



LOOKING FORWARD

Federal Boulevard Between
67th Ave and 70th Ave

This section includes the draft Land Use Framework and next steps relevant for Phase Two.

LAND USE ANALYSIS DRAFT FRAMEWORK

As the Advancing Adams process moves forward, the Comprehensive Plan team will explore potential development scenarios for the County, including along the five strategic corridors. While this will be detailed in Phase 2 with significant community input and guidance, two initial tools for a land use analysis framework have been identified as foundational aspects for the next Phase:

1. the Adams County Transect
2. 20-Minute Community

ADAMS COUNTY TRANSECT

The Adams County Transect represents the types of development patterns that can be found in Adams County and, to some degree, their ideal adjacencies that represent a sequence of logical density that transitions incrementally from high to low and low to high.

The least dense of the areas is Natural. This area is mostly undeveloped land and natural areas that may have a recreation component.

The next area is Rural. This area includes large lot residential and large-scale agriculture.

After Rural is Suburban. Suburban type development mostly consists of single-family homes and strip mall or big box store type commercial.

The next Adams County Transect is Urban Edge. This development pattern includes low-rise buildings with walkable block patterns. Residential typologies are all varieties of multi-unit housing.

The most dense of the Adams County Transect is the Urban Activity Center, which includes medium-rise building with walkable block patterns in a mixed-use context. Residential typologies are all multi-unit housing.

Campus Districts is another development pattern that is typical of a campus type appearance, a collection of related buildings such as a hospital or government center.

The final Adams County Transect is Industrial. This type of development pattern is distinct for Adams County since it is such a prominent land use in some areas. By defining this development pattern in the Adams County Transect, criteria can be determined for where this is best suited and what planning considerations should be established such as buffers and adjacencies.

Review the "Adams County land use framework: Adams County Transect" on page 164 for more information.

Importantly, within each transect there are considerations for transportation and mobility, as well as parks, open space and trails, providing a critical linkage to the Transportation Master Plan and the Parks, Open Space, and Trails Master Plan are encompassed

in the Advancing Adams planning effort.

