TAC members suggested an alternative alignment south of 78th Avenue tying into Clayton Street and extending to SH224 where a traffic signal is planned (further roadway study necessary)						x		
3	<b>York/Welby and Washington Street Improvements</b>								
	•Welby Street Improvement including Bike/Trail Facility	i6	Adams County Transportation Department	CDOT, Adams County Planning Department, Welby Neighborhood, City of Thornton	x			1.46 miles of widening 2 lanes to 4 lanes costing \$12,853,758 with 12' wide multi-use path costing \$487,107	\$13,340,865
	•York St Improvement, SH224 to 78 <sup>th</sup> Avenue–5-yr CIP •Includes pedestrian underpass, connecting sidewalks to Clear Creek Trail with emergency vehicle access	i18			x			0.64 miles of widening 2 lanes to 4 lanes costing \$5,634,524. Pedestrian underpass cost estimate provided by Adams County Long Range Planning	\$5,634,524 \$950,000
	•Washington St Improvement, to include pedestrian underpass connecting to Clear Creek Trail and emergency vehicle access.	i51					x	Cost estimate provided by Adams County Long Range Planning	\$950,000
	•York/Welby Street Improvement 78 <sup>th</sup> to 88 <sup>th</sup> Avenue– 5-yr CIP	i19			x			1.3 miles of widening 2 lanes to 4 lanes	\$11,445,127
	•York Street Improvement, 58 <sup>th</sup> Avenue to SH224	i24					x	1.9 miles of widening 2 lanes to 4 lanes	\$16,727,494
	•York Street and 78 <sup>th</sup> Avenue Intersection Improvement (Pedestrian Prioritized Area)	i50			x			Average cost for intersection improvement is \$50,000	\$50,000
	•York/Welby and Coronado Grade Separation for Niver Creek Trail	i96					x	Cost estimate provided by Adams County Long Range Planning	\$950,000
	•York Street Water and Sewer Improvements, 78 <sup>th</sup> to 88 <sup>th</sup> Avenue	i171			Water & Sanitation	Transportation, Community and Economic Development Departments, Welby Neighborhood			x
	•York Street Water and Sewer Improvements, 58 <sup>th</sup> Avenue to SH224	i185					x	Installment of 8086' of new 6" or 8" waterline at \$331 per foot	\$2,676,466
4	<b>Proposed Roadway Network (Approximate Alignments)</b>								
	•N/S Streets: Downing, Lafayette Street, Franklin Drive, Richard Road, Race Street •E/W Streets: Coronado, 79 <sup>th</sup> , 77 <sup>th</sup> , 76 <sup>th</sup> , 75 <sup>th</sup> , 74 <sup>th</sup> Avenues, and Brannan Way	i51	Adams County Transportation Department	Transportation, Community and Economic Development Departments, Welby Neighborhood			x	7.2 miles of new 2 lane roadway costing \$68,528,714 OR 7.2 miles of new 4 lane roadway costing \$96,947,280	2-Lane: \$68,528,714 4-Lane: \$96,947,280
	•Potential improvements to 73 <sup>rd</sup> and 74 <sup>th</sup> Avenue •These streets may present an opportunity for innovative financing, such as but not limited to, LID and PID.	i51	Adams County Transportation Department	Transportation, Community and Economic Development Departments, Welby Neighborhood			x	1.34 miles of widening 2 lanes to 4 lanes costing \$11,445,128; AND 0.63 miles of new 4 lane roadway costing \$8,463,987	\$11,004,930
5	<b>78<sup>th</sup> Street Improvements</b>								
	•Improvements for 78 <sup>th</sup> Street from Downing Street to Steele Street. •Includes a 5.5' sidewalk on the north side of 78th Street from east of York Street to Steel Street and a pedestrian connection to south side of Rotella Park. (Potential Safe Routes to Schools/Trails/Parks grant application project).	i166	Adams County Transportation Department	Long Range Strategic Planning, Welby Neighborhood		x		1.2 miles of widening 2 lanes to 4 lanes costing \$10,564,783 with 12' wide multi-use path costing \$400,362. AND 566' of 5-8' wide sidewalk with minor topographic issues per Adams County staff costing \$44,898	\$11,010,043
									<b>Total Cost</b>
									<b>\$165,615,286 OR \$194,033,852</b>

\*Reference Tables 9-1, 9-2, and 9-3 in Appendix C for details on Planning-Level Cost Estimate factors

Figure 4-12: The Welby Connection Projects Map

**Key**

- Non-Motorized Project, In Progress
- Non-Motorized Project, Identified
- Roadway/Traffic Project, In Progress
- Roadway/Traffic Project, Identified
- Roadway/Traffic Project, Possible
- Drainage Project, In Progress
- Drainage Project, Identified
- Water/Sanitation Project
- Drainage Project, In Progress
- Incorporated Land
- Existing Water Body
- Existing Park
- Existing Trail
- RTD Rail Transit Station
- 1/2 and 1 Mile Rail Station Radius
- Study Area Boundary
- Adams County Boundary



- 1 Thornton Partnership Projects**
  - ▶ Bundled Projects:
    - Bike Connection: 86th and 88th
    - New Bus Route: 88th to 96th
  - ▶ Estimated Cost: \$150,000
- 2 Steele/Clayton St. Improvements**
  - ▶ 78th to 88th
  - ▶ Estimated Cost: \$20 Million
- 3 York/Welby/Washington Streets Improvements**
  - ▶ Bundled Projects:
    - Welby Street Bike/Trail Facility
    - York Street: SH 224 to 78th, Includes Pedestrian Underpass, Emergency Creek Access, Sidewalk connections to Clear Creek Trail, and 58th to SH 224
    - Washington Street: SH 224 pedestrian underpass
    - York/Welby St. 78th to 88th
    - York/78th Pedestrian Priority Intersection Improvements
    - York/Welby/Coronado Grade Separation for Niver Creek Trail
    - York Street Water and Sewer Improvements, 58th to SH 224 and 78th to 88th
  - ▶ Estimated Cost: \$55 Million
- 4 Proposed Roadway Network**
  - ▶ Bundled Projects:
    - N/S Streets: Downing, Lafayette, Franklin, Richard, Race
    - E/W Streets: Brannan, 74th, 75th, 76th, 77th, 79th
    - Potential Improvements to 73rd and 74th
  - ▶ Estimated Cost: \$79.5-108 Million
- 5 78th St. Improvements**
  - ▶ From Downing to Steele, Includes Sidewalk and Pedestrian Connection to South Side of Rotella Park
  - ▶ Estimated Cost: \$11.5 Million



## 5 IMPLEMENTATION MATRIX

This Section summarizes the Top 10 Projects as identified through this project process. This summarized listing includes the project name, a brief description, the lead agency, partnering agencies, funding resources, a planning-level cost estimate, and the relevant project numbers. The project number allows readers to cross-reference the history of how this project was identified in Chapter 2 as well as previous plans, studies, and reports (see Appendix A for the Full Project Listing). Planning level cost estimates do not include potential environmental remediation costs as described in Section 3.

The total costs associated with implementing the Top 10 Projects is estimated between \$376,192,484 and \$416,004,508. However, this cost is not a burden solely of Adams County. Many of the projects identified can be executed through a cost-share agreement between various local agencies (cities, CDOT, UDFCD, and water and sanitation districts). Additionally, many of the projects identified here may be executed at the time of development through the development review process.

Figure 5-1: Top 10 Projects Implementation Matrix

Project Name	Brief Description	Lead Agency(s)	Partner Agency(s)	Funding Resource(s)	Planning-level Cost Estimate	Project Number
<b>Local Financing Study</b>	A detailed study of all the existing tools available to the County, and those that may not be currently available but might be considered for lobbying the State to change regulations to allow. The study would focus on all the tools available, creative financing, and return on investment. The purpose is tri-fold and would be to: 1) create a handbook for multi-departmental education and training; 2) help identify specific tools that can be utilized for priority projects and implementation of the Top 10 Projects; 3) identify and align funders, financing and partners to implement the Top 10 Projects	Adams County Finance Department, Long Range Planning	County Manager, County Commissioners, Community & Economic Development	CIP budgeted items	\$125,000	P11
<b>Plans to Projects Program (P2P)</b>	A performance-based approach to planning, programming, and financial decision making that ensures available funds are used on the most productive projects to meet overall objectives. Projects will be selected for programming based on their contribution to the improvement of system performance compared to other project and multidisciplinary support.	Adams County Long Range Planning	County Manager, all Adams County Departments		\$100,000	P12



Project Name	Brief Description	Lead Agency(s)	Partner Agency(s)	Funding Resource(s)	Planning-level Cost Estimate	Project Number
<b>Affordable Housing Policy</b>	Create a comprehensive affordable housing policy for development. The policy should begin by focusing on the area within one mile of a commuter rail station and primary existing transit lines. The policy should be expanded to the larger Making Connections Plan study area and overall County after a baseline policy and applicability has been established. Additional study and concepts to explore include the relationship between the Balanced Housing Plan and the Affordable Housing Policy Study implementation program.	Adams County Community & Economic Development, Adams County Housing Authority	County-Wide Housing Authorities, Adams County Long Range Planning		For Policy Study: \$150,000	P3
<b>Sidewalk/Pedestrian Network Program</b>	A prioritization process to fill the identified gaps in the overall sidewalk network through an in depth qualitative and quantitate analysis of existing sidewalk conditions and infrastructure. Would work collaboratively with the ADA program.	Adams County Transportation Department	CDOT, Adams County Long Range Planning, Tri-County Health Department		\$900,00 to \$1,000,000 annually for ADA improvements  \$31,680,000 for sidewalk gap infill for unincorporated Southwest Adams County <b>Total Cost (ADA Transition Plan and sidewalk gap infill implementation) \$53,180,000</b>	P4
<b>Complete Streets Policy and Standards</b>	Develop a policy and a set of standards for all types of streets to promote a network of Complete Streets to provide safe and reliable transportation for all roadway users.	Adams County Transportation Department	Adams County Long Range Planning, Tri-County Health Department		\$175,000	P10



Project Name	Brief Description	Lead Agency(s)	Partner Agency(s)	Funding Resource(s)	Planning-level Cost Estimate	Project Number
<b>Park and Trail Improvements</b>	A set of improvements for different county parks and trails to bring urban vitality by making open space available for active use and providing an effective regional network of multi-use paths for non-motorized travelers. Includes: Federal Boulevard and Federal Station Area (ADCO Multi-Use Trail Improvement/ Development, Clear Creek to Jim Baker Reservoir; Welby Station and Welby Neighborhood Area (Clear Creek Trail Access –5-yr CIP, West of Railroad-78 <sup>th</sup> to I-76, New/Improved Park/Open Space, York and I-76 New Park/Park Improvement); Clear Creek Trail Replacement–5-yr CIP; Twin Lakes Park Renovation–5-yr CIP; Allen Ditch Trail, Connecting 84th Ave to Zuni	Adams County Parks and Open Space Department	CDOT, GOCO, UDFC, Colorado Parks and Wildlife	Open Space Sales Tax Grant	\$450,000 (i13) \$2,000,000 (i14) \$225,000 (i15) \$1,100,996 (i71) \$2,000,000 (i110) \$100,000 (i119) \$333,635 (i134) \$500,000 (i123/i164) \$2-2.5M (i143) \$2,00,000( i157) \$1,500,00 (i170) <b>Total Cost</b> <b>\$13,509,631-</b> <b>\$14,009,631</b>	i13, i14, i15, i71, i110, i119, i134, i141, i143, i157, i170
<b>The Federal Connection</b>	Comprehensive improvements to Federal Boulevard from 52 <sup>nd</sup> Avenue on the south (border with Denver) to 72 <sup>nd</sup> Avenue on the north (just inside Westminster). Nearly all of these previously identified projects would become part of a comprehensive PEL study effort.	Adams County Long Range Planning and Transportation Departments	CDOT, City of Westminster, City and County of Denver, Tri-County Health, various Water and sanitation districts, other departments of Adams County: Economic Development, Parks and Open Space, Current Planning		For PEL Study: \$1,500,000 \$10,000,000 (i49 & i95) (waterline) \$11,368,373 (i108) <b>Total Cost</b> <b>\$22,868,373</b>	i1, i4, i8, i17, i29, i31, i33, i43, i44, i45, i46, i49, i68, i95, i108
<b>The Clear Creek Connection</b>	New multimodal streets, parks and trails improvements, and general infrastructure improvements in the "Clear Creek TOD Plan" area along Clear Creek and between Federal Boulevard and Pecos Street, particularly connecting between the RTD G Line Federal Station and the RTD G Line Pecos Station.	Adams County Long Range Planning and Transportation Departments	Various water and sanitation districts, Urban Drainage and Flood Control District, other departments of Adams County: Economic Development, Parks and Open Space, Current Planning		For planning: \$250,000 \$15,145,389 – \$18,434,299 (i32) \$6,416,306 (i38) \$411,433 (i94) \$4,751,541 (i98) \$31,392,261 (i106) \$433,726 (i146) \$20,000,000 (i165) <b>Total Cost:</b> <b>\$78,550,656 OR</b> <b>\$81,839,566</b>	i32, i38, i94, i98, i106, i146, i165



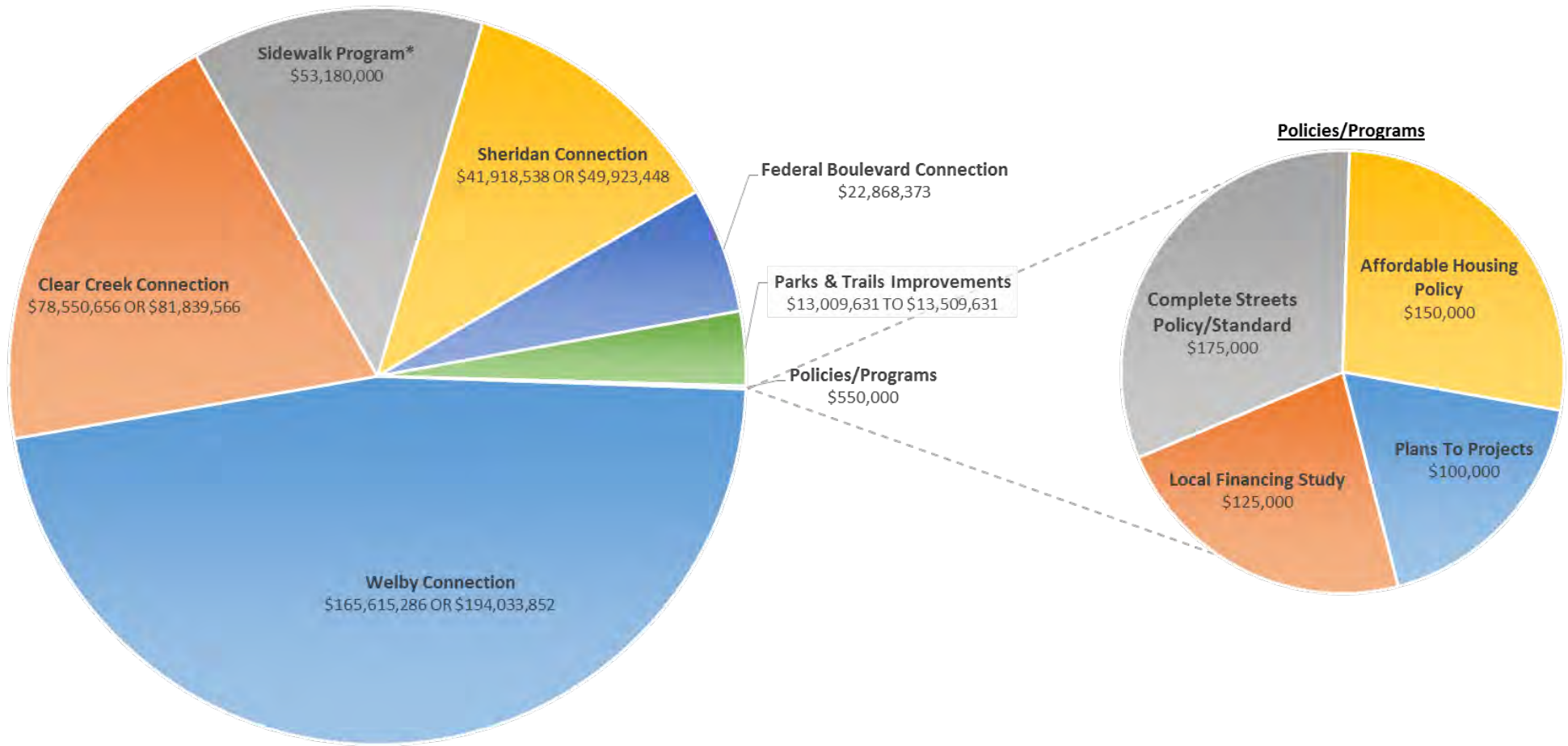
Project Name	Brief Description	Lead Agency(s)	Partner Agency(s)	Funding Resource(s)	Planning-level Cost Estimate	Project Number
<b>The Sheridan Connection</b>	Filling in missing sidewalk and trail connections to/from the RTD G Line Sheridan station, including connections to the RTD G Line Federal Station, to the Berkeley neighborhood to the south, and to the City of Arvada. Sheridan BRT Corridor efforts.	Adams County Parks and Open Space and Transportation Departments	City of Arvada, CDOT, Adams County Current Planning Department		\$146,799 (i118) \$213,526 (i186) \$200,181 (i187) \$39,976,783 OR \$47,581,331(i48, i67, i48) \$567,180 (i55) <b>Total Cost:</b> <b>\$41,9148,538 or</b> <b>\$49,523,086</b>	i37, i54, i55, i67, i78, i118, i173, i186, i187
<b>The Welby Connection</b>	The Welby Connection includes the addition of newly constructed streets along with existing roadway and intersection improvements to enhance connectivity between the Welby neighborhood to the RTD Welby and National Western Center Stations. These improvements will differentiate ideal truck routes versus pedestrian prioritized areas.	Adams County Transportation and Long Range Planning Departments	City of Thornton, Welby neighborhood, City of Commerce City, City and County of Denver, Adams County Current Planning Department		\$13,340,865 (i6) \$5,634,524 (i18) \$950,000 (i18) \$11,445,127 (i19) \$16,727,494 (i24) \$50,000 (i50) \$950,000 (i96) \$150,136 (i125) \$68,528,714 OR \$96,947,280 (i51) \$950,000 \$11,004,930 (i51) \$19,909,115 (i51) \$11,010,043 (i166) \$2,287,872 (i171) \$2,676,466 (i185) <b>Total Cost:</b> <b>\$165,615,286 OR</b> <b>\$194,033,852</b>	i6, i18, i19, i24, i50, i51, i96, i76, i125, i166, i171, i185



## 6 NEXT STEPS

Chapter 3 is the last chapter of the Making Connections Plan planning process. Following this report, the study team will produce a comprehensive final plan document that summarizes the results of Chapters 1, 2 and 3. The Making Connections Plan will ultimately be reviewed by the Planning Commission and BOCC with the goal of adopting the plan document by the end of 2016. Following adoption, the Making Connections Plan will be used to guide development, redevelopment, and support infrastructure through the improvement projects and policies identified as part of the Top 10 Projects using multi-jurisdictional coordination and public-private investment. The recommendations and implementation strategies identified (Top 10 Projects) in the Chapter 3 will be used in future CIP and funding efforts. At this point, a funding source and a time of completion have been identified. The P2P Program will be integrated into the CIP evaluation process to aid planned recommendations through implementation, to essentially bridge the gap between long-range planning and the CIP planning process. Each project will undergo an evaluation process where they will be scored and ranked based on various criteria (See Section 6.2). For example, Adams County is currently investigating the opportunity to conduct corridor studies on Washington Street, York Street, Pecos Street, and Brighton Boulevard with the intent that each of these corridor studies will go through the CIP evaluation process. Additionally, Adams County intends to participate in an Urban Land Institute Transit Oriented Development Marketplace (ULI TOD Marketplace) in November 2016. At this Marketplace, Adams County will present development and infrastructure goals for unincorporated Southwest Adams County to prospective developers. The end result will be a Master Plan document that includes a series of implementation-focused materials allowing Adams County to make more strategic investments and to leverage partnerships and resources to improve quality of life in Southwest Adams County, providing strategies that focus on the timing, scale, and funding opportunities associated with the Top 10 projects. The Making Connections Plan will take over 10 years to implement all of the Top 10 Projects that represent a total cost ranging from \$376,192,484 and \$416,004,508. Figure 6-1 on the following page provides a breakdown of the Top 10 Projects with the associated planning-level cost estimate.

