



Imagine ADAMS COUNTY

COMPREHENSIVE PLAN



ADOPTED DECEMBER 2012



ADAMS COUNTY
COLORADO

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Chapter 1. Introduction

PURPOSE OF THE PLAN

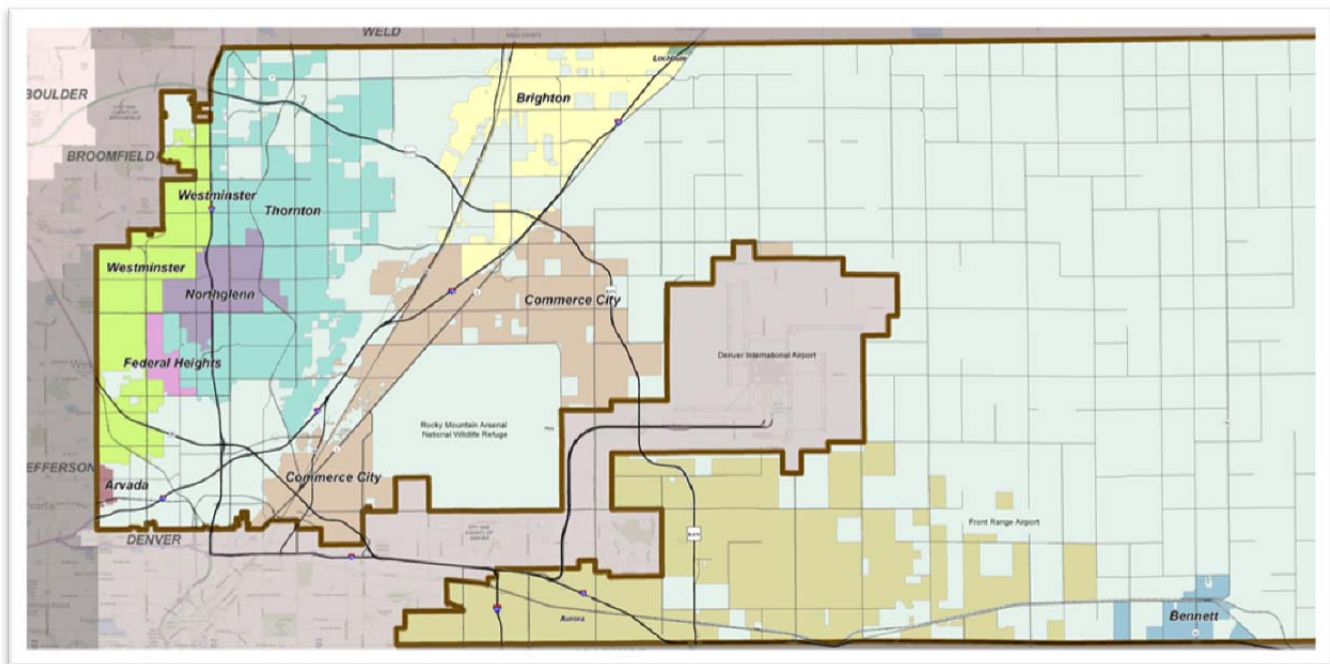
The Adams County Comprehensive Plan (“the Plan”) is the official policy document of the Adams County Planning Commission and Board of County Commissioners. The Plan provides a concise statement of the County’s objectives for future development within unincorporated areas of the County and in municipal growth areas. It establishes goals, policies, and strategies to:

- Guide day-to-day decision making regarding future growth and public investment in the County over the next ten to twenty years;
- Promote intergovernmental coordination at a local and regional level;
- Guide future growth and promote public and private investment;
- Coordinate activities and investment with other County Plans including the Transportation Plan; Open Space, Parks and Trails Master Plan; Hazard Identification and Risk Assessment, and other neighborhood and subarea plans;
- Protect the health, safety, and welfare of Adams County’s inhabitants; and
- Promote a more sustainable and resilient Adams County.

The Plan has been prepared in accordance Section 31-23-206 of the Colorado Revised Statutes and will be used to assist the Planning Commission, Board of County Commissioners, and County staff in day-to-day decision-making regarding land use applications, capital improvement planning, and regional coordination efforts with other jurisdictions and agencies. In addition, the Plan is intended to provide increased predictability for Adams County residents, property owners and business owners, school districts, and others regarding the County’s future. The Plan is meant to be a dynamic document that can evolve and respond to changing conditions.

OVERVIEW OF ADAMS COUNTY

Adams County contains a total of 1,185 square miles (759,000 acres). The County stretches approximately 17 miles in latitude (north to south), and is approximately 72 miles wide (east to west). Land uses range from intensive urban activities in the western portions of the County, to crop and grazing land in the central and eastern portions of the County. Eight incorporated cities and two towns are wholly or partially located in Adams County, including the cities of Arvada, Aurora, Brighton, Commerce City, Federal Heights, Northglenn, Thornton, and Westminster and the towns of Bennett and Lochbuie. Together, they comprise 15% of the County's total land area. Agricultural activities are the single largest land use throughout the County, accounting for more than three quarters of the land area. An extensive network of canals in the northwest part of the County supports most of the irrigated farmland. The central portion of the County primarily produces wheat, while the eastern area is primarily pasture.



Eight incorporated cities and two towns are fully or partially located in Adams County and are concentrated in the western two-thirds of the County.

Between 1970 and 2010, the County's population increased 138%, from 185,770 to 441,603. During the same period, employment outpaced population, expanding 181% from a total of 75,744 persons in the labor force in 1970 to more than 213,000 in 2010. While much of this

growth has occurred within the incorporated areas of the County, a significant amount of new residential and commercial growth has also occurred in unincorporated areas. Approximately one-fifth of the County's residents (89,163) live in unincorporated areas. Today, the County is the fourth largest county by population within the Denver metropolitan region, and by 2040 the County's population is projected to double to more than 740,000¹ persons.

A detailed profile of demographic, economic, community, and physical considerations influencing the County is provided in Appendix A.

COMPREHENSIVE PLANNING IN ADAMS COUNTY

Since adopting its first Comprehensive Plan in 1968, the County has conducted regular amendments and updates to address changing conditions and needs. Targeted updates to the County's original plan were conducted in 1975 and 1984, followed by a major update in 1999. Targeted updates to the 1999 Plan were made in 2004 to address the completion of E-470, the formation of the City and County of Broomfield, and rapid growth in the north Metro area.

2012 UPDATE: AN INTEGRATED APPROACH

This 2012 update, titled "*Imagine Adams County*" includes four distinct, but closely integrated components:

- Comprehensive Plan Update
- Transportation Plan Update
- Hazard Mitigation Plan
- Open Space, Parks, and Trails Master Plan

Integrating these three efforts, both in terms of the overall process and the resulting plans represents a significant departure from previous planning efforts in Adams County and around the country. While the integration of land use and transportation efforts has become increasingly common in comprehensive plans, incorporating hazard mitigation is altogether new. This level of integration reflects Adams County's commitment to a more resilient and sustainable future.

¹ Colorado Department of Local Affairs, Population Estimate Program, 2012.

Chapter 1: Introduction

In addition, the *Imagine Adams County* process was closely coordinated with the County's concurrent Open Space, Parks, and Trails Master Plan process, which provides direction for the future of the program and management of public lands.

Technical updates to the Comprehensive and Transportation Plans bring both plans up to date, address emerging issues, and ensure goals, policies and strategies are aligned.



To ensure diverse representation, nearly 600 individuals were invited to attend three Stakeholder Group meetings during the course of the process



13 community meetings were held in different locations throughout the County to engage interested citizens and solicit feedback on the Plan.

OPPORTUNITIES FOR INPUT

The *Imagine Adams County* process included numerous opportunities for input from a variety of stakeholder groups in addition to the community-at-large. Over the course of the nine-month process, meetings were held with the following groups to solicit feedback:

- **Local Government Team**—comprised of representatives from each of the County's municipalities and other organizations involved with County planning, the Local Government Team met five times during the course of the process.
- **Steering Committee**—comprised of County staff, and representatives from the Colorado Department of Local Affairs, Adams County Economic Development, United Neighborhoods, Metro Housing Coalition, School District 27J, Adams County Aging, and Community Enterprise, the 19-member Steering Committee met five times during the course of the process.
- **Stakeholder Group**—to ensure broad representation from all stakeholder groups in the County, nearly 600 individuals were invited to attend three Stakeholder Group meetings during the course of the process. Invitees included representatives from state and regional agencies, non-profits, business groups, developers, energy and utility industries, school districts, sanitation districts, emergency management departments and organizations, organized citizen groups and homeowners associations, local government staff from the municipalities within the County as well as from the adjacent counties, and Adams County staff.
- **Community-at-Large**—13 community meetings were held over the course of the process to engage interested citizens and solicit feedback on the Plan. Meetings were held in each quadrant of the County to promote diverse participation. Press releases, news articles, direct mailings, social media, e-mail

lists, the County website, and a dedicated project website were used to keep citizens informed and encourage participation.

- **County Planning Commission**—updates with the Planning Commission were held at key points during the process.
- **Board of County Commissioners**— updates with the Board of County Commissioners were held at key points during the process.

Refer to Appendix E: Summary of Community Outreach Efforts for additional detail and a complete listing of participants.

HOW TO USE THIS PLAN

KEY PLAN ELEMENTS AND ORGANIZATION

In addition to this introductory chapter, the Comprehensive Plan contains five key elements, organized as follows:

- **Chapter 2: Key Goals for a Sustainable and Resilient Adams County**—the six overarching goals outlined in this chapter provide the philosophical basis of this Plan and provide a foundation for decision-making.
- **Chapter 3: Countywide Policies and Strategies**—policies and strategies in this chapter address important countywide areas of concern and are applicable throughout all unincorporated areas of Adams County.
- **Chapter 4: Area-Specific Policies and Strategies**—policies and strategies in this chapter address issues and opportunities unique to specific geographies within the County. These policies and strategies are intended to supplement the countywide policies and strategies contained in Chapter 3 and serve as a foundation for more detailed planning efforts, as applicable.
- **Chapter 5: Comprehensive Plan Maps**—this chapter illustrates the physical framework in which future growth will need occur in order to ensure a more sustainable and resilient Adams County. Future growth will be guided by the following maps and supporting information, in conjunction with the goals, policies, and strategies established in the previous chapters and accompanying plans, as applicable:

HOW ARE THE COMPREHENSIVE PLAN COMPONENTS INTEGRATED?

The Comprehensive Plan integrates the following components, some of which are supplemented by more detailed plan documents, as noted:

- **Hazard Mitigation Plan**—the Hazard Mitigation Plan is fully-integrated within this Comprehensive Plan (there is no separate plan). It is reflected in the goals, policies, and strategies in Chapters 2-4, the maps contained in Chapter 5, and the priority initiatives contained in Chapter 6. These components are supported by two technical appendices: Appendix B: Capabilities Assessment and Appendix C: Hazard Identification and Risk Assessment.
- **Transportation Plan**—overarching concepts of the Transportation Plan are reflected in the goals, policies, and strategies contained in Chapters 2-4 and the Roadway Plan, Bicycle Plan, Transit Plan, and Pedestrian Plan contained in Chapter 5. The accompanying Transportation Plan document should be referred to for technical analysis, supporting information, and detailed implementation strategies specific to the County's transportation vision.
- **Open Space, Parks, and Trails Master Plan**—overarching concepts of the Open Space, Parks, and Trails Master Plan are reflected in the goals, policies and strategies in Chapters 2-4 and the maps in Chapter 5 (Future Land Use map and Parks and Open Space Master Plan map). The Open Space, Parks, and Trails Master Plan should be consulted for additional detail.

Chapter 1: Introduction

- ✓ **Future Land Use Map** illustrates the desired distribution of future land uses within the County and includes a description of land use categories used on the map.
- ✓ **Hazard Overlay with Future Land Use and Critical Facilities-** The Hazard Overlay with Future Land Use and Critical Facilities map is a composite map that illustrates how hazards with delineated boundaries relate to the Future Land Use map.
- ✓ **Transfer of Development Rights (TDR) Program-**The TDR Program, is associated with the Future Land Use map and is intended to help the County realize its goals related to conserving certain areas and directing growth to more desirable areas.
- ✓ **Transportation Plan Maps-**the Transportation Plan will be used to guide infrastructure investments needed to support future growth and includes the following: Roadway Plan, the Bicycle Plan, the Transit Plan, and the Pedestrian Plan.
- ✓ **Open Space, Parks and Trails Master Plan Map**—this map provides an overview of key elements of the Adams County Open Space, Parks, and Trails Master Plan.
- **Chapter 6: Implementation and Integration Action Plan**—this chapter outlines recommended procedures for monitoring and updating the Plan along with a series of strategic actions to be taken to implement the Plan over the next 1-5 years with respect to each of the Plan’s core components.

In addition to this document, the County’s Comprehensive Plan also includes the Adams County Transportation Plan, the Adams County Open Space, Parks, and Trails Master Plan, and other area-specific plans and studies, as described in Appendix D. While relevant policies and strategies related to each of these countywide plans are summarized in this document, these companion documents and the supporting information provided in the appendices described below should be referenced for additional information as needed.

TECHNICAL DATA AND SUPPORTING INFORMATION

Four appendices provide technical data and other supporting documentation needed to support the Plan policies and strategies. These appendices are intended to serve as a reference for County staff,

elected and appointed officials, as well as for property owners, developers, and other County stakeholders.

Appendix A: County Profile

The County Profile summarizes trends and existing conditions in the County relative to three areas: demographic and economic considerations, community considerations, and physical considerations.

Appendix B: Capabilities Assessment

The Capabilities Assessment evaluates the County's ability to implement hazard mitigation goals and actions through the use of regulations, codes, and plans; demonstrates the County's resources for increasing preparedness and mitigation efforts; and identifies mitigation goals and actions to guide the County in the future.

Appendix C: Hazard Identification and Risk Assessment (HIRA)

The Hazard Identification and Risk Assessment identifies natural hazards and evaluates the risk to Adams County, the health and safety of its citizens, property, and economy.

Appendix D: Summary of Related Plans and Studies

Appendix D provides a summary of other countywide plans and related studies, corridor and area plans, and neighborhood plans developed by Adams County that continue to be relevant. In addition, Appendix D provides a summary of municipality and surrounding county plans, and other relevant plans referenced in the development of this Plan.

Appendix E: Summary of Community Outreach Efforts

Appendix E provides a summary of community outreach efforts conducted as part of the Imagine Adams County process.

TERMINOLOGY

For the purposes of this Plan, the following terminology applies:

Policy

Policies provide general direction to guide decisions and actions in order to achieve the County's key goals.

Strategy

Strategies provide specific direction for decisions and actions in order to achieve the related policy.

Chapter 1: Introduction

Chapter 2. Key Goals for a More Sustainable and Resilient Adams County

INTRODUCTION

This Comprehensive Plan paints a picture or “vision” of the type of place the citizens, business people, landowners, and elected and appointed officials want Adams County to be over the next 10 to 20 years. Prior to defining specific policies and strategies for the future, it is important to understand the context for this vision. The Key Goals for a More Sustainable and Resilient Adams County, described below, define the broad directions that will need to be taken to achieve our vision over time.

The direction suggested by the key goals and the supporting policies and strategies in subsequent chapters builds on previous planning efforts, but clearly reflects where Adams County is today and would like to be in the future. Ideas reflect previously adopted goals and policies as well as those gained from discussions with a variety of County stakeholders, including representatives from municipalities, state and regional agencies, and citizens-at-large, as well as the County Planning Commission and Board of County Commissioners.

KEY GOALS FOR A MORE SUSTAINABLE AND RESILIENT ADAMS COUNTY

The philosophical basis of this Plan is embodied in the desire to create a more sustainable and resilient Adams County. Although there are many definitions for sustainability, Adams County defines it as a holistic approach to ensure economic viability, operational efficiency, environmental stewardship, and social responsibility. The integration of these components encourages the County to consider the economic, environmental, and social impacts of their day-to-day decisions. Adams

Chapter 2: Key Goals for a More Sustainable and Resilient Adams County

County recognizes that to truly be sustainable, it must take deliberate actions to protect the health, safety, and welfare of its inhabitants and to promote resiliency in the face of natural hazard and industrial events.

Together, the six goals and the desired outcomes described below represent the building blocks of our vision for a more sustainable and resilient Adams County:

- Promote Coordinated and Connected Growth;
- Protect the Health, Safety, and Welfare of Adams County's Inhabitants;
- Foster Regional Collaboration and Partnerships;
- Reduce the Fiscal Impact of Growth;
- Promote Economic Vitality; and
- Preserve the County's Natural Resources.

The order of these goals does not reflect their order of importance, as each is intrinsically linked to the others and a key priority for the County. These goals represent the need for a more integrated approach to day-to-day decision making—the need for a clear understanding of how actions in one area of focus affect another and a desire to seek and implement shared solutions. In the implementation of this Plan, each goal should be regarded with equal focus and commitment.

Promote Coordinated and Connected Growth

Adams County's population is projected to increase from 441,603 in 2010 to 742,459 in 2040—a net increase of 300,856 new residents. A key objective of this Plan is to promote a more integrated approach to planning and decision-making to guide the location, type, and quality of future growth of the County; the preservation of open space; and the development of infrastructure and transportation improvements needed to serve and connect that growth. Growth projections, potentially conflicting land uses, infrastructure needs, multi-modal transportation, sustainable development practices, and possible impacts of future growth and annexation will all be important points of discussion as the plan is implemented over time. The County must balance the need for revitalization and reinvestment in established areas of the community with emerging growth areas. In addition, continuing to provide a range of housing choices and travel options to meet the needs of a variety of residents—an aging population, those desiring a rural lifestyle, families, and others—is an important consideration particularly as it relates to



Chapter 2: Key Goals for a More Sustainable and Resilient Adams County

the County's ability to attract and retain primary jobs and provide services.

Protect the Health, Safety, and Welfare of Adams County's Inhabitants

Hazard mitigation planning is a key component of a sustainable and resilient community. The County should lead by example in this arena through the implementation of policies, strategies, and programs that reduce injuries and loss of life; trauma; damage to property, equipment and infrastructure; community disruption; and economic, environmental, and other losses caused by natural and industrial hazards that are likely to impact the County resulting in a more resilient and sustainable Adams County.



Foster Regional Collaboration and Partnerships

Adams County's size and geographic extent presents a number of issues and opportunities related to regional coordination and partnerships. The County should foster a culture of regional collaboration and partnerships among the myriad municipalities, adjoining counties, state and regional agencies, on short-term and long-term issues of significance, including: growth and annexation; infrastructure and services; transportation; hazard mitigation; parks, open space, and trails; and economic development, among others.



Reduce the Fiscal Impact of Growth

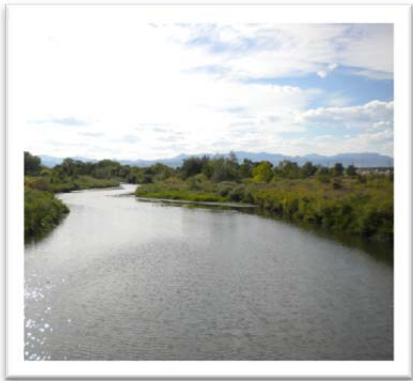
The long-term fiscal health of the County is directly correlated to the quality of life of its residents and businesses and the County's sustainability. The impact of development that occurs in the County in either the unincorporated or the incorporated portions of the County varies greatly and must be considered in the land use decisions made by the County. The County should monitor the degree of impact which residential and non-residential development has on the fiscal impact of growth and the degree to which it could create a burden to the County budget. Likewise, the County should explore and implement a variety of tools to reduce the fiscal impact of growth.



Promote Economic Vitality

Economic activity is the engine that creates jobs for County residents and powers County government. Adams County's location within the Denver Metropolitan Area and proximity to major economic generators such as Denver International Airport, Front Range Airport, and the I-70, E-470, I-25, I-76, US 85, and I-270 corridors and other highway

Chapter 2: Key Goals for a More Sustainable and Resilient Adams County



corridors present numerous opportunities from an economic and community development perspective. The County should continue to work with its economic development partners to increase awareness of opportunities for infill and redevelopment in the Southwest Area of the County; to preserve opportunities for longer-term growth in the central portions of the County; and to increase awareness of the opportunity for businesses to benefit from the County's lower tax rate.