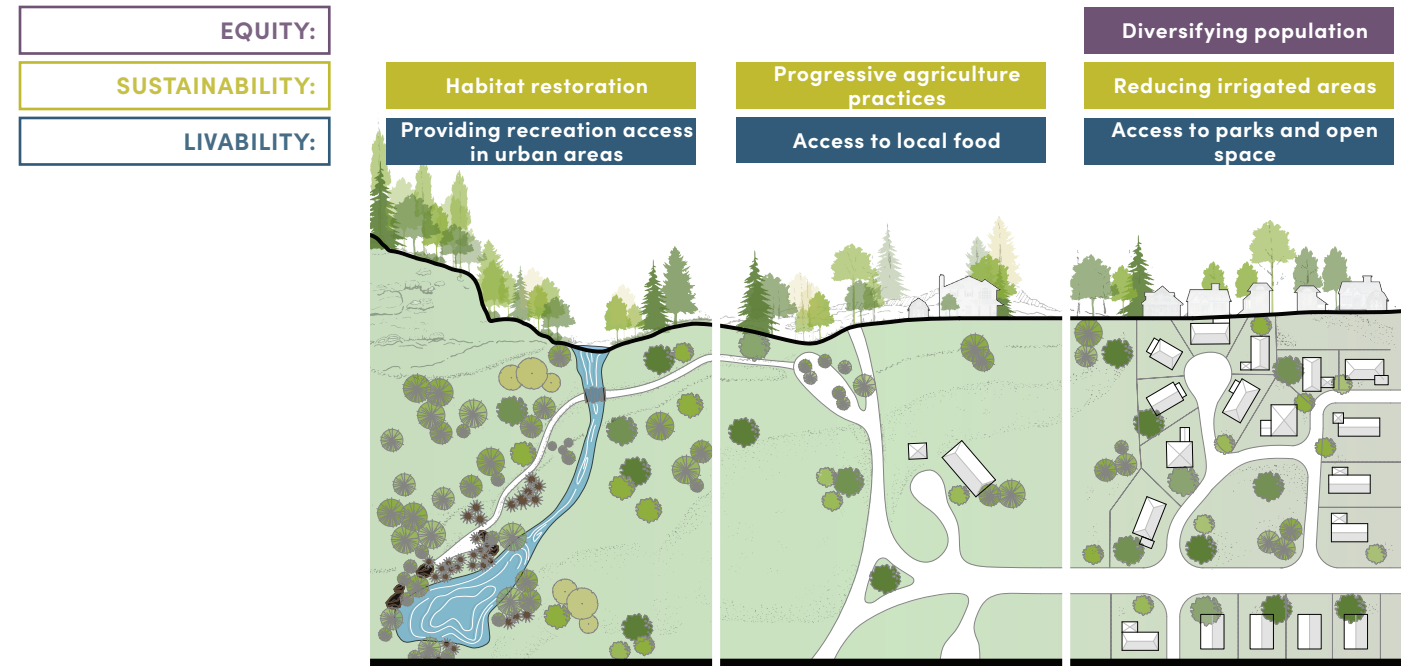


Figure 64: Pecos Street Between US-36 and 70th Ave



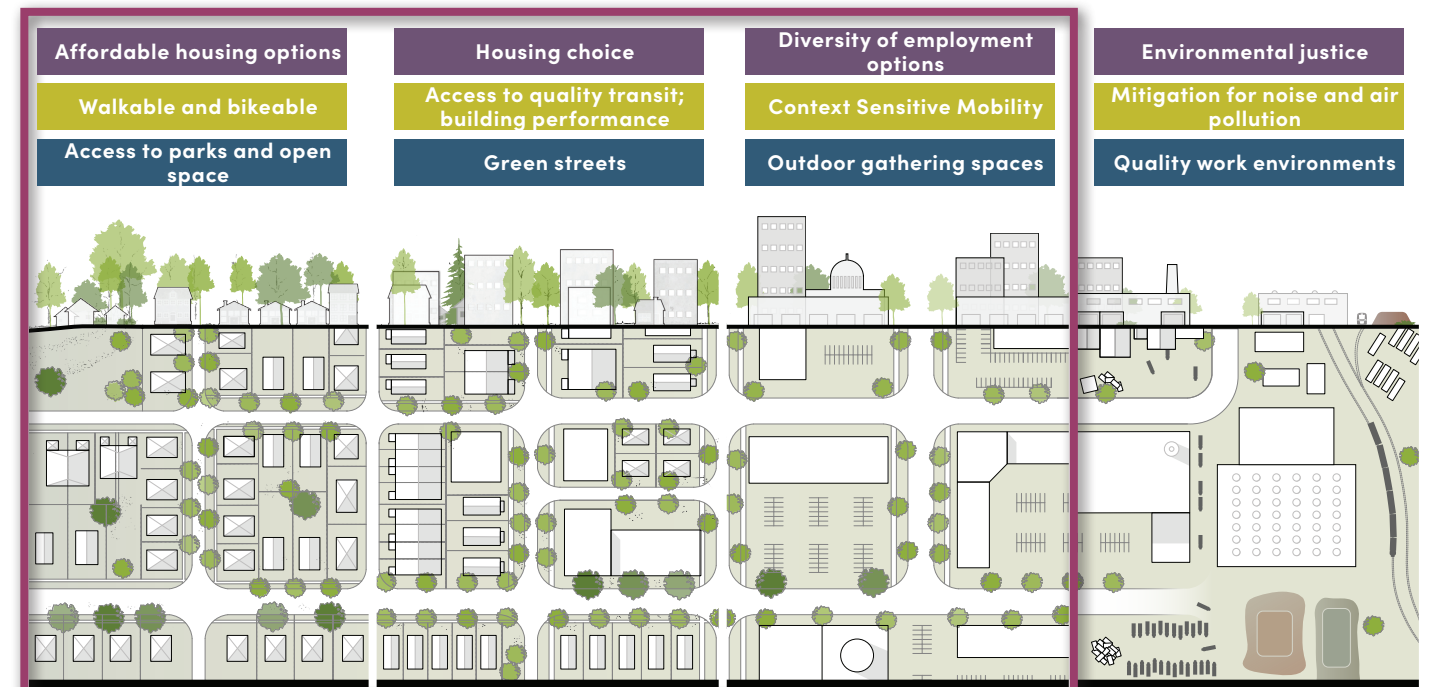
Figure 63: Industrial Areas on Washington Street between 54th Ave and I-76