Figure 6-1: Top 10 Projects Breakdown of Planning-Level Cost Estimate



The Top 10 Projects represent a total cost ranging from **\$376,192,484** and **\$416,004,508** over a +10-year timeframe.

\*includes completing sidewalk gap infill projects and the ADA Transition Plan.





CIP Evaluation Criteria

As previously mentioned, the Making Connections Plan outlines strategic priorities for Southwest Adams County including planning-level cost estimates, identification of funding sources, and a timeline for project completion. The Making Connections Plan stops short of project programming. This is where the County CIP process picks up. Evaluated under the P2P lens, the TAC identified measures to evaluate and score projects. This initial draft CIP Evaluation Criteria is outlined in Table 6-1.

Table 6-1: Draft CIP Evaluation Criteria

P2P Component	Evaluation Criteria	How to Score	Proposed Score by Applicant	Department/ Agency Review	Internal Director Committee Review	Board or Commission Review	Planning Commission
<b>Policy Element</b>	Project aligns with County Commissioner’s Goals: 1. Education and Economic Prosperity 2. High Performing, Fiscally Responsible Government 3. Quality of Life 4. Safe, Reliable Infrastructure 5. Support Human Service	One (1) point for each verified goal. Up to (5) points possible.					
<b>Planning Element</b>	Implements Adams County Comprehensive Plan or other Adams County Plans.	One (1) point possible if the project evolved from the Comprehensive Plan or other Adams County Planning document.					
<b>Project Support - Internal</b>	Project identified and proposed by more than one department or agency.	One (1) point for each department/agency in support. Up to four (4) points possible.					
<b>Project Support – (External)</b>	Documented Community Support for project.	One (1) point possible if the project has documented public support.					
<b>Program Performance Categories</b>	Project Funding Amount: \$ _____ Check as follows: ___ One-time expense ___ Annual/Ongoing*per year \$ _____ ___ Percentage ___% or amount \$ _____ funded by grant, matched funds, shared funding	One (1) point possible for shared, matched or grant funding of project.					
<b>Delivery and Development Programs</b>	Project-readiness factors, including what stage of planning, design, or land acquisition it is in the project development process.	Two (2) points if project is in the permitting or design phase. One (1) point if project is in the conceptual phase.					
<b>System Performance</b>	Projects scored based on number of performance measures it aims to improve.	One (1) point for every established performance measure the project aims to improve. Up to four (4) points possible.					
	<b>Total of Points</b>	<b>Possible total points: 18</b>					



## Appendices

## 7 APPENDIX A: FULL PROJECT LISTING

Provided in this appendix is information pertaining to the full project listing. Figure 6-1 illustrates the locations of all projects and Table 6-1 is the full project list. This listing includes all projects whether they were deemed completed, no longer relevant, did not make the Top 40 or Top 10 Projects list or made the prioritized listing referenced in Sections 2 and 3 of this Chapter. Table 7-1 references a Plan ID indicating if the recommendation came from a previous plan, study or report. Table 7-2 provides a cross-reference to the Plan ID and s information related to the publication In addition, Figure 7-2 highlights all of the projects identified as completed/to be completed in 2016 with further detail and investment information in Table 7-3. Figure 7-3, and Table 7-4 show the projects classified by the TAC as non-relevant to the Making Connections Plan through project vetting during the project identification process (refer to Section 2 of Chapter 2 for more information on project identification and vetting). The project team worked with Adams County Parks and Open Space Department to isolate projects related to parks and open space which is shown in Table 7-5 and the projects are geographically displayed in Figure 7-4.

Figure 7-1: All Identified Projects

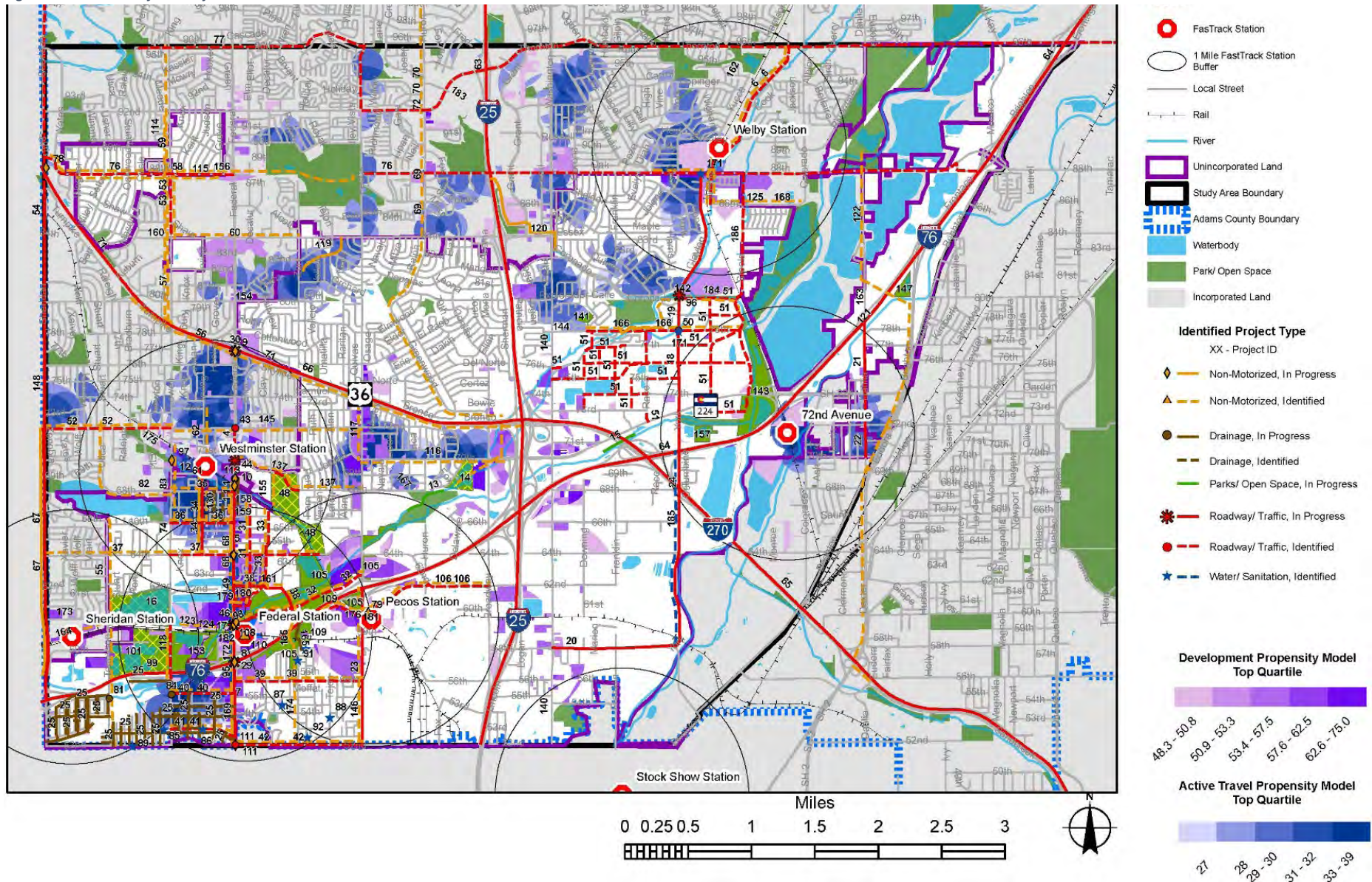




Table 7-1: Full Project List

Project Number	Recommendation or Project Name/Description	Plan IDs	Project Type	Project Status
1	Federal Boulevard Bridge over Little Dry Creek/BNSF	1,9,22	Roadway/Traffic	In Progress
1	Federal Boulevard Bridge over Little Dry Creek/BNSF	1,9,22	Non-Motorized	In Progress
1	Federal Boulevard Bridge over Little Dry Creek/ BNSF	1,9,22	Drainage	In Progress
2	Goat Hill Neighborhood Plan-Waiting for plan development and prioritization	2	Development/Private Development	In Progress
3	South Westminster Revitalization Strategy (Open House Presentation)	3	Development/Private Development	Identified
4	Westminster Federal Boulevard Streetscape 70 <sup>th</sup> -72 <sup>nd</sup> Avenue	4,14,36,40	Roadway/Traffic	Identified
5	65 <sup>th</sup> Avenue Alignment to four-way intersection	9	Roadway/Traffic	Non-Relevant
6	Welby Street Improvements	10,23	Roadway/Traffic	Identified
6	Welby Street Improvements (Bike/Trail Facility)	10,23,13,82	Non-Motorized	Identified
7	Intersection Improvement, 64 <sup>th</sup> Avenue and Federal Boulevard	4	Roadway/Traffic	Non-Relevant
8	Safe Pedestrian Crossing, Federal Boulevard and I-76	4	Non-Motorized	Identified
9	Safe Pedestrian Crossing, Federal Boulevard and US 36	4	Non-Motorized	Identified
10	Lighting Under bridge Clear Creek Trail	4	Non-Motorized	Identified
11	Do not Eliminate Affordable Housing as illustrated in Appendix K	4	Development/Private Development	In Progress
12	Little Dry Creek Drainage Project	7	Drainage	In Progress
13	Clear Creek Trail Replacement	7	Parks/Open Space	In Progress
14	Twin Lakes Park Renovation	7	Parks/Open Space	In Progress
15	Clear Creek Trail Access	7	Parks/Open Space	In Progress
16	Jim Baker Reservoir Renovations	12,22, 7	Parks/Open Space	In Progress
17	Sidewalk Gap Infill	-	Non-Motorized	Identified
18	York Street Improvement, SH224-78 <sup>th</sup> Avenue–5-yr CIP	7	Roadway/Traffic	In Progress
19	York/ Welby Street Improvement 78 <sup>th</sup> -88 <sup>th</sup> Avenue–5yr CIP	7,22	Roadway/Traffic	In Progress
20	58 <sup>th</sup> Avenue Road Improvement, Washington Street to York Street – 5yr CIP	7	Roadway/Traffic	In Progress
21	Dahlia Street Improvement-5-yr CIP	7	Roadway/Traffic	In Progress
22	Dahlia Road Improvement, SH224-70 <sup>th</sup> Avenue–5-yr CIP	7	Roadway/Traffic	In Progress
23	Pecos Street Roadway Improvement, 52 <sup>nd</sup> Avenue to I-76–5-yr CIP	7,22,74,13,82	Roadway/Traffic	In Progress
24	York Street Roadway Improvement, 58 <sup>th</sup> Avenue-SH224–5-yr CIP	7,10,22	Roadway/Traffic	In Progress



Project Number	Recommendation or Project Name/Description	Plan IDs	Project Type	Project Status
25	Berkeley Neighborhood Curb and Gutter	7	Drainage	In Progress
26	ADA Transition Plan	7	Roadway/Traffic	In Progress
27	68 <sup>th</sup> Avenue Roadway Alignment	9	Roadway/Traffic	Identified
29	Preserve and enhance on/off-ramp at Federal Boulevard & I-76	9	Roadway/Traffic	In Progress
30	Preserve and enhance on/off-ramp Federal Boulevard & US 36	9	Roadway/Traffic	In Progress
31	Proposed Elm Court, 61 <sup>st</sup> to 67 <sup>th</sup> Avenue (Multimodal)	9	Roadway/Traffic	Identified
31	Proposed Elm Court, 61 <sup>st</sup> to 67 <sup>th</sup> Avenue (Multimodal)	9	Non-Motorized	Identified
32	Proposed Clear Creek Parkway (Multimodal)	9,18,74	Roadway/Traffic	Identified
32	Proposed Clear Creek Parkway (Multimodal)	9,18,74	Non-Motorized	Identified
33	Proposed Clay Street/Multimodal Improvement	9	Roadway/Traffic	Identified
33	Proposed Clay Street/Multimodal Improvement	9	Non-Motorized	Identified
34	Install Bike Lanes on Irving Street, 64 <sup>th</sup> Avenue to Westminster Station/Park	9,84	Non-Motorized	In Progress
34	Road Improvements with Multimodal Additions on Irving Street, 64 <sup>th</sup> to 69 <sup>th</sup> Avenue	9	Roadway/Traffic	In Progress
35	Install Bike Lanes on 68 <sup>th</sup> Avenue Lowell Boulevard to Green Street	9,84	Non-Motorized	Identified
36	Road Improvements/Bike Facility/Multimodal on 66 <sup>th</sup> Avenue, Lowell to Federal Boulevard	9	Roadway/Traffic	Identified
36	Road Improvements/Bike Facility/Multimodal on 66 <sup>th</sup> Avenue, Lowell to Federal Boulevard	9	Non-Motorized	Identified
37	Road Improvements/Bike Facility/Multimodal on 64 <sup>th</sup> Avenue, Lowell Boulevard to Clear Creek Trail	9	Roadway/Traffic	Identified
37	Road Improvements/Bike Facility/Multimodal on 64 <sup>th</sup> Avenue, Sheridan Boulevard to Clear Creek Trail	9,82	Non-Motorized	Identified
38	Road Improvement/Bike Facility/Multimodal on 62 <sup>nd</sup> Street, Federal Boulevard to I-76	9	Roadway/Traffic	Identified
38	Road Improvement/Bike Facility/Multimodal on 62 <sup>nd</sup> Street, Federal Boulevard to I-76	9	Non-Motorized	Identified
39	Road Improvement/Bike Facility/Multimodal on 56 <sup>th</sup> Avenue, Federal Boulevard to Zuni Street	9,74	Roadway/Traffic	Identified
39	Road Improvement/Bike Facility/Multimodal on 56 <sup>th</sup> Avenue, Federal Boulevard to Zuni Street	9,74	Non-Motorized	Identified
40	Road Improvement/Bike Facility/Multimodal on 55 <sup>th</sup> Avenue, Lowell to Federal Boulevard	9	Roadway/Traffic	Identified
40	Road Improvement/Bike Facility/Multimodal on 55 <sup>th</sup> Avenue, Lowell to Federal Boulevard	9	Non-Motorized	Identified
41	Road Improvement/Bike Facility/Multimodal on 53 <sup>rd</sup> Avenue, Lowell to Federal Boulevard	9	Roadway/ Traffic	Identified
41	Road Improvement/Bike Facility/Multimodal on 53 <sup>rd</sup> Avenue, Lowell to Federal Boulevard	9	Non-Motorized	Identified
42	Road Improvement/Bike Facility/Multimodal on 52 <sup>nd</sup> Avenue, Federal Boulevard to Pecos Street	9	Roadway/Traffic	Identified
42	Road Improvement/Bike Facility/Multimodal on 52 <sup>nd</sup> Avenue, Federal Boulevard to Pecos Street	9	Non-Motorized	Identified
43	Intersection Improvement 72 <sup>nd</sup> Avenue and Federal Boulevard	4,9	Roadway/Traffic	Identified



Project Number	Recommendation or Project Name/Description	Plan IDs	Project Type	Project Status
44	Intersection Improvement 70th Avenue and Federal Boulevard	9	Roadway/Traffic	In Progress
45	Intersection Improvement (High-Priority) 64th Avenue and Federal Boulevard	4,9,76	Roadway/Traffic	Identified
45	Intersection Improvement (High-Priority) 64th Avenue and Federal Boulevard	4,9,76	Non-Motorized	Identified
46	Intersection Improvements, 60th Avenue and Federal Boulevard (to Accommodate New Clear Creek Pkwy)	9,18,74	Roadway/Traffic	In Progress
47	Pomponio Terrace- Preliminary Development Plan Approved, Final Plan Not Approved	9	Development/Private Development	In Progress
48	Midtown Park	12,13	Parks/Open Space	In Progress
49	Improve Crestview Water Capacity to Accommodate Future Development	9	Water/Sanitation	Identified
50	Intersection Improvement, York Street and 78th Avenue	10	Roadway/Traffic	Identified
51	Welby Proposed Roadway Network	10	Roadway/Traffic	Identified
51	Welby Proposed Roadway Network	10	Roadway/Traffic	Identified
51	Welby Proposed Roadway Network	10	Roadway/Traffic	Identified
51	Welby Proposed Roadway Network	10	Roadway/Traffic	Identified
51	Welby Proposed Roadway Network	10	Roadway/Traffic	Identified
51	Welby Proposed Roadway Network	10	Roadway/Traffic	Identified
51	Welby Proposed Roadway Network	10	Roadway/Traffic	Identified
51	Welby Proposed Roadway Network	10	Roadway/Traffic	Identified
51	Welby Proposed Roadway Network	10	Roadway/Traffic	Identified
51	Welby Proposed Roadway Network	10	Roadway/Traffic	Identified
51	Welby Proposed Roadway Network	10	Roadway/Traffic	Identified
51	Welby Proposed Roadway Network	10	Roadway/Traffic	Identified
51	Welby Proposed Roadway Network	10	Roadway/Traffic	Identified
51	Welby Proposed Roadway Network	10	Roadway/Traffic	Identified
51	Welby Proposed Roadway Network	10	Roadway/Traffic	Identified
51	Welby Proposed Roadway Network	10	Roadway/Traffic	Identified
51	Welby Proposed Roadway Network	10	Roadway/Traffic	Identified
51	Welby Proposed Roadway Network	10	Roadway/Traffic	Identified
51	Welby Proposed Roadway Network	10	Roadway/Traffic	Identified
51	Welby Proposed Roadway Network	10	Roadway/Traffic	Identified
51	Welby Proposed Roadway Network	10	Roadway/Traffic	Identified
51	Welby Proposed Roadway Network	10	Roadway/Traffic	Identified
51	Welby Proposed Roadway Network	10	Roadway/Traffic	Identified
51	Welby Proposed Roadway Network	10	Roadway/Traffic	Identified
51	Welby Proposed Roadway Network	10	Roadway/Traffic	Identified
51	Welby Proposed Roadway Network	10	Roadway/Traffic	Identified
52	Westminster Planned Multimodal Street Improvement	13,40	Roadway/Traffic	Identified
52	Westminster Planned Street Multimodal Improvement	13,40	Non-Motorized	Identified