Protect the County's Natural Resources

Adams County's abundant natural resources contribute significantly to its character and to the quality of life of its residents. Working in concert with its local and regional partners, the County should continue to support and implement open space objectives as set forth in the Adams County Open Space, Parks, and Trails Master Plan to promote development in a manner compatible with the preservation of active and passive open space, agricultural lands, community separators, wildlife habitat, and environmental quality. Likewise, the County should encourage the use of sustainable development practices in all future development to reduce the consumption of natural resources—particularly water—and to ensure that the quality of the County's resources is preserved for future generations.

RELATIONSHIP TO PLAN POLICIES

As noted above, each of the six goals is intrinsically linked to the implementation of a more sustainable and resilient Adams County. Table 2.1, on the following page, illustrates how countywide policies within the Plan relate to each of the goals described in this chapter.

Chapter 2: Key Goals for a More Sustainable and Resilient Adams County

Table 2.1: Relationship between Key Goals and Countywide Policies

Countywide Policies	Key Goals for a More Sustainable and Resilient Adams County					
	Coordinated and Connected Growth	Protect Health, Safety, and Welfare	Regional Collaboration and Partnerships	Reduce Fiscal Impact of Growth	Economic Vitality	Protect the County's Natural Resources
1. Integration						
Policy 1.1: Promote Efficiency and Integration in the Implementation of Countywide Plans and Policies	X	X	X	X	X	X
2. Urban Growth						
Policy 2.1: Cooperate with Municipal Growth Area Goals	X	X	X	X	X	X
Policy 2.2: Coordinate Public Services and Infrastructure	X	X	X	X	X	X
Policy 2.3: Ensure Consistency with this Plan	X	X	X	X	X	X
Policy 2.4: Promote Regional Cooperation	X	X	X	X	X	X
3. Transportation						
Policy 3.1: Coordinate with Municipalities on Updating and Amending the County Transportation Plan	X	X	X			
Policy 3.2: Synchronize a Countywide Capital Improvement Program	X	X	X			
Policy 3.3: Work with Municipalities to Pursue Funding for Transportation Improvements	X	X	X		X	
Policy 3.4: Work With Municipalities to Influence the Transportation Improvement Program and Regional Transportation Plan	X	X	X			
Policy 3.5: Improve Public Transportation	X	X	X		X	
Policy 3.6: Improve Bicycle and Pedestrian Facilities	X	X	X			
Policy 3.7: County Design Standards	X	X	X			
Policy 3.8: Preserve Selected Scenic Roadways	X		X			X
Policy 3.9: Reduce Travel Demand	X		X	X		
Policy 3.10: Preserve the Functional Integrity of the County Roadway System	X	X	X			
4. Economic Development						
Policy 4.1: Focus on Job Creation	X		X	X	X	
Policy 4.2: Strengthen the Economic Base	X		X	X	X	
Policy 4.3: Improve the Labor Force Base	X		X	X	X	
5. County Fiscal Balance						
Policy 5.1: Encourage Growth in a Fiscally Responsible Manner	X		X	X	X	
Policy 5.2: Equitable and Diverse Approach to Service Provision	X	X	X	X	X	

Chapter 2: Key Goals for a More Sustainable and Resilient Adams County

Countywide Policies	Key Goals for a More Sustainable and Resilient Adams County					
	Coordinated and Connected Growth	Protect Health, Safety, and Welfare	Regional Collaboration and Partnerships	Reduce Fiscal Impact of Growth	Economic Vitality	Protect the County's Natural Resources
6. Community Facilities and Services						
Policy 6.1: Ensure new Development Pays for Infrastructure Costs	X	X	X	X	X	
Policy 6.2: Balance Uses with Burdens	X	X	X	X	X	
Policy 6.3: Refine Special District Criteria	X	X	X	X	X	
Policy 6.4: Identify and Monitor Short- And Long-Term Telecommunication Needs	X	X	X	X	X	
7. Natural Resources						
Policy 7.3: Boost Drainage and Flood Control Capacity	X	X	X		X	X
Policy 7.4: Improve Air Quality	X	X	X		X	X
Policy 7.5: Protect Water Supplies	X	X	X		X	X
Policy 7.6: Ensure Proper Disposal of Solid Waste	X	X	X		X	X
Policy 7.7: Establish Regulations for Resource Extraction	X	X	X		X	X
Policy 7.8: Minimize the Impacts of New Utility Infrastructure	X	X	X		X	X
8. Sustainability Initiatives						
Policy 8.1: Seek Opportunities to Advance Sustainability Initiatives	X	X	X	X	X	X
Policy 8.2: Encourage Sustainable Development Practices	X	X	X	X		X
Policy 8.3: Promote Resource Conservation		X			X	X
9. Parks, Recreation, and Open Space						
Policy 9.1: Implement the Open Space, Parks and Trails Master Plan	X	X	X		X	X
Policy 9.2: Preserve Open Space	X	X	X		X	X
Policy 9.3: Preserve Water Corridors and Reservoirs	X	X	X		X	X
Policy 9.4: Protect Culturally and Historically Significant Areas	X	X	X		X	X
Policy 9.5: Provide a Variety of Recreation Opportunities	X	X	X		X	X
10. Agricultural Lands						
Policy 10.1: Conserve High Quality Agricultural lands	X		X	X	X	X
Policy 10.2: Address Transitions from Agricultural Land	X	X	X	X	X	X
11. Estate Residential Development						
Policy 11.1: Permit Estate Residential Development in Targeted Locations	X	X	X	X		X
Policy 11.2: Implement Development Standards	X	X	X	X	X	X
Policy 11.3: Discourage New, Urban Residential in Areas Designated for Estate Residential Land Uses	X	X	X	X		X

Chapter 2: Key Goals for a More Sustainable and Resilient Adams County

Countywide Policies	Key Goals for a More Sustainable and Resilient Adams County					
	Coordinated and Connected Growth	Protect Health, Safety, and Welfare	Regional Collaboration and Partnerships	Reduce Fiscal Impact of Growth	Economic Vitality	Protect the County's Natural Resources
Policy 11.4: Inform Development of Potential Airport-Related Impacts	X	X	X	X		X
12. Hazard Mitigation						
Policy 12.1: Reduce Risk and Effects of Natural Hazards	X	X	X			X
Policy 12.2: Increase Public Awareness of Hazard Risks	X	X	X			X
Policy 12.3: Limit Building in High-Risk Areas and Improve Disaster Prevention	X	X	X		X	X
13. Community Awareness and Engagement						
Policy 13.1: Support and Expand Organized Citizen Groups	X	X	X	X	X	X
Policy 13.2: Promote an Open and Transparent County Government	X	X	X	X	X	X

Chapter 2: Key Goals for a More Sustainable and Resilient Adams County

Chapter 3. Countywide Policies & Strategies

The following countywide policies and strategies are applicable in unincorporated areas of Adams County. These policies and strategies address important topics of countywide concern, as follows:

- Integration;
- Urban Growth;
- Transportation;
- Economic Development;
- County Fiscal Balance;
- Community Facilities and Services;
- Natural Resources;
- Parks, Recreation, and Open Space;
- Agricultural Lands;
- Sustainability Initiatives;
- Estate Residential Development;
- Hazard Mitigation; and
- Community Awareness and Involvement.

These policies and strategies are intended to be applied in conjunction with area-specific policies and strategies contained in Chapter 4, as applicable.

1. INTEGRATION

Achieving a more sustainable and resilient Adams County will require close integration between the goals, policies, and strategies contained in this Comprehensive Plan, the Transportation Plan, the Open Space, Parks, and Trails Master Plan, and the many other plans and policies that guide future growth. In order to achieve this integration, close coordination between County departments—in day-to-day decision-making, development review, long-range planning, the budgeting

Chapter 3: Countywide Policies & Strategies

process, and ongoing coordination with municipalities and other regional partners—is essential.

The policies and strategies below are intended to encourage close coordination among County departments, to reduce duplication of efforts within County operations, and to promote increased efficiency and integration of efforts.

POLICY 1.1: PROMOTE EFFICIENCY AND INTEGRATION IN THE IMPLEMENTATION OF COUNTYWIDE PLANS AND POLICIES

The County will promote a highly integrated approach in the implementation of this Comprehensive Plan, the Transportation Plan, Open Space, Parks, and Trails Master Plan, and other countywide plans and policies to reduce duplication of efforts, promote efficiency, and foster cooperation between County departments.

Strategies

- 1.1.a.** Conduct regular joint meetings between Planning, Public Works, the Office of Emergency Management, Parks, and other County departments to identify and implement shared solutions.
- 1.1.b.** Evaluate the development review process to ensure countywide plans and policies are being implemented in an integrated and efficient manner.
- 1.1.c.** Establish an inter-departmental level of review during the budgeting process to identify opportunities to integrate priority projects and promote efficiency.

2. URBAN GROWTH

The overall strategy for growth in Adams County aims to provide the most efficient delivery of public facilities and services, operate in a fiscally sustainable manner, and maintain the rural character of the eastern portions of the County. Under this strategy, the County will encourage new urban residential development primarily within unincorporated infill areas and/or within County and municipal growth areas, where it can be served by a full range of urban services. Non-residential growth (industrial, employment, and commercial) will be encouraged in strategic locations throughout the County—both incorporated and unincorporated areas—to take advantage of existing

transportation networks, access to transit and that can be accommodated by limited urban services.

Recent analysis shows that most residential property in Adams County creates a net fiscal burden to the County budget on an annual basis. Since the County does not provide all the services necessary for urban development, the fiscal burden of residential development within municipalities in the County is far less than unincorporated residential development. By encouraging urban residential development within unincorporated infill areas and/or within municipal and county growth areas, the County can focus its resources on existing developed areas that may need attention, and on industrial and employment uses.

Successful implementation of the County's long-term growth strategy relies on continued coordination and partnership with the municipalities and multiple special districts within its boundary.

In the mid- and late-1980s, many of the municipalities in Adams County entered into intergovernmental agreements with each other and with Adams County to define their growth area boundaries. On the statewide front, the 1987 amendment to the annexation legislation essentially required that municipalities define and plan for a growth area in order to subsequently annex into the area. In 1999, Adams County adopted an amendment to the Comprehensive Plan to include a self-certified urban growth boundary. Many municipalities have done the same. The Denver Regional Council of Governments (DRCOG) maintains an inventory of these growth boundaries. In addition to clarifying their growth area boundaries, municipalities have gained more control over their growth areas.

Adams County, like most other counties, does not provide water and sewer services as municipalities do. Special districts provide most of these services to urban development in unincorporated areas. Regional changes in the way the Clean Water Plan is administered have limited the ability of special districts to provide sewer service in unincorporated areas. Most of the developing, unincorporated areas of Adams County are included in defined management areas where the service provider has been designated. In most municipal growth areas, the designated service provider is the municipality associated with that growth area. In some other cases, such as Commerce City, the service provider is a district like South Adams Water and Sanitation District, which has an agreement with Commerce City requiring annexation as a condition of providing water and sewer service in most of their service area. As a result, with the exception of the Southwest Area of the



Urban residential development is encouraged in infill areas and within County and municipality growth areas where it can be readily served by a full range of urban services.

Chapter 3: Countywide Policies & Strategies

County, it is necessary for a landowner to annex to a city to obtain the services necessary for urban development. In other unincorporated areas of the County, the service providers are special districts. Through intergovernmental agreements with the municipalities as proposed by the following policies, the County will continue to participate in planning in the urban growth areas and realize the revenues, but bear less of a burden to provide services for new development.

Municipalities will benefit from the increased ability to rely on their plans for their growth areas. Furthermore, this cooperative framework will maximize efficiency in the provision of public services and infrastructure and result in a better quality of life for all residents within Adams County. (See Appendix A for a map of existing special districts in Adams County.)

Adams County will use the following policies and strategies to create a framework for implementing adopted land use plans and policies within designated municipal growth areas. The benefits from greater cooperation and mutual support will accrue for both Adams County and its municipalities.

POLICY 2.1: COOPERATE WITH MUNICIPAL GROWTH AREA GOALS

In formulating and administering policies for land use and development, the County will give due consideration to the growth area of each Adams County municipality. The County should promote developments in a manner that supports each municipality's land use plan and goals and avoids interjurisdictional competition. The County will coordinate with the affected municipalities on development located within municipal growth areas. The County's policy is that urban residential development is most appropriate if located within unincorporated infill areas and/or within municipal and county growth areas. Urban residential development will not be considered in unincorporated areas of the County unless it can be demonstrated that the fiscal, environmental, and social impacts of such development can be mitigated, on a short-term as well as long-term basis. (See Appendix A for a map of municipality and county growth areas.)

Strategies

2.1.a. Municipal Input and Coordination—The County will continue to engage each impacted municipality as a referral source for comment on proposed development and give careful consideration to the municipality's input. The weight given to

the municipality’s input will be dependent, at least in part, upon where the pending development is located.

- 2.1.b. Annexations and Extensions**—In connection with any proposed development in the unincorporated County, the County should strongly encourage annexation if the municipality demonstrates both the intent and ability to annex and extend municipal services to the development area in the near future. The County should consider abstaining from issuing the requisite County land use approvals in a case where municipal services are required and can only be obtained from a municipality and the extension of such services can be undertaken in a timely manner that accommodates the projected build-out period of the development. This strategy can also be used to curb any excessive proliferation of special districts that may result from development in the unincorporated County.
- 2.1.c. Enclave Annexations**—The County will continue to work with municipalities in enclave areas, and will encourage municipalities to annex enclaves of unincorporated areas at such time that they are made eligible under statutory provisions.
- 2.1.d. Urban Residential Development**—The County has defined unincorporated infill areas and/or municipal and county growth areas as the most desirable location for urban residential development.

POLICY 2.2: COORDINATE PUBLIC SERVICES AND INFRASTRUCTURE

The County will coordinate its growth policies and infrastructure improvements with municipalities and special districts to ensure adequate public facilities exist to serve future development and to avoid duplication of services.

Strategies

- 2.2.a. Coordinated Growth Policies**—The County should align its growth policies with municipalities and special districts to create efficiencies in infrastructure improvements and service provision. The County should seek ways to partner with municipalities or special districts to refine the roles and responsibilities of each to create a more efficient way to serve residents and businesses, recognizing that municipalities



The County should align its growth policies with municipalities and special districts to ensure adequate public facilities exist to serve future development.

provide urban services more efficiently than the County and that the fiscal revenues to the County are similar whether uses are annexed or not.

- 2.2.b. Avoid Duplication of Services**—Establish County criteria for allocations of responsibility between the County and municipalities for the provision of transportation, schools, water and sewer, storm drainage, and other public services. Emphasize mutual compatibility in standards and the avoidance of unnecessarily duplicative efforts and other cost inefficiencies. Measures may include negotiated intergovernmental agreements (IGAs).
- 2.2.c. New Special Districts**—New special districts should be encouraged to help development pay for itself, but careful consideration should be given to the potential impact of new special districts on the orderly and desired development patterns expressed by the County in collaboration with adjacent municipalities.
- 2.2.d. Adequate Public Services**—To ensure adequate public facilities are provided for each development, the County should evaluate each development with regards to the performance criteria outlined in the County’s application and permitting procedures. Monitor performance criteria over time to ensure they are effective in practice and will help create a more sustainable and resilient community over time. Implementation may include negotiated IGAs for this purpose.

POLICY 2.3: ENSURE CONSISTENCY WITH THIS PLAN

Municipal developments should be generally compatible with the goals and policies of this Comprehensive Plan.

Strategy

- 2.3.a. Consistent Annexations and Developments**—Adams County supports municipal annexations and developments only if they contain defined municipal development standards that further the goals and policies in this Plan. The County will work with the municipalities in the County to develop annexation strategies and intergovernmental agreements that encourage urban development located within municipal growth boundaries to annex into the municipality or develop within the County in a matter that is consistent with the municipality’s regulations. Those standards, and consistency with this Plan,

should be a general priority in and act as a frame of reference for any and all IGA negotiations with the municipalities.

- 2.3.b. Annexation Strategy**—The County should encourage municipalities within the County to annex enclaves at such time that they are made eligible under statutory requirements and when desired by property owners and the municipalities.
- 2.3.c. DRCOG Growth Allocation**—The County will encourage municipalities to utilize their designated DRCOG urban growth allocation for urban development that will be annexed into the municipality and will strive to maintain the County’s DRCOG urban growth allocation to be utilized for urban development that will occur in urbanized, yet unincorporated areas of the County, such as the Southwest area.

POLICY 2.4: PROMOTE REGIONAL COOPERATION

The County will pursue joint planning and close cooperation with the municipalities, the school districts, regional organizations, and special service districts to coordinate land use, transportation, hazard mitigation, parks, and open space planning, and establish consistent standards for public services within the defined municipal growth boundaries.

Strategies

- 2.4.a. Plans and Policies**—The County will engage the municipalities, school districts, regional organizations, and special districts in the process of developing new plans and policies, conducting regular plan updates, and other planning activities of mutual interest. Likewise, the County will actively participate in similar planning efforts led by the municipalities, school districts, regional organizations, and special districts.
- 2.4.b. Intergovernmental Agreements**—The County, municipalities and special districts may enter into intergovernmental agreements, when appropriate, to foster intergovernmental planning and cooperation in specific areas of the County.



The County is committed to provide an integrated and safe multi-modal transportation system that enhances the quality of life for Adams County residents, encourages economic vitality, and promotes environmental stewardship.

3. TRANSPORTATION

The County is committed to providing an integrated and safe multi-modal transportation system that enhances the quality of life for Adams County residents, encourages economic vitality, and promotes environmental stewardship.

POLICY 3.1: COORDINATE WITH MUNICIPALITIES ON UPDATING AND AMENDING THE COUNTY TRANSPORTATION PLAN

Maintain a spirit of cooperation through a dynamic plan that coordinates the update and amendment process for the County Transportation Plan with adjacent municipalities' and counties' transportation plans and Denver regional transportation planning.

Strategies

- 3.1.a. Review System**—The County and municipalities will continue to coordinate the review of proposed transportation improvements and project-specific impacts with municipalities.
- 3.1.b. County Input on City Plans**—The County will provide input and comment on proposed changes to municipalities' plans that affect the roadways of County significance. (Changes of countywide significance are defined as changes to the classification or the alignment of a roadway designated on the County's Transportation Plan.)
- 3.1.c. Coordinate Planning-Level Roadway Functions**—The County will continue to coordinate roadway cross-section design standards with municipalities.
- 3.1.d. Discuss Differences**—If it is determined that a proposed change to the County or a city plan will compromise the integrity of the county-wide system, the County or any city within Adams County can call a meeting of all interested parties to discuss the resolution of the differences.
- 3.1.e. Regular Meetings**— The County will take the lead in organizing quarterly or monthly meetings between the municipalities and County to discuss transportation issues. The purpose of the meetings is to keep the jurisdictions up-to-date on each other's issues and provide a forum for cooperation both locally and regionally.

- 3.1.f. Participate in Regional Transportation Planning**—Coordinate input on transportation-related issues with the municipalities and participate in regional transportation planning activities.

POLICY 3.2: SYNCHRONIZE A COUNTYWIDE CAPITAL IMPROVEMENT PROGRAM

Develop the capital improvement programs (CIP) using a thorough and transparent project prioritization process and coordinate the County's CIP with CIPs of the municipalities to support a coordinated countywide system.

Strategies

- 3.2.a. CIP Process Integration**—Continue to coordinate the CIP process for all capital expenditures into the Adams County annual budget process.
- 3.2.b. Develop Transportation Prioritization Process**—The County will develop and implement a transportation project prioritization process for county-only and regional transportation priorities that includes opportunities for public input.
- 3.2.c. Annual Meeting**—An annual meeting will be held between the County and the municipalities within Adams County to review individual CIP's, as they relate to projects of countywide significance, to coordinate construction and funding schedules of countywide projects and to identify projects for submittal to the regional Transportation Improvement Program following an internal review and coordination process.

POLICY 3.3: WORK WITH MUNICIPALITIES TO PURSUE FUNDING FOR TRANSPORTATION IMPROVEMENTS

The County and the municipalities will work cooperatively to pursue methods to finance transportation improvements identified in the Adams County Transportation Plan and ensure that private development pays its fair share of improvements to the transportation network.

Strategy

- 3.3.a. Transportation Funding Partners**—The County will work with transportation planning partners at the municipal, regional, state, and federal levels to pursue transportation funding.
- 3.3.b. Review Transportation Impact Fee Study**—The County will conduct a review of the County's Transportation Impact Fee program and associated benefit districts and implement appropriate modifications based on this review.