VALUE LENS CONSIDERATIONS:



	NATURAL	RURAL	SUBURBAN
DESCRIPTION	Undeveloped and mostly intact lands generally reserved for parks and open space.	Areas located outside towns and cities that host a less dense population.	Residential areas often located at the periphery of urban areas.
LAND USES	» Parks and open space (and other protected lands)	» Large-scale agriculture » Residential Low » Parks and Open Space » Institutional	» Residential Medium » Residential Low » Commercial Regional » Commercial » Institutional » Industrial High » Industrial Low » Parks and Open Space » Small-scale Agriculture » Neighborhood Retail
DEVELOPMENT PATTERN	Naturalized area with some recreation development. Few small scale buildings or structures may be found for accessory uses.	Generally no rigid or strict urban form exists. Roads and parcels mostly follow a rural-scale grid or the topography. Buildings are typically set back from the road and mostly consist of residential homes and agriculture-related structures.	Block patterns are generally irregular with curvilinear streets. Alleys are not common. Buildings are typically set back from the street and range in scale. (Residential density will be determined in Phase 2)
PARKS, OPEN SPACE AND TRAILS	» Open space » Natural areas » Conservation lands » Trail Connections	» Open space » Natural areas » Conservation lands » Trail Connections	» Open space » Parks » Trail Connections
MOBILITY	Large areas within this transect may not be accessible by cars. Areas that are accessed by cars include small parking areas. Trails and bike paths may be found. Availability of transit may be limited to some trailheads or nodes.	Mostly reliant on cars. Availability of pedestrian and bicycle infrastructure might be limited. Transit services most likely unavailable.	More reliant on cars, but with areas that are walkable, accessible and bikeable with access to transit along major roadways and access to parks and open space.

20-Minute Community Aspiration Areas (see page 166)



	URBAN EDGE	URBAN ACTIVITY CENTER	CAMPUS DISTRICTS	INDUSTRIAL
DESCRIPTION	Transitional density between the Urban Activity Center and Suburban areas.	The most dense areas of the County with a high mix of different uses typically in multi-story, mixed-use building forms in a walkable environment.	Areas that serve a specific purpose, usually highly specific based on uses that could range from institutions to creative districts.	Industrial lands that host a variety of different industrial uses.
LAND USES	» Residential High » Residential Medium » Commercial » Institutional » Mixed Use » Parks and Open Space » Neighborhood Retail	» Residential High » Commercial » Institutional » Activity Center » Mixed Use » Parks and Open Space » Transit Oriented Development » Neighborhood Retail	» Residential High » Residential Medium » Commercial » Institutional » Activity Center » Mixed Use » Industrial High » Industrial Low » Parks and Open Space	» Commercial Regional » Industrial High » Industrial Low
DEVELOPMENT PATTERN	Walkable regular block patterns with a mix of alley access (as available) and street access. Buildings are lower scale and built along the street with minimal setback that allows for a small front yard or porch. A mix of residential building types and some neighborhood-scale commercial and retail. (Residential density will be determined in Phase 2)	Walkable block patterns are regular with consistent alley access (as available). A minimum of two-story buildings with minimal setback and/or building "build to" line. Shops and businesses on first floor with offices or residences on upper floors. Open space takes the form of urban plazas. (Residential density will be determined in Phase 2)	Block patterns, building form, and building scale vary based on the specific use. Some campus districts will present in the form of a campus and others may appear more like an Urban Activity Center pattern.	No consistent urban pattern, building form, or building scale. Each varies based on the specific use.
PARKS, OPEN SPACE AND TRAILS	» Parks » Trail Connections	» Parks » Trail Connections	» Open space » Parks » Trail Connections	
MOBILITY	Some reliance on cars, but still walkable and bikeable with access to transit, parks and open space.	Minimal reliance on cars, a "park once and walk district" with high levels of pedestrian and bicycle use and good access to high-capacity transit. On street parking with parking garages or surface lots within the core of the blocks.	The transportation network varies by district, typically responding to specific conditions due to land use, built form and surrounding context.	Heavy reliance on cars and trucks. Relatively lower level of pedestrian and bicycle activity even though sidewalk and bicycle access are important in these areas. Some areas may have good access to high-capacity transit.