Project Number	Recommendation or Project Name/Description	Plan IDs	Project Type	Project Status
53	Westminster Planned Multimodal Street Improvement on Lowell Boulevard, 84 <sup>th</sup> to 88 <sup>th</sup> Avenue	13,40	Roadway/Traffic	Identified
53	Westminster Planned Multimodal Street Improvement on Lowell Boulevard, 84 <sup>th</sup> to 88 <sup>th</sup> Avenue	13,40	Non-Motorized	Identified
54	Sheridan Boulevard Widening, 72 <sup>nd</sup> to 104 <sup>th</sup> Avenue	13,40,49	Roadway/Traffic	Identified
55	On Street Bikeway/ Arvada Bike Corridor on Tennyson Street, 52 <sup>nd</sup> to 68 <sup>th</sup> Avenue	13,14,35,82	Non-Motorized	Identified
56	Turnpike Multi-Use/Westminster Proposed Trail 76 <sup>th</sup> Avenue to Lowell Boulevard	13,36	Non-Motorized	Identified
57	Proposed Multi-Use/Westminster Potential Trail–Lowell Street, 79 <sup>th</sup> to 84 <sup>th</sup> Avenue	13,40	Non-Motorized	Identified
58	Adams County Bike Facility/ Multi-Use (88 <sup>th</sup> Avenue)	13	Non-Motorized	Identified
59	Proposed Multi-Use/Westminster Potential Trail –Lowell Boulevard, 84 <sup>th</sup> to 96 <sup>th</sup> Avenue	13,40	Non-Motorized	Identified
60	Westminster Proposed Sidewalk Development on 84 <sup>th</sup> Avenue, Lowell Boulevard to Zuni Street	13,36	Non-Motorized	Identified
61	Park/Open Space Adjacent to Westminster Station Area	12,13	Parks/Open Space	Identified
62	On-Street Bikeway on Irving Street, 71 <sup>st</sup> to 73 <sup>rd</sup> Avenue	13	Non-Motorized	Identified
63	I-25 52-SH7 2035 Baseline Roadway Network	14	Roadway/Traffic	In Progress
64	I-76, Sheridan-SH7 2035 Baseline Roadway Network	14	Roadway/Traffic	In Progress
64	I-76, Sheridan-SH7 2035 Baseline Roadway Network	14	Roadway/Traffic	In Progress
64	I-76, Sheridan-SH7 2035 Baseline Roadway Network	14	Roadway/Traffic	In Progress
64	I-76, Sheridan-SH7 2035 Baseline Roadway Network	14	Roadway/Traffic	In Progress
64	I-76, Sheridan-SH7 2035 Baseline Roadway Network	14	Roadway/Traffic	In Progress
65	I-270, I-25-Quebec 2035 Baseline Roadway Network	14	Roadway/Traffic	In Progress
66	US 36, Sheridan Boulevard – I-25 2035 Baseline Roadway Network	14	Roadway/Traffic	In Progress
67	Sheridan Boulevard Operational/Multimodal Improvement	14,35	Non-Motorized	In Progress
67	Sheridan Boulevard Operational/Multimodal Improvement	14	Roadway/Traffic	In Progress
68	Federal Boulevard, 52 <sup>nd</sup> to 72 <sup>nd</sup> Avenue 2035 Baseline Roadway Network	14	Non-Motorized	In Progress
68	Federal Boulevard, 52 <sup>nd</sup> to 72 <sup>nd</sup> Avenue 2035 Baseline Roadway Network	14	Roadway/Traffic	In Progress
69	Huron Street Widening (84 <sup>th</sup> Avenue to Thornton Parkway)	14,48	Roadway/Traffic	Non-Relevant
69	Huron Street Widening (84 <sup>th</sup> Avenue to Thornton Parkway)	14,48	Non-Motorized	Non-Relevant
70	Huron Street Widening (Thornton Parkway to 97 <sup>th</sup> Avenue)	14,48	Roadway/Traffic	Non-Relevant
70	Huron Street Widening (Thornton Parkway to 97 <sup>th</sup> Avenue)	14,48	Non-Motorized	Non-Relevant
71	US 36 Multi-Use Path, I-25 to Sheridan Boulevard	14	Non-Motorized	Identified
71	US 36 Multi-Use Path, I-25 to Sheridan Boulevard	12,13,14	Non-Motorized	Identified





Project Number	Recommendation or Project Name/Description	Plan IDs	Project Type	Project Status
72	Huron Street Trail, Multi-Use Path US 36 to 160 <sup>th</sup> Avenue	14,84	Non-Motorized	Identified
73	Grade Separation at RR for Zuni/ Clay Street Multi-Use Path	14,82	Non-Motorized	Completed/To Be Completed In 2016
74	Lowell Boulevard On Street Bike or Separated Multi-Use, 52 <sup>nd</sup> Avenue to RR/ 71 <sup>st</sup> Avenue	13,14,22,82	Non-Motorized	Non-Relevant
75	Tennyson Street Bike Facility, 72 <sup>nd</sup> Avenue to Little Dry Creek Trail	14	Non-Motorized	Identified
76	New 88 <sup>th</sup> Avenue Bus Route (Disconnect between Federal Boulevard and Pecos Street)	14	Roadway/Traffic	Identified
76	New 88 <sup>th</sup> Avenue Bus Route (Disconnect between Federal Boulevard and Pecos Street)	14	Roadway/-Traffic	Identified
77	New 96 <sup>th</sup> Avenue Bus Route	14	Roadway/-Traffic	Identified
78	Multimodal/Pedestrian Activity Center	14	Non-Motorized	Identified
79	Multimodal/Pedestrian Activity Center	14	Non-Motorized	Identified
80	Mixed-Use Development. 768 Res Units/ 42k sq ft Retail/203k sq ft Office	18, 74	Development/-Private Development	In Progress
81	Stormwater System Improvement, Tennyson Street and 55 <sup>th</sup> Avenue	22	Drainage	Identified
82	Bike Lane (Westminster to Install) on 68 <sup>th</sup> Avenue/Utica Street, Lowell Boulevard to 72 <sup>nd</sup> Avenue	13	Non-Motorized	Identified
83	Westminster Proposed Sidewalks on Lowell Boulevard, 66 <sup>th</sup> Avenue to RR	13,36	Non-Motorized	Identified
84	Stormwater System, Improvement, Lowell Boulevard and 55 <sup>th</sup> Avenue	22	Drainage	Identified
85	Sewer System Replacement, Meade Street and 53 <sup>rd</sup> Avenue	22	Water/Sanitation	Identified
86	Sewer System Replacement, Irving Street and 53 <sup>rd</sup> Avenue	22	Water/Sanitation	Identified
87	Sewer System Replacement, Beach Street and 54 <sup>th</sup> Avenue	22	Water/Sanitation	Identified
88	Sewer System Replacement, Tejon Road and 53 <sup>rd</sup> Avenue	22	Water/Sanitation	Identified
89	Water Issue/ Improvement, Quitman Street and 52 <sup>nd</sup> Avenue	22	Water/Sanitation	Identified
90	Water Line Improvement, Wyandot Street and 59 <sup>th</sup> Avenue	22	Water/Sanitation	Identified
91	Water Line Improvement, Zuni Street between 57 <sup>th</sup> and 58 <sup>th</sup> Avenue	22	Water/Sanitation	Identified
92	Water Line Improvement, Wyandot Street and Valejo Street	22	Water/Sanitation	Identified
93	Waterline Replacement on 60 <sup>th</sup> Avenue, Federal Boulevard to Zuni Street	22	Water/Sanitation	Completed/To Be Completed in 2016
94	Waterline Replacement on 62 <sup>nd</sup> Avenue, Federal Boulevard to Clay Street	22	Water/Sanitation	Identified
95	Waterline Replacement on Federal Boulevard, 56 <sup>th</sup> to 72 <sup>nd</sup> Avenue	22	Water/Sanitation	Identified
96	Grade Separation, York/Welby Street and Coronado Parkway	22	Roadway/Traffic	In Progress
97	Trail Access Improvement at Little Dry Creek Trail and Lowell Boulevard	22	Non-Motorized	Identified



Project Number	Recommendation or Project Name/Description	Plan IDs	Project Type	Project Status
98	Roadway Improvement 60 <sup>th</sup> Avenue, Federal Boulevard to Zuni Street	22	Roadway/Traffic	Identified
99	Trail Improvement, Tennyson Street and I-76 to Clear Creek Trail	13,22	Non-Motorized	Non-Relevant
100	Midtown at Clear Creek - Carma Project Builders	18,74	Development/Private Development	In Progress
101	Hyland Hills Park Clear Creek TOD	12,22,18,74	Parks/Open Space	In Progress
102	Business Park between Federal and Pecos Station	18, 74	Development/Private Development	Identified
102	Business Park between Federal and Pecos Station	18, 74	Development/Private Development	Identified
103	Mixed-Use Village Center Preliminary Development Plan Approved. No Final Development Plan Approval	18, 74	Development/Private Development	In Progress
104	Light Industrial Park Near Pecos Station	18	Development/Private Development	Identified
105	Park and Open Space in Clear Creek TOD Plan	12,18, 74	Parks/Open Space	Identified
105	New Parks/ Open Space in Clear Creek TOD Plan	18,74	Parks/Open Space	Identified
105	Park/ Open Space in Clear Creek TOD Plan	12,18, 74	Parks/Open Space	Identified
105	Open Space / Park within Clear Creek TOD Area	12,18,74	Parks/Open Space	Identified
106	New Collector Street, Federal Boulevard to Pecos Street to Broadway Road	9	Roadway/Traffic	Identified
106	New Collector Street. Federal Boulevard to Pecos Street to Broadway Road	9	Non-Motorized	Identified
107	Mixed-Use Development Adjacent to Pecos Station	18,74	Development/Private Development	Identified
108	Parcels to Be Removed From Flood Plain In proposed Phase B Urban Drainage Master Plan	18, 74	Drainage	Identified
109	Land Adams County is Planning to Buy for Clay Outfall Project	18,74	Parks/Open Space	Identified
110	Pedestrian bridge under Union Pacific Railroad track to Federal Station	18,22,74	Non-Motorized	In Progress
111	Focus Development & Improvement Node	76	Roadway/Traffic	Identified
111	Focus Development & Improvement Node	76	Non-Motorized	Identified
112	Focus Development & Improvement Node	76	Roadway/Traffic	Identified
112	Focus Development & Improvement Node	76	Non-Motorized	Identified
113	Focus Development and Improvement	76	Roadway/Traffic	Identified
113	Focus Development and Improvement	76	Non-Motorized	Identified
114	Meade/Lowell Boulevard Bike Facility US 36 to 91 <sup>st</sup> Avenue	82	Non-Motorized	Identified
115	88 <sup>th</sup> Avenue On-Street Bike Facility, Wagner Street to Hooker Street	82	Non-Motorized	Identified



Project Number	Recommendation or Project Name/Description	Plan IDs	Project Type	Project Status
116	SH224/70 <sup>th</sup> Avenue Bike Facility	82	Non-Motorized	Identified
117	Pecos Street Bike facility, 70 <sup>th</sup> Ave to US 36 Trail	82	Non-Motorized	Identified
118	Lowell Boulevard Non-Motorized Improvements with Improved RR Crossing	82	Non-Motorized	Identified
119	Allen Ditch Development/Improvement	82	Non-Motorized	In Progress
120	DRCOG Regional Bike Corridor Segment	82	Non-Motorized	In Progress
121	ADCO Off Street Trail Along O'Brian Canal	82	Non-Motorized	Non-Relevant
122	DRCOG Community Bicycle Corridor	82	Non-Motorized	Identified
123	ADCO Multi-Use Trail Improvement/ Development	82	Non-Motorized	Identified
124	ADCO Trail Along RR Line, Lowell to Federal	13,82	Non-Motorized	Non-Relevant
125	Adams County Local Trail	82	Non-Motorized	Identified
126	Crossroads Commerce Park - 1,000,000 sq ft of Industrial	83	Development/Private Development	In Progress
127	Inventory of Brownfield sites within Clear Creek Corridor, Federal-Pecos	83	Development/Private Development	In Progress
128	Install Sidewalk on both sides of Hooker Street, 66 <sup>th</sup> to 68 <sup>th</sup> Avenue	84	Non-Motorized	Identified
129	Install Curb and Gutter on West of Hooker Street, 66 <sup>th</sup> to 68 <sup>th</sup> Avenue	84	Drainage	Identified
130	Install Sidewalk on both sides of Grove Street, 66 <sup>th</sup> to 68 <sup>th</sup> Avenue	84	Non-Motorized	Identified
131	Install Curb and Gutter on West side of Grove Street, 66 <sup>th</sup> to 68 <sup>th</sup> Avenue	84	Drainage	Identified
132	Install Sidewalks on both sides of Green Street, 66 <sup>th</sup> to 68 <sup>th</sup> Avenue	84	Non-Motorized	Identified
133	Install Curb and Gutter of West side of Green Street, 66 <sup>th</sup> to 68 <sup>th</sup> Avenue	84	Drainage	Identified
134	Sidewalk Widening on Irving Street, 66 <sup>th</sup> Avenue to Little Dry Creek Trail	84	Non-Motorized	Identified
137	Install Bike Lanes Zuni Street	84	Non-Motorized	Identified
138	Construct Sidewalk connecting to Little Dry Creek Trail	84	Non-Motorized	Identified
139	New Mapleton School/ District in Midtown	83	Development/Private Development	Identified
140	Washington Street Improvement 52 <sup>nd</sup> to 58 <sup>th</sup> Avenue	14,22	Roadway/Traffic	Completed/To Be Completed In 2016
140	Washington Street Improvement 58 <sup>th</sup> to 72 <sup>nd</sup> Avenue	14,22	Roadway/Traffic	Completed/To Be Completed in 2016
141	Park Improvement, Washington Street and 78 <sup>th</sup> Avenue	10	Parks/Open Space	Identified
142	Trail Improvement from South Platte River to Rotella Park South Entrance	10	Parks/Open Space	Identified



Project Number	Recommendation or Project Name/Description	Plan IDs	Project Type	Project Status
143	Steele Street Park Renovations with trails through the Siegrist Reservoir connecting to the trail under SH224	10	Parks/Open Space	Identified
144	Intersection Improvement, Washington Street and 78 <sup>th</sup> Avenue	10	Roadway/Traffic	Completed/ To Be Completed In 2016
145	Non-Motorized Improvements on 72 <sup>nd</sup> Avenue, Lowell Boulevard to Pecos Street	13	Non-Motorized	Identified
146	Pecos Bike/ Trail Facility, 52 <sup>nd</sup> Avenue to I-76	22,74,13,82	Non-Motorized	Identified
147	Park/ Open Space Development or Improvement at I-76 and 81 <sup>st</sup> Avenue	12,13	Parks/Open Space	Identified
148	Sheridan Blvd Bus Rapid Transit (BRT), I-76 to US 36	82	Non-Motorized	In Progress
149	Identified as High Growth Prime Development / Revitalization Area, Federal Boulevard Corridor	17	Development/Private Development	In Progress
150	Identified as High Growth Prime Development/Revitalization Area, Pecos Street between 70 <sup>th</sup> and 76 <sup>th</sup> Avenue	17	Development/Private Development	In Progress
151	Identified as High Growth Prime Development/Revitalization Area, East side of Washington Street, 88 <sup>th</sup> to 104 <sup>th</sup> Avenue	17	Development/Private Development	In Progress
152	Identified as High Growth Prime Development/Revitalization Area East of Welby Station, 86 <sup>th</sup> to 90 <sup>th</sup> Avenue	17	Development/Private Development	In Progress
153	New/ Improvement of Park/ Open Space Lowell Boulevard to Federal Boulevard, North of I-76 to RR	22	Parks/Open Space	Identified
154	Intersection Improvement, Federal Boulevard and 80 <sup>th</sup> Avenue	10,22	Roadway/Traffic	Non-Relevant
155	Little Dry Creek Access from 70 <sup>th</sup> Avenue	82	Non-Motorized	Identified
156	Extend South ROW to Allow Wider Detached Sidewalk and Extend Bike Lane on 88 <sup>th</sup> Avenue, Federal to Lowell Boulevard	84	Non-Motorized	Identified
157	New Park/ Park Improvement, York Street and I-76	10	Parks/Open Space	Identified
158	Federal Boulevard and 67 <sup>th</sup> Avenue Intersection Improvement	9	Roadway/Traffic	Completed/To Be Completed In 2016
159	Federal Boulevard and 66 <sup>th</sup> Avenue Intersection Improvement	9	Roadway/Traffic	Completed/To Be Completed In 2016
160	On-Street Bikeway on Wagner Street, Lowell Boulevard to 88 <sup>th</sup> Avenue	13	Non-Motorized	Non-Relevant
161	Roadway Improvement 62 <sup>nd</sup> Avenue, Federal Boulevard to Clay Street	22	Roadway/ Traffic	Non-Relevant
162	Multi-Use Path along North Metro RR Line, 70 <sup>th</sup> to 160 <sup>th</sup> Avenue	82	Non-Motorized	Non-Relevant
163	Multi-Use Path along North Metro RR Line, 70 <sup>th</sup> to 160 <sup>th</sup> Avenue	82	Non-Motorized	Non-Relevant
164	ADCO Trail along RTD Gold Line, Sheridan to Lowell Boulevard	82	Non-Motorized	Identified
165	Clay Community Outfall (Phase 2)	81	Drainage	In Progress
166	78 <sup>th</sup> Avenue Roadway Improvement, Downing to Steele Street (Multimodal)	81	Roadway	Identified