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- 3.3.c. Transportation Fees Updated Regularly**—The County will ensure that the County’s Transportation Impact Fees are updated regularly (at least every 5 years) to reflect expected growth and costs of needed improvements using a tool such as the Construction Cost Index.
- 3.3.d. Explore Alternative Transportation Funding**—The County will explore alternative mechanisms for funding needed transportation improvements including special improvement districts and public-private partnerships.

POLICY 3.4: WORK WITH MUNICIPALITIES TO INFLUENCE THE TRANSPORTATION IMPROVEMENT PROGRAM AND REGIONAL TRANSPORTATION PLAN

Coordinate County submittals to the regional Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP) with Adams County municipalities and work as a coalition to influence the TIP and RTP processes within the DRCOG structure.

Strategies

- 3.4.a. Coordinated TIP Submittal**—Representatives of the municipalities and County will meet to develop a coordinated TIP request submittal, following an internal review process.
- 3.4.b. Coordinated TIP Recommendation**—Representatives of the municipalities and County will meet to develop a coordinated recommendation during TIP policy revisions and adoption process.
- 3.4.c. TIP Prioritization Criteria**— The County and the municipalities will jointly prioritize TIP projects based on established criteria.
- 3.4.d. Coordinate Input for RTD Operations Plan**—Adams County will coordinate input for RTD’s annual base system operations plan.
- 3.4.e. Top Priorities for RTP**—The County and the municipalities will jointly identify top priorities for inclusion in DRCOG’s RTP.

POLICY 3.5: IMPROVE PUBLIC TRANSPORTATION

Coordinate with Adams County municipalities, the Regional Transportation District (RTD), and other transit providers to improve public transportation in Adams County, including rail transit, enhanced bus services and improved multi-modal connections to the transit.

Strategies

- 3.5.a. Rights-of-Way**—Obtain or reserve right-of-way for transit corridors designated on the County’s Transportation Plan and the FasTracks System map as the technology and needs are identified.
- 3.5.b. RTD Coordination**—The County will work closely with RTD to advance FasTracks implementation.
- 3.5.c. Public Transit Network**—The County will work closely with RTD to improve public transit service, including FasTracks feeder routes and bus service to developing parts of the County.
- 3.5.d. Human Service Transportation**—The County will work closely with DRCOG, local human service transportation providers, and RTD to develop/improve transit service to special-needs individuals, like the elderly and disabled.
- 3.5.e. Bicycle/Pedestrian Connections to Transit**—The County will work with RTD, municipalities, and developers to enhance bike/pedestrian connections to transit stations.
- 3.5.f. TOD and Rail Station Implementation**—The County will implement multi-modal transportation infrastructure strategies identified in the Adams County TOD and Rail Station Area Planning Guidelines and Clear Creek Valley TOD Plan in appropriate areas.



The County will continue to work closely with RTD to advance FasTracks implementation.

POLICY 3.6: IMPROVE BICYCLE AND PEDESTRIAN FACILITIES

Coordinate County, city, and regional commuter and recreational bicycle and pedestrian travel through a comprehensive Adams County trail system and accommodations on the County’s road network.

Strategies

- 3.6.a. Open Space, Parks, and Trails Master Plan**—The County will implement the trail system identified in the Adams County Open Space, Parks, and Trails Master Plan.
- 3.6.b. Bicycle Route Network**—The County will develop and designate a bicycle route network on the County road and trail system.
- 3.6.c. DRCOG Coordination**—Coordinate with DRCOG on additions or changes to the bicycle and pedestrian plan.
- 3.6.d. 4E Strategy**—The County will implement the 4E strategy (engineering, education, enforcement, and encouragement) to



The County will develop and designate a bicycle route network.

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increase awareness that trails can be used for alternative modes of transportation in addition to recreation.

- 3.6.e. Coordinated Funding Requests**—The County and municipalities will work cooperatively to develop coordinated funding requests to DRCOG and the State Trails Program.
- 3.6.f. Coordinated City/County Bicycle and Pedestrian Plans**—The County and municipalities will review and coordinate bicycle and pedestrian plans to ensure compatibility.

POLICY 3.7: COUNTY DESIGN STANDARDS

Establish and implement County design standards that accommodate multiple travel modes and user types in urban areas and other appropriate areas, and coordinate design standards with those of the municipalities.

Strategies

- 3.7.a. Complete Streets**—Develop and implement complete streets in urbanized areas and other appropriate areas.
- 3.7.b. Roadway Cross-Sections**—Roadway cross-sections will incorporate shoulders, on-street bike lanes and sidewalks for pedestrians based on AASHTO design standards.
- 3.7.c. Bicycle and Pedestrian Facilities**—All roadway construction projects in the County will consider bicycle and pedestrian facilities in their design.
- 3.7.d. Coordinated Cross-Sections with Municipalities**—The County will coordinate with municipalities to effectively transition roadway cross-sections at boundaries.
- 3.7.e. Roadway Standards in Municipalities**—The County will coordinate with municipalities on appropriate design standards for roadway improvements within their growth boundaries, with a preference for municipality standards when appropriate.

POLICY 3.8: PRESERVE SELECTED SCENIC ROADWAYS

Preserve the unique character of selected scenic roadways that have special aesthetic, environmental, or historic qualities through intergovernmental agreements between the County and affected municipalities.

Strategies

- 3.8.a. County Scenic Byway Designation**—Designate, in cooperation with affected municipalities, appropriate roads as County Scenic

Byways to maintain their rural character and riparian environment.

- 3.8.b. Limits to Development on Scenic Byways**—Limit the type and density of development and minimize the impact of additional travel demand along special corridors through the Scenic Byway designation and access management strategies.
- 3.8.c. Scenic Byway Policy**—Develop and enforce a Scenic Byway Policy cooperatively with affected municipalities.
- 3.8.d. Riverdale Road Corridor Plan**—The County will implement recommendations of the Riverdale Road Corridor Plan and other adopted corridor or sub-area plans.

POLICY 3.9: REDUCE TRAVEL DEMAND

Coordinate land use and transportation planning that supports regional sustainability initiatives and promotes reduced travel demand and use of alternatives to single occupant use in Adams County and the surrounding region.

Strategies

- 3.9.a. Program and Agency Cooperation**—Cooperate in regional travel reduction programs and coordinate with other agencies to tailor these to land use and transportation conditions found in Adams County.
- 3.9.b. Incentives**—Develop appropriate incentives for reducing the need for single occupant vehicle travel.
- 3.9.c. Travel Demand Management Programs**—The County will work with DRCOG to implement specific programs such as carpools, vanpools, and design guidelines that improve transit accessibility.
- 3.9.d. Necessary Infrastructure**—Provide the supplementary infrastructure that allows bicycles and walking to be effective alternative transportation modes.
- 3.9.e. Coordinate Land Use and Transportation**—The County will coordinate its land use and transportation planning to reduce travel demands.
- 3.9.f. Sustainable Transportation Solutions**—The County will seek transportation solutions that create economic, environmental and social benefits.

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3.9.g. Sustainable Infrastructure—The County will implement roadway cross-sections and construction materials that promote sustainable infrastructure and maintenance.

POLICY 3.10: PRESERVE THE FUNCTIONAL INTEGRITY OF THE COUNTY ROADWAY SYSTEM

Preserve the functional integrity of the County roadway system through coordinated right-of-way, access and cross-section guidelines. Acquire right-of-way and regulate access to implement the transportation system established in the County Transportation Plan.

Strategies

3.10.a. Approved Design—The County will implement recommendations of the County Transportation Plan, except where an approved design takes precedence.

3.10.b. Right-of-Way Preservation—The County will preserve public right-of-way in undeveloped and developed areas consistent with the County Transportation Plan.

3.10.c. Safe Design Standards—The County will adhere to design standards that promote safe transportation facilities.

3.10.d. Maintain Transportation Infrastructure—The County will maintain transportation infrastructure to acceptable County maintenance standards.

3.10.e. Acceptable Level of Service—The County will maintain traffic operations at acceptable levels of service.



Particular emphasis should be given to the creation of primary jobs, or jobs that bring in outside dollars to the County and/or regional economy by producing goods or services that are consumed by people outside of the County/region (exported).

4. ECONOMIC DEVELOPMENT

Economic activity is the engine that creates jobs for County residents and powers County government. Fees and taxes are the primary source of revenue for most County operations. Without them, government as we know it would cease to function. Paradoxically, the business environment is heavily influenced by government activities. Local government in particular provides most of the infrastructure and services that allow for business development and expansion and supports recovery efforts following hazard events. This symbiotic relationship needs to be nurtured and maintained to run smoothly. The Adams County Economic Development Corporation (ACED) has identified six target industries for employment within the County. These targeted industries are Aviation/Aerospace, Energy, Logistics, Wholesale Trade, Manufacturing, and Healthcare/Life Science. The

County should align the comprehensive plan policies and future infrastructure investments to build on the efforts of the ACED and these targeted industries.

POLICY 4.1: FOCUS ON JOB CREATION

Support the expansion of existing businesses and recruit new businesses that pay wages higher than the current County average, with particular emphasis given to the creation of primary jobs. Ensure that the needs of the targeted industries identified by the Adams County Economic Development Corporation are met by the land use plan. Enhance the appearance and image of the County to attract new businesses.

Strategies

- 4.1.a. Supply of Suitable Land** – Through zoning and other land use authority, provide an adequate supply of both serviced and raw land suitable for commercial and industrial development and redevelopment, especially at key E-470 interchanges, along the I-70, I-25, I-76, I-270, US 85 corridors and other major highway corridors, at Front Range Airport, and in the vicinity of Denver International Airport. Determine if land planned for job growth is sufficient to meet the total demand for jobs while addressing the locational criteria of the estimated new businesses.
- 4.1.b. Infrastructure Needs** – Identify the major infrastructure needs for targeted industries and determine if the existing infrastructure systems are adequate to support the planned uses. Explore potential ways to provide infrastructure where gaps exist through County capital projects, public-private partnerships, intergovernmental agreements and projects, and land use review and approval.
- 4.1.c. Targeted Economic Development Areas** – Identify the areas within the County that best fit the needs of the potential users in the six targeted industries. Create plans for these areas that tie County infrastructure projects and incentives with the needs of the targeted industry. Work with the private sector and appropriate municipalities to coordinate major projects that will address infrastructure gaps. Create a vision of the targeted areas that can be used to attract employers and guide County investments.
- 4.1.d. Strategic Public Infrastructure Investments** – Invest in public infrastructure required to retain existing or attract new industrial and commercial developments when the economic



Explore potential ways to provide infrastructure where gaps exist through County capital projects, public-private partnerships, intergovernmental agreements and projects, and land use review and approval.

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advantage to the County will exceed the cost of the investment. As well, plan for infrastructure projects that will address needs in areas with highest demand for development and/or have been identified as focus areas.



Determine how the County can best leverage existing assets, such as Front Range Airport, DIA, future transit stations, and major transportation corridors, to attract new employers and strengthen the existing businesses related to these assets. (Image: Joe Suglia)

- 4.1.e. Leverage County Assets** – Market and invest in the existing economic assets the County possesses. Determine how the County can best leverage existing assets, such as Front Range Airport, DIA, future transit stations, and major transportation corridors, to attract new employers and strengthen the existing businesses related to these assets. Determine the potential for economic growth in the County from the proposed Aerotropolis/Airport City plans for DIA and from the development of a spaceport at Front Range Airport to ensure land use plans adequately plan for these significant projects.
- 4.1.f. Incentives** – Use economic incentives to retain and expand existing businesses that pay wages higher than the current County average, when the economic advantage to the County is greater than the cost of the incentives. Focus incentives on targeted industries and targeted growth areas. Create a clear and consistent incentive policy for the County to create a business-friendly perception of the County and show what the County’s areas of focus are.
- 4.1.g. Organization Support** – Continue support of organizations such as Adams County Economic Development Corporation and the Regional Economic Advancement Partnership that foster and encourage existing businesses to remain and expand in the County, and that convey a positive image to businesses wishing to locate in Adams County.
- 4.1.h. Design and Development Standards** – Adopt high-quality design and development standards that will assure new industrial and commercial development contributes positively to the image and appearance of the County and is compatible with adjacent uses areas. Tailor design and development standards for target areas to the needs of the industries being targeted.

POLICY 4.2: STRENGTHEN THE ECONOMIC BASE

Create a more diversified and well-balanced economic base. Ensure that existing businesses are able to expand in Adams County and employment areas are able to capture job growth related to efforts of existing businesses.

- 4.2.a. Suitable Amenities** – Improve the County’s educational, housing, open space, recreational, retail, and cultural amenities to encourage retention and attract new businesses to Adams County.
- 4.2.a. Economic Development Programs** – Use all available tools such as federal (e.g., Environmental Protection Agency’s Brownfields program), state (enterprise zones), municipal (urban renewal districts) or other economic development programs to facilitate capital investment for the retention, expansion, and attraction of businesses meeting the programs’ criteria. Align County programs to support efforts of County municipalities.
- 4.2.b. Maintain Existing Employment Areas** – Ensure that land use designations do not create potential land use conflicts with existing employment areas, specifically industrial areas. Identify any potential barriers that current employers have to expanding their businesses within the County. Work with existing businesses to alleviate any barriers to expanding or relocating their business within the County.
- 4.2.c. Identify and Address Constraints** – Through outreach to the business community, identify any existing land use regulation or infrastructure constraints that are causing existing employment areas to be less competitive for new employers or retaining existing employers. Identify needed investments to alleviate constraints and work with businesses to jointly address the constraints.

POLICY 4.3: IMPROVE THE LABOR FORCE BASE

Enhance, solidify, and diversify the Adams County labor force. Increase the percent of workers who live and work in the County through policies that support business development but also create attractive places to live.

Strategies

- 4.3.a. Education** – Continue to support the Adams County Educational Consortium and other educational resources and opportunities

that enhance personalized academic skills development, profession exploration, and relevant work-ready skills.

4.3.b. Housing – Institute appropriate programs to provide a variety of housing options for County residents, as identified in the Balanced Housing Plan, including executive housing. Ensure land use plans and development regulations support the types of housing needed to attract businesses and new residents.

4.3.c. Capture Target – Create achievable targets for the percent of residents who work in the County and track the changes in the percent of residents to measure the success of efforts. Consider other metrics that could be used to measure the success of efforts to improve the labor force.

5. COUNTY FISCAL BALANCE

Adams County details seven governing principles within its annual budget document that serve as the vision for the budget and related policies for the County. These serve as a guiding framework from which decisions should be made. Two of these principles are directly related to the importance and need for the County to grow in a fiscally sustainable manner, and outline ways to achieve this.

The most relevant governing principles are Number 3 and 7, which state:

- “Promote economic vitality and improved access to employment opportunities and quality of life for all citizens. Continue developing, updating, and implementing long range planning objectives for well-managed growth and development which provides for economic expansion, transportation, infrastructure, opportunities for housing, and education excellence with fiscal responsibility and compassion, and”
- “Pursue revenue strategies to assure equitable taxation and provide a stable and diversified revenue base for addressing long-term capital, infrastructure and operational needs.”

With these principles in mind, fiscal balance is a key element of the County Comprehensive Plan, and includes policies that address the overall fiscal balance through land use designation and also addresses fiscal challenges through the lens of sustainability, recognizing that the long term fiscal health of the County is directly correlated to the long-term quality of life of its residents and businesses.

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An analysis completed for the development of the Comprehensive Plan found that the current County fiscal condition is reasonable. A fiscal model of the County was constructed to measure impacts of growth and the degree to which it could create a burden to the County budget. More importantly, the model results determine the degree of impact by varying types of development on fiscal balance.

The County generates the majority of its revenue, over 70 percent, from property tax. The assessment ratios used in Colorado to determine property tax assess commercial and industrial property at a higher rate than residential property. The County receives an annual net fiscal benefit from non-residential development, depending on the use and its location. Conversely, most residential property creates a net fiscal burden on an annual basis, except for high-value residential units. For example, the price of a home in the unincorporated portion of the County would need to be between \$750,000 and \$850,000 for the County to break even, depending on assumptions.

The impact of development that occurs in the County varies greatly depending on whether it is located in either the unincorporated or the incorporated portions of the County and must be considered in the land use decisions made by the County. Non-residential property that is developed in the unincorporated portions of the County generates 75 percent of the net fiscal benefit that non-residential development within municipalities does. This margin is not significant enough to warrant major shifts in policy concerning non-residential development in unincorporated portions of the County. Commercial and industrial development anywhere in the County will generate a positive fiscal benefit.

However, the cost to the County to provide services to residential development in the unincorporated portions of the County is significantly higher than within municipalities. Therefore the fiscal burden from residential units in the unincorporated portions is greater. The net fiscal burden to the County of a typical single family home valued at \$300,000 within a city or town in Adams County is approximately \$100 per year. The net fiscal burden of this same type of home in the unincorporated portions of the County is approximately \$900 to \$1,000 annually. The difference in fiscal burden is largely due to the public safety and public works costs to serve unincorporated areas of the County with services that municipalities would typically provide. Several options are available to the County to move towards fiscal balance, as provided in the policies below.



The cost to the County to provide services to residential development in the unincorporated portions of the County is significantly higher than within municipalities.



POLICY 5.1: ENCOURAGE GROWTH IN A FISCALLY RESPONSIBLE MANNER

Encourage the type of development in the County that is consistent with other policies of the Comprehensive Plan, meets the needs of County residents and employers, and ensures that growth does not create a fiscal burden.

Strategies

- 5.1.a. Balanced Land Use Plan** – Ensure that the Future Land Use map provides for a mix of uses that allows the County to grow in a fiscally-balanced manner.
- 5.1.b. Countywide Fiscal Impact Analysis** – The County should measure the future impact of the land use plan based on growth forecasts using 5 to 10 year increments to ensure that the County is adequately preparing for the impact of forecasted growth on the General Fund and other funds. Align budget goals and policies with the forecast growth and the expected fiscal impact of this growth.
- 5.1.c. Project Specific Fiscal Impact Analysis** – The County should measure the fiscal impact of major proposed development projects that request economic assistance or represent a major deviation or change from the land use designations of the Comprehensive Plan.

POLICY 5.2: EQUITABLE AND DIVERSE APPROACH TO SERVICE PROVISION

Create an equitable and diverse approach to achieving fiscal sustainability through a stable and diversified plan. Address the need to increase revenues as well as decrease costs. Move toward fiscal balance by conditioning land use approvals with mitigation tools. Ensure that any tools or methods used do not put the County at a competitive disadvantage to capture quality development.

Strategies

- 5.2.a. Diverse Approach to Revenue Generation** – The County should create a standard approach to using revenue generation tools to address the fiscal burden of proposed new development. New revenue tools should be introduced that rectify the fiscal imbalance generated by residential development. A range of options should be introduced that enable new development to

tailor revenue generating tools for the geography, size, and location of proposed growth.

- 5.2.b. Alignment of County Investments** – The County should align capital investments with areas that are targeted for growth and development. Localized revenue generation tools should be used to create infrastructure improvements that are both specific and comprehensive in their ability to effectively serve areas that enable the County to meet its housing and economic development goals.
- 5.2.c. Design and Development Standards** – Adopt high-quality design and development standards that will assure new industrial and commercial development contributes positively to the overall assessed value of property in Adams County and attracts additional higher value development. Tie design and development standards of specific focus areas to the needs of the industries being a targeted.
- 5.2.d. Address Geographic Differences to Service Provision** – The County should explore ways to use expanded revenue tools to reduce the burden of new development on the County, targeting development that is remotely located to pay their fair share of the cost to serve. This strategy recognizes that costs to serve development will vary depending on location and distance or proximity to services.

6. COMMUNITY FACILITIES AND SERVICES

The provision of infrastructure, facilities, and services is the primary function of the Adams County government. Quality facilities and services are a critical part of making a place attractive to new businesses and residents alike.

The County intends to ensure that new urban development will not occur until adequate community facilities and services are available to serve the development.



Continue to ensure new development pays for infrastructure costs.

NEW DEVELOPMENT

POLICY 6.1: ENSURE NEW DEVELOPMENT PAYS FOR INFRASTRUCTURE COSTS

To the maximum extent feasible, new development in undeveloped areas should pay the proportionate costs of required public infrastructure and facilities that are necessitated by and attributable to the new development.

Strategies

- 6.1.a. Public Facilities**—Continue to require that adequate public facilities (roads, water/sewer, drainage, parks, schools, fire protection, etc.) be provided prior to or concurrent with development.
- 6.1.b. School Sites and Facilities**—Continue to work with school districts to ensure that new developments include adequate land dedications or in-lieu of contributions for school sites, and encourage developers to participate in the financing of school buildings and facilities required to serve the new development.