20-MINUTE COMMUNITY ASPIRATION AREAS

Many communities across the world, big and small, are using the 20-minute city¹ as a strategy to implement livability and equity-minded policies that also support sustainability goals. Governments at various scales are embracing the forward-thinking concept at the national level down to the city level including Boulder; Melbourne, Australia; Detroit, Michigan; and Portland, Oregon. Communities like Ottawa and Minneapolis are also aspiring to this concept but by a different name - Intensification.

¹ The 20 Minute City was jointly authored by adjunct professor John Stanley from the Institute of Transport and Logistics Studies at the University of Sydney Business School, Dr Janet Stanley social policy adviser for Stanley & Co, and Stephen Davis, industry development and planning manager for BusVic

What is a 20-minute community?

The 20-minute community is an urban planning concept where essential services (such as grocery stores) and amenities (such as public parks) are accessible within a 20-minute low stress walk, bike ride or transit ride.

In reference to the Adams County Transect, the 20-minute community is an appropriate goal for more dense areas of Adams County including the Urban Activity Center and Urban Edge. These two areas represent the 20-minute community inner ring as depicted in Figure 65. Campus Districts are included in the outer ring since those areas are primarily where institutions such as hospitals and higher education campuses can be found.

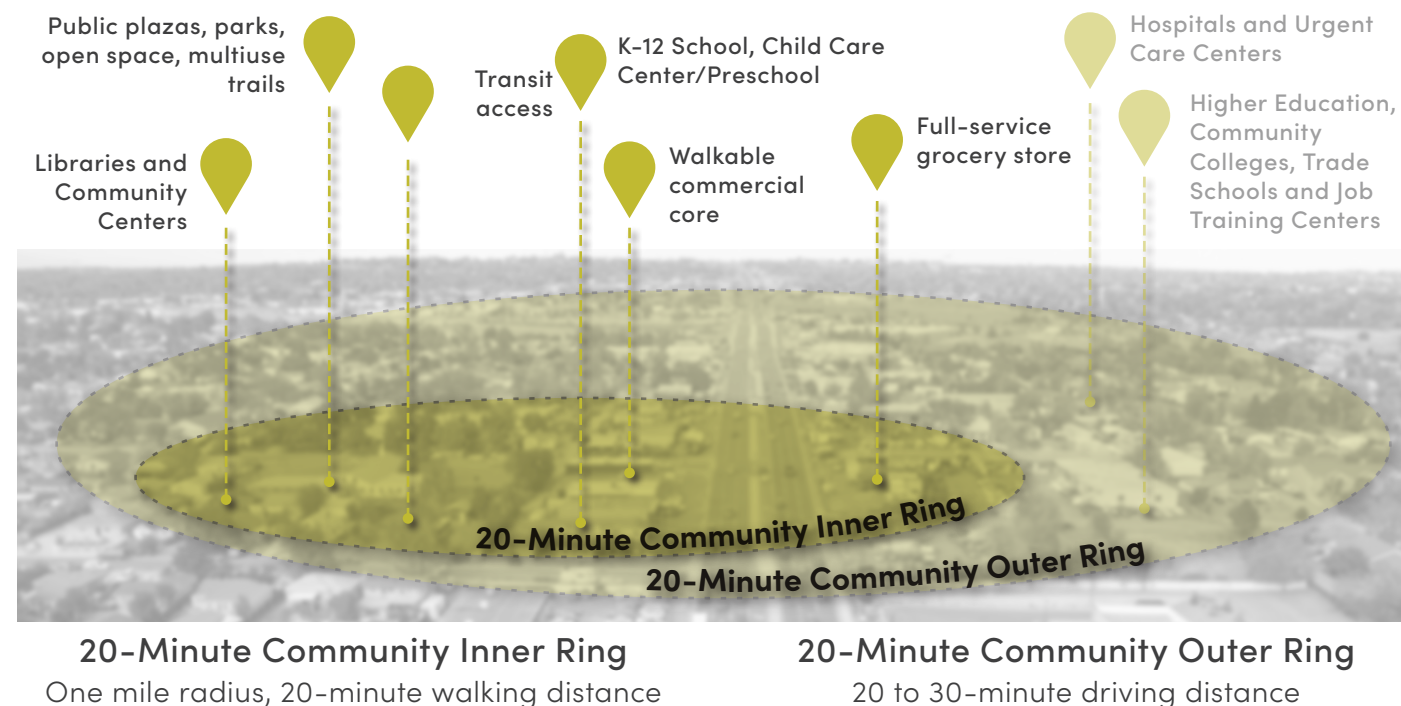
The 20-minute community concept aligns with the intent to achieve an equitable distribution of amenities, services, facilities and low stress multi-modal transportation facilities that provide access to those destinations. The 20-minute community is one framework to achieve the County's goal and measure progress over time.

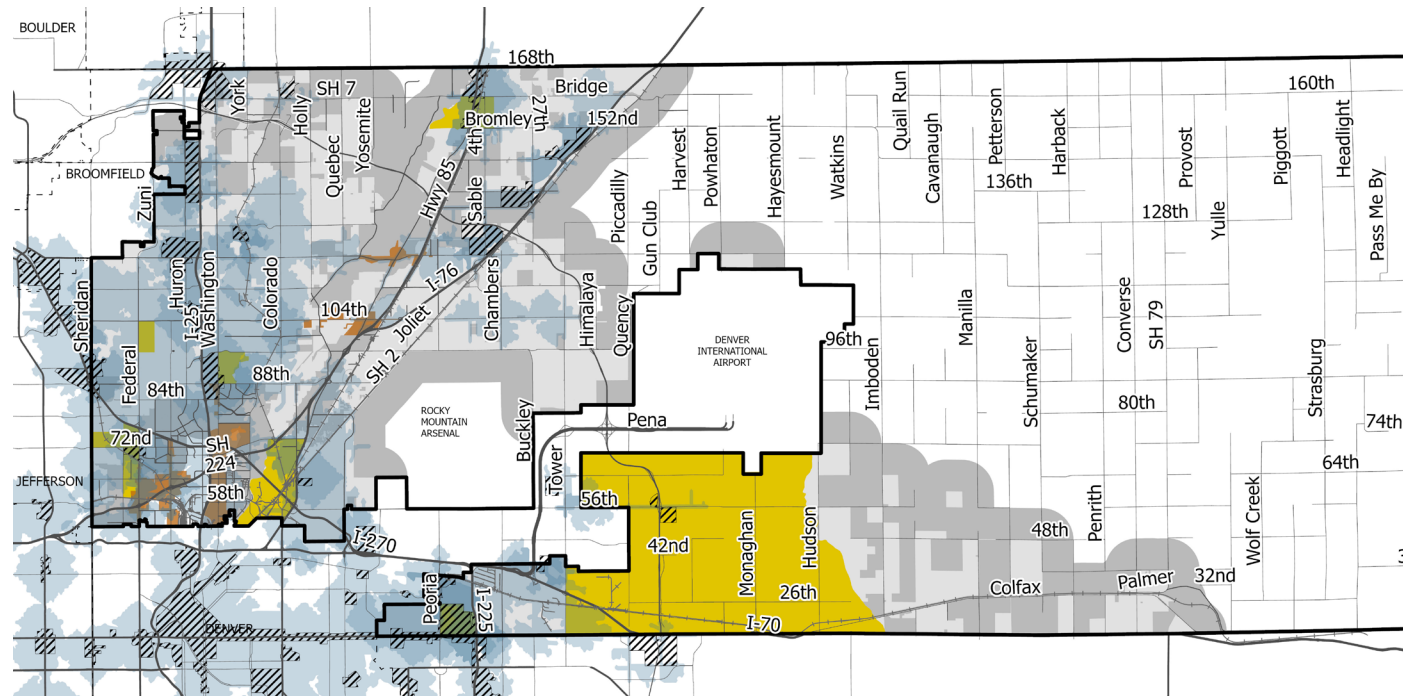
20-Minute Community and the Five Strategic Corridors