Project Number	Recommendation or Project Name/Description	Plan IDs	Project Type	Project Status
166	79 <sup>th</sup> Avenue Roadway Improvement, Downing to Steele Street (Multimodal)	81	Non-Motorized	Identified
167	Kalcevic Gultch Project–5-yr CIP	7	Drainage	Completed/To Be Completed In 2016
168	Hoffman Drainage Project–5-yr CIP	7	Drainage	Completed/To Be Completed In 2016
169	Federal Boulevard Landscaping, 52 <sup>nd</sup> to 62 <sup>nd</sup> Avenue	7	Roadway/Traffic	Completed/To Be Completed In 2016
170	Pedestrian bridge over Clear Creek for enhance Station Access from trail	82	Non-Motorized	Identified
171	York Street Water & Sewer Improvements, 78 <sup>th</sup> to 88 <sup>th</sup> Avenue	85	Water/Sanitation	Identified
172	Federal Boulevard Medians for Street Lights, 52 <sup>nd</sup> to 67 <sup>th</sup> Avenue	7,9	Roadway/Traffic	Completed/To Be Completed In 2016
173	60 <sup>th</sup> Avenue On-Street Bikeway, Sheridan to Lowell Boulevard	13,82	Non-Motorized	Completed/To Be Completed In 2016
174	Clay Street Trail, 52 <sup>nd</sup> Avenue to Clear Creek Trail (Multi-Use)	14,82	Non-Motorized	Completed/To Be Completed In 2016
175	Clear Creek Trail Improvement, BSNF RR to 76 <sup>th</sup> Avenue	82	Non-Motorized	Completed/To Be Completed In 2016
176	Grade Separation at Pecos Rail Crossing Near Pecos Station	18,22,74	Roadway/Traffic	Completed/To Be Completed in 2016
177	New Signalized Intersection, Federal Boulevard and 58 <sup>th</sup> Avenue	18,74	Roadway/Traffic	Completed/To Be Completed in 2016
178	New Signalized Intersection, Federal Boulevard and Proposed Elm Court	18,74	Roadway/Traffic	Completed/To Be Completed in 2016
179	New Signalized Intersection, Federal Boulevard and Proposed Clay Street	18,74	Roadway/Traffic	Completed/To Be Completed in 2016
180	New Signalized Intersection, Federal Boulevard and 62 <sup>nd</sup> Avenue	9,18,74	Roadway/Traffic	Completed/To Be Completed in 2016
181	New/Improved Intersection Pecos Street and 62 <sup>nd</sup> Avenue	74	Roadway/Traffic	Completed/To Be Completed in 2016
182	Clear Creek Trail Improvement Under BNSF Rail line	18,74	Non-Motorized	Completed/To Be Completed in 2016
183	DRCOG Regional Bike Corridor-Small Segment left	82	Non-Motorized	Completed/To Be Completed In 2016
184	Coronado Pkwy (Niver Creek) S. Platte River to Washington Street	82	Non-Motorized	Completed/To Be Completed In 2016
185	York Street Water and Sewer Improvements, 58 <sup>th</sup> Avenue to SH224	85	Water/Sanitation	Identified
186	58 <sup>th</sup> Avenue Non-Motorized Connection to Sheridan Station	82	Non-Motorized	Identified



Project Number	Recommendation or Project Name/Description	Plan IDs	Project Type	Project Status
187	60 <sup>th</sup> Avenue Non-Motorized Connection to Sheridan Station	82	Non-Motorized	Identified
188	Steele/Clayton Street Realignment	81	Roadway/Traffic	Identified



Table 7-2: Plan ID Key

Plan ID	Plan/Study/Report Name	Agency	Other Agency(s)	Date	Document Type
1	US 287 & 69 <sup>th</sup> 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, UDFCD, DRCOG	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
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	Clear Creek TOD Plan	Adams County		2009	Comprehensive Plan
75	Third Quarter Budget Update	Adams County		2015	Budget



Plan ID	Plan/Study/Report Name	Agency	Other Agency(s)	Date	Document Type
76	Report on the First Building Healthy Corridors Workshop Federal Boulevard, 52 <sup>nd</sup> to 72 <sup>nd</sup> 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
81	Clay Community Outfall Project	Adams County		2013	Preliminary Design
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
85	North Washington Street Water & Sanitation District CIP	North Washington Street Water & Sanitation District		2016	Capital Improvement Program



Figure 7-2: Complete/To Be Completed in 2016 Projects

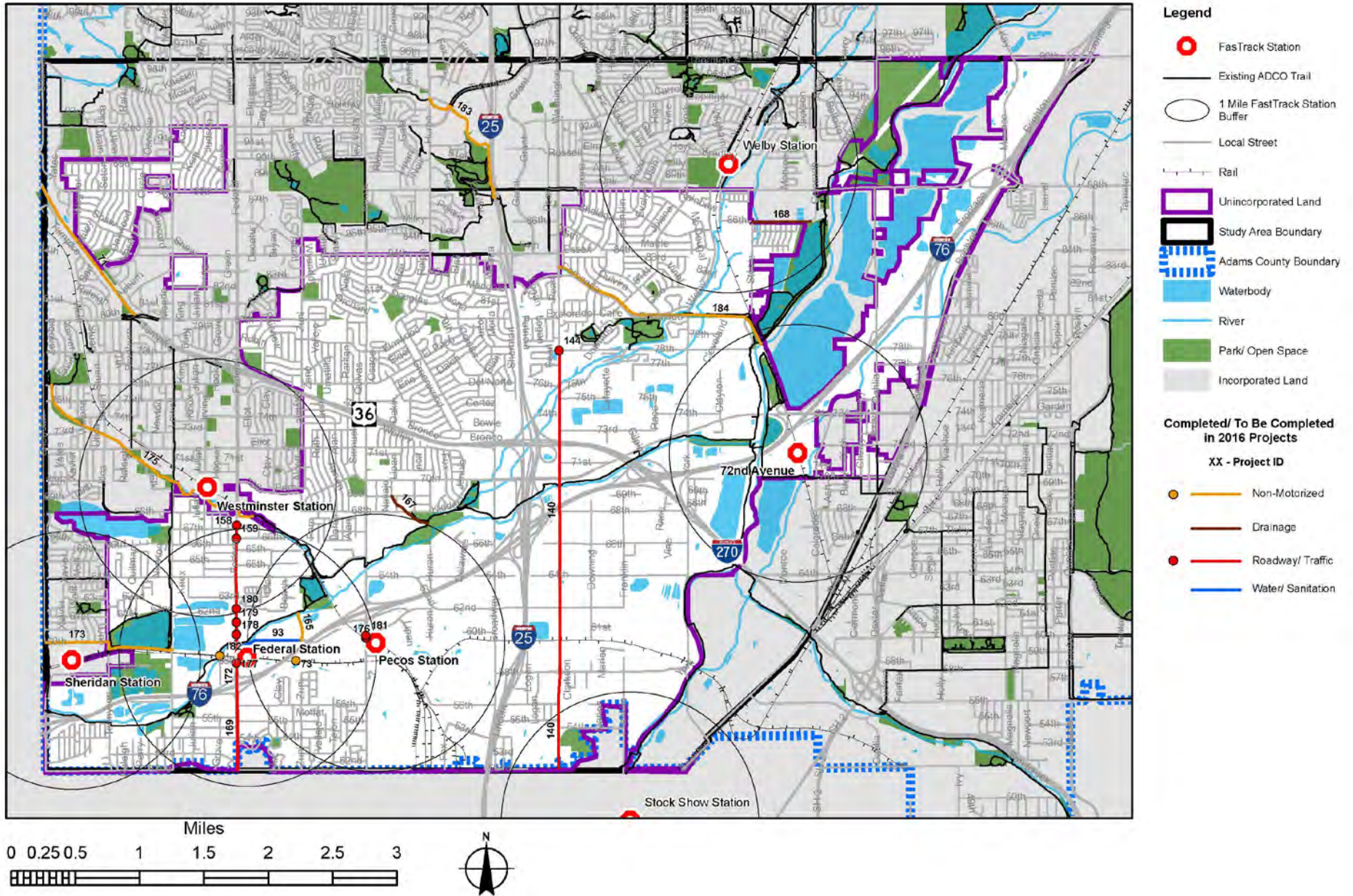




Table 7-3: Completed/To Be Completed In 2016 Project List

Project Number	Recommendation or Project Name/Description	Plan IDs	Project Type	Project Status
73	Grade Separation at RR for Zuni/Clay Street Multi-Use Path	14,82	Non-Motorized	Completed/To Be Completed In 2016
93	Waterline Replacement on 60 <sup>th</sup> Avenue, Federal Boulevard to Zuni Street	22	Water/Sanitation	Completed/To Be Completed In 2016
140	Washington Street Improvement, 52 <sup>nd</sup> to 58 <sup>th</sup> Avenue	14,22	Roadway/Traffic	Completed/To Be Completed In 2016
140	Washington Street Improvement, 58 <sup>th</sup> to 72 <sup>nd</sup> Avenue	14,22	Roadway/Traffic	Completed/To Be Completed in 2016
144	Intersection Improvement, Washington Street and 78 <sup>th</sup> Avenue	10	Roadway/Traffic	Completed/To Be Completed In 2016
158	Federal Boulevard and 67 <sup>th</sup> Avenue Intersection Improvement	9	Roadway/Traffic	Completed/To Be Completed In 2016
159	Federal Boulevard and 66 <sup>th</sup> Avenue Intersection Improvement	9	Roadway/ Traffic	Completed/To Be Completed In 2016
167	Kalcevic Gultch Project-5-yr CIP	7	Drainage	Completed/To Be Completed In 2016
168	Hoffman Drainage Project-5-yr CIP	7	Drainage	Completed/To Be Completed In 2016
169	Federal Boulevard Landscaping, 52 <sup>nd</sup> to 62 <sup>nd</sup> Avenue	7	Roadway/Traffic	Completed/To Be Completed In 2016
172	Federal Boulevard Medians for Street Lights, 52 <sup>nd</sup> to 67 <sup>th</sup> Avenue	7,9	Roadway/Traffic	Completed/To Be Completed In 2016
173	60 <sup>th</sup> Avenue On-Street Bikeway, Sheridan to Lowell Boulevard	13,82	Non-Motorized	Completed/To Be Completed In 2016
174	Clay Street Trail, 52 <sup>nd</sup> Avenue to Clear Creek Trail (Multi-Use)	14,82	Non-Motorized	Completed/To Be Completed In 2016
175	Clear Creek Trail Improvement, BSNF RR to 76 <sup>th</sup> Avenue	82	Non-Motorized	Completed/To Be Completed In 2016
176	Grade Separation at Pecos Rail Crossing Near Pecos Station	18,22,74	Roadway/Traffic	Completed/To Be Completed in 2016
177	New Signalized Intersection, Federal Boulevard and 58 <sup>th</sup> Avenue	18,74	Roadway/Traffic	Completed/To Be Completed in 2016
178	New Signalized Intersection, Federal Boulevard and Proposed Elm Court	18,74	Roadway/Traffic	Completed/To Be Completed in 2016
179	New Signalized Intersection, Federal Boulevard and Proposed Clay Street	18,74	Roadway/Traffic	Completed/To Be Completed in 2016
180	New Signalized Intersection, Federal Boulevard and 62 <sup>nd</sup> Avenue	9,18,74	Roadway/Traffic	Completed/To Be Completed in 2016
181	New/Improved Intersection Pecos Street and 62 <sup>nd</sup> Avenue	74	Roadway/Traffic	Completed/To Be Completed in 2016
182	Clear Creek Trail Improvement Under BNSF Rail line	18,74	Non-Motorized	Completed/To Be Completed in 2016
183	DRCOG Regional Bike Corridor-Small Segment left	82	Non-Motorized	Completed/To Be Completed In 2016
184	Coronado Parkway (Niver Creek) South Platte River to Washington Street	82	Non-Motorized	Completed/To Be Completed In 2016

Figure 7-4: Non-Relevant Projects

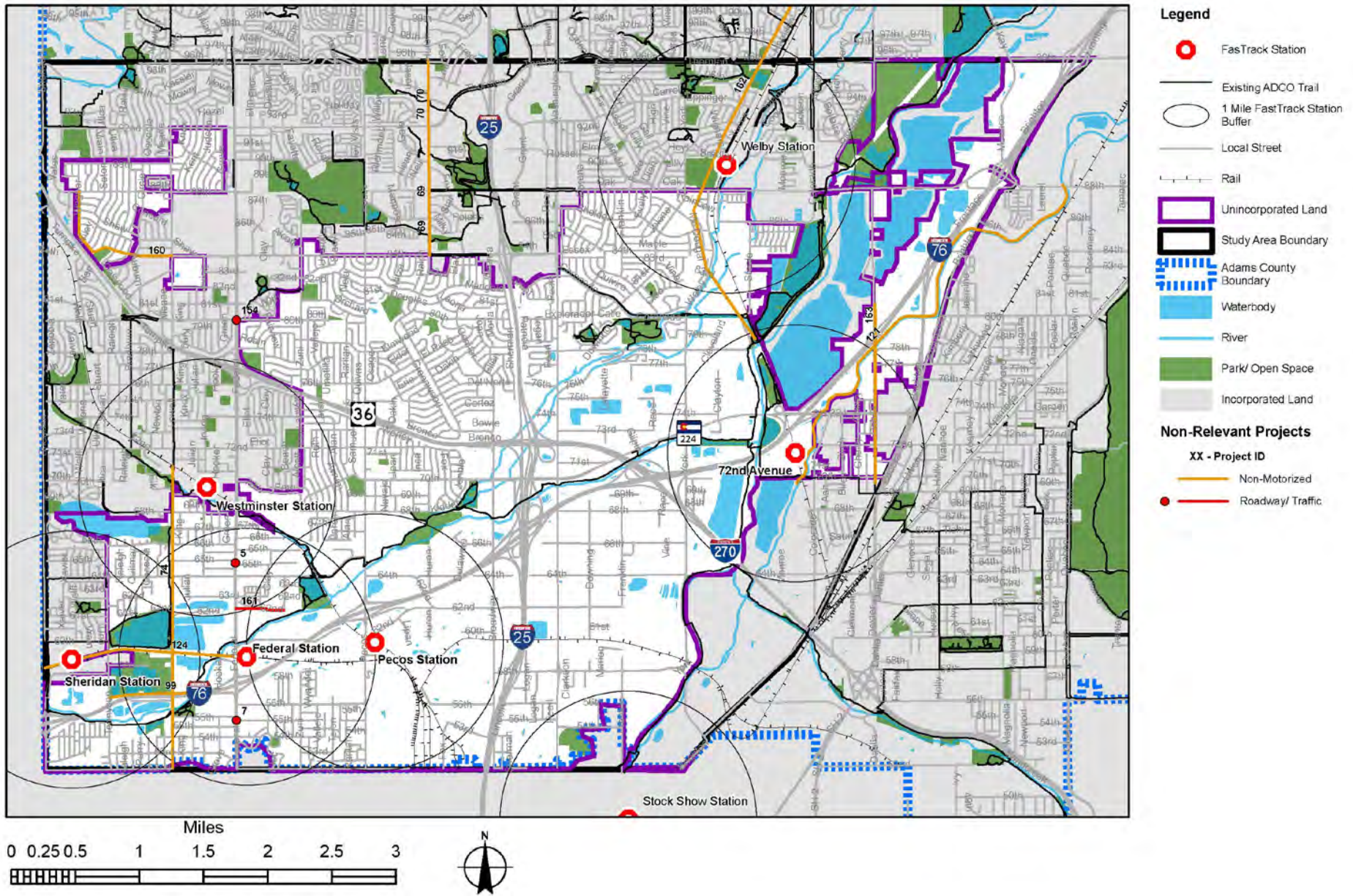




Table 7-4: Non-Relevant Project List

Project Number	Recommendation or Project Name/Description	Plan IDs	Project Type	Project Status
5	65 <sup>th</sup> Avenue Alignment to four-way Intersection	9	Roadway/Traffic	Non-Relevant
7	Intersection Improvement, 64 <sup>th</sup> Avenue and Federal Boulevard	4	Roadway/Traffic	Non-Relevant
69	Huron Street Widening, 84 <sup>th</sup> Avenue to Thornton Parkway	14,48	Roadway/Traffic	Non-Relevant
70	Huron Street Widening, Thornton Parkway to 97 <sup>th</sup> Avenue	14,48	Roadway/Traffic	Non-Relevant
74	Lowell Boulevard On-Street Bike or Separated Multi-Use Path, 52 <sup>nd</sup> Avenue to RR/71 <sup>st</sup> Avenue	13,14,22,82	Non-Motorized	Non-Relevant
99	Trail Improvement, Tennyson Street and I-76 to Clear Creek Trail	13,22	Non-Motorized	Non-Relevant
121	ADCO Off-Street Trail Along O'Brian Canal	82	Non-Motorized	Non-Relevant
124	ADCO Trail Along RR Line, Lowell to Federal Boulevard	13,82	Non-Motorized	Non-Relevant
154	Intersection Improvement, Federal Boulevard and 80 <sup>th</sup> Avenue	10,22	Roadway/Traffic	Non-Relevant
160	On-Street Bikeway on Wagner Street, Lowell Boulevard to 88 <sup>th</sup> Avenue	13	Non-Motorized	Non-Relevant
161	Roadway Improvement 62 <sup>nd</sup> Avenue, Federal Boulevard to Clay Street	22	Roadway/Traffic	Non-Relevant
162	Multi-Use Path along North Metro RR Line, 70 <sup>th</sup> to 160 <sup>th</sup> Avenue	82	Non-Motorized	Non-Relevant
163	Multi-Use Path along North Metro RR Line, 70 <sup>th</sup> to 160 <sup>th</sup> Avenue	82	Non-Motorized	Non-Relevant