POLICY 6.2: BALANCE USES WITH BURDENS

Evaluate and quantify potential impacts associated with high-impact, region-serving uses that may create burdens on the County (e.g., landfills, parole facilities, telecommunication towers, etc.) to ensure impacts are substantially mitigated and/or that compensation is provided to the County that equals or exceeds the burdens created.

Strategies

- 6.2.a. Minimize Environmental and Health Risks**—Establish appropriate location and development criteria for landfills, power transmission lines, waste processing facilities, and other similar, potentially high-impact regional uses so that any associated environmental and health risks (as applicable) are minimized.
- 6.2.b. Reduce Visual Impacts**—Establish appropriate location and design criteria for microwave towers, utility lines, and other telecommunication and satellite devices, so that any associated visual impacts and impacts to the natural environment are minimized.

POLICY 6.3: REFINE SPECIAL DISTRICT CRITERIA

Reevaluate financial, service and performance criteria for special districts that provide public services to new developments.

Strategies

- 6.3.a. Financial and Operating Efficiency**—Review and update County standards to address limits on special district borrowings ensure periodic reviews of district debt structure, address district growth areas, , and employ other statutorily permitted standards for evaluating the financial and operating efficiency of special districts.
- 6.3.b. Mutually Acceptable Standards**—For any special district having a service area within a municipal growth tier, consider the compatibility of the district’s financial and service standards with those mandated or recommended by the applicable municipality. Negotiate for the inclusion of mutually acceptable standards within IGAs to be made with the municipalities.

TELECOMMUNICATIONS

Telecommunications infrastructure and services have become critical to businesses for economic growth and job creation. Residents rely on telecommunications for quality of life, education, research, and access to public and private services.

POLICY 6.4: IDENTIFY AND MONITOR SHORT- AND LONG-TERM TELECOMMUNICATION NEEDS

Develop a Telecommunication Plan to identify and monitor short- and long-term telecommunications need for the public and private sectors, especially with regard to hazard notification and infrastructure and service technology.

Strategies

- 6.4.a. Location and Capacity**—Determine the location and capacity of existing telecommunications infrastructure and services within or potentially affecting the County.
- 6.4.b. Co-Location**—Minimize the need for new telecommunications facilities by encouraging new telecommunications equipment to be located on existing telecommunication facilities, buildings, towers, water tanks, and other tall structures wherever possible. Ensure that telecommunication equipment

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co-location opportunities are fully met before permitting new wireless communications facilities.

- 6.4.c. Technology Zones**—Develop “technology zones” throughout the County for business use. Develop specific areas in the County where new or current businesses can utilize high-speed internet broadband or wireless communications.
- 6.4.d. High-Speed Communication Strategy**—Develop a “high-speed communication strategy” to distribute a system of broadband and high-speed wireless technology to the County, with key emphasis on service areas for business and schools.
- 6.4.e. Advanced Technology**—Encourage investment in the most advanced telecommunications technology while protecting the public health, safety, and general welfare, including aesthetics and community character.
- 6.4.f. Public Inconvenience and Disruptions**—Ensure that investments in telecommunications infrastructure are provided in a timely, orderly, and efficient manner that will minimize public inconvenience and disruption to expansion and new construction of facilities.
- 6.4.g. Access and Compensation**—Establish a framework for providing reasonable access to public rights-of-way and public structures and ensuring that the County receives fair and reasonable compensation for use of that access.

7. NATURAL RESOURCES

Adams County citizens place great value on the conservation of natural resources and enhancing our water and air quality. Resource conservation is seen as one of the most important means to reducing our impact to the natural environment. Natural Resources policies promote conservation of important natural and cultural resources, such as rivers, streams, wetlands and archaeological sites, and minimize damage due to development. Policies addressing environmental hazards are intended to educate residents about avoiding hazards in the natural and built environment. The policies also support maintaining and enhancing air and water quality as a means of promoting public health and encouraging resource conservation.

WATER AND AIR QUALITY

The County will support design of stormwater facilities incorporating technology, features, and amenities that minimize both non-point and point water pollution sources. It also diminishes negative effects on air quality by minimizing factors like motor vehicle traffic, windblown particles, and industrial pollutants.

POLICY 7.1: BOOST DRAINAGE AND FLOOD CONTROL CAPACITY

Preserve and improve the drainage and flood control capacity of waterways in the County.

Strategies

- 7.1.a. Multiple Use Areas**—Provide for the use of existing drainage and flood control areas for multiple uses such as wildlife habitat, parks, and recreation.
- 7.1.b. Urban Drainage and Flood Control District**—Implement the recommendations of the Urban Drainage and Flood Control District as set forth in its plans to preserve the current capacities of drainage basins and corridors located within Adams County. Work cooperatively with municipalities to coordinate implementation of regional drainage plans.
- 7.1.c. Floodplain Development**—Restrict the elevation of permanent structures within designated floodplain areas and ensure that new development in the County maintains existing drainage flows and does not increase the risk of flooding.
- 7.1.d. Funding**—Explore funding solutions to urban drainage needs, including developer participation in funding necessary improvements.

POLICY 7.2: IMPROVE AIR QUALITY

Continually improve the County's air quality so that state and national standards for key pollutants are met or exceeded.

Strategies

- 7.2.a. Vehicle Miles Traveled**—Establish and support programs, including travel and demand management programs, mass transit, and bicycle trails and pathways, to reduce the growth of vehicle miles traveled by residents of the County. Refer to and coordinate with other regional transit studies that are relevant.

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- 7.2.b. **Wood Stoves and Fireplaces**—Offer incentives to reduce the number of existing non-certified wood stoves and conventional fireplaces, and prohibit installation of new non-certified wood stoves and fireplaces.
- 7.2.c. **Jobs/Housing Balance**—Continue to work towards an appropriate jobs/housing balance that will reduce the amount of out-of-county commuting by residents and employees.



Low-impact development encourages the use of methods to minimize water quality impacts from stormwater runoff, such as reducing impervious area, grass-lined drainage swales, and minimizing directly connected impervious areas.

POLICY 7.3: PROTECT WATER SUPPLIES

Preserve and enhance surface and groundwater quality and ensure the long-term viability of ground water supplies.

Strategies

- 7.3.a. **Onsite Wastewater Treatment System Impacts**—In consultation with Tri-County Health Department, establish standards and criteria for consideration of cumulative impacts of onsite wastewater treatment systems upon surface and groundwater quality.
- 7.3.b. **Minimize Non-Surface Runoff**—Continue to minimize non-treated surface runoff through low-impact development. Low-impact development encourages the use of methods to minimize water quality impacts from stormwater runoff, such as reducing impervious area, grass-lined drainage swales, and minimizing directly connected impervious areas.
- 7.3.c. **Long-Term Water Supply**—Continue to enforce provisions for development that require groundwater resources be demonstrated for 300 years to ensure long-term viability of ground water supplies.
- 7.3.d. **Certification of Water Provider Plans**—Continue to require that water providers work with the Colorado Department of Public Health and Environmental Water Quality Control Division to register as a public water system, obtain design approval, hire/maintain a certified operator, and monitor and report water quality as required by the Colorado Primary Drinking Water Regulations. In addition, continue to require that water providers be certified by the State Water Engineer or other qualified water engineer as a contingency of development approvals to verify the quantity of available resources.

POLICY 7.4: ENSURE PROPER DISPOSAL OF SOLID WASTE

Ensure that the health and welfare of citizens are safeguarded during the collection and disposal of solid waste.

Strategies

- 7.4.a. Resource Recovery and Recycling**—Reduce the amount of solid waste disposed in landfills through the implementation of effective resource recovery and recycling activities.
- 7.4.b. Adequate Disposal Sites**—Ensure that all municipalities and private haulers have designated disposal sites or transfer stations within a reasonable economic distance of their collection areas.
- 7.4.c. Subsidies**—Ensure that County citizens do not directly or indirectly subsidize the private operation of waste collection and disposal services.

RESOURCE EXTRACTION

Adams County contains sand, gravel, coal, oil and gas resources. The extraction of these resources contributes to the local economy, providing employment to County citizens and tax income to the government. Mining contributes to a healthy economy as readily available local sources lower the cost of shipping materials used in construction or to provide essential fuels. Sensitive extraction and reclamation practices are essential, however, to preventing potential negative impacts to the community from resource extraction activity.

POLICY 7.5: ESTABLISH REGULATIONS FOR RESOURCE EXTRACTION

Provide for the extraction of subsurface resources in accordance with State law, but require mitigation of undesirable impacts to the natural environment and community as well as plans for viable potential reuse of the land.

Strategies

- 7.5.a. Unreclaimed Lands**—Restore and enhance unreclaimed lands in and around river, creek, and drainage corridors.
- 7.5.b. Reclamation Requirements**—Require existing and future mining operations to reclaim lands during and after mining in an effort to create wildlife habitat, restore vegetation, contribute to flood



Provide for the extraction of subsurface resources in accordance with State law, but require mitigation of undesirable impacts to the natural environment and community as well as plans for viable potential reuse of the land.

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storage, and provide appropriate residential, commercial, recreational, or educational development opportunities.

- 7.5.c. Impact Mitigation**—Strengthen resource extraction regulations to require such uses to mitigate impacts to the natural environment, infrastructure, and the surrounding community. Require County review and approval of reclamation plans.
- 7.5.d. Multipurpose Uses for Reclaimed Land**—Encourage reclamation of extracted sites to be multipurpose in use (water storage, passive recreation, and wildlife habitat).
- 7.5.e. Implement Existing Plans**—Implement the recommendations set forth in the South Platte River Heritage Plan and Adams County Open Space, Parks, and Trails Master Plan regarding reclamation and reuse of sand and gravel extraction uses along the Platte River Corridor.
- 7.5.f. Compliance with Mineral Extraction Master Plan**—All mining and reclamation activities shall meet the requirements of the Adams County Mineral Extraction Master Plan.



Coordinate with utility providers on the location and placement of new substations, electric transmission lines, gas lines and other utilities to reduce potential impacts and land use conflicts.

UTILITIES

Utility infrastructure, such as substations, electric transmission lines, gas lines, and other utilities are necessary to serve growth in Adams County and the surrounding municipalities. Careful siting of this infrastructure and close coordination with the utilities and affected municipalities and residents can reduce potential land use conflicts and minimize impacts on the County's natural resources.

POLICY 7.6: MINIMIZE THE IMPACTS OF NEW UTILITY INFRASTRUCTURE

Coordinate with utility providers on the location and placement of new substations, electric transmission lines, gas lines and other utilities to reduce potential conflicts between land uses and to reduce potential impacts of new utility infrastructure on the County's natural resources.

Strategies

- 7.6.a. Coordination with Utility Providers**—Continue to coordinate with utility providers on service plans and the review of major developments to increase awareness and address potential conflicts early in the process.
- 7.6.b. Engage Utility Providers**—Engage utility providers in County-led planning efforts to ensure the location and type of planned

utility infrastructure are compatible with uses and activities being proposed and to promote increased awareness among area residents and property owners.

8. SUSTAINABILITY INITIATIVES

Adams County's Sustainability Program was established in 2010. To date, the program's focus has been on improving the efficiency of internal operations; however, efforts to expand the program's role in other County departments and community activities are underway and anticipated to increase. The program's two primary goals are to save taxpayer dollars and to reduce the County's impact on the environment. The County's Sustainability Management Plan was adopted in April 2012 as a next step in providing direction for the program.

Policies and strategies in this section are intended to increase awareness of the program, promote coordination among County departments, encourage the use of sustainable development practices in the design of new development, and to foster partnerships with local and regional organizations and agencies to help achieve a more sustainable and resilient Adams County.

POLICY 8.1: SEEK OPPORTUNITIES TO ADVANCE SUSTAINABILITY INITIATIVES

Continue to explore opportunities to advance sustainability initiatives within County operations and with outside partners.

- 8.1.a. Operational Efficiency**—Continue to pursue goals related to increasing the efficiency related to internal County operations (e.g., reduced energy and fuel consumption, waste diversion) and revisit these goals as needed to establish new targets.
- 8.1.b. Community Outreach**—Continue to seek opportunities to increase awareness of the County's sustainability initiatives and provide opportunities for community participation.
- 8.1.c. Staff Training**—Encourage staff training and educational activities to support the advancement of sustainability initiatives.
- 8.1.d. Integrated Plans and Policies**—Explore opportunities to expand and incorporate internal sustainability goals into new partnerships with other departments, non-profits, and partner agencies.



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- 8.1.e. Codes and Regulations**—Examine the 2009 Building Code and other County development standards and regulations to identify possible amendments needed to support the County’s sustainability initiatives, such as examining ways to support solar and wind energy.

POLICY 8.2: ENCOURAGE SUSTAINABLE DEVELOPMENT PRACTICES

Encourage site development and building construction techniques that support sustainable use of the land and conservation of resources.

Strategies



Ensure that new development and redevelopment provides for access to solar, wind, and other alternative energy sources.

- 8.2.a. Alternative Energy Access**—Ensure that new development and redevelopment provides for access to solar, wind, and other alternative energy sources. Development shall take advantage of topography and solar orientation to the end that good building sites are provided and utilities can be provided most economically.
- 8.2.b. Compact Development**—Encourage compact development near transit, employment and services, where possible, to allow for less dependence on automobiles and support for active travel demand management.
- 8.2.c. Major Natural Feature Conservation**—Conserve major natural features in neighborhoods (streams, slopes and natural habitats) as open space, and link those resources to public places by pedestrian and bike paths.
- 8.2.d. Green Building**—Promote the use of sustainable building and site design techniques that encourage use of renewable energy, support energy and water conservation, reduce the Heat Island Effect, and provide other benefits to the environment and community:
- Locate and orient buildings and landscaping to maximize solar access;
 - Design buildings to exploit natural ventilation, sunlight, shading, and views;
 - Utilize efficient building techniques and energy conserving technology;
 - Minimize construction waste;
 - Use recycled and/or low Volatile Organic Compound (VOC) building materials;

- Incorporate Best Management Practices for stormwater;
- Incorporate water conservation technology and practices;
- Allow for edible gardens and landscaping;
- Encourage initiatives to obtain renewable water and/or that promote the reuse and reclamation of current water resources;
- Encourage use of solar, wind, and other renewable energy technologies.

8.2.e. Landscape Regulations—Promote the use of xeriscape principles in landscaping for all future development. Discourage the prevalent use of water intensive lawns.

8.2.f. Flexibility in the Development Code—Explore changes to the Adams County Development Code that may be needed to allow practitioners the flexibility to introduce new approaches to designing and building safe, comfortable buildings through the introduction of innovative building technologies using alternative materials, design, methods of construction, and equipment.

POLICY 8.3: PROMOTE RESOURCE CONSERVATION

Recognize resource conservation as a primary form of efficiency and means of protecting environmental quality.

Strategies

8.3.a. Energy Code Requirement—Consider new energy code requirements that surpass the 2006 Energy Conservation Code for residential units to reduce the annual and peak energy consumption of homes.

8.3.b. Outdoor Lighting Code—Investigate revisions to the County Lighting Standards to minimize light pollution and maximize energy conservation by reducing electricity wasted through inefficient lighting.

8.3.c. Energy Efficiency Requirements—The County will adopt energy efficiency requirements for County-owned facilities, leaseholds, and County operations consistent with the Adams County Sustainability Management Plan.



Consider new energy code requirements that surpass the 2006 Energy Conservation Code for residential units to reduce the annual and peak energy consumption of homes.

9. PARKS, RECREATION, AND OPEN SPACE

Open space provides an important framework for land use planning and contributes significantly to the County’s character and to the quality of life of its residents. A range of active and passive open space and park types serve resident needs for recreation, enjoyment of nature and the outdoors, agricultural preservation, wildlife habitat, and aesthetic purposes, as well as protection of natural areas and community separators.

The policies and strategies below support the implementation of the objectives set forth in the Adams County Open Space, Parks and Trails Master Plan. These objectives promote the development of an interconnected and growing system of parks, trails, open space, and facilities that:

- Preserve and maintain areas with significant ecological, cultural, agricultural, and historical significance;
- Balance resource stewardship with quality customer service and visitor experience; and
- Promote inter-jurisdictional cooperation to create a seamless system of trails, parks, open space, and facilities in all of Adams County.

These policies and strategies should be applied in conjunction with the guiding principles and goals contained in the Adams County Open Space, Parks, and Trails Master Plan and the South Platte River Heritage Corridor Plan.

POLICY 9.1: IMPLEMENT THE OPEN SPACE, PARKS AND TRAILS MASTER PLAN

Continue to implement the Adams County Open Space, Parks and Trails Master Plan.

Strategy

- 9.1.a. Maintain Public Open Space Dedication Requirements for New Development**—Continue to require all new residential development approved by the County to provide appropriate private and public open space dedications, including trails and trail access as identified in the Open Space, Parks and Trails Master Plan, that are roughly proportional to the need created by the development.

- 9.1.b. Transfer of Development Rights Program**—Encourage the use of the County’s Transfer of Development Rights (TDR) program as a mechanism for preserving agricultural land and other open space.

POLICY 9.2: PRESERVE OPEN SPACE

Preserve open space to enhance the quality of life, shape urban areas, avoid development of environmentally sensitive areas, and preserve critical wildlife corridors and habitat.

Strategies

- 9.2.a. Plan Implementation**—Continue to implement the Adams County Open Space, Parks, and Trails Master Plan and the South Platte River Heritage Corridor Plan.
- 9.2.b. Create Regional Open Space Connections**—The County will continue to work with municipalities, adjacent counties, parks and recreation districts, DRCOG, and public and private agencies to establish an interconnected regional open space system.
- 9.2.c. Community Separators**—Encourage Adams County municipalities to maintain an open space buffer or separator between themselves and other municipalities where appropriate, utilizing creative land protection strategies that can benefit the landowners, communities, and Adams County. Develop IGAs between the County and municipalities to ensure the success and preservation of the community separator concept.
- 9.2.d. Acquisition Strategies**—Continue to implement the Public Land Dedication Fee and investigate additional alternative strategies, such as, but not limited to, the use of the County’s Transfer of Development Rights Program, or cooperative ventures with local land trusts in order to permanently preserve important open space areas, wildlife habitats and corridors, and other sensitive environmental areas in the County.
- 9.2.e. Barr Lake State Park Properties**—Encourage conservation easements and agricultural preservation around Barr Lake.
- 9.2.f. Development and Site Design Standards**—Revise zoning and land use regulations to include development and site design standards (e.g., tree and vegetation protection, stream corridor and wetlands setbacks, and ridge line protection standards).

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Consider incentives such as density bonuses to encourage creative site layouts that preserve existing trees and vegetation and protect prominent natural features, such as high plateaus, ridgelines, and bluffs.

POLICY 9.3: PRESERVE WATER CORRIDORS AND RESERVOIRS

Preserve the Clear Creek, Platte River, Beebe Draw, Box Elder Creek, Horse Creek, Lost Creek, Comanche Creek, Wolf Creek, and Kiowa Creek corridors, Barr Lake, and major reservoirs as important natural, wildlife habitat, and agricultural resources.

Strategies

- 9.3.a. Open Space, Parks, and Trails Master Plan**—Support applicable recommendations for actions contained in the Adams County Open Space, Parks and Trails Master Plan.
- 9.3.b. Development and Site Design Standards**—Revise zoning and land use regulations to include development and site design standards and consider incentives to encourage the use of clustering and other creative site layouts that preserve existing agricultural lands, open space, wildlife habitat, and sensitive environmental areas located within and along these key drainage corridors.
- 9.3.c. Rural Character Preservation**—Revise and supplement County zoning and subdivision provisions to preserve rural character.
- 9.3.d. Multipurpose Uses**—Encourage multipurpose use of water storage reservoirs including non-motorized recreation and wildlife habitat.



Preserve water corridors and reservoirs as important natural, wildlife habitat, and agricultural resources.

POLICY 9.4: PROTECT CULTURALLY AND HISTORICALLY SIGNIFICANT RESOURCES

Encourage partnerships between and among municipalities, communities, neighborhoods, the private sector, and Adams County to promote open space conservation, stewardship, and environmental education, and to protect culturally and historically significant resources

Strategies

- 9.4.a. Inventory**—Maintain an inventory of locally and regionally recognized culturally and historically significant resources in Adams County.

- 9.4.b. Mitigate Adverse Impacts**—Require that new development fully or substantially mitigate any identified adverse impacts on culturally or historically significant resources.