The Planning team is in the process of evaluating the County as a whole for successful communities and gaps in the 20-Minute Community framework, and this work will be advanced in Phase 2 of Advancing Adams. When this analysis is complete, we can then identify how land use changes can assist in promoting the effort to equitably distribute essential services and amenities throughout the County.

Initially gaps in parks service areas and accessibility to transit stations were indicated as two equity and livability concerns for the three North South corridors.

Figure 65: Adams County Land Use Framework 20-Minute Community Aspiration Areas





Data Source: Adams County, DRCOG, Design Workshop

NOT TO SCALE

LEGEND

- Urban Centers Service Area (1 Mile)
- Bus Service Area (1 Mile)
- Rail Service Area (1 Mile)
- DRCOG Urban Centers
- Opportunity Zones by Census Tract
- Corridor Subareas
- Buffer
- 1 Mile
- Municipal Boundaries
- Adams County Boundary
- Railroads
- Roads

POTENTIAL AREAS FOR GROWTH AND CHANGE DRAFT FRAMEWORK

Phase 1 represents the existing conditions and opportunities for the land use analysis component of the Comprehensive Plan. Some initial opportunities for growth areas include: areas in proximity to urban centers, transit stops, opportunity zones, strategic corridor areas and/or areas within one mile of municipal areas. These are initial ideas about where growth can occur and where density can be focused for the future of Adams County. These generalized ideas for growth areas will be analyzed further in Phase 2 in collaboration with the client, stakeholders and general public.

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NEXT STEPS

This Existing Conditions Report concludes Phase One of the Comprehensive Plan planning effort. It lays the groundwork for Phase Two where recommendations will be crafted that will forge a path forward to help achieve the vision for Adams County to be “...the most innovative and inclusive County in America for all families and businesses.”

In Phase Two of the planning process, this baseline information will be paired with feedback from the public. Additionally, recommendations will be coordinated across concurrent planning efforts including the Transportation Master Plan and Parks, Open Space and Trails Plan. Projects, programs and policies will be prioritized with guidance for implementation.

Future land use categories and land use scenarios will be used as a tool to evaluate various strategies for managing growth in a way that is proactive and aligned with the County values of equity, sustainability and livability.

Additionally, new data from the 2020 Census is anticipated to be available later in 2021. Phase Two will integrate the most recent data in the Adams County Comprehensive Plan.

Phase Two and the updated Adams County Comprehensive Plan is expected to be complete in December 2021.