Figure 7-5: All Parks & Open Space Projects

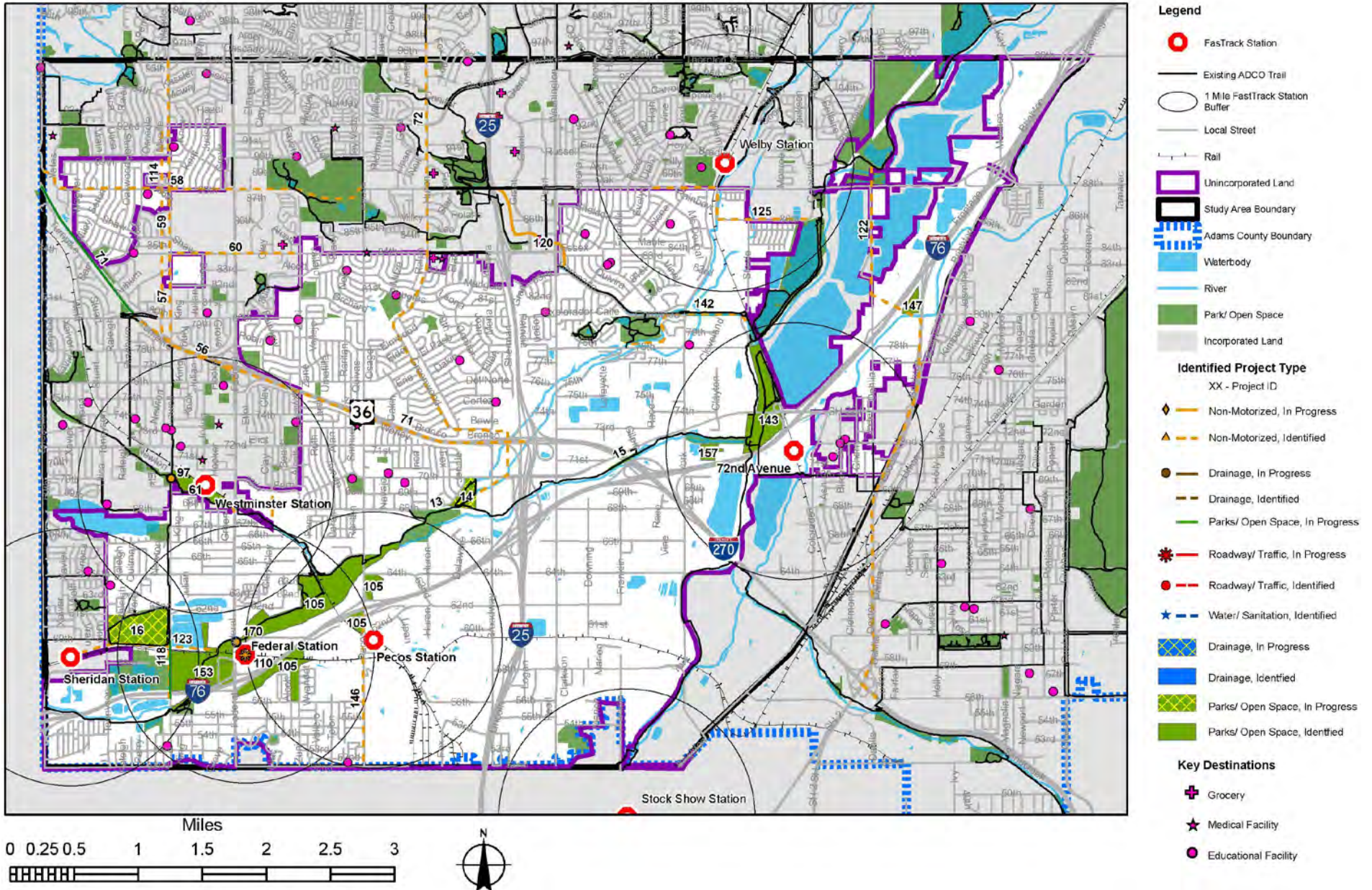




Table 7-5: All Parks & Open Space Projects List

Project Number	Project Name	Plan IDs	Project Type	Project Status
13	Clear Creek Trail Replacement	7	Parks/Open Space	In Progress
14	Twin Lakes Park Renovation	7	Parks/Open Space	In Progress
15	Clear Creek Trail Access	7	Parks/Open Space	In Progress
16	Jim Baker Reservoir Renovations	12, 22, 7	Parks/Open Space	In Progress
56	Turnpike Multi-Use/Westminster Proposed Trail	13,36	Non-Motorized	Identified
57	Multi-Use/Westminster Trail Lowell Boulevard, 79 <sup>th</sup> to 84 <sup>th</sup> Avenue	13,40	Non-Motorized	Identified
58	Adams County Bike Facility/Multi-Use Path, 88 <sup>th</sup> Avenue	13	Non-Motorized	Identified
59	Multi-Use Path/Westminster Trail Lowell Boulevard, 84 <sup>th</sup> to 96 <sup>th</sup> Avenue	13,40	Non-Motorized	Identified
60	Westminster Proposed Sidewalk Development	13,36	Non-Motorized	Identified
61	Park/Open Space Adjacent to Westminster Station Area	12,13	Parks/ Open Space	Identified
71	US 36 Multi-Use Path, I-25 to Sheridan Boulevard	14	Non-Motorized	Identified
72	Huron Street Trail, Multi-Use Path US 36 to 160 <sup>th</sup> Avenue	14,84	Non-Motorized	Identified
97	Trail Access Improvement Lowell Boulevard and Little Dry Creek	22	Non-Motorized	Identified
105	Park and Open Space in Clear Creek TOD Plan	12,18, 74	Parks/Open Space	Identified
105	Park and Open Space in Clear Creek TOD Plan	12,18, 74	Parks/Open Space	Identified
105	Park and Open Space in Clear Creek TOD Plan	12,18,74	Parks/Open Space	Identified
105	Park and Open Space in Clear Creek TOD Plan	18,74	Parks/Open Space	Identified
110	Pedestrian bridge to Federal Station	18,22,74	Non-Motorized	In Progress
114	Meade/Lowell Boulevard Bike Facility, US 36 to 91 <sup>st</sup> Avenue	82	Non-Motorized	Identified
118	Improved Rail Road Crossing/Infrastructure	82	Non-Motorized	Identified
118	Improved Rail Road Crossing/Infrastructure	82	Roadway/Traffic	Identified
120	DRCOG Regional Bike Corridor Segment	82	Non-Motorized	In Progress
122	DRCOG Community Bicycle Corridor	82	Non-Motorized	Identified
123	ADCO Multi-Use Trail Improvement/Development	13,82	Non-Motorized	Identified
125	Adams County Local Trail	82	Non-Motorized	Identified
138	Construct Sidewalk connecting to Little Dry Creek Trail	84	Non-Motorized	Identified
142	Trail Improvements South Platte River to Rotella Park	10	Non-Motorized	Identified
143	New/ Improved Park Open Space	10	Parks/Open Space	Identified
146	Pecos Street Bike/Trail Facility	22,74,13,82	Non-Motorized	Identified
147	Park/ Open Space Development or Improvement	12,13	Parks/Open Space	Identified
153	New/ Improvement of Park/Open Space	22	Parks/Open Space	Identified
155	Little Dry Creek Access from 70 <sup>th</sup> Avenue	82	Non-Motorized	Identified
157	New Park/Park Improvement	10	Parks/Open Space	Identified
170	Pedestrian Bridge over Clear Creek	82	Non-Motorized	Identified

Figure 7-6: Urban Drainage & Flood Control District and Adams County Drainage/Stormwater Improvements

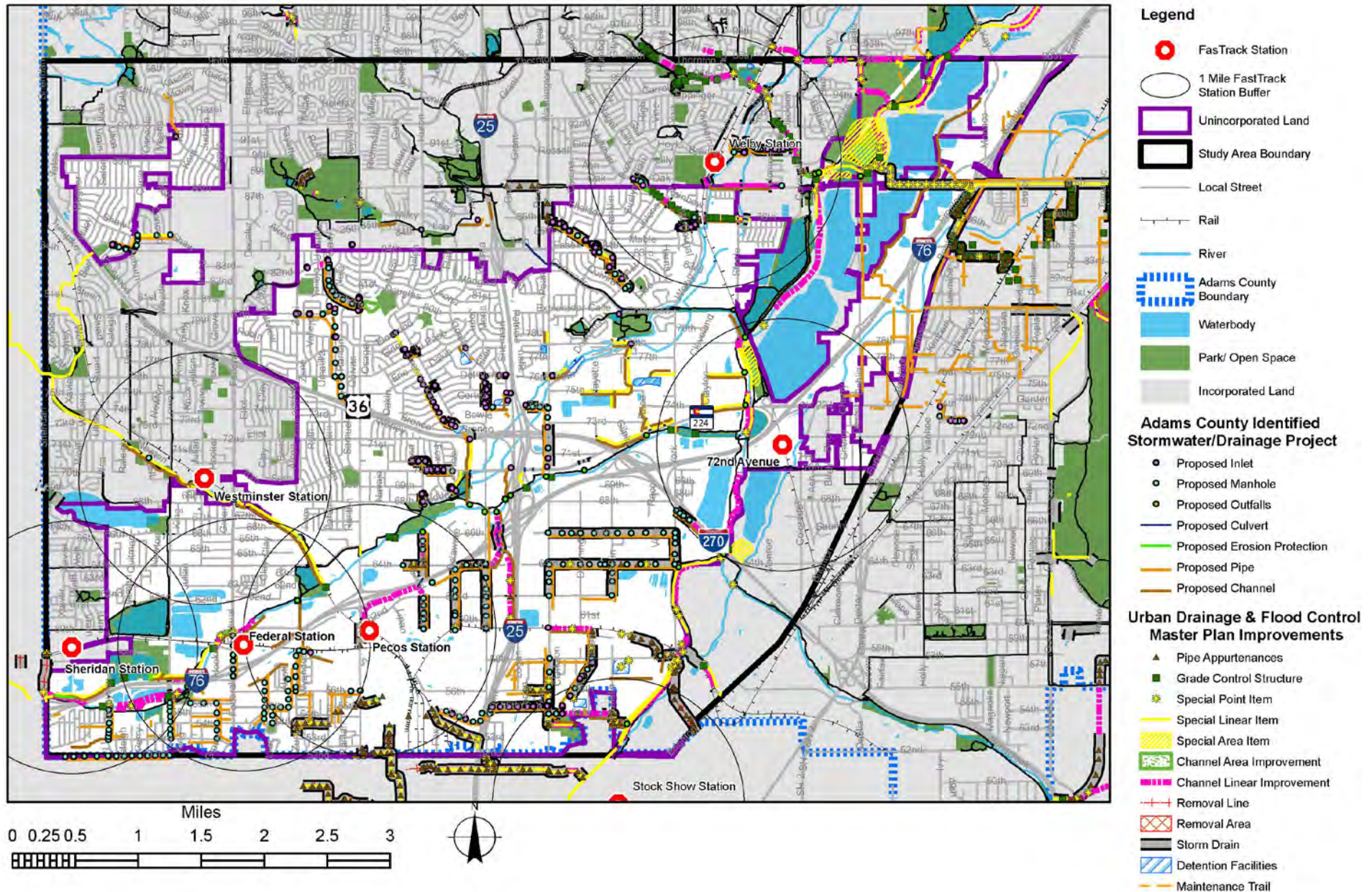
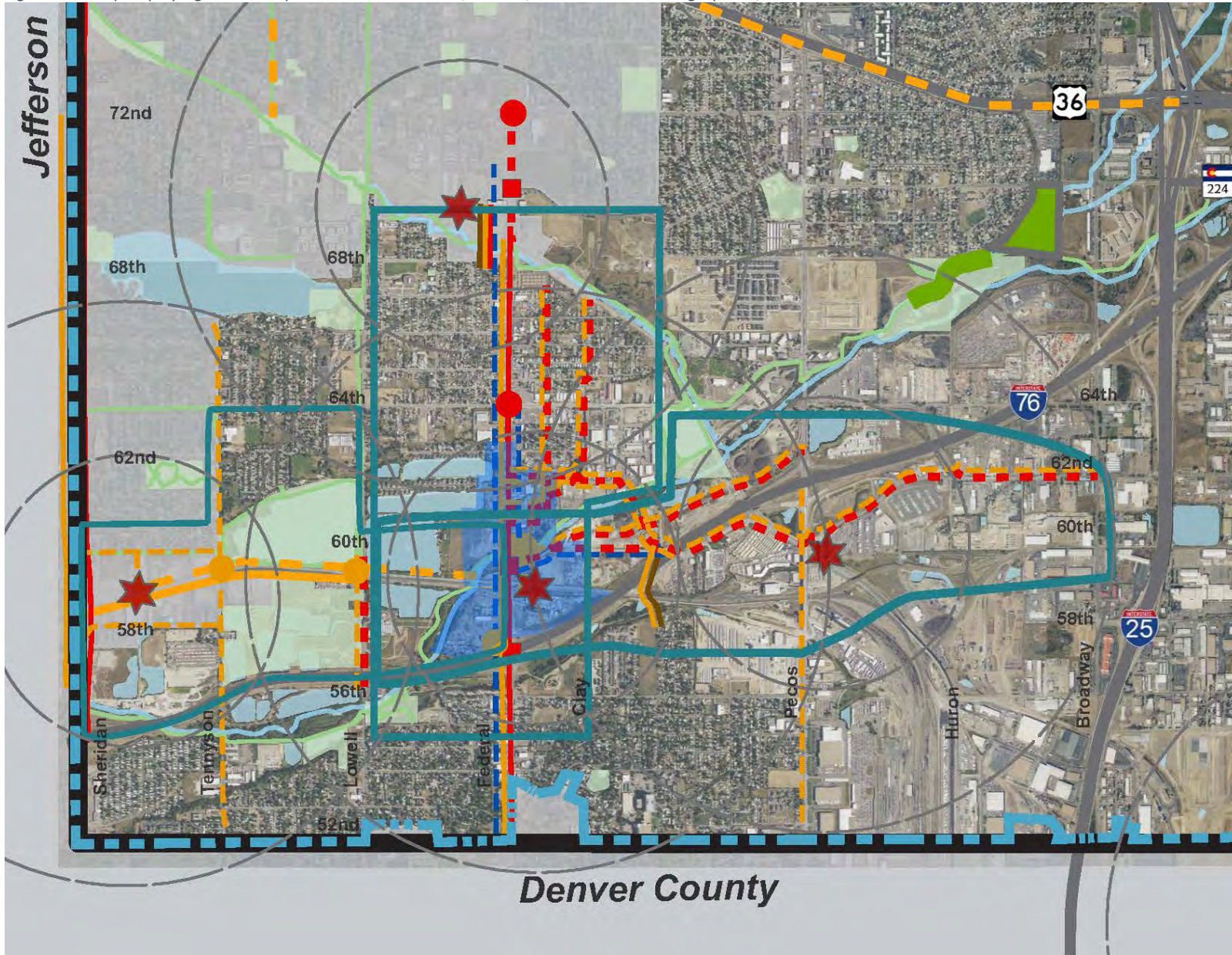




Figure 7-7: Map displaying the Overlap between the Sheridan, Federal, and Clear Creek Geographical/Connection Areas







## 8 APPENDIX B: PEL PROCESS & FEDERAL BOULEVARD

PEL represents an approach to transportation decision making that considers environmental, community, and economic goals early in the planning stage and carries them through project development, design, and construction. This can lead to a streamlined decision-making process that minimizes duplication of effort, promotes efficient and cost-effective solutions, environmental stewardship, and reduces delays in project implementation. PEL decisions and analyses can be used to:

- Identify and prioritize future projects;
- Develop the purpose and need for a project or set of projects;
- Determine project scope, including size and length;
- Develop and refine a range of alternatives; and
- Identify phased implementation and funding opportunities for projects.

Adams County has expressed interest in conducting a PEL study on Federal Boulevard (I-70 to 84<sup>th</sup> Avenue) in an effort to develop a consistent corridor vision that incorporates multimodal options, street-scape aesthetics, and community cohesiveness, while improving travel through this part of the County. Additionally, Adams County has begun coordination discussions with City and County of Denver, City of Westminster, CDOT, and the various Water and Sanitation Districts in the area. A PEL study on Federal Boulevard could link the larger “Making Connections Plan” to environmental issues and result in useful information that carries forward into project development and a more focused National Environmental Policy Act (NEPA) process. Some recent and ongoing projects in the Federal Boulevard corridor include:

- Tri-County Health Department completed a Health Impact Assessment including a crash assessment and sidewalk inventory.
- CDOT (in cooperation with Adams County) recently completed safety improvements include a new median with street lighting and landscaping between 62<sup>nd</sup> Avenue and 67<sup>th</sup> Avenue. This median design was used to limit left turn movements along the corridor, thereby reducing potential crash occurrences in this portion of the corridor.
- CDOT is currently constructing a new bridge from 67<sup>th</sup> Avenue to 71<sup>st</sup> Avenue.

To better understand the existing conditions in the corridor between 52<sup>nd</sup> and 72<sup>nd</sup> Avenues for the Federal Connection area within unincorporated Southwest Adams County, the project team evaluated the traffic configuration in these areas and determined the corridor can generally be divided into three parts. Although the right-of-way varies greatly the travel lane configuration is fairly consistent across these three segments. The existing corridor design and identified projects are summarized in Figures 7-1 through 7-9.