POLICY 9.5: PROVIDE A VARIETY OF RECREATION OPPORTUNITIES

Support the implementation of the varied recreational opportunities identified in the Open Space, Parks, and Trails Plan, including, but not limited to: fishing, cycling, trail-based recreation, bird watching and wildlife viewing, and outdoor and nature education.

Strategies

- 9.5.a. Implement Plan Policies**—Continue to promote and implement the recreation and tourism policies and strategies contained in the Open Space, Parks, and Trails Plan to help meet the recreational needs of residents and visitors.
- 9.5.b. Map Recreation and Tourism Resources**—Maintain a county-wide map of recreational and tourism related resources.
- 9.5.c. Information Brochure**—Create a driving tour and/or informational brochure highlighting historical, recreational, and tourism related assets in the County.
- 9.5.d. Requirements for New Development**—Strengthen and enforce regulations requiring the construction or funding of recreational facilities with new development.



Provide a variety of recreation opportunities through the implementation of the Open Space, Parks, and Trails Plan.

10. AGRICULTURAL LANDS

Adams County has a rich agricultural heritage. Although not as prominent as in the past, farming and ranching continue to play an important role in the County economy. As the urban areas grow, landowners face increasing pressure to develop land on the urban fringe due to the fact that development has potential to yield a higher profit margin than agriculture. In addition, agricultural preservation promotes local food production and promotes access to healthy food. The following policies and strategies are intended to support the implementation of the Adams County Open Space, Parks, and Trails Plan.



The County will maintain a database of land with the most productive irrigated soils as defined by the Natural Resources Conservation Service.

POLICY 10.1: CONSERVE HIGH QUALITY AGRICULTURAL LANDS

Protect high quality agricultural lands in Adams County.

Strategies

- 10.1.a. Identify Prime Agricultural Lands**—The County will maintain a database of land with the most productive irrigated soils as defined by the Natural Resources Conservation Service.
- 10.1.b. Support Local Food Production**—The County will support creation of a local food production district, based on small farms and cottage businesses, providing fresh, locally-grown foods for residents.
- 10.1.c. Compatible Uses**—Maintain the integrity of sensitive agricultural lands by keeping non-rural commercial, estate residential, or other potentially disruptive uses separate from agricultural activities where necessary in order to preserve the County’s agricultural economic base.
- 10.1.d. Water Rights**—Take steps to retain and protect existing water rights for use in the County, including negotiating with any independent water suppliers to forgo sale of water rights outside the County and negotiating with shareholders in cooperatives that share rights that may want to relinquish or sell their water rights.
- 10.1.e. Conservation Regulations and Tools**—Continue to use open land conservation tools that help to preserve agricultural lands, such as density transfers, purchase of development rights, coordination with private land trusts, conversion taxes (e.g., transfer tax, development tax, or land capital gains tax), and other tools that discourage excessive conversion of agricultural land to nonagricultural uses.

POLICY 10.2: ADDRESS TRANSITIONS FROM AGRICULTURAL LAND

Address the relationship between the development and agricultural transition areas through a variety of tools including the use of cluster residential development, parks, open space, and buffering through landscaping and other types of screening.

Strategy

- 10.2.a. Reclassification**—Allow flexibility for reclassifying agricultural and agricultural production areas that are not high quality to other appropriate uses.
- 10.2.b. Buffering**—Establish open space buffer requirements for proposed development adjacent to agricultural production areas to minimize land use conflicts.

11. ESTATE RESIDENTIAL DEVELOPMENT

Most of Adams County residents live in either one of the County's municipalities and towns or within their respective urban growth areas. Housing in the unincorporated County is typically located at the edge of communities or in more rural and remote areas and tends to be non-urban in scale (e.g., consisting of single-family houses on large lots generally 1 acre or larger).

Estate Residential development (in which residential lots are greater than one-acre and less than thirty-five acres) should be permitted only where the significant impacts of such developments may be adequately addressed. Such developments are commonly associated with the following issues:

- **Cost of Services**—Estate Residential development rarely pays its own way relative to the demands placed on County services and infrastructure;
- **Adequate Public Facilities**—It is often very difficult to provide adequate public services, particularly schools and parks, to a scattered resident population such as typically found in these developments; and
- **Adverse Impacts on Transportation Network**—Low-density exurban developments tend to have adverse impacts on the County's transportation network.

- **Reduction and Fragmentation of Agricultural Lands**—The proliferation of Estate Residential development in unincorporated areas of the County can result in the fragmentation of active agricultural areas and a reduction in the overall quantity of active agricultural lands in the County.

An alternative to the dispersed pattern of Estate Residential development is the clustering of houses on smaller lots while conserving large areas for agriculture or open space. The following policies and strategies are intended to guide the location and form of future estate residential development.



Allow Estate Residential development only where a Rural Estate land use pattern is already established or where such patterns may be appropriately extended.

POLICY 11.1: PERMIT ESTATE RESIDENTIAL DEVELOPMENT IN TARGETED LOCATIONS

Allow Estate Residential development only where a similar land use pattern is already established or where such patterns may be appropriately extended.

Strategies

- 11.1.a. Established Areas**—Allow Estate Residential development as an appropriate land use only in areas established for such development in designated TDR receiving areas and other areas designated on the Future Land Use map.
- 11.1.b. County Services**—In considering extensions of Estate Residential development to areas not specifically designated for such development on the Future Land Use map, evaluate the ability of the proposed development to defray costs associated with extending County services to the development. This shall include consideration of initial costs for construction of services, as well as long-term operations and maintenance costs.
- 11.1.c. Preserve Character and Quality of Area**—Any location of Estate Residential development within areas otherwise designated for agriculture or agriculture production should not unduly impinge upon the agricultural/rural character or the environmental quality of the area.

POLICY 11.2: IMPLEMENT DEVELOPMENT STANDARDS

Adopt development standards to ensure quality rural Estate Residential development that is sensitive to environmental and natural features.

Strategies

- 11.2.a. Preserve Important Lands**—Encourage the use of clustering and other development techniques that preserve existing agricultural lands, open space, view corridors, wildlife habitat, and sensitive environmental areas, such as key drainage basins.
- 11.2.b. Preservation of Private Open Space**—Strengthen provisions in the Zoning and Subdivision Regulations requiring preservation of private open space within a subdivision or residential development, including set-asides for trails and trail access identified in the Adams County Open Space, Parks, and Trails Master Plan. Set-asides for private open space should be roughly proportional to the need created by the development and should give priority to lands that preserve view corridors, wildlife habitat, and other sensitive natural areas.
- 11.2.c. Design Standards**—Revise and supplement County design standards to ensure appropriate standards governing rural residential streets, provision of adequate public facilities and service prior to or concurrent with development, and preservation of rural character, including consideration of the treatment of fences/walls, building design, landscaping, and preservation of open space.
- 11.2.d. Paved Roads**—Require all roads in Estate Residential and rural subdivisions to be paved.
- 11.2.e. Transfer of Development Rights**—Encourage developers to utilize the Transfer of Development Rights program detailed in Chapter 5 of this document.



Allow Estate Residential development only where a Rural Estate land use pattern is already established or where such patterns may be appropriately extended.

POLICY 11.3: DISCOURAGE NEW, URBAN RESIDENTIAL IN AREAS DESIGNATED FOR ESTATE RESIDENTIAL

Discourage the creation of new, urban residential communities within areas designated for Estate Residential development under this Comprehensive Plan unless it can be demonstrated that: adequate municipal or special district services can be provided; that there will not be adverse impacts on existing groundwater resources; that applicable County services may be furnished without unacceptable fiscal or operating burdens; and that such

development will not adversely impact the rural character or environmental quality of the area.

Strategies

- 11.3.a. Fiscal Impact Analysis**—Do not rezone more land to more intensive residential uses unless a fiscal impact analysis is completed detailing the potential infrastructure and other costs associated with the proposed development, and how such costs will be paid for by the development.
- 11.3.b. Potential Impacts**—Do not rezone land to more intensive residential uses if such action would result in unmitigated impacts on agriculture, other existing uses, or the environment, including surface and groundwater water resources.
- 11.3.c. Compatibility**—Do not rezone land to more intensive residential uses if such action would be incompatible with surrounding community character in terms of building scale/mass, architectural design, street layout and design, setbacks, and other similar factors.

POLICY 11.4: INFORM DEVELOPMENT OF POTENTIAL AIRPORT-RELATED IMPACTS

Alert future residents of Estate Residential development of any potential airport-related impacts.

Strategy

- 11.4.a. Easements of Notice**—Continue to require avigation easements and/or notice to prospective purchasers of residential property located within two miles (or other appropriate distance) of the 60 Ldn noise contour associated with the full build out of Front Range and Denver International Airports.

12. HAZARD MITIGATION

A key goal of this Plan is to protect the health, safety, and welfare of Adams County’s inhabitants. The following policies and strategies are intended to reduce injuries and loss of life; trauma; damage to property, equipment and infrastructure; community disruption; and economic, environmental, and other losses caused by natural and industrial hazards that are likely to impact the County resulting in a more resilient and sustainable Adams County.

These policies and strategies are intended to be applied in conjunction with the Capabilities Assessment in Appendix B of this Plan and the Hazard Identification and Risk Assessment (HIRA) contained in Appendix C of this Plan as well as other policies and strategies contained in this Plan.

POLICY 12.1: REDUCE RISK AND EFFECTS OF NATURAL AND INDUSTRIAL HAZARDS

Reduce risk and effects of natural hazards and minimize loss of life and property from natural and industrial hazard events and protect public health and safety.

Strategies

- 12.1.a. Natural Resource Protection**—Protect and enhance Adams County natural resources by adopting and implementing sustainable policies that have few or no negative impacts and have positive environmental effects whenever possible.
- 12.1.b. Preventive Measures**—Expand mapping, regulations, and loss-prevention programs in areas with high risks and catastrophic potential where additional safety considerations are warranted.
- 12.1.c. Protect Public Health and Safety**—Take proactive steps to protect Adams County inhabitants through the development of improved Safe Rooms, and warning and communication systems.

POLICY 12.2: INCREASE PUBLIC AWARENESS OF HAZARD RISKS

Increase public awareness of risk from natural and industrial hazards through public education and awareness campaigns as well as proactive warnings.

Strategies

- 12.2.a. Public Information and Education**—Improve public awareness of natural and industrial hazards in general and at specific high-risk locations; and give people knowledge about measures they can use to protect themselves, their property, and their community.
- 12.2.b. Emergency Services**—Identify the needs and implement additional emergency operation plans and services for areas at high risk including additional prediction forecasting capability, emergency alerts, and education and outreach activities.



Proactive risk-reduction measures such as underground tornado shelters can help minimize loss of life due to natural hazards.

POLICY 12.3: LIMIT BUILDING IN HIGH-RISK AREAS AND IMPROVE DISASTER PREVENTION

Limit building in high-risk areas and improve disaster prevention through regulations and design standards for hazardous materials facilities.

Strategies

- 12.3.a. Structural Projects**—Obtain funding for and implement projects that can reduce the impacts of natural and industrial hazards with consideration for comprehensive solutions in accord with resilient and sustainable implementation and management plans.
- 12.3.b. Property Protection**—Identify and protect people, structures, critical facilities, and critical infrastructure that are vulnerable to natural and industrial hazards.
- 12.3.c. Regulations and Design Standards**—Evaluate and strengthen County regulations related to hazardous materials facilities to minimize potential conflicts with other uses and to define hazardous materials thresholds that trigger additional requirements.

13. COMMUNITY AWARENESS AND ENGAGEMENT



The County will continue to support Organized Citizen Groups and seek new ways to engage the community.

Adams County recognizes the importance of involving residents, property and business owners, and other stakeholders in planning and development processes. The County's Organized Citizen Groups provide opportunities for County residents to represent them in official business with the County. These groups receive notice of proposed development projects and policy changes, and may represent residents in land use cases. They also serve as a point of contact for County staff when creating neighborhood and sub-area plans. Currently the established Organized Citizen Groups include residents of neighborhoods in the southwestern area of the County. Looking to the future, the County envisions expanding this program to other areas of the County, including additional residential neighborhoods, as well as mixed-use and employment areas. Expansion of the program to mixed-use and employment areas would necessitate involvement beyond residents, and would involve representatives from area businesses and organizations.

The County has also committed to a Strategic Reform Plan, which aims to improve accountability, best practices, integrity, and transparency of government and its processes for residents. Open Adams is the Adams County web portal for residents and the County itself to collaborate, communicate, and improve government standards in Adams County. There are five themes that are integral to the success of Open Adams: communication, performance management/report card, structure, policies/procedures/workflows, and continuous improvement.

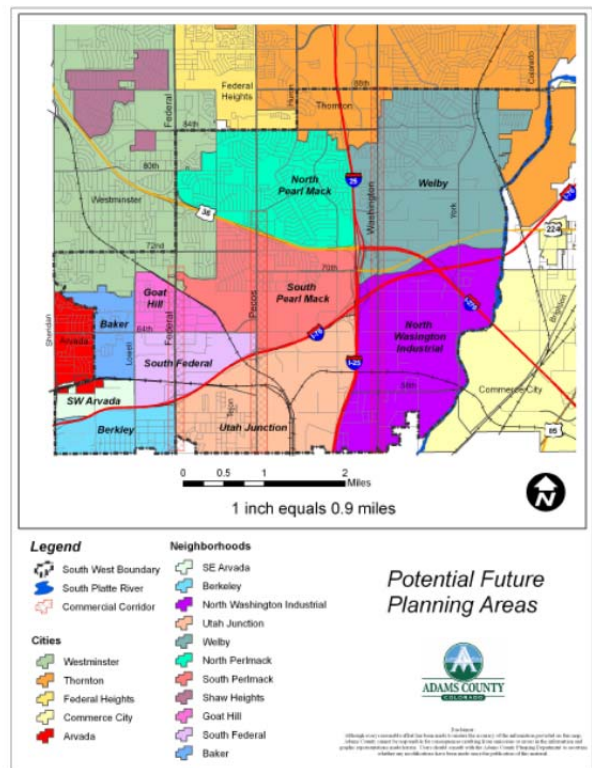
POLICY 13.1: SUPPORT AND EXPAND ORGANIZED CITIZEN GROUPS

Continue to support Organized Citizen Groups, encourage them to be open and accessible to all property owners, and promote the expansion of existing groups or addition of new groups to include business and property owners, where appropriate.

Strategies

13.1.a. Existing Organized Citizen Groups—The County will continue to support Organized Citizen Groups in the following ways:

- Provide support to residents when forming an Organized Citizen Group;
- Provide written notification to the Group’s Board about meetings of the Planning Commission, Board of County Commissioners, and any advisory board or commission on projects which may affect the Group;
- Provide general information regarding County services and activities available to residents of the neighborhood;
- Assist with creating a neighborhood plan, including but not limited to technical assistance with neighborhood mapping, research, plan layout and structure, and printing; and
- Support for implementing designated activities contained in an adopted neighborhood plan.



The Southwest Adams County Framework Plan identifies a series of potential future planning areas in the Southwest area of the County to support the efforts of existing and future Organized Citizen Groups.

13.1.b. Formation of New Groups—The County will encourage and assist residents, property and business owners, and other stakeholders in organizing new groups to address area-specific issues relating to neighborhood and community livability, as well as groups to address issues and opportunities related to area revitalization and economic development. New Groups should be established in accordance with the following standards:

- **Membership** - The membership of an Organized Citizen Group shall not be limited by race, creed, color, sex, age, heritage, national origin, or income. Any resident, business owner or owner's representative, nonprofit organization's representative, or property owner who resides, owns property, or maintains a business within the recognized boundary of an Organized Citizen Group shall be eligible for membership.
- **Boundaries** - The boundaries of an Organized Citizen Group shall be defined by the association membership. These boundaries must be mutually exclusive of other formally recognized Groups and must remain wholly within unincorporated Adams County. The Planning Commission is authorized to make adjustments to boundaries if necessary to avoid creation of an area that is excluded from any Organized Citizen Group representation.
- **Bylaws** - To gain recognition by the County, an Organized Citizen Group must first adopt written bylaws providing:
 - A. Officers be elected on a regular schedule at least bi-annually
 - B. Meetings shall be conducted in conformance with public open meetings law when the Group meets to act in an advisory capacity to the County. Advisory capacity exists when the County requests or the Group on its own accord seeks to act in an advisory capacity to the County. Written minutes are required according to the open meetings law and those minutes should show minority opinions and a list of voting members. Copies of approved minutes and sign-in lists should be available to the County for public review.
 - C. A description of the OCG boundaries and a current list of the Group's officers and their addresses must be provided to the County annually.

- D. A minimum of one general meeting shall be held each calendar year and the time, place, and purpose of each meeting be well publicized throughout the area at least two weeks prior to the meeting.
- E. Neighborhood meetings should be held in a handicap accessible location, with child care available and translation provided for non-English speaking residents.
- F. The County shall be informed of any changes to the Citizen Group’s bylaws.
- G. Procedures shall be in place describing the number of members required for a quorum, how votes are taken and recorded, and the action necessary to file an appeal.

13.1.c. Web Portal—Establish a web portal for Organized Citizen Groups that identifies the name and boundary of each existing group and provides a contact person, meeting times and locations, and other essential information.

13.1.d. Annual Performance Criteria – The County will explore the need to establish performance criteria for Organized Citizen Groups in order for them to maintain their referral status with the County. Such criteria would encourage the use of annual reports provided by the Organized Citizen Groups to document the Groups’ compliance with performance criteria.

POLICY 13.2: PROMOTE AN OPEN AND TRANSPARENT COUNTY GOVERNMENT

Promote open communication, government accountability, and transparency by continuing to maintain a centralized access point (Open Adams) for the public to monitor the County’s annual progress toward adopted goals.

13.2.a. Communication—The County will continue to communicate in a way that promotes meaningful engagement and participation and efficiency through use of Open Adams, development of a comprehensive communications plan, public opinion polling, and other means.

13.2.b. Coordinated and Efficient Outreach – The County will work to enhance the coordination among County departments and functions, such as planning, safety, and code enforcement when conducting outreach to neighborhoods, property and business



Chapter 3: Countywide Policies & Strategies

owners, and Organized Citizen Groups to promote the effectiveness and efficiency of outreach efforts.

13.2.c. Performance Management—The County will continue to develop a performance management tool or report card to define, measure, and report the County’s performance and to create transparency and accountability for the attainment of quality government services.

13.2.d. Budgeting – The County will maintain transparency throughout all aspects of the budgeting process, including preparation of the County’s Capital Improvement Plan, collection and administration of taxes, compliance with Colorado laws, and preparation of the County’s annual budget.

13.2.e. Capital Improvement Plan Review Process— Establish a Capital Improvement Plan process that includes both internal and external review and collaboration.

Chapter 4. Area-Specific Policies & Strategies

The following set of policies and strategies are area-specific rather than countywide. Accordingly, each of the following sections provides a brief description of the particular issues and opportunities relevant to each area, and a map of where in the County these policies and strategies are applicable. Area-specific policies and strategies address the following areas:

- Southwest Area
- Agricultural Tourism Study Area
- E-470 Corridor
- DIA Environs
- I-70 Corridor/Front Range Airport
- Eastern Plains

These policies and strategies are intended to be applied in conjunction with countywide policies and strategies contained in Chapter 3, as applicable.

14. SOUTHWEST AREA

The southwest portion of the County contains most of the older, more urbanized unincorporated areas, and contains a wide range and mix of land uses. As such, the southwest area is subject to a diverse range of issues and opportunities.