Phase Two of the Comprehensive Plan Process will explore three main questions for the community at-large through the lenses of the County’s values:

1. How does the County want to grow?

The population of Adams County will increase by about 200,000 people in 20 years. In Phase Two, land use frameworks will be evaluated through multiple growth scenarios to determine the best option for Adams County.

2. What are the tools to keep Adams County on track?

Policies, recommendations, programs and projects are all pieces of the puzzle that help Adams County accommodate growth into the future while staying true to the core values.

3. How can we get there?

In Phase Two, an action plan will be developed that provides clear implementation steps and ongoing reporting guidance to keep the Comprehensive Plan moving the County forward with equity, sustainability and livability in mind.

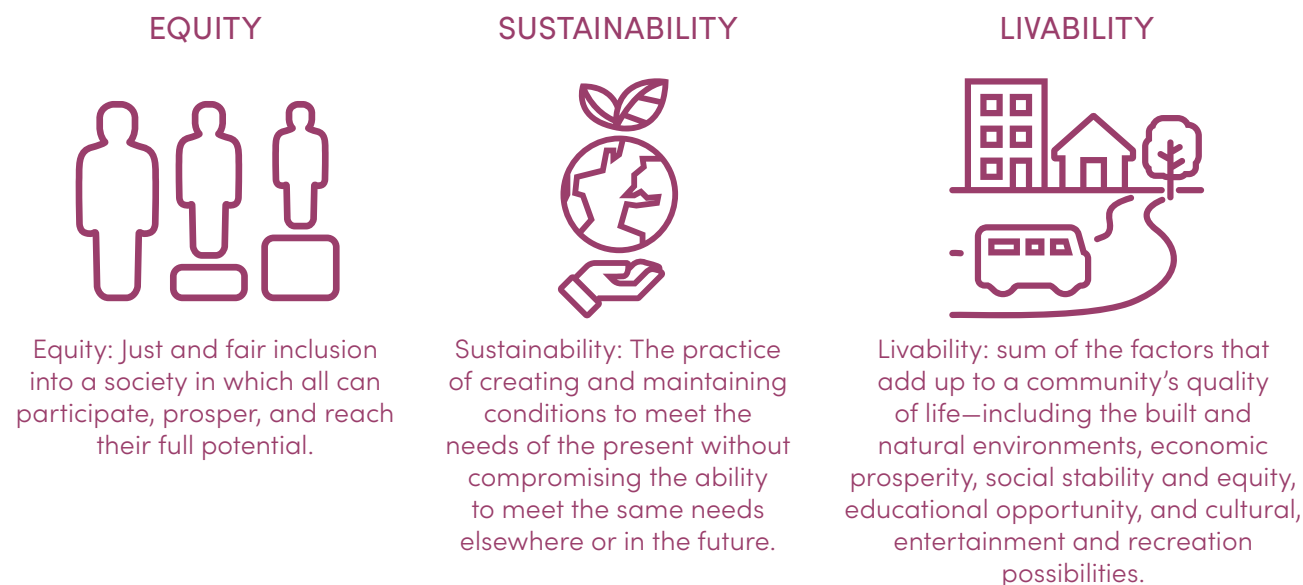


Figure 66: Core Value Lenses

PHASE TWO OF THE COMPREHENSIVE PLAN PROCESS CONSISTS OF THREE MAIN STEPS WHICH INCLUDES:

- CONFIRMING FUTURE LAND USE CATEGORIES AND FRAMEWORKS THAT ALIGN WITH THE VALUES OF THE COMMUNITY AND EVALUATING GROWTH SCENARIOS;
- DETERMINING POLICIES, RECOMMENDATIONS, PROGRAMS AND PROJECTS;
- DEVELOPING AN ACTION PLAN WITH IMPLEMENTATION AND ONGOING REPORTING GUIDANCE.

The Comprehensive Plan process is expected to conclude in December 2021 with a formally adopted plan.