Figure 8-1: Existing Mid-Block Cross Section, Federal Boulevard, 52nd to 56th Avenue

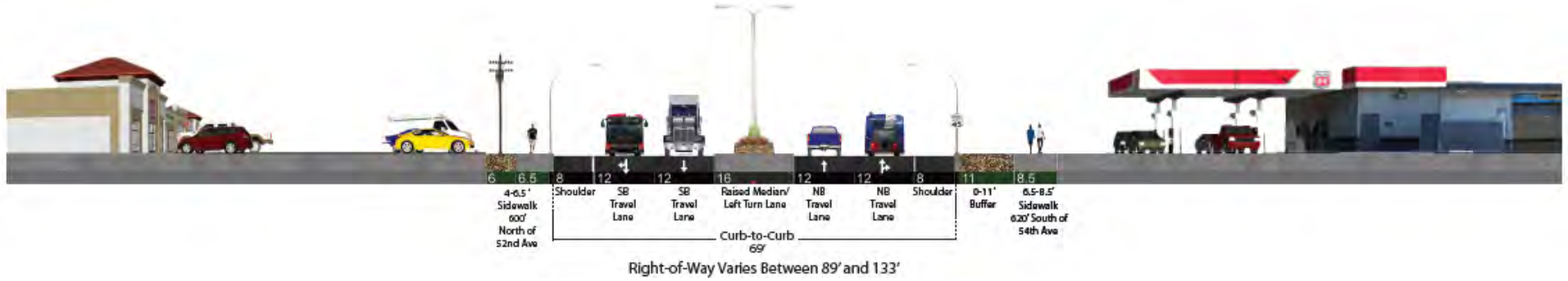
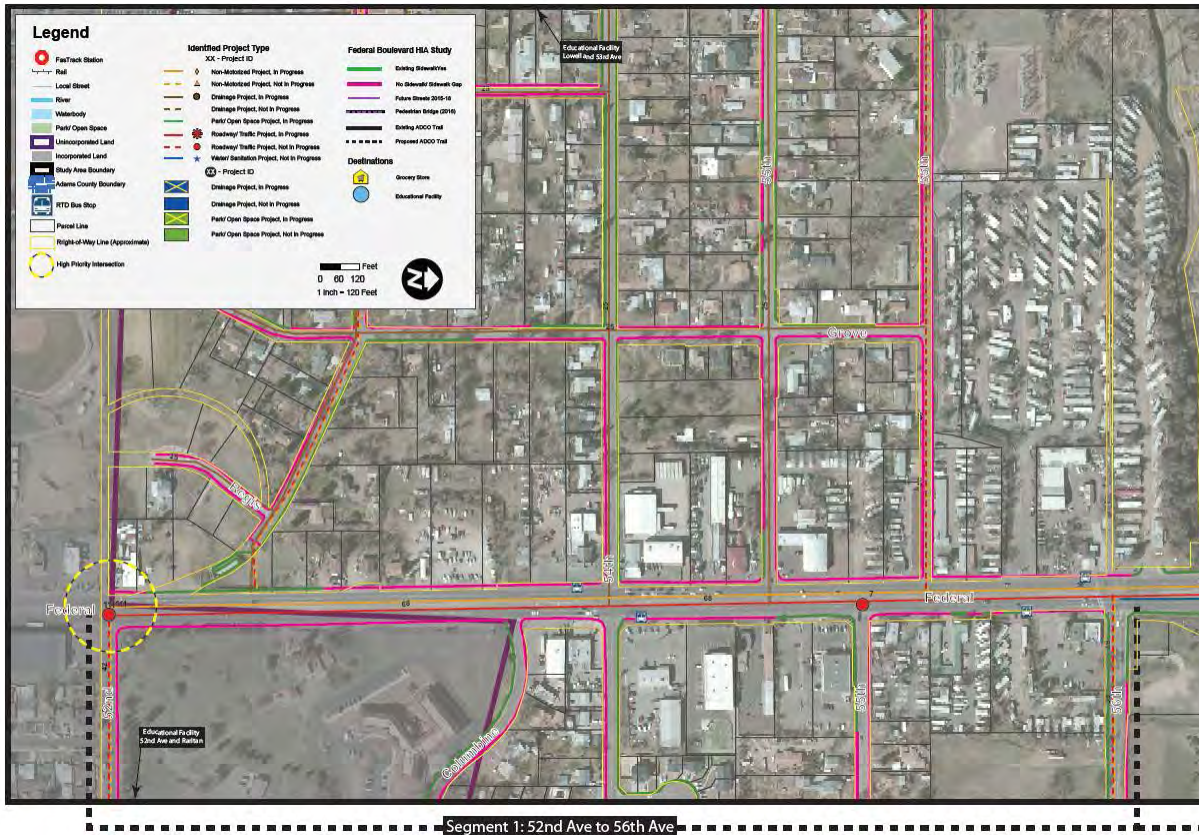


Figure 8-2: Identified Projects, Federal Boulevard, 52nd to 56th Avenue



Segment 1: 52nd Ave to 56th Ave



Figure 8-3: Identified Projects, Federal Boulevard, 56th to 67th Avenue

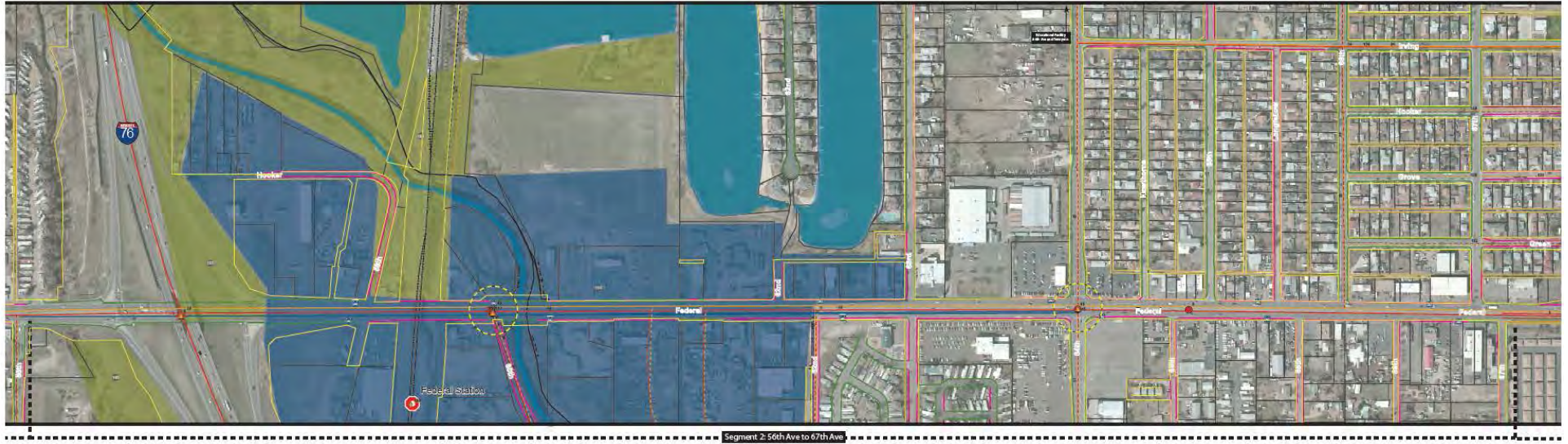


Figure 8-4: Existing Mid-Block Cross Section, Federal Boulevard, 56th to 67th Avenue

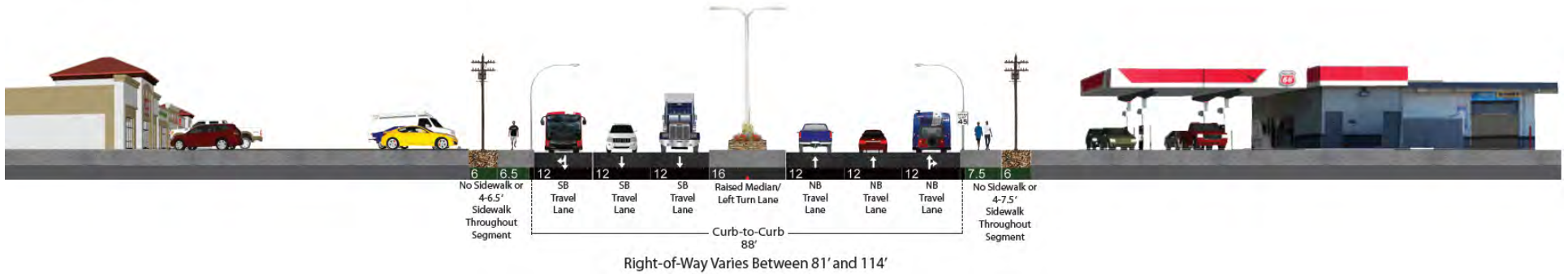




Figure 8-5: Identified Projects, Federal Boulevard, 67th to 70th Avenue

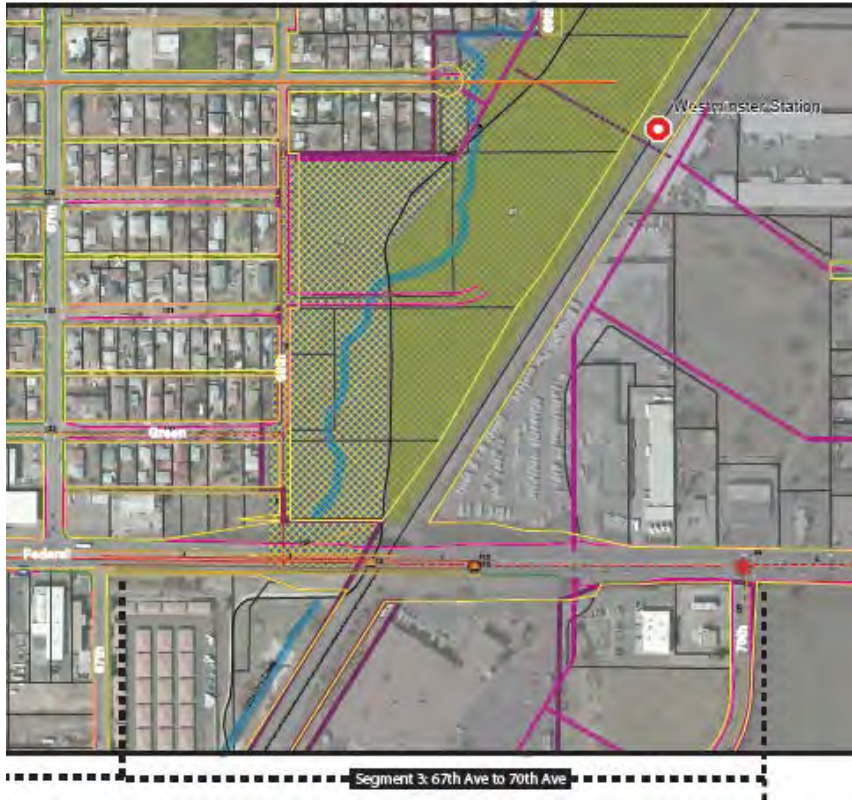


Figure 8-6: Existing Mid-Block Cross Section, Federal Boulevard, 67th to 70th Avenue

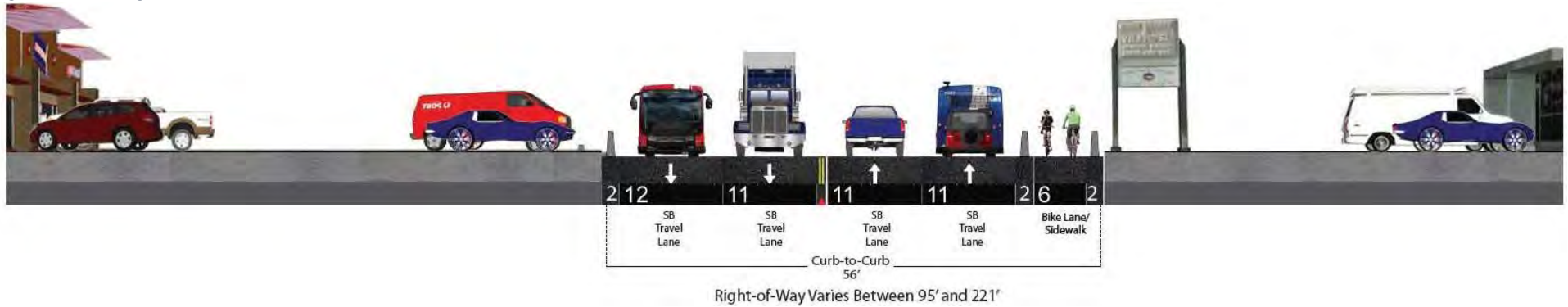
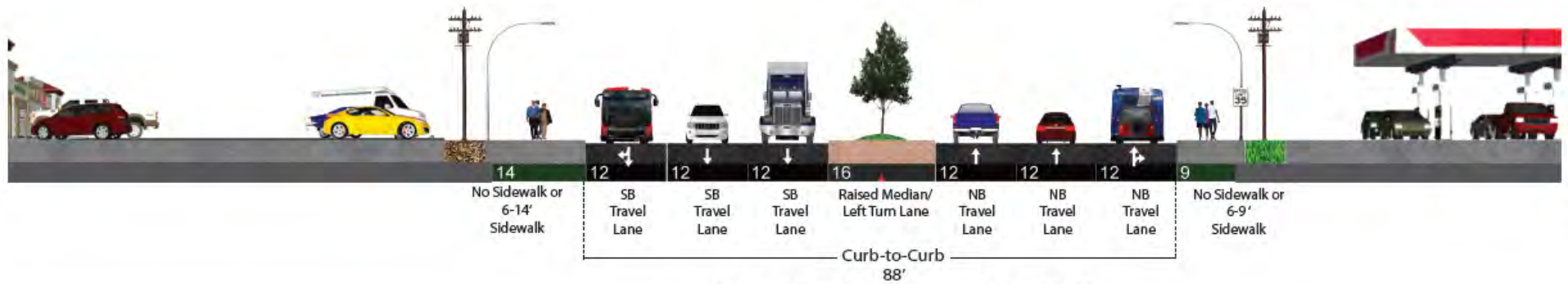


Figure 8-7: Identified Projects, Federal Boulevard, 70th to 72nd Avenue

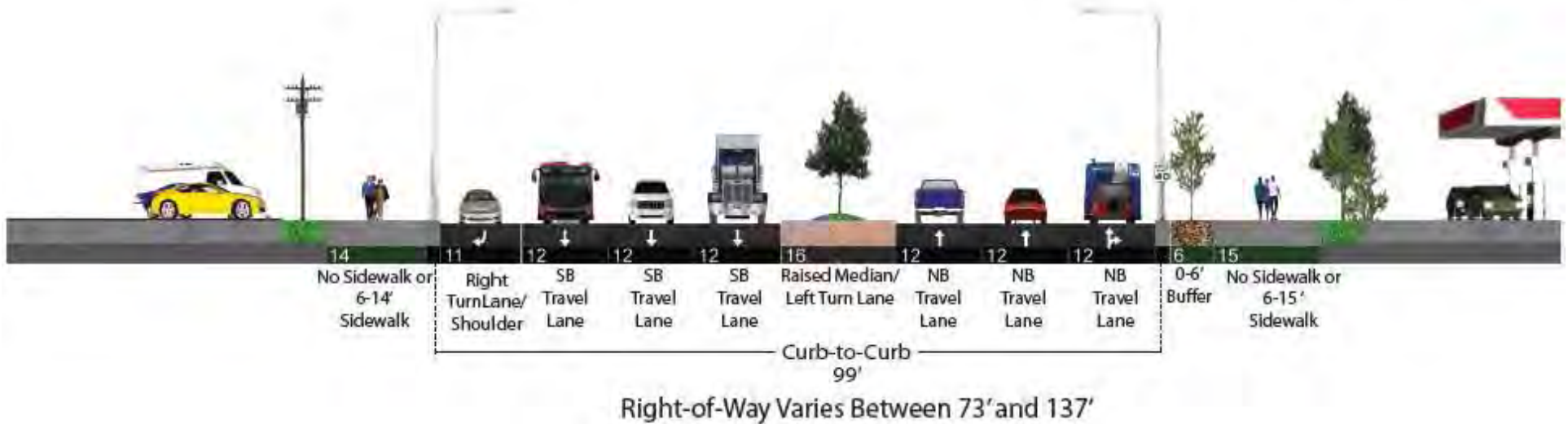


Figure 8-8: Existing Mid-Block Cross Section, Federal Boulevard, 70th to 72nd Avenue



Right-of-Way Varies Between 92' and 140'

Figure 8-9: Existing Mid-Block Cross Section, Federal Boulevard, North of 72nd Avenue



### 8.1 Potential Outcomes of a PEL Study

A PEL study can help answer a number of different questions early in the planning process and therefore result in a variety of potential outcomes. Flexibility is a key advantage to utilizing the PEL process, making it an efficient approach for collecting and analyzing data to promote better decision making. Here are a few examples of potential outcomes of a PEL process:

- A specific project may be identified to advance into project development and NEPA.
- A set of improvements could be identified with recommendations for priorities to address transportation needs over a longer term.
- Identification of stakeholders that will, could, or should be involved in decision-making.
- Identification of funding or other opportunities for implementation of projects.
- Analysis of options such as tolling or other financial options for delivering a project.
- Analysis of what type of improvement, including modes, might meet identified transportation needs.
- Identification of the political climate, needs and desires for a corridor crossing multiple jurisdictions.

The flexibility offered by a PEL study requires identification of clear goals and desired outcomes by the decision makers. The more importance placed early in the process for how the PEL information is intended to be used, the better positioned the project(s) will be for advancing to the next step in project development. PEL is a federal process developed by the Federal Highway Administration (FHWA), and as such early and continuous coordination with FHWA and CDOT is vital to the success of any PEL and any projects resulting from its study.



## 8.2 PEL and the NEPA Process

One major goal of all PEL studies is to streamline the NEPA process for any future projects. Much of the work completed in a PEL study can be directly applied towards achieving NEPA milestones, including definition of purpose and need, data collection and analysis, alternatives development and screening, and public and stakeholder engagement. In order for the work completed in a PEL study to be applicable in NEPA for a future project, proper documentation is essential. Here are few highlights of how PEL and NEPA can work together:

- The PEL process ensures environmental issues are considered in planning and result in information that carries forward into a more focused NEPA process.
- PEL is not intended as a substitute for the NEPA process. Although PEL studies address some aspects of NEPA, it should cost less and take less time than a NEPA process.
- A PEL study may be used to establish project purpose and need, analyze alternatives, or evaluate environmental impacts and mitigation, all within a framework that correlates with a future NEPA process.
- PEL studies can recommend an alternative or alternatives to be carried forward into NEPA but cannot identify a NEPA preferred alternative. The NEPA process determines the final eliminated and preferred alternatives.

## 8.3 Potential Benefits of PEL

A PEL study can provide a variety of benefits, as it provides a variety of potential outcomes, but the ultimate goal of any PEL process is to support better decision making in planning and project development. Listed below are a number of added benefits that could result from use of the PEL process:

- Identification and engagement of stakeholders early in the planning process;
- Development of collaborative working relationships with resource agencies and the public by enhancing participation and coordination efforts;
- Increased consideration of environmental impacts early within the transportation planning process to help ensure that projects selected for funding are able to proceed more quickly through NEPA;
- Assistance with NEPA Class of Action determination (Categorical Exclusion [CE], Environmental Assessment [EA], Environmental Impact Statement [EIS]) prior to project development;
- Development of preliminary cost estimates for use in NEPA analysis and funding identification;
- Identification of logical termini and independent utility, and recommendation of project phasing and action plans; and
- Time and cost savings in project development and NEPA.



## 9 APPENDIX C: COST ESTIMATE FACTORS

Given that published planning-level cost estimates were not available from CDOT, 2014 estimates from the Florida Department of Transportation (FDOT) Long-Range Estimates (LRE) Program were used to determine planning level transportation project costs. These estimates cover the facility construction cost plus additional contingency costs that include: maintenance of traffic (10%), mobilization (10%), scope contingency (25%), Preliminary Engineering (PE) design (15%), and Construction Engineering and Inspection (CEI) (15%). These figures exclude any additional costs associated with intersections/interchanges, improvements to cross streets, bridges longer than 20', right-of-way, landscaping, Intelligent Transportation Systems (ITS), and traffic signals. Table 9-1 contains the per-centerline-mile and per-lane-mile planning level cost estimates for various urban arterial improvements and bicycle and pedestrian facilities. Additional details related to these cost factors are provided in Table 9-2.