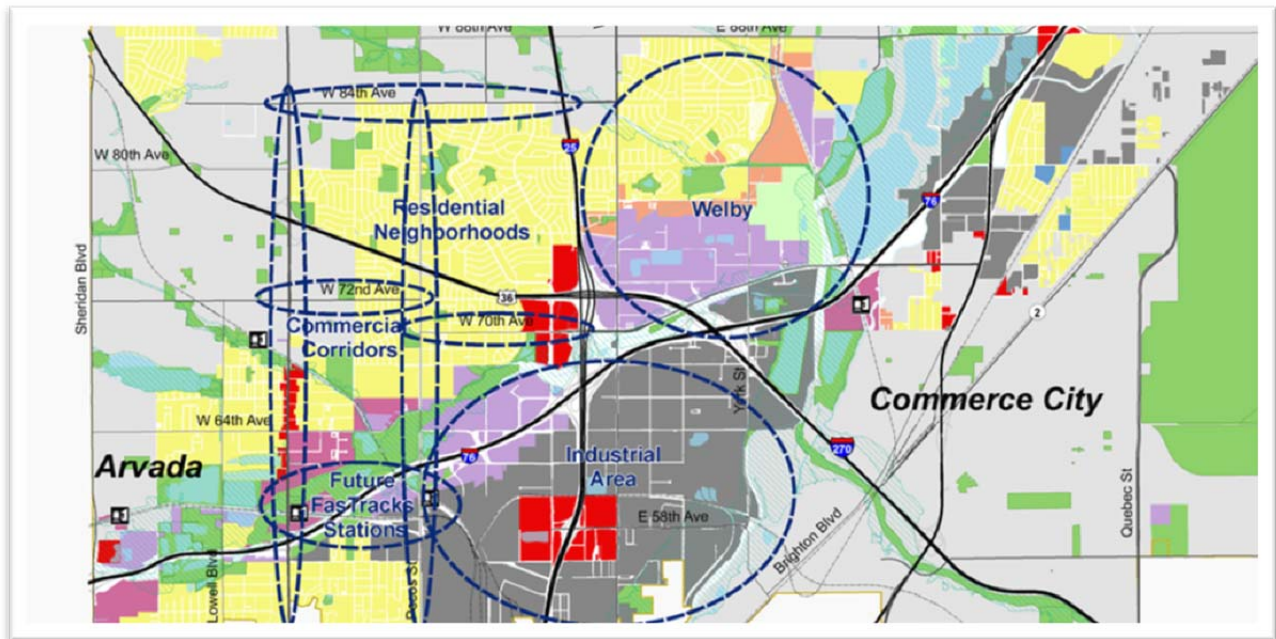
The Southwest Area Framework Plan provides a foundation for future planning and redevelopment efforts in southwest Adams County. The plan provides an inventory of conditions and needed improvements in the area. It is intended to serve as a guiding document throughout the many years it will take to complete the neighborhood plans, corridor plans, and other redevelopment efforts needed to improve southwestern Adams County. The policies and strategies below address specific issues and opportunities within the Southwest Area that

Chapter 4: Area-Specific Policies & Strategies

emerged through the planning process. They are intended to reinforce and in some cases—supplement—the Southwest Area Framework Plan.

The southwest area adjoins a number of municipalities, including Arvada, Commerce City, Denver, Federal Heights, Thornton, and Westminster. A high degree of coordination will be required between the County and these municipalities if the goals of this Plan are to be realized. One of the particular challenges of this area involves the enclaves of County development in various locations within municipal growth areas.

Figure 1: Southwest Area (See Future Land Use Map for land use descriptions.)



INDUSTRIAL DEVELOPMENT

Description

Existing industrial uses in the southwest area are concentrated primarily along the I-76 corridor and south of SH 224.

Issues and Opportunities

Adams County is home to the largest and fastest growing industrial submarket in the metro area and the southwest area of the County contains the largest concentration of industrial land uses. Furthermore, industrial land in the Denver metro area is being gradually displaced through revitalization efforts that encourage infill and redevelopment for housing and other uses. This presents opportunities for the County

to accommodate new industrial users and to continue to embrace the role industrial uses play in the economy.

These opportunities will not be without challenges. Years of heavy industrial use mean the presence of facilities that store or use hazardous materials, former landfills, failing septic systems, contamination from prior activities, and air quality concerns all present significant issues. The presence of incompatible uses, such as single-family residences, amid industrial areas also create challenges in some locations.

The policies and strategies below support the retention of targeted industrial areas in the County over time, with an emphasis on reducing land use conflicts and environmental hazards over time—both hazards associated with former or existing uses and those potentially associated with future uses.

POLICY 14.1: PROMOTE CLEAN INDUSTRIAL USES

Encourage development and redevelopment of a range of industrial uses in the Southwest Area, with particular emphasis on new clean and/or light industrial uses.

Strategy

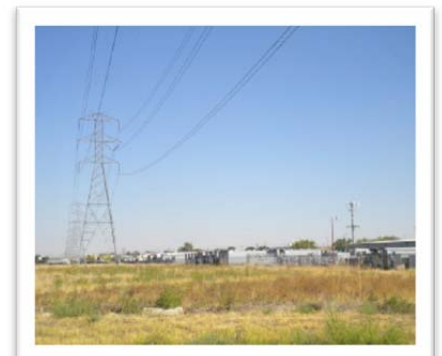
- 14.1.a. Zoning Provisions**—Review and revise industrial land uses allowed by the zoning provisions to permit clean and/or light industrial uses by-right, permitting heavy industrial uses with the potential for significant environmental impacts only after review pursuant to detailed criteria/standards and final approval by the County Commissioners.
- 14.1.b. Locational Standards**—Establish locational standards for new industrial uses that limit the presence of hazardous materials facilities within a certain distance of residential neighborhoods, schools, hospitals, senior centers, and other similar uses.

POLICY 14.2: REVITALIZE OLDER INDUSTRIAL AREAS

Revitalize older industrial areas to preserve jobs and take advantage of existing infrastructure.

Strategies

- 14.2.a. New Development**—Invest in infrastructure improvements
- 14.2.b.** required to attract and support new industrial developments when the economic advantages are greater than the costs of investment.



Review and revise industrial land uses allowed by the zoning provisions to permit clean and/or light industrial uses by-right.

Chapter 4: Area-Specific Policies & Strategies

14.2.c. Environmentally Contaminated Properties—Investigate applicability of the federal EPA's Brownfields programs and Colorado Department of Health programs to enable industrial and commercial reuse of environmentally contaminated properties in the County. Continue to require testing and/or mitigation when development occurs in Flammable Gas Overlay areas.

14.2.d. Nonresidential Use Standards—Continue to utilize and monitor the effectiveness of performance standards (noise, odor, vibrations, air quality, landscape buffering) for nonresidential uses to avoid negative impacts on surrounding residential uses.

POLICY 14.3: MAINTAIN OPPORTUNITIES FOR HEAVY INDUSTRIAL USES

Maintain opportunities for heavy industrial uses as a key component the County's employment base in the North Washington area generally defined as the area south of I-76 and SH 224, west of the Platte River and east of Pecos.

14.3.a. Zoning Provisions—Review and revise industrial land uses allowed by the zoning provisions to prohibit new residential uses and other uses that conflict with and may be negatively impacted by industrial operations within or immediately adjacent to the above defined area.

14.3.b. Existing Uses—Encourage existing uses that are incompatible with heavy industrial users and that place occupants at a higher risk for exposure to noise, pollutants, and other hazards (e.g., existing single-family residential) to phase out over time. Work with property and business owners in the area defined above to identify opportunities to rezone existing residential properties to industrial as attrition occurs.

14.3.c. Consolidation of Lots—Encourage the assemblage of smaller lots in the area to increase opportunities for new industrial users over time.

WELBY

Description

The Welby area is generally located north of I-76, east of I-25, south of 88th Avenue, and west of the Platte River. The area features a diverse



Maintain opportunities for heavy industrial uses as a key component the County's employment base in the North Washington area generally defined as the area south of I-76 and SH 224, west of the Platte River and east of Pecos.

mix of uses that includes single and multifamily residences, commercial businesses, agriculture, and industry.

Issues and Opportunities

The Welby area's diverse mix of uses and eclectic character is valued by area residents and reflects its unique history. However, as the diversity of uses in the area has increased over time, conflicts between different uses, such as conflicts between the residential neighborhood and industrial operations, have emerged. Moreover, the mixed-use nature of this area has led to a lack of clarity and predictability in terms of what is envisioned and permissible in terms of existing and future land uses. The older nature of this area also means that infrastructure is aging and there are opportunities to address some of these deficiencies as future development and redevelopment occurs.

Several potential issues and opportunities were identified through the *Imagine Adams County* process that will require further discussion with area property owners, business owners, and residents as part of a future subarea planning effort:

- **Existing Conditions Analysis**—Although an assessment of countywide existing conditions was developed as part of the *Imaging Adams County* process, a detailed assessment of trends, existing conditions, strengths, and weaknesses is needed for the Welby area as a foundation for a future subarea planning effort. Population and employment trends, existing land uses, overall land use mix, zoning, market demand, existing and planned infrastructure and services, school capacities and projections, existing and planned transportation enhancements, and other issues as appropriate should be incorporated as part of the analysis.
- **Land Use Mix**—A more detailed Future Land Use map is needed for the Welby area to guide the appropriate mix, intensity, and distribution of land uses over the next ten to twenty years. While the countywide Future Land Use map designates much of the area as Mixed-Use Employment (See Table 5.1—Land Use Categories for definition), a more refined delineation of uses is needed at the subarea level. This will require a parcel-by-parcel analysis of established uses and opportunity areas and in depth discussion with area residents and property and business owners. Until a more detailed land use plan can be developed,

Chapter 4: Area-Specific Policies & Strategies

additional residential development should be carefully evaluated to minimize future conflicts.

- **Major Improvements and Planning Studies**—Several major improvements or planning studies are planned or underway near Welby that may present specific issues and opportunities for the area. These include, but are not limited to: future FasTracks stations to the north and southeast, the Thornton Urban Center process, and the potential extension of Colorado Boulevard.
- **Clear Creek Trail**—Although the proximity of the Welby area to the Clear Creek Trail is an asset, concern about public safety is an ongoing challenge. Opportunities to further integrate the trail system with the Welby area and to promote the historic and cultural resources associated with the corridor should be considered.
- **Enhanced Standards**—While the County currently has performance standards for non-residential uses, they should be reviewed and updated as needed to ensure future conflicts related to hours of operation and truck traffic in particular are addressed.
- **Community Commitment**—Welby residents, property and business owners, members of the school district, and faith-based leadership, and other area stakeholders have expressed a willingness to work together to create a common vision that increases predictability for existing and future residents or business owners and minimizes conflict.
- **Historic, Civic, Cultural Attractions**—Opportunities to establish civic or cultural attractions that reinforce the unique history and character of the area, preserve the area’s historic resources, and promote its vitality should be explored through the subarea planning process.
- **Corridor Revitalization**—Opportunities to partner with adjoining cities to promote the revitalization of the Washington Street and York Street corridors should be explored to encourage compatible development, increase the availability of daily services within the Welby area, and to enhance the image of these important County and community gateways.

POLICY 14.4: PROMOTE REINVESTMENT AND REDUCE LAND USE CONFLICTS

Encourage reinvestment in the Welby area and minimize conflicts between existing and future uses as development occurs over time.

Strategies

- 14.4.a. Subarea Plan**–Collaborate with residents, property and business owners, service providers and stakeholders to develop a clear vision, supporting polices, and implementation strategy as part of a subarea plan for the Welby area. Explore each of the issues and opportunities identified above as part of the subarea plan process and others as appropriate.
- 14.4.b. Public Infrastructure Improvements**–Continue to make public infrastructure improvements– such as installing curbs and gutters, incorporating sidewalks where they are currently lacking, improving roadways, pedestrian/trail connections, and park facilities—to enhance the image of the Welby area and improve the health and quality of life of area residents and business and property owners.
- 14.4.c. Nonresidential Use Standards**–Continue to utilize performance standards (e.g., noise, odor, vibrations, air quality, landscape buffering.) for nonresidential uses to avoid negative impacts on surrounding residential uses. Review and revise performance standards as needed to address issues such as traffic mitigation, hours of operation, and others that emerge from the subarea planning process.

RESIDENTIAL NEIGHBORHOODS

Description

Residential neighborhoods in the southwest area include: North Perl Mack, South Perl Mack, Goat Hill, South Federal, Baker, Shaw Heights, Southeast Arvada, Berkeley, and Guardian Angel.

Issues and Opportunities

Most of the residential neighborhoods in the southwest area were developed during the post-WWII era, although pockets of homes and other development exist that date much earlier. Because of their age and an extended period of disinvestment, each neighborhood faces unique challenges. Aging infrastructure and conflicts between established uses and new development are two of the most common

issues. Code enforcement and the protection of historic resources are also a concern for many residents.

Focused planning has been completed for several areas, such as the Berkley Neighborhood, but additional work will be needed. The Southwest Adams County Framework Plan identifies priority areas for future sub-area planning as Goat Hill, Berkeley (update to existing neighborhood plan), and Southeast Arvada. Use conflicts and recent development pressures in the Welby neighborhood were a key issue identified as part of the comprehensive plan process and may warrant inclusion as part of future sub-area planning efforts.

The policies and strategies below address issues that emerged from the comprehensive plan process, unique to the southwest area's neighborhoods. They are intended to reinforce and supplement the Southwest Adams County Framework Plan.

POLICY 14.5: MAINTAIN AND ENHANCE THE QUALITY OF EXISTING RESIDENTIAL NEIGHBORHOODS

Maintain and enhance the quality of existing residential neighborhoods.

Strategies

- 14.5.a. Southwest Area Plan**—County land use decisions will be consistent with the Southwest Adams County Framework Plan.
- 14.5.b. Public Infrastructure Improvements**—Continue to make public infrastructure improvements— such as installing curbs and gutters, improving roadways, pedestrian/trail connections, and park facilities—to enhance the image of established residential neighborhoods and improve the health and quality of life of area residents.
- 14.5.c. Service Delivery**—Make service delivery patterns more efficient through intergovernmental agreements with adjacent municipalities or service districts in the area.

COMMERCIAL CORRIDORS

Description

Major commercial corridors in the southwest area include north south corridors such as Washington and York Streets, and Federal, Sheridan, and Lowell Boulevards, as well as east/west corridors such as 84th, 72nd, and 64th Avenues.

Issues and Opportunities

Major arterial roadways in the southwest area contain a considerable amount of older strip commercial development, much of it underutilized. The stabilization and potential redevelopment of these areas will be an ongoing challenge. These areas also serve as potential gateways into the County, reinforcing the need to enhance their appearance.

POLICY 14.6: REVITALIZE EXISTING COMMERCIAL CORRIDORS

Enhance the quality of existing commercial corridors along Federal Boulevard, Lowell Boulevard, Pecos Street, and Washington Street.

Strategies

- 14.6.a. Commercial Development Standards**—Add commercial development standards to the zoning and subdivision regulations to improve the visual appearance and quality of future development along major corridors in the southwest area and provide enhanced pedestrian and bicycle access from adjacent neighborhoods. Regulations should address, but not be limited to landscaping, streetscape requirements, sign controls, and access management standards.
- 14.6.b. Alternative Financing Mechanisms**—Explore alternative financing mechanisms for use along major corridors and sub-areas (e.g. local improvement districts, TIFF) as a means of financing recommended improvements.
- 14.6.c. Intergovernmental Cooperation**—Explore opportunities to partner with adjoining municipalities on future corridor studies to leverage available resources, promote revitalization, and ensure consistency in standards as improvements are made over time.

POLICY 14.7: EXPAND THE AREA’S ROLE AS A COUNTY GATEWAY

Enhance the area’s role as an important county gateway.

Strategies

- 14.7.a. Entryway Image**—Initiate landscaping, streetscaping, and buffering programs to improve the entryway image of the County as viewed from I-70, I-25, and I-76 and key highway exits into the County.

14.7.b. Screening and Buffering—Require enhanced buffering for new development along the I-70, I-25, and I-76 corridors, and require screening for new outdoor storage and activities visible from I-70, I-25, and I-76.

14.7.c. Signs—Review and update sign ordinance provisions, including control of off-premises signs, applicable to private lands visible from I-70, I-25, and I-76 and key highway exits into the County.

FUTURE FASTRACKS STATIONS

Description

Two transit stations are planned in unincorporated Adams County as part of RTD's FasTracks project: the Clear Creek at Federal station on the Gold Line and the Pecos Junction station that potentially will serve as a transfer station between the Gold and the Northwest commuter rail lines.

Issues and Opportunities

Recognizing the significant opportunity associated with the planned transit stations, the County established initial goals and a planning framework for transit-oriented development in the Transit Oriented Development and Rail Station Area Planning Guidelines amendment to the comprehensive plan in 2006. The County refined these goals and conducted more detailed planning for the Pecos and Federal stations as part of the Clear Creek Valley TOD Plan in 2009. Building on that effort, the Clear Creek Transit Village PUD was initiated by property owners for a site north of Clear Creek and west of Federal, establishing detailed development standards and guidelines for the property.

Several factors will influence the implementation of the County's vision for the station areas:

- Existing industrial uses on many parcels remain viable, particularly near the Pecos Junction, and in some cases reflect recent investment on the part of property and business owners.
- Market demand for higher-intensity mixed-use development in this location may take a number of years to materialize.
- The County's existing line up of zone districts does not include a Transit-Oriented Development (TOD) District and development standards that would support desired uses. Applicants would need to use the PUD process—as was the case

with the Clear Creek Transit Village PUD—which can add significant time and expense to the submittal process.

- Infrastructure investments are needed to address floodplain and access issues.

POLICY 14.8: SUPPORT THE REVITALIZATION OF FUTURE STATION AREAS OVER TIME

Support the redevelopment of the Clear Creek at Federal and Pecos Junction station areas consistent with the Clear Creek Valley TOD Plan.

- 14.8.a. Clear Creek at Federal Station**—Support the creation of a new compact, mixed-use community that includes retail, employment, entertainment, and residences within walking distance of the transit station, consistent with the Clear Creek Valley TOD Plan.
- 14.8.b. Pecos Junction Station**—Encourage the development of a mixed-use employment area at the Pecos Junction station, focused primarily on office, commercial, and industrial uses. Residential uses may be considered in limited cases if potential hazards can be mitigated.
- 14.8.c. Urban Center Designation**—Continue to pursue the designation of both station areas as an urban center within DRCOG’s Metro Vision planning efforts.
- 14.8.d. TOD Zoning**—Develop a TOD zone district and development standards to support the mix of uses, development intensities, and character desired in both station areas. Apply the zone district and standards through rezoning request as well as through the PUD process as a foundation for more tailored standards.
- 14.8.e. East-West Connections**—Explore the feasibility of both roadway system options needed to enhance east-west connections between the two stations, as outlined in the Clear Creek Valley. Consider public/private partnerships in the implementation of the preferred option.
- 14.8.f. Clear Creek Open Space**—Adapt the extent of the Clear Creek Open Space to the preferred east-west roadway connection option and tailor programmed uses to fit that option, in accordance with the Clear Creek Valley TOD Plan.

15. AGRICULTURAL TOURISM STUDY AREA

DESCRIPTION

The concept of establishing an Agricultural Tourism Study Area south of the City of Brighton emerged from the Adams County Open Space, Parks, and Trails Master Plan, which identifies the area as a local food production district. The area is contemplated as a possible location for a broad mix of uses intended to support the development of the area as a thriving agricultural production area as well as a destination for agricultural tourism. Such uses are envisioned to include, but would not be limited to: working farms and general agricultural uses, bed and breakfasts, farm stay and tour operations, farmers markets or farm stands, agricultural processing facilities, and clustered, sustainably designed residential developments that focus on backyard and neighborhood or community farms integrated within the development.

Figure 2: Agricultural Tourism Study Area (See Future Land Use map for land use descriptions.)



ISSUES AND OPPORTUNITIES

Although significant interest and support for the agricultural tourism concept was expressed through the planning process, several potential issues exist that will require further discussion between Adams County, the City of Brighton, area property owners and residents, and other stakeholders:

- **Recent Infrastructure Investments**—The City of Brighton recently made a significant investment in new infrastructure to serve future growth in the area in accordance with the city’s South Sub-Area Plan.
- **Existing Entitlements**—Entitlements for urban intensity development are already in place for on several large properties in the area. Further discussion with property owners is needed to determine other alternatives are feasible. These properties may ultimately be developed in accordance with their existing entitlements.
- **South Sub-Area Plan**—The City of Brighton’s South Sub-Area Plan currently calls for a mix of urban-intensity development in this location, which may conflict with the agricultural tourism concept. The City of Brighton anticipates updating this plan in the near future to address changing needs. While future land uses identified by the South Sub-Area Plan are not shown on the County’s Future Land Use map, the Plan should continue to be considered a guide for interim decision-making, in cooperation with the City of Brighton.

POLICY 15.1: FOSTER COOPERATIVE PLANNING

Conduct a sub-area planning effort in partnership with the City of Brighton and other stakeholders to explore the full range of opportunities that exist within the study area.