Table 9-1: Urban Arterial, Pedestrian and Bicycle Facilities Cost Factors

Improvement	Total Project Cost Per Centerline Mile	Total Project Cost Per Total Lane Mile
<b>Urban Arterial</b>		
New Construction (2-Lane Roadway) with 5' Sidewalk, and Curb & Gutter	\$9,517,877	\$4,758,939
New Construction (4-Lane Roadway) with 5' Sidewalk, and Curb & Gutter	\$13,434,900	\$3,358,725
New Construction (6-Lane Roadway) with 5' Sidewalk, and Curb & Gutter	\$16,424,818	\$2,737,470
Add Lanes (2 to 4 Lanes) with 5' Sidewalk, and Curb & Gutter (Includes milling and resurfacing existing pavement)	\$8,803,944	\$2,200,986
Add Lanes (4 to 6 Lanes) with 5' Sidewalk, and Curb & Gutter (Includes milling and resurfacing existing pavement)	\$9,835,719	\$1,639,287
Add Lanes (4 to 8 Lanes) with 5' Sidewalk, and Curb & Gutter (Includes milling and resurfacing existing pavement)	\$12,940,650	\$1,617,581
Add Lanes (6 to 8 Lanes) with 5' Sidewalk, and Curb & Gutter (Includes milling and resurfacing existing pavement)	\$11,736,856	\$1,467,107
<b>Bicycle and Pedestrian Facilities</b>		
Sidewalks Per Mile (5' Width - 1 Side)	\$174,514	-
Sidewalks Per Mile (6' Width - 1 Side)	\$209,417	-
Multi-Use Trail Per Mile (12' Width - 1 Side)	\$333,635	-
Source: FDOT LRE, Roadway Cost Per Centerline Mile, Revised June 2014, <a href="http://www.dot.state.fl.us/planning/policy/costs/costs-D7.pdf">http://www.dot.state.fl.us/planning/policy/costs/costs-D7.pdf</a>		





Table 9-2: Cost Estimate Contingency Details (Source: FDOT Roadway Cost Per Centerline Mile, Revised June 2014)

Improvement	Construction Cost From LRE	MOT *	Mobilization *	Subtotal	Scope Contingency (25%)	Total Construction Cost	PE Design (15%)	CEI (15%)	Total Project Cost Per Centerline Mile**	Total Project Cost Per Total Lane Mile
<b>Urban Arterial</b>										
<b>New Construction (2-Lane Roadway) with 5' Sidewalk, and Curb &amp; Gutter</b>	\$4,840,624	\$484,062	\$532,469	\$5,857,155	\$1,464,289	\$7,321,444	\$1,098,217	\$1,098,217	<b>\$9,517,877</b>	<b>\$4,758,939</b>
<b>New Construction (4-Lane Roadway) with 5' Sidewalk, and Curb &amp; Gutter</b>	\$6,832,753	\$683,275	\$751,603	\$8,267,631	\$2,066,908	\$10,334,539	\$1,550,181	\$1,550,181	<b>\$13,434,900</b>	<b>\$3,358,725</b>
<b>New Construction (6-Lane Roadway) with 5' Sidewalk, and Curb &amp; Gutter</b>	\$8,353,372	\$835,337	\$918,871	\$10,107,580	\$2,526,895	\$12,634,475	\$1,895,171	\$1,895,171	<b>\$16,424,818</b>	<b>\$2,737,470</b>
<b>Add Lanes (2 to 4 Lanes) with 5' Sidewalk, and Curb &amp; Gutter (Includes milling and resurfacing existing pavement)</b>	\$4,477,530	\$447,753	\$492,528	\$5,417,812	\$1,354,453	\$6,772,265	\$1,015,840	\$1,015,840	<b>\$8,803,944</b>	<b>\$2,200,986</b>
<b>Add Lanes (4 to 6 Lanes) with 5' Sidewalk, and Curb &amp; Gutter (Includes milling and resurfacing existing pavement)</b>	\$5,002,273	\$500,227	\$550,250	\$6,052,750	\$1,513,188	\$7,565,938	\$1,134,891	\$1,134,891	<b>\$9,835,719</b>	<b>\$1,639,287</b>
<b>Add Lanes (4 to 8 Lanes) with 5' Sidewalk, and Curb &amp; Gutter (Includes milling and resurfacing existing pavement)</b>	\$6,581,386	\$658,139	\$723,952	\$7,963,477	\$1,990,869	\$9,954,346	\$1,493,152	\$1,493,152	<b>\$12,940,650</b>	<b>\$1,617,581</b>
<b>Add Lanes (6 to 8 Lanes) with 5' Sidewalk, and Curb &amp; Gutter (Includes milling and resurfacing existing pavement)</b>	\$5,969,158	\$596,916	\$656,607	\$7,222,681	\$1,805,670	\$9,028,351	\$1,354,253	\$1,354,253	<b>\$11,736,856</b>	<b>\$1,467,107</b>
<b>Bicycle and Pedestrian Facilities</b>										
<b>Sidewalks Per Mile (5' Width-1 Side)</b>	\$88,939	\$4,447	\$14,008	\$107,393	\$26,848	\$134,242	\$20,136	\$20,136	<b>\$174,514</b>	-
<b>Sidewalks Per Mile (6' Width-1 Side)</b>	\$106,726	\$5,336	\$16,809	\$128,872	\$32,218	\$161,090	\$24,164	\$24,164	<b>\$209,417</b>	-
<b>Multi-Use Trail Per Mile (12' Width - 1 Side)</b>	\$170,032	\$8,502	\$26,780	\$205,314	\$51,329	\$256,643	\$38,496	\$38,496	<b>\$333,635</b>	-

Source: FDOT LRE, Roadway Cost Per Centerline Mile, Revised June 2014, <http://www.dot.state.fl.us/planning/policy/costs/costs-D7.pdf>

\* A 15% MOT and Mobilization factor was used for exclusive left and right turn lanes. A 10% factor was used for all other figures.

\*\* Total cost shown is derived from a standard typical section. Costs will need to be adjusted to account for signals, bridges, or any additional item not deemed typical.

Note:

- Estimates were derived from FDOT LRE system
- These figures exclude costs for intersections/interchanges, improvements to cross streets, bridges over 20', right-of-way, landscaping, ITS, and traffic signals.
- The figures are based on market costs for Hillsborough County.
- Costs shown are present day costs.
- The costs developed for this report are not project-specific and should be used for preliminary estimating purposes only.



Based on previous experiences estimating planning-level costs for pedestrian-related intersection improvements, the project team developed a standard intersection improvement cost, which is documented in Table 9-3. The base assumptions for the standard pedestrian-related intersection improvements include costs for four pedestrian signal heads, eight push buttons and associated poles, eight ADA-compliant ramps, and contingency for work related to inlets, curb and gutter, and sidewalks.

Table 9-3: Pedestrian-related Intersection Improvement Cost Factors

	Signal Head (EA)	Push Buttons (EA)	Pole (EA)	Ramps (EA)	Contingency to Include Inlets, Curb/Gutter and Sidewalk Addition or Removal	Total
<b>Unit cost</b>	\$1,000	\$1,000	\$1,200	\$2,000		
<b>Number of units</b>	4	8	8	8		
<b>Total cost per intersection</b>	\$4,000	\$8,000	\$9,600	\$16,000	\$12,400	<b>\$50,000</b>

The project team worked with the Crestview Water & Sanitation District to develop a standardized cost estimate to be used for waterline projects that did not have a predetermined cost estimate. Through the discussion, the team concluded that \$331 per foot would be an accurate planning level cost estimate for the price of installing 6” and 8” water mains.



## 10 APPENDIX D: BALANCED HOUSING PLAN CONSIDERATIONS

The text that follows was provided by Adams County Housing Authority and includes additional considerations in the future update of the Balanced Housing Plan.

---

# Memorandum

**TO:** Abel Montoya

**FROM:** Erin Mooney, Executive Director, Cultivando  
Sarah Vogl, Director of Housing Development, Adams County Housing Authority

**DATE:** September 8, 2016

**RE:** Making Connections: Affordable Housing Policy –Mobile Home Park preservation

---

Background: At the Making Connections Stakeholder meeting on 8/18/16 the issue of mobile home park preservation was raised as one important piece of the Affordable Housing Policy. Subsequent to that meeting, Erin Mooney and Sarah Vogl were asked to provide existing tools or information on the preservation of mobile home parks to the Making Connections Technical Advisory Committee about the issue.

Ms. Mooney and Ms. Vogl researched solutions for mobile home park preservation. We spoke with numerous experts who have experience or interest in this issue, both locally and nationally, including the Urban Land Conservancy, FRESC, Sharon Whitehair and many other impacted community members, Commissioner O’Dorisio, Mile High Connects, Thistle Communities, ROC USA, the former Executive Director of the National Manufactured Home Owners Association, and a few others. Please understand that the following suggested tools are not exhaustive nor should this information be taken as a policy. We view this as the start to future brainstorming sessions and planning for actions needed for moving forward on this important issue.



Challenge/Problem:

1. In Adams County there are 72 mobile home parks. Of those, 45 are comprised of 50 or more homes. We have the most mobile home parks of any county in Colorado, and mobile homes are an important part of the affordable housing solution and provide affordable home ownership opportunities to thousands of Adams County individuals and families.
2. It is well documented and understood that land value and housing prices are rising quickly in Adams County. Without a number of different strategies, policies, and programs to protect low-income and moderate-income families and neighborhoods, many Adams County residents are in the process of, or will in the near-future, being priced out of their homes. For thousands of Adams County families, mobile homes offer their only opportunity for affordable housing, and the only opportunity to own their homes. Many families who currently live in mobile home parks in Adams County would not qualify for other forms of affordable housing and are at risk of being displaced in our rapidly changing real estate market.
3. It is going to take a strong commitment on the part of Adams County Government and many other partners to use multiple affordable housing solutions and innovations if we hope to remain a county where low and moderate income families, the workers who drive our economy, elders on fixed incomes, and the children that should guide our economic future can afford to live.

Potential Tools, Solutions and Existing Programs:

1. **National model**, ROC USA (Resident Owned Communities) - assists residents of mobile home parks purchase their communities. It is a non-profit organization with a mission of making quality resident ownership possible nationwide. <http://www.rocusa.org/>
  - a. Thistle Communities of Boulder is in process of becoming an affiliate. In this role they could provide assistance to resident corporations through the purchase process and beyond.
  - b. ROC USA provides a specialized source of financing for resident corporations who wish to buy their communities.
  - c. Across the country over 100 communities have been helped to purchase their mobile home park.
  - d. Our contact at ROC USA is Mary O'Hara: Cell: 603.724.8363; mohara@rocusa.org
2. **Local municipality model** that supports mobile home park preservation: Thistle Communities in Boulder – Thistle has completed a transaction in which they have provided financing for the purchase of land at Mapleton mobile home park. Mapleton is currently run by the residents of the community. Our contact with Thistle is Mary Duvall: 303.443.0007 ext 122; [mduvall@thistlecommunities.org](mailto:mduvall@thistlecommunities.org). The County could support the development of high-quality, efficient MH parks and/or tiny communities on undeveloped County land that are operated by a resident co-operative, HOA, Housing Authority, Community Land Trust or other affordable housing non-profit agency.
3. **Policy level** – There are many policy tools to impact preservation of mobile home communities that the County should consider. These are only a few that we heard from experts in the field:



- a. Moratorium or at least very careful consideration and specific circumstances for allowing the rezoning of mobile home parks for development, at least until other options for affordable housing for those residents is available.
  - b. Support of State level policies that allow for stronger inclusive zoning policies locally and allow for the possibility for reasonable rent stabilization in necessary situations. In comparison to other States, CO state law is very weak on protections for MH owners and low-income renters and there are important fixes that will need support at the State level.
  - c. Incentives for developers and landowners to build or preserve affordable housing units, including both subsidized and below-market-rate rentals and owner-occupied units of all shapes and sizes.
  - d. Updates of the Comprehensive Plan and Consolidated Plans should include specific verbiage about preserving and protecting MH parks, including statements about limiting rezoning without a plan for rehoming of residents, and no net loss at the county level of affordable homeownership opportunities.
  - e. County policies that require the notification of sale of Mobile Home Parks – increase notification time by current land owner of mobile home park to County and home owners of an impending sale to at least 2 years and include a stated option to buy. This enables a more realistic option for the homeowners, County, ACHA, ROC USA, and other partners to have the ability to find funding and have the first option to buy.
  - f. Enforcement of reasonable codes and MH park rules by County (and other jurisdictions) to ensure that landowners are maintaining the park as is their legal responsibility such that homeowners may live in safe and healthy conditions, reducing hazards and blight. Ensure mobile home park landowners are included in and held to existing slum lord laws.
  - g. County ordinance to protect homeowners or MH park renters from unlawful evictions. Current statute says landowners “may mediate” during the course of an eviction, and landowners do not tend to show up for court or mediation, and a company processes rapid evictions, often without proper cause. Ordinance should state “must mediate.” Many landowners evict if residents ask for improvements, point out code violations, try to organize, etc.
4. **Land trust/Community Loan Fund** – The county can/should identify and manage a dedicated fund with a substantial initial investment and meaningful ongoing resources (or partner with and support another entity to do so-- nonprofit, etc.) to (among other affordable housing goals) assist mobile home park residents to purchase the land; or lease or sell lots back to organizations of residents for reasonable rent/mortgage in order to preserve land and affordability. Without long-term dedicated funding, Adams County will have a difficult time meaningfully preserving affordability. Community Loan Funds have been incredibly successful at preserving and renovating mobile home parks in New Hampshire (20% of MH parks in NH have been revitalized and are now owned by residents) and elsewhere.

In summary, this is not an exhaustive list but provides some tested and recommended policies, programs, and willing partners that have proven highly-effective in other communities. There are many interested stake-holders and partners who have years of experience, research, and expertise who are happy to share with County staff and other partners. This is a solvable issue that could have incredible impact on the lives and wellbeing of low and moderate-income individuals and families who call Adams County home IF we are willing to act and be creative, innovative, and strategic!



## STUDY SESSION AGENDA ITEM

<b>DATE OF STUDY SESSION:</b> October 11, 2016
<b>SUBJECT:</b> Midtown Development Update
<b>FROM:</b> Norman Wright, Director of Community & Economic Development
<b>AGENCY/DEPARTMENT:</b> Community & Economic Development
<b>ATTENDEES:</b> Norman Wright, Director of Community & Economic Development Kristin Sullivan, Deputy Director of Community & Economic Development Nana Appiah, Development Review Manager Jen Rutter, Environmental Program Supervisor
<b>PURPOSE OF ITEM:</b> To provide an update on the Midtown remediation effort and actions from staff for managing the development review process
<b>STAFF RECOMMENDATION:</b> To continue with current effort and approach

### **BACKGROUND:**

Earlier this summer, the Board requested an update on the status of remediation efforts at Midtown. A report has since been issued and is ready for delivery to the Board. Also, over the course of the year, new development filings have been presented to the Board, leading to approvals and additional questions about the overall progress of the development and its outstanding issues involving its dedicated park lands, school site, and more. This presentation will provide an update on all items and also introduce new information on actions the Department has taken to manage current issues.

### **AGENCIES, DEPARTMENTS OR OTHER OFFICES INVOLVED:**

County Manager's Office

### **ATTACHED DOCUMENTS:**

Informational only

**FISCAL IMPACT:**

Please check if there is no fiscal impact . If there is fiscal impact, please fully complete the section below.

**Fund:**

**Cost Center:**

	Object Account	Subledger	Amount
Current Budgeted Revenue:			
Additional Revenue not included in Current Budget:			
<b>Total Revenues:</b>			<hr/>

	Object Account	Subledger	Amount
Current Budgeted Operating Expenditure:			
Add'l Operating Expenditure not included in Current Budget:			
Current Budgeted Capital Expenditure:			
Add'l Capital Expenditure not included in Current Budget:			
<b>Total Expenditures:</b>			<hr/>

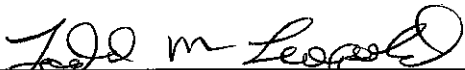
New FTEs requested:             YES             NO

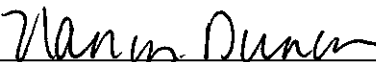
Future Amendment Needed:     YES             NO

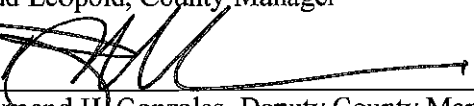
**Additional Note:**

**APPROVAL SIGNATURES:**

**APPROVAL OF FISCAL IMPACT:**

  
\_\_\_\_\_  
Todd Leopold, County Manager

  
\_\_\_\_\_  
Budget / Finance

  
\_\_\_\_\_  
Raymond H. Gonzales, Deputy County Manager

\_\_\_\_\_  
Bryan Ostler, Interim Deputy County Manager



## STUDY SESSION AGENDA ITEM

<b>DATE:</b> October 11, 2016
<b>SUBJECT:</b> Update on Smart Commute Metro North Transportation Management Organization (TMO)
<b>FROM:</b> Karen Stuart, Executive Director
<b>AGENCY/DEPARTMENT:</b> Smart Commute Metro North
<b>ATTENDEES:</b> Karen Stuart, Director for Smart Commute Metro North TMO; Erik Hansen, Chair of Smart Commute; Catherine Sanders, Smart Commute Program Coordinator; and Will Drier, Smart Commute I-25 TDM Manager.
<b>PURPOSE OF ITEM:</b> Update on the TMO's services and programs.
<b>STAFF RECOMMENDATION:</b> Informational only

### **BACKGROUND:**

In 2012, the twelve jurisdictions of NATA, along with the Metro North Chamber of Commerce and ACED, applied for start-up funding through DRCOG to create a Transportation Management Organization (TMO) to serve those communities with transportation community outreach, programs, and advocacy, promoting mobility options, congestion reduction and air quality improvement.

Now, four year later, this start up TMO has been recognized for transportation improvements in the north metro area.

This presentation will include a brief history that includes information about the governing board and partnership members, as well as funding sources for our mobility programs and services.

### **AGENCIES, DEPARTMENTS OR OTHER OFFICES INVOLVED:**

Intergovernmental Relations Office

### **ATTACHED DOCUMENTS:**

Smart Commute Presentation



**FISCAL IMPACT:**

Please check if there is no fiscal impact . If there is fiscal impact, please fully complete the section below.