Strategies

- 15.1.a. Boundary**—Evaluate the proposed boundary for the Agricultural Tourism Study area to ensure all potentially viable properties are included with property owner consent.
- 15.1.b. Stakeholder Involvement**—Engage area property owners, residents, business owners, and other stakeholders in the sub-area plan process.
- 15.1.c. Sub-Area Plan Framework**—Establish a clear vision, supporting policies, and implementation strategy for the Agricultural

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Tourism Study Area to guide future land uses and activities in the area that:

- Reflects the input of area stakeholders, Adams County, and the City of Brighton;
- Addresses each of the issues and opportunities outlined above, as well as others that emerge through the Sub-Area Plan process;
- Includes a marketing strategy or branding concept for the area;
- Identifies which portions of the Agricultural Tourism Study Area would likely remain in unincorporated Adams County and which portions would likely be annexed into the City of Brighton.
- Identifies necessary updates to the County's zoning regulations and design standards and TDR program to support the implementation of a sub-area plan framework.

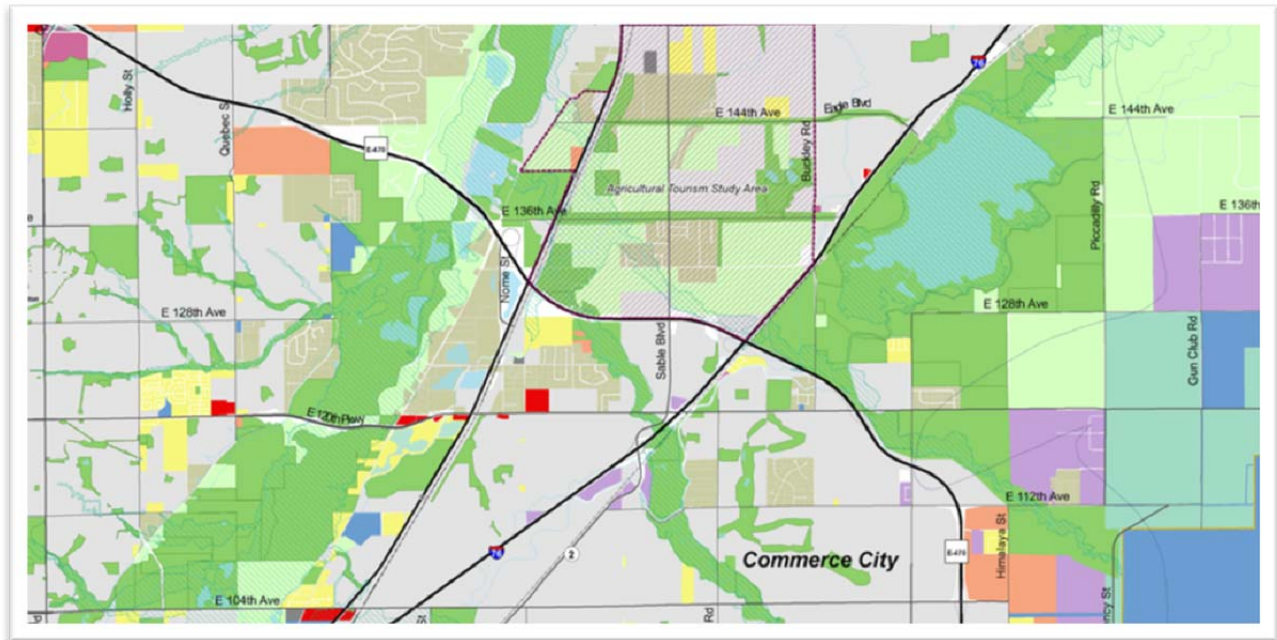
15.1.d. Transfer of Development Rights—Collaborate with the City of Brighton on any requests to establish conservation easements within the Agricultural Tourism Study Area that occur prior to the adoption of a sub-area plan framework for the area.

16. E-470 CORRIDOR

DESCRIPTION

The E-470 Corridor extends from north I-25 in Thornton to south I-25 near Douglas County, providing motorists with the opportunity to bypass more congested roadways in Denver and the surrounding region.

Figure 3: E-470 Corridor (See Future Land Use map for land use descriptions.)



ISSUES AND OPPORTUNITIES

E-470 provides major opportunities in Adams County for enhanced access and development opportunities. However, there are a range of issues and opportunities associated with E-470. These include development-related issues, such as the location, access, timing, and quality of development; land use compatibility issues; and potential impacts on sensitive environmental and agricultural areas. All of these issues and opportunities will require close coordination between the County and municipalities.

POLICY 16.1: PRESERVE DEVELOPMENT OPPORTUNITIES

Preserve future development opportunities associated with the E-470 highway in a manner that maintains and improves the quality of life for County residents, while enhancing economic opportunities.

Strategies

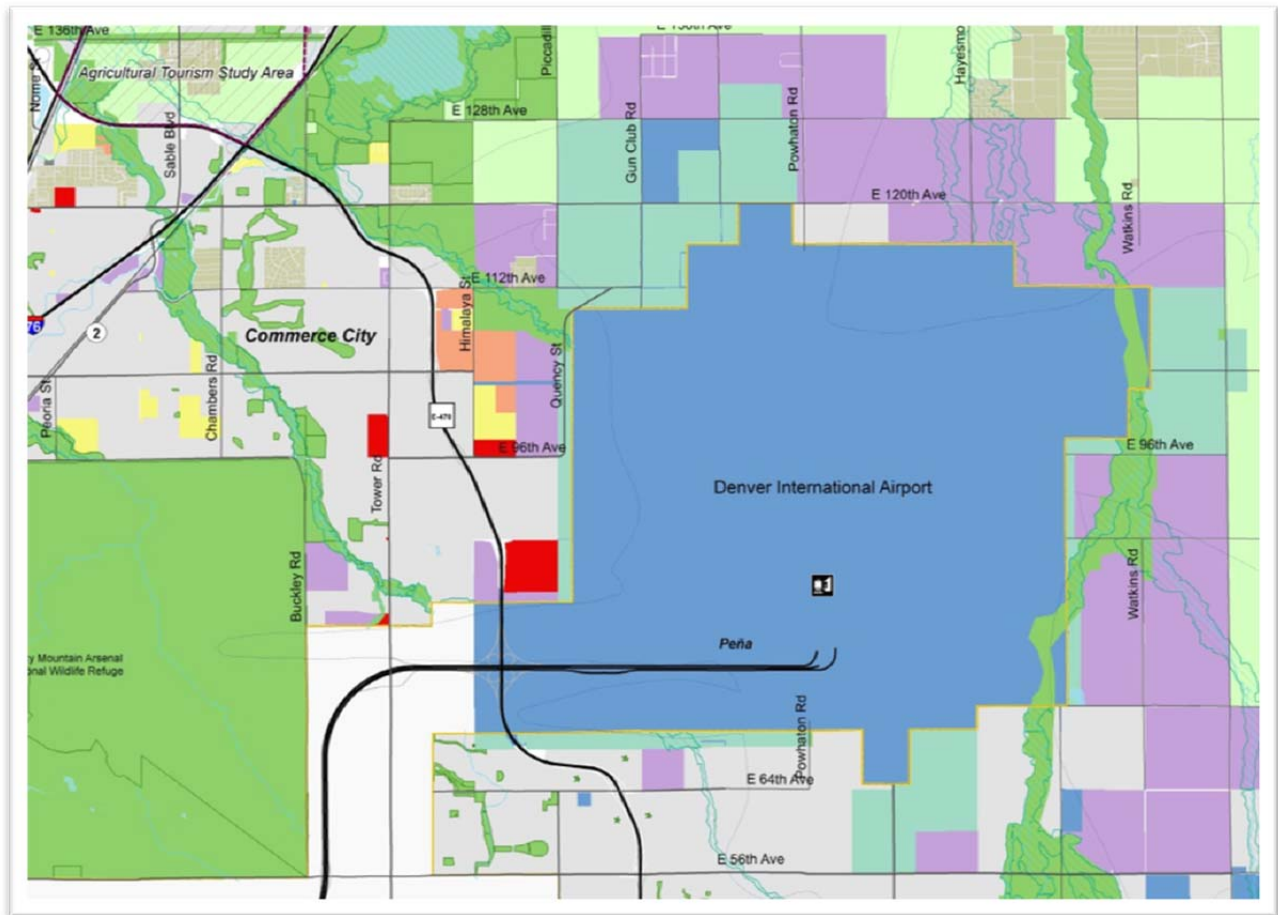
- 16.1.a. Interchange/Intersection Locations**–Work with municipalities to manage the timing, form, quality, and pattern of growth at interchange/intersection locations. Explore application of consistent city/county development and design standards for the E-470 corridor, addressing such criteria as setbacks, buffering, signage, and landscaping, to encourage high-quality mixed-use, industrial, and commercial development.
- 16.1.b. Development Intensity**–Through regulatory changes and negotiations or agreements with the municipalities, encourage a future development pattern along the E-470 corridor that concentrates development at intersection nodes and preserves view corridors, and does not allow a "strip" development pattern to evolve. Intense land uses will be encouraged at intersection nodes while preserving open space along the mainline to the greatest extent possible.
- 16.1.c. Community Separation**–Where possible, through regulatory changes and negotiations/agreements with the municipalities, use the E-470 corridor design to function as a community separator between Brighton, Thornton, and Commerce City. This may be achieved through protection of view corridors and requirements for consistent roadway setbacks and enhanced landscaping. This is particularly important for the section of roadway between U.S. 85 and Quebec Street.
- 16.1.d. Low Density Residential Development**–Add provisions to County zoning regulations that restrict low density residential development within a specified distance from the E-470 proposed alignment in order to reduce the potential for land use conflicts, and to preserve future corridor-related development opportunities.
- 16.1.e. Nonresidential Use Standards**–Adopt performance standards (e.g., noise, odor, vibrations, air quality) for nonresidential uses to avoid negative impacts on surrounding residential uses.

17. DIA ENVIRONS

A 1988 Intergovernmental Agreement between Adams County and the City and County of Denver, along with the cities of Aurora, Brighton, Commerce City, Federal Heights, Thornton, and Westminster was established in relation to the formation of a New Airport, which would ultimately be known as Denver International Airport (DIA). The City of Denver is pursuing the idea of building an aerotropolis around DIA. Generally, an aerotropolis has an “airport city” at its core and is surrounded by clusters of aviation-related enterprises that gain a competitive advantage through their respective locations and proximity to DIA and its supportive infrastructure. Airport city refers to the planning underway on DIA property not required for airfield operations, is aviation related, and leverages the airport land asset to potentially increase non-airline revenues. DIA’s potential for an aerotropolis is substantial due to the large amount of unoccupied land surrounding the airport and is anticipated to be a magnet to attract new businesses to the region—both industries that benefit by proximity to the airport and services to support those industries. Development opportunities are generally anticipated to be very long-term (25-50 years); however, shorter-term opportunities may exist south of DIA, where access and infrastructure are more likely to occur. The policies and strategies below address specific issues and opportunities associated with different areas within the DIA Environs intended to support the long-term potential of this area and promote intergovernmental coordination.

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Figure 4: DIA Environs (See Future Land Use map for land use descriptions.)



DIA GENERAL ENVIRONS

Description

Areas abutting and surrounding DIA's boundary and within associated noise contours and other overlays.

Issues and Opportunities

The area surrounding DIA is planned as a future mixed-use employment area. Land uses that occur within this area will need to comply with relevant height restrictions, noise overlays, and other regulations designed to ensure compatibility with existing and future airport operations. Specific issues and opportunities related to the areas north, east, and south of DIA are addressed separately below.

POLICY 17.1: ENSURE COMPATIBLE SURROUNDING USES

Encourage future uses surrounding Denver International Airport that are compatible with existing and planned airport operations and impacts.

Strategies

- 17.1.a. Compatible Uses**—Encourage a mix of employment and aviation-related uses surrounding Denver International Airport that are compatible with airport operations and impacts and specific policies related to DIA North, DIA East, and DIA South, as outlined on the following pages.
- 17.1.b. Consistency with Applicable Regulations**—Ensure future development in the DIA Environs complies with all applicable noise, height, and other compatibility requirements contained in the County’s Development Standards and Regulations.

DIA NORTH

Description

The area abutting DIA’s northern boundary and extending north approximately three miles between Piccadilly Road on the west and Imboden Road on the east.

With the exception of lands identified as DIA Reserve, which will remain undeveloped, much of this area is defined in the Commerce City Comprehensive Plan as a long-term growth area for future employment. The area is largely being used for dryland farming today and until infrastructure is developed to serve this area, development potential is limited. Airport noise contours also encumber this area. A portion of this area, generally north of 136th Avenue, is identified for agricultural preservation by the Adams County Open Space, Parks, and Trails Master Plan. Steps should be taken to support the continuation of existing agricultural activities and to ensure interim uses do not preclude the long-term potential of this area.



POLICY 17.2: PRESERVE LONG-TERM GROWTH OPPORTUNITIES NORTH OF DIA

Preserve long-term opportunities for future mixed-use employment and other airport-related uses north of Denver International Airport.

Strategies

17.2.a. Interim Development—Discourage “piecemeal” development or the development of uses that may limit opportunities to establish a coordinated pattern of mixed-use employment growth in the future.

17.2.b. Strategic Corridors—Establish right of way preservation and access management standards for 120th Avenue and Imboden Road to preserve to preserve their potential as Strategic Corridors within the region.

17.2.c. Agricultural Uses—Encourage the continuation of existing agricultural uses in this area until sufficient infrastructure and market demand exist to support mixed-use employment.

POLICY 17.3: ENCOURAGE AGRICULTURAL OPERATIONS WITHIN THE DIA NOISE CONTOURS

Encourage continued agricultural operations on lands located within the 60 Ldn noise contours around DIA as a viable economic use that is less sensitive to airport noise.

Strategy

17.3.a. Densities—Maintain densities not greater than one unit per thirty-five acres for designated agricultural areas north and immediately east of DIA.

DIA EAST

Description

The area abutting DIA’s eastern boundary, extending approximately two miles east from 72nd on the south to 112th on the north.

Issues and Opportunities

Much of the area is zoned for agriculture and is currently being used for dryland farming; however, a portion of the area is identified as DIA Reserve. Large portions of this area lie with the DIA noise contour, limiting growth potential. Imboden Road, which serves as the area’s eastern boundary is designated as a regionally significant corridor.

Long-term opportunities for airport-related employment and spin-off industries should be preserved.

POLICY 17.4: PRESERVE LONG-TERM GROWTH OPPORTUNITIES EAST OF DIA

Preserve long-term opportunities for future employment and other airport-related uses east of Denver International Airport.

Strategies

- 17.4.a. Interim Development**—Discourage “piecemeal” development or the development of uses that may limit opportunities to establish a coordinated pattern of employment growth in the future.
- 17.4.b. Strategic Corridors**—Establish right of way preservation and access management standards for Imboden Road to preserve its potential as a Strategic Corridor within the region.
- 17.4.c. Agricultural Uses**—Encourage the continuation of existing agricultural uses in this area until sufficient infrastructure and market demand exist to support mixed-use employment. (See also, Strategy 16.2a.)

DIA SOUTH

Description

The DIA South Area generally encompasses the properties south of Denver International Airport, north of I-70, east of Tower Road, and west of Imboden Road.

Issues and Opportunities

The DIA south area is influenced by the I-70 and E-470 corridors, as well as its proximity to both Denver International and Front Range Airports. Potential future expansion of the airports will likely present significant opportunities for employment related to the airport and transportation industries, plus other services and commercial uses. Because much of the area is covered by the airport noise contours, any future residential development in this area will need to occur closer to the E-470 corridor, away from the potential airport noise impacts.

The DIA South area falls primarily within the City of Aurora’s long-term planning area, and the majority of the land in this area has been annexed by the City of Aurora. The area also has a close relationship with the City and County of Denver’s Gateway area, which lies east of

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Pena Boulevard and west of Picadilly Road. Continued coordination with the City of Aurora and City and County of Denver will be necessary to ensure future development and multi-modal transportation enhancements in the area are well-integrated.

POLICY 17.5: COORDINATION WITH THE CITY OF AURORA AND CITY AND COUNTY OF DENVER

Coordinate with the City of Aurora and City and County of Denver to encourage development of and preserve opportunities for future employment and other airport-related uses south of Denver International Airport.

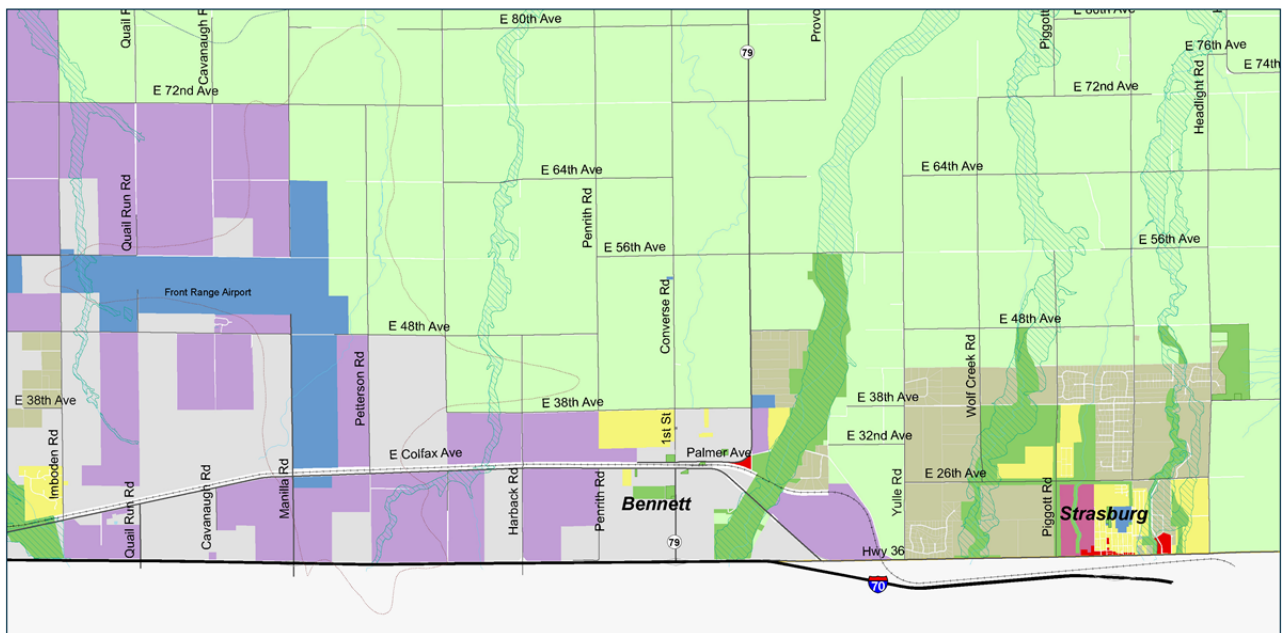
Strategy

17.5.a. Coordinated Development–Encourage development of the remaining unincorporated properties in this area to be coordinated with the City of Aurora and the City and County of Denver, as well as with existing and planned infrastructure and service providers. Ensure that development patterns minimize potential airport-related conflicts. Retain opportunities for airport and transportation employment growth.

18. I-70 CORRIDOR/FRONT RANGE AIRPORT

Significant future growth potential exists along the I-70 Corridor east of Imboden Road in the Front Range Airport environs and adjacent to the Town of Bennett and the unincorporated community of Strasburg. However, an adequate renewable water service in the eastern portion of the County has yet to be identified, severely limiting growth potential. The policies and strategies below address unique issues and opportunities associated with specific locations along the I-70 Corridor and highlight the need for a coordinated approach to resolving infrastructure needs.

Figure 5: I-70 Corridor (See Future Land Use map for land use descriptions.)



FRONT RANGE AIRPORT

Description

The Airport Influence Zone (AIZ), a nine-by-nine mile area around the airport, defines the Front Range Airport policy area. Most of this area is in unincorporated Adams County or in the City of Aurora.

Issues and Opportunities

Front Range Airport is an important general aviation reliever airport to Denver International Airport. It plays a key role by being the only general aviation airport in the metropolitan area that will develop to accommodate large aircraft. It is also planned as a mixed use/employment area, particularly for aviation-dependent industries. It

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is one of the only multi-modal locations in the United States with on-site access to major road, rail, and air facilities.

The State of Colorado and the County are advocating for a spaceport at Front Range Airport, which could become an important hub of economic development and growth, first for private cargo or research flights and then eventually as launching grounds for space tourism. Front Range Airport is a strategic location for a spaceport due to its proximity to Denver and DIA, relative remoteness, and excess capacity. Front Range Airport recently initiated the process of selecting a consultant to study the concept and develop a more detailed strategy. Completion of the process is anticipated in late 2013.