**Fund:**

**Cost Center:**

	Object Account	Subledger	Amount
Current Budgeted Revenue:			
Additional Revenue not included in Current Budget:			
<b>Total Revenues:</b>			<hr/>

	Object Account	Subledger	Amount
Current Budgeted Operating Expenditure:			
Add'l Operating Expenditure not included in Current Budget:			
Current Budgeted Capital Expenditure:			
Add'l Capital Expenditure not included in Current Budget:			
<b>Total Expenditures:</b>			<hr/>


New FTEs requested:  YES  NO

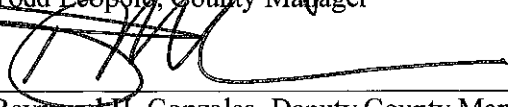
Future Amendment Needed:  YES  NO

**Additional Note:**

**APPROVAL SIGNATURES:**

**APPROVAL OF FISCAL IMPACT:**

  
\_\_\_\_\_  
Todd Leopold, County Manager

  
\_\_\_\_\_  
Raymond H. Gonzales, Deputy County Manager

  
\_\_\_\_\_  
Nancy Dean  
Budget / Finance

\_\_\_\_\_  
Bryan Ostler, Interim Deputy County Manager



# SMART COMMUTE METRO NORTH

Presentation to Adams County BOCC  
October 11, 2016

# 2016 Board Members & Officers

- ▶ Chair- Erik Hansen, Adams County Commissioner
- ▶ Vice-Chair - Joyce Downing , Northglenn Mayor
- ▶ Treasurer -Heidi Williams, Thornton Mayor
- ▶ Barry Gore, ACED
- ▶ Kyle Harris, McWhinney
- ▶ Ken Spangler , Google
- ▶ Larry Hoy, RTD
- ▶ Angela Habben, Metro North Chamber
- ▶ Denny McCloskey, D&C Home Solutions
- ▶ Jonathan Perlmutter, Jordon Perlmutter & CO
- ▶ Irene Tynes, Saint Anthony North Health Campus
- ▶ Gene Putman, Putman Transportation Solutions

# Our Membership Partners

NATA Jurisdictions

Metro North Chamber

Collins Engineers

Atkins

Urban Frontier

Icenogle Seaver Pogue

Brisa/Northwest Parkway

D & C Home Solutions

Google

David Evans and Associates

Tsiouvaras Simmons Holderness

Putman Transportation Solutions

McWhinney

WSP-Parsons Brinckerhoff

Hyland Hills Water World

Yellow Scene

ACED

Jacobs

HDR

Xcel Energy

Kiewit

Dodge Sign Company

Graham/RRP

CDR Associates

Community Reach Center

Stantec

Flatiron Constructors

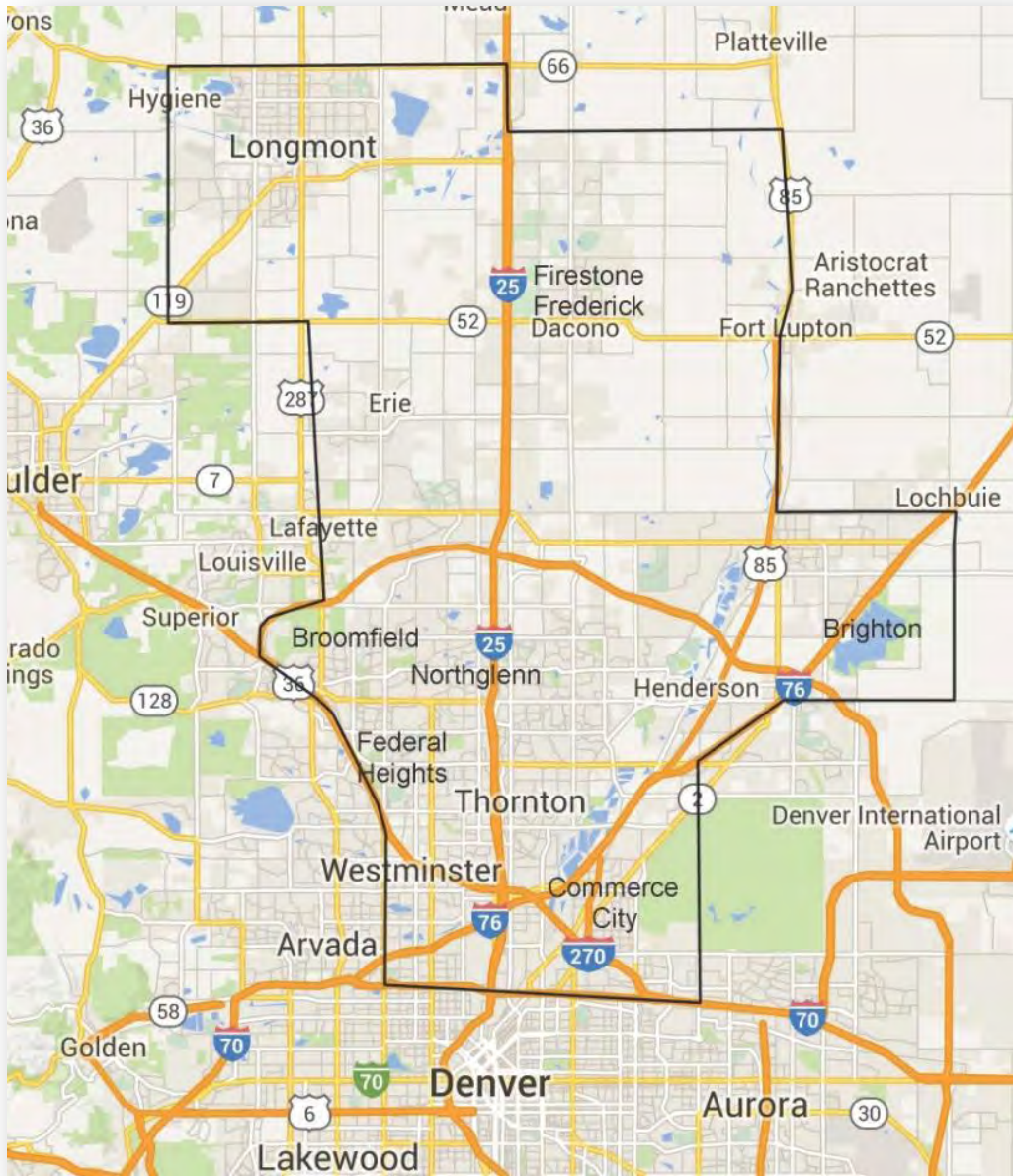
North End Station Partners

E-470

Saint Anthony North Health Campus

United Power

Digital Globe



# Service Area

# Funding Sources

## ► Grants:

- DRCOG Partnership Grant
- RTD Marketing Partnership Grant
- CDOT IGA for I-25 Express Lanes TDM
- RAQC Every Trip Counts

- Memberships
- Specialized Program Funds
- Special Events
- NATA Administrative Contract

# How Other TMOs Are Funded By The Public Sector

- Denver TMOs \$20K
- Boulder County/ Boulder TMOs per capita contribution
- 36 Commuting Solutions-per capita by jurisdictions
- NE Transportation Connections % of funding from Stapleton Foundation
- Transportation Solutions Cherry Creek Special District contribution
- SE Denver TMO fully funded by Special District

# Operating Costs

- Program/Production Expenses
- Payroll
- Equipment
- Insurance
- Payroll Taxes
- Training
- Office Space provided by ACED



# Smart Commute's Mission

Information  
Action  
Advocacy



# 2015 Accomplishments

- ▶ Added a part time intern to our staff
- ▶ Retained all 21 existing members and added 8 new members
- ▶ Service outreach to Digital Globe, Avaya, Water World, and SAN Health Campus
- ▶ Provided 3<sup>rd</sup> Annual Commit to Commute Green Program to Adams County Employees
- ▶ Completed scope of work for 2014-2015 CMAQ TDM Grant
- ▶ Completed scope of work for TDM for CDOT Express Lanes Project for Segment 2
- ▶ Created 5 new van pools in our service area
- ▶ Aggressively promoted RTD transit and Bustang options
- ▶ Staffed over 30 community events and festivals
- ▶ Worked with Water World on employee use of Federal Heights Call n Ride Service



# 2015 Accomplishments cont...

- ▶ Presented 3<sup>rd</sup> Annual Trans Forum “NEXUS NORTH”
- ▶ Produced *Concierge Commute* Van Pool Video
- ▶ Organized and staffed two Bike to Work Event Stations
- ▶ Promoted DRCOG’s Go’Tober campaign with three large area employers competing region-wide
- ▶ Continued Advocacy for the completion of the North Metro Rail Line
- ▶ Continued Advocacy for RTD transit service to SH 7

# 2016 Strategic Plan/Accomplishments

- ▶ Provided Administrative Services for SCMN, NATA and I-25 Moves
- ▶ Participated and staffed 30+ local festivals and events promoting mobility choice and commuter incentives
- ▶ Presentations to local governments providing information and updates on transportation projects, programs and incentives



# 2016 Strategic Plan/Accomplishments cont...

- ▶ Provided TDM programs required by our DRCOG Partnership Agreement such as Hop on Board Campaign, Go'Tober Campaign , and promotion of School Pool Program
- ▶ Organized and staffed 3 Bike-to-Day stations and supported SAN, FRCC and Adams County Bike Station @ SPR/CC confluence



# 2016 Strategic Plan/Accomplishments cont...

- ▶ Promotion and outreach events staffing for our RTD Marketing Partnership Agreement- all 5 new transit lines and NMRL as well as bus service and Call n Ride- worked with Call n Ride and Water World to provide 475 rides
- ▶ Promotion and outreach events staffing for the Regional Air Quality Council's *Every Trip Counts* Program- an Ozone Awareness Program for Adams County



# 2016 Strategic Plan/Accomplishments cont...

- ▶ Presented 4<sup>th</sup> Annual Trans Forum , June 29<sup>th</sup>- The Driverless Car Revolution
- ▶ Continue advocacy for the completion of the North Metro Rail Line
- ▶ Continue advocacy for RTD express transit service to 144<sup>th</sup> and to SH7
- ▶ Extended RTD Service Route 8 to 144<sup>th</sup>/Huron
- ▶ Launched updated Smart Commute website in February
- ▶ Promoted Westminster Bike Share Program and provided 48 helmets for kick off event at Saint Anthony North campus
- ▶ Provide TDM Services for I-25 Express Lanes Project Segment 3 through a CDOT IGA- transit, carpool, vanpool and HOV3
- ▶ Promoting opening of rail services



# Employer Outreach Programs

- ▶ Go' Tober
- ▶ Hop On Board
- ▶ Telework Blog
- ▶ Bustang Blog
- ▶ Employee Origin-Destination Scatter Maps



# Idrivei25.com

- ▶ I-25 Express Lanes Project TDM
- ▶ Transit trial
- ▶ Carpool creation
- ▶ Vanpool open seats
- ▶ VMS messages
- ▶ Northglenn Digital Billboard

# How to keep up to date with Smart Commute programs

- ▶ Website [www.SmartCommuteMetroNorth.org](http://www.SmartCommuteMetroNorth.org)
- ▶ Website [www.idrivei25.com](http://www.idrivei25.com)
- ▶ “The Smart Commuter” monthly newsletter with 1200 subscribers and sent to BOCC
- ▶ Contact us at:  
[Karen.stuart@smartcommutemetronorth.org](mailto:Karen.stuart@smartcommutemetronorth.org)  
303.453.8513  
[Catherine@smartcommutemetronorth.org](mailto:Catherine@smartcommutemetronorth.org)  
720.772.6060  
[Will@smartcommutemetronorth.org](mailto:Will@smartcommutemetronorth.org)  
720.441.4532



## STUDY SESSION AGENDA ITEM

<b>DATE:</b> October 11, 2016
<b>SUBJECT:</b> 56 <sup>th</sup> Ave. Improvements Update
<b>FROM:</b> Jeffery Maxwell, PE, PTOE
<b>AGENCY/DEPARTMENT:</b> Transportation Department
<b>ATTENDEES:</b> Jeffery Maxwell, Anna Sparks, Rene Valdez, Allison Rice
<b>PURPOSE OF ITEM:</b> Provide the Board with a status update on the 56 <sup>th</sup> Ave Capital Improvement Program project
<b>STAFF RECOMMENDATION:</b> Informational Only

### **BACKGROUND:**

The Transportation Department would like to provide a status update on the current 56<sup>th</sup> Ave. CIP project. The project includes roadway and drainage improvements as well as the installation of sidewalks.

### **AGENCIES, DEPARTMENTS OR OTHER OFFICES INVOLVED:**

Transportation Department, County Managers Office

### **ATTACHED DOCUMENTS:**

Informational Only

**FISCAL IMPACT:**

Please check if there is no fiscal impact . If there is fiscal impact, please fully complete the section below.

**Fund:**

**Cost Center:**

	Object Account	Subledger	Amount
Current Budgeted Revenue:			
Additional Revenue not included in Current Budget:			
<b>Total Revenues:</b>			<hr/>

	Object Account	Subledger	Amount
Current Budgeted Operating Expenditure:			
Add'l Operating Expenditure not included in Current Budget:			
Current Budgeted Capital Expenditure:			
Add'l Capital Expenditure not included in Current Budget:			
<b>Total Expenditures:</b>			<hr/>

New FTEs requested:  YES  NO

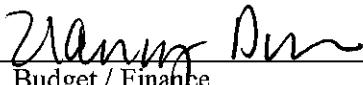
Future Amendment Needed:  YES  NO


**Additional Note:**

**APPROVAL SIGNATURES:**

**APPROVAL OF FISCAL IMPACT:**

  
\_\_\_\_\_  
Todd Leopold, County Manager

  
\_\_\_\_\_  
Manny Dur  
Budget / Finance

  
\_\_\_\_\_  
Raymond H. Gonzales, Deputy County Manager

\_\_\_\_\_  
Bryan Ostler, Interim Deputy County Manager



## STUDY SESSION AGENDA ITEM

<b>DATE:</b> October 11, 2016
<b>SUBJECT:</b> CJCC Justice and Behavioral Health Dashboard Presentation
<b>FROM:</b> Debbie Allen
<b>AGENCY/DEPARTMENT:</b> County Manager's Office
<b>ATTENDEES:</b> CJCC Members
<b>PURPOSE OF ITEM:</b> Launch of the Dashboard
<b>STAFF RECOMMENDATION:</b> Informational only

### **BACKGROUND:**

The Adams County Criminal Justice Coordinating Council (CJCC) was one of only three sites in the United States selected to receive technical assistance from the Open Justice Broker Consortium to develop a justice and behavioral health dashboard with analytics capabilities. Funding for this project was provided in whole by the Laura and John Arnold Foundation.

On Tuesday, October 11<sup>th</sup>, during the CJCC Bi-Monthly Meeting, Scott Came, executive director of SEARCH, and Debbie Allen will be demonstrating the dashboard and its features, which were specifically designed to support the research questions (and to measure the outcomes) that the CJCC Behavioral Health Subcommittee developed as part of their overall jurisdiction wide strategic planning efforts. The mission of the Subcommittee is to improve how local justice systems respond to and interact with offenders whose interactions with justice systems are driven by unmet behavioral health needs. Through the identification of gaps, needs, and opportunities for appropriate diversion; the Behavioral Health Subcommittee seeks to help improve justice system outcomes, target limited resources appropriately, and improve public safety through the use of evidence-based policies and practices.

The CJCC will be hosting its meeting at the Adams County Government Center, Public Hearing Room, so that its valued partner, the BoCC, can attend and participate in the discussion.

### **AGENCIES, DEPARTMENTS OR OTHER OFFICES INVOLVED:**

### **ATTACHED DOCUMENTS:**

**FISCAL IMPACT:**

Please check if there is no fiscal impact . If there is fiscal impact, please fully complete the section below.

**Fund:** \_\_\_\_\_

**Cost Center:** \_\_\_\_\_

	Object Account	Subledger	Amount
Current Budgeted Revenue:			
Additional Revenue not included in Current Budget:			
<b>Total Revenues:</b>			_____

	Object Account	Subledger	Amount
Current Budgeted Operating Expenditure:			
Add'l Operating Expenditure not included in Current Budget:			
Current Budgeted Capital Expenditure:			
Add'l Capital Expenditure not included in Current Budget:			
<b>Total Expenditures:</b>			_____

New FTEs requested:             YES             NO

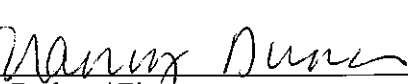
Future Amendment Needed:     YES             NO

**Additional Note:**

**APPROVAL SIGNATURES:**

**APPROVAL OF FISCAL IMPACT:**

  
\_\_\_\_\_  
Todd Leopold, County Manager

  
\_\_\_\_\_  
Nancy Dunn  
Budget / Finance

\_\_\_\_\_  
Raymond H. Gonzales, Deputy County Manager

\_\_\_\_\_  
Bryan Ostler, Interim Deputy County Manager



## STUDY SESSION AGENDA ITEM

<b>DATE OF STUDY SESSION:</b> October 11 <sup>th</sup> , 2016
<b>SUBJECT:</b> Discussion regarding Expired Conditional Use Permit
<b>FROM:</b> Norman Wright, Director of Community & Economic Development
<b>AGENCY/DEPARTMENT:</b> Community & Economic Development
<b>ATTENDEES:</b> Norman Wright, Director of Community & Economic Development Eric Guenther, Neighborhood and Emergency Services Manager
<b>PURPOSE OF ITEM:</b> To provide an update on the County's enforcement of expired conditional use permits
<b>STAFF RECOMMENDATION:</b> To continue with current effort and approach

### **BACKGROUND:**

In spring of 2015, Neighborhood Services began the effort to inspect over 200 expired Conditional Use Permits to determine compliance with our ordinances. Since that time, staff has made significant progress and has reached a point where all existing cases are in a state of corrective action.

### **AGENCIES, DEPARTMENTS OR OTHER OFFICES INVOLVED:**

County Manager's Office

### **ATTACHED DOCUMENTS:**

**FISCAL IMPACT:**

Please check if there is no fiscal impact . If there is fiscal impact, please fully complete the section below.

**Fund:** \_\_\_\_\_

**Cost Center:** \_\_\_\_\_

	Object Account	Subledger	Amount
Current Budgeted Revenue:			
Additional Revenue not included in Current Budget:			
<b>Total Revenues:</b>			_____

	Object Account	Subledger	Amount
Current Budgeted Operating Expenditure:			
Add'l Operating Expenditure not included in Current Budget:			
Current Budgeted Capital Expenditure:			
Add'l Capital Expenditure not included in Current Budget:			
<b>Total Expenditures:</b>			_____


New FTEs requested:  YES  NO


Future Amendment Needed:  YES  NO

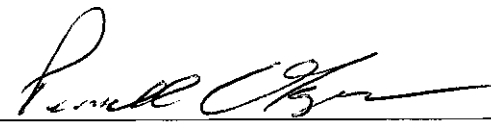
Additional Note:

**APPROVAL SIGNATURES:**

**APPROVAL OF FISCAL IMPACT:**

  
 \_\_\_\_\_  
 Todd Leopold, County Manager

  
 \_\_\_\_\_  
 Raymond H. Gonzales, Deputy County Manager

  
 \_\_\_\_\_  
 Budget / Finance

\_\_\_\_\_  
 Bryan Ostler, Interim Deputy County Manager