Some of the issues and opportunities associated with the area include the following:

- Noise from airport operations, including established 60 Ldn contours, possible future changes to noise contours, noise impacts beyond the defined contours, and the identification of compatible land uses in the 60 Ldn and the Airport Impact Zone;
- Lack of current infrastructure adequate for the level of proposed development of the Airport area, and for the level of investment necessary to support Front Range Airport economic development.
- Ensuring development in the airport environs does not hinder the airport's economic development or its long-term potential as a spaceport.

POLICY 18.1: SUPPORT THE EXPANSION OF THE FRONT RANGE AIRPORT

Continue to support and develop the Front Range Airport to accommodate large aircraft, as a general aviation and intermodal cargo hub for the state and region.

Strategies

18.1.a. Zoning Provisions—Review zoning provisions to ensure that aviation-related and supporting commercial and employment uses are permitted by right within the Airport Influence Zone. Require all uses within the Front Range Airport Overlay to go through the special use permit process to ensure interim uses do not limit or preclude the long-term expansion of the airport.

18.1.b. Airport Master Plan–Review and update the Airport Master Plan at least every 5 years. Require aviation easements and disclosure statements as a condition of development in the Airport Influence Area. Along with Arapahoe County, the Town of Bennett and the City of Aurora adopt a coordinated plan for Front Range Airport and its Influence Zone.

POLICY 18.2: SUPPORT COMPATIBLE COMMERCIAL AND INDUSTRIAL DEVELOPMENT

Support compatible commercial and industrial development around the Front Range Airport.

Strategies

18.2.a. Airport Overlay Zone District–Review and update the underlying A-3 zone's permitted uses and the use restrictions contained in the Airport Overlay Zone District to ensure they adequately encourage the development of a wide range of commercial and industrial uses within the Front Range Airport Influence Zone, while assuring adequate mitigation of any adverse impacts.

18.2.b. Incentives–Provide economic incentives that attract new commercial and industrial businesses or that redevelop or expand existing businesses that pay wages higher than the current county average when the economic advantages to the County are greater than the costs of the incentives.

18.2.c. Infrastructure Improvements–Invest in infrastructure required to attract and support new industrial and commercial developments when necessary to attract desired new commercial or industrial development including but not limited to roadway improvements, such as paving Manilla Road between I-70 and SH 36; paving remaining unpaved segments of Imboden Road; and the eventual extension of 56th Avenue along the north boundary of the Airport to Peterson Road.

POLICY 18.3: ENSURE COMPATIBLE SURROUNDING USES

Ensure that land uses outside the Airport Influence Zone surrounding the Front Range Airport are compatible with airport operations and impacts.

Strategy

18.3.a. Airport Influence Zone—Review the current boundaries of the Airport Influence Zone and amend as appropriate.

18.3.b. Referrals—Require proposed development within the Airport Influence Zone to be reviewed by Front Range Airport prior to approval.

TOWN OF BENNETT

Description

The Town of Bennett’s planning area encompasses an area generally east of Shumaker Road, south of 48th Avenue to the county line and approximately one-half mile east of SH 79. It also extends south of the county line into Arapahoe County.

Issues and Opportunities

Bennett’s ability to accommodate future urban growth and development is dependent on available infrastructure capacity, most notably a reliable water supply. According to the Town’s 2012 Comprehensive Plan, the Town’s existing water and wastewater systems can support a maximum of 900 additional Single Family Equivalents, allowing for an estimated 300 acres of new development. Total land demand for development within the planning area during the next 25 years is estimated at approximately 1,400 acres; 4.5 times what Bennett can currently accommodate. The plan supports exploration of a regional, renewable water supply and the development of a long-term water supply plan that identifies infrastructure needs, water supply opportunities, and water quality concerns.

The plan recognizes that the magnitude of development envisioned for this area warrants a large-scale financing tool. A regional public financing entity, such as a General Improvement District, a Metropolitan District, and/or other type of entity capable of generating revenue to support debt service is recommended. Smaller-scale projects with fragmented infrastructure systems are not a desirable alternative.

The plan highlights the importance of intergovernmental relations and a coordinated approach to regional planning as key elements of the plan implementation process.

POLICY 18.4: SUPPORT FUTURE GROWTH WITHIN THE TOWN OF BENNETT'S AREA OF PLANNING INTEREST

Pursue the goals and policies outlined in the Town of Bennett Comprehensive Plan.

Strategies

18.4.a. Intergovernmental Coordination—As necessary, update the current Intergovernmental Agreement between Adams County and the Town of Bennett and encourage the development of broader intergovernmental agreements for coordinated planning and service provision with the Town of Bennett, City of Aurora, and Arapahoe County to address issues such as, but not limited to:

- A governance structure for regional infrastructure improvements that include water, wastewater, transportation and open lands preservation;
- Revenue sharing from future commercial development;
- Delineation of Planning Tier 2: Developing Urban “nodes” as identified on the Town of Bennett Future Land Use Plan (Preferred Scenario map);
- Joint development standards in anticipation of future annexation;
- Delineation of sending and receiving areas for TDR program;
- Regulatory changes to the airport influence zone framework; and
- Common interest in modifying the urban growth boundary allocation.

18.4.b. Concentrated Growth— To the extent feasible, encourage concentration or nodes of development in employment and neighborhood centers as reflected in the Town of Bennett’s Area of Planning Interest, and discourage large lot subdivisions served by individual wells and septic systems. Discourage rezoning or new, urban development outside the Town of Bennett’s Area of Planning Interest.

18.4.c. Transfer of Development Rights Receiving Area—The TDR receiving area surrounding Bennett is not a blanket receiving area. It is intended to concentrate development within areas identified as Tier 2: Developing Urban by the Town of Bennett Comprehensive Plan. Any density transfers proposed within this area should be coordinated with the Town of Bennett to ensure consistency with the Town’s Comprehensive Plan.

STRASBURG

Description

The unincorporated community of Strasburg is located approximately 6 miles east of the Town of Bennett, in both Adams and Arapahoe Counties along I-70.

Issues and Opportunities

Some of the issues and opportunities associated with the area include the following:

- Lack of sufficient job and service base to maintain and preserve small town character and balance residential development;
- Opportunities for agriculturally-oriented economic development;
- Preservation of Comanche Creek, Wolf Creek, and Kiowa Creek, in order to provide preservation of flood plain/drainage areas, natural habitat, recreational opportunities, and buffers/separators for future development;
- Ability to provide adequate public services and infrastructure necessary to support development;
- Potential depletion of aquifer water tables due to reliance on wells for both potable and irrigation needs; and
- Coordination with Arapahoe County concerning lands adjacent to Strasburg.

POLICY 18.5: IMPLEMENT THE STRASBURG PLAN

Pursue the goals and policies outlined in the Strasburg Plan.

POLICY 18.6: SUPPORT THE PRESERVATION OF A COMMUNITY SEPARATOR BETWEEN STRASBURG AND BENNETT

Assist Strasburg in achieving its objective to preserve a community separation buffer between itself and the Town of Bennett.

Strategies

18.6.a. Growth Areas–Discourage rezoning or new development in areas west of Yule Road and east of Kiowa Creek to maintain a community separation buffer.

18.6.b. Intergovernmental Agreements–Encourage partnerships and intergovernmental agreements regarding community separation between the two communities, to help achieve this objective.

19. EASTERN PLAINS

DESCRIPTION

This area comprises all remaining parts of the County extending from Yellow Jacket Road to the eastern boundary of the County. The area is sparsely settled, and consists mainly of lands used for grazing and dry land farming.

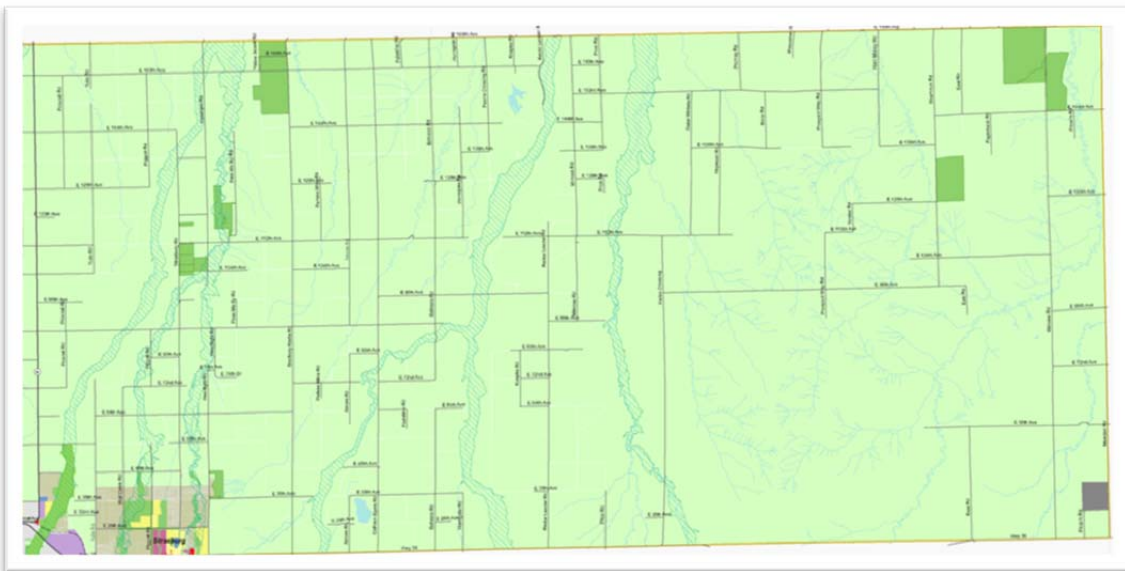


Figure 6: Eastern Plains (See Future Land Use map for land use descriptions.)

ISSUES AND OPPORTUNITIES

Some of the issues and opportunities associated with the area include the following:

- Preservation of rural land uses and character, and protection of prime agricultural land from development encroachment;
- Protection of groundwater resources, and preservation of flood plain corridors; and
- Need for development standards (e.g., roadway cross-sections, setbacks) that are tailored to the area’s rural context.

POLICY 19.1: PROMOTE AGRICULTURE AND AGRICULTURAL PRODUCTION

Actively encourage agriculture and agricultural production as viable economic activities within the Eastern Plains, and use zoning and land development tools to preserve high-quality agricultural land.

Strategy

19.1.a. Complementary Uses—Review zoning regulations to ensure that they allow for commercial and industrial uses directly related to or dependent on agriculture—such as food processing and agricultural products and equipment, and any other uses that support or complement the operational efficiency and productivity of agricultural uses.

POLICY 19.2: DISCOURAGE NEW URBAN RESIDENTIAL DEVELOPMENT OUTSIDE OF DEFINED GROWTH AREAS

Discourage the creation of new urban residential communities and estate residential developments unless it can be demonstrated that adequate municipal services can be provided, that there will not be adverse impacts on existing groundwater resources, and that such development will not adversely impact the rural character of the area.

Strategies

19.2.a. Infrastructure and Other Costs—Do not rezone land to more intensive residential uses unless a fiscal impact analysis demonstrates that potential infrastructure and other costs associated with the proposed development will be fully supported by the development, without placing any additional financial burden on the County.

19.2.b. Environmental Impacts–Do not rezone land to more intensive residential uses if such uses would result in unmitigated impacts on the environment, including groundwater resources.

19.2.c. Compatibility–Do not rezone land to more intensive residential uses if such would be incompatible with surrounding community character in terms of scale of development, architectural design, street layout and design, setbacks, and other similar factors.

POLICY 19.3: DISCOURAGE NEW COMMERCIAL, INDUSTRIAL, OR GOVERNMENTAL FACILITIES WHERE INFRASTRUCTURE IS NOT AVAILABLE

Discourage the creation of new commercial, industrial, or governmental facilities outside of defined growth areas that do not support the costs of extending infrastructure to meet the needs of such facilities.

Strategies

19.3.a. Infrastructure and Other Costs–Do not rezone land to more intensive non-residential uses unless a fiscal impact analysis can demonstrate that potential infrastructure and other costs associated with the proposed development will be fully supported by the development, without placing any additional financial burden on the County.

19.3.b. Compatibility–Prohibit rezoning to more intensive uses if such would be incompatible with surrounding community character in terms of building scale/mass, architectural design, street layout and design, setbacks, and other similar factors.

19.3.c. Special Districts–Review and update County standards for approval of special districts to address limits on district borrowing, require regular 5-year reviews, and use other statutorily granted rights.

19.3.d. Environmental Impacts–Do not rezone land to more intensive uses if such would result in unmitigated impacts on the environment, including groundwater resources.

Chapter 5. Comprehensive Plan Maps

This chapter illustrates the physical framework in which future growth will need to occur in order to ensure a more sustainable and resilient Adams County. Future growth will be guided by the following maps and supporting information, in conjunction with the goals, policies, and strategies established in the previous chapters and accompanying plans, as applicable:

- **Future Land Use Map**—Together, the Future Land Use map and the accompanying land use categories define the desired distribution of land uses in the County.
- **Hazard Overlay with Future Land Use and Critical Facilities**—The Hazard Overlay with Future Land Use and Critical Facilities map is a composite map that illustrates how hazards with delineated boundaries relate to the Future Land Use map. This map will be used as a reference in the development review process to minimize risk and reduce incompatibilities between future land uses.
- **Transfer of Development Rights (TDR) Program**—The TDR Program, is associated with the Future Land Use map and is intended to help the County realize its goals related to conserving certain areas and directing growth to more desirable areas.
- **Transportation Plan**—the Transportation Plan will be used to guide infrastructure investments needed to support future growth and includes the following maps: Roadway Plan, the Bicycle Plan, the Transit Plan, and the Pedestrian Plan. These maps reflect the County’s vision for multi-modal transportation and are supported by the detailed technical analysis and recommendations contained in the Adams County Transportation Plan.
- **Open Space, Parks and Trails Master Plan**—The Open Space, Parks and Trails Master Plan map illustrates the primary

components of the proposed open space, parks, and trails development and enhancements within Adams County. Detailed recommendations are provided in the Open Space, Parks, and Trails Master Plan.

Each of these elements and their accompanying plans should be referred to as applicable when evaluating proposed developments or potential changes to the Future Land Use map.

FUTURE LAND USE MAP

PLAN OVERVIEW

The Future Land Use map is the product of an extensive review of existing physical conditions and planning influences and analysis of likely future needs. It identifies land uses for all areas within the County's unincorporated limits, as well as areas that are within a designated Municipal Growth Area, in accordance with the policies contained in this Plan.

The Future Land Use map is designed to accommodate growth to the year 2035; however, land use designations and other features shown on the map are based on existing conditions and current infrastructure plans as well as populations for the year 2035. The Future Land Use map shows the amount of new urbanization, which may be needed through the year 2035, based on what is being forecasted today. As time passes, it is understood that conditions will change and new infrastructure plans and population and employment projections will have to be made. As these changes occur, the Future Land Use map, including land use designations, transportation, and other features will be amended to reflect these changes. Both property owners and the County may initiate amendments. Chapter 6, Implementation and Integration Action Plan, describes the process more fully.

LAND USE CATEGORIES

The following is a description of land use categories contained in the Future Land Use Map.

Residential Land Uses

Areas are designated for residential land uses at either urban or non-urban densities. In general, urban residential areas that are designated for higher-density residential uses are located within designated

Growth Areas, in locations that are readily accessible to urban services and community facilities such as schools, parks, and shopping areas.

The following is a description of the residential categories used and incorporated in the map.

ESTATE RESIDENTIAL

Estate Residential areas are designated for single family housing at a lower densities, typically no greater than 1 unit per acre, and compatible uses such as schools and parks. Under certain circumstances, net densities for Estate Residential areas may be as low as one unit per acre, provided that development is clustered so as to preserve a significant amount of open space or agricultural land.

In general, Estate Residential areas are intended to provide limited opportunities for ex-urban or rural lifestyles in the County. Estate Residential projects may have a negative fiscal impact on the County and other service providers. For this reason, Estate Residential development should only be located in specified areas where adequate water and other services may be available, as designated on the Future Land Use Map (unless such development may be extended in accordance with criteria stated elsewhere in this Plan such as the Transfer of Development Rights Policy).

URBAN RESIDENTIAL

Urban residential areas are designated for single and multiple 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.

Mixed Use

Mixed Use areas include Mixed Use Neighborhoods, Activity Centers, and Mixed Use/Employment.

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.



Estate Residential areas are intended to provide limited opportunities for ex-urban or rural lifestyles in the County.



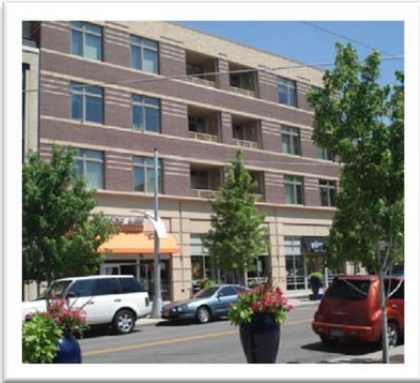
Urban residential areas are designated for single and multiple family housing.



Mixed Use Neighborhoods include a range of urban-level residential and supporting uses.

Chapter 5: Comprehensive Plan Maps

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.



Development in Activity Centers must contain a sufficient intensity and mix of uses to create a pedestrian environment and support transit service.

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 areas allow a mixture of uses, including offices, retail, and clean, indoors manufacturing, distribution, warehousing, and airport and technology uses.

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.

Commercial/Industrial

Commercial/Industrial areas include Commercial and Industrial.

COMMERCIAL

Commercial areas in the County are intended to serve either neighborhood or regional needs and can be comprised of a variety of uses, including retail sales, restaurants and other services, and professional and commercial offices. The primary objective of the Commercial land use designation is to support and attract businesses that provide employment opportunities, meet the needs of County residents and visitors, and contribute to the County's tax base.

Commercial areas should be compatible with surrounding development, and located in areas with adequate transportation access, services, and public infrastructure. Building materials, architectural design, relationship to streets, sidewalks, and parking areas, should all contribute positively to the aesthetic character of the area.

INDUSTRIAL

Industrial areas are intended to provide a setting for a wide range of employment uses, including manufacturing, warehouses, distribution, and other industries. These areas may also include limited supporting uses such as retail, outdoor storage. Key considerations at the edges of industrial areas include limiting or buffering noise, vehicle, appearance, and other impacts of industrial uses on nearby non-residential uses.

Other Land Uses

Other land uses designated on the Future Land Use map include Agriculture, DIA Reserve, Parks and Open Space, Public, and Municipal Areas.

AGRICULTURE

The areas that have been identified as agricultural are those that are not expected to develop, except for limited areas of very low density residential at densities of 1 dwelling per 35 acres, for the foreseeable future. These areas are typically characterized by a lack of urban services.

DIA RESERVE

This category is for the airport lands owned by and bordering the City and County of Denver for Denver International Airport but still remain in the jurisdiction of Adams County. These properties serve as buffer



Commercial areas are intended to support and attract businesses that provide employment opportunities, meet the needs of County residents and visitors, and contribute to the County's tax base.



Industrial areas are intended to provide a setting for a wide range of employment uses, including manufacturing, warehouses, distribution, and other industries.



Agricultural areas are not expected to develop in the foreseeable future.

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Parks and Open Spaces provide land for recreation and enjoyment, provide areas for wildlife, and preserve especially sensitive, scenic, or historic areas.



Public areas include very large public land uses such as the Front Range Airport, as well as other government, quasi-government and some nonprofit facilities.

areas around the airport and will remain primarily agriculture or as undeveloped open land. These lands and their uses were established by the 1988 IGA between Denver and Adams County for the new airport.

PARKS AND OPEN SPACE

The primary uses in this category are public parks, trails and open space. In most cases, land uses in this category will be open to the public. Development is limited to recreational facilities and maintenance and other facilities that serve the site. The primary objectives of these areas are to provide land for recreation and enjoyment, provide areas for wildlife, and preserve especially sensitive, beautiful, or historic areas.

The Park, Open Space and Trails Master Plan contains further details and specifics about the County's future parks and open space designations and areas.

PUBLIC

These include very large public land uses such as the Front Range Airport, as well as other government, quasi-government and some nonprofit facilities.

MUNICIPAL AREA

Adams County properties that are annexed into a municipality are shown on the Future Land Use map as municipal areas. Future land uses in these areas are governed by the municipalities, in coordination with the County.

Overlays

The Future Land Use map includes two overlay land use designations: Agricultural Tourism Study Area and Natural Resource Conservation.

AGRICULTURAL TOURISM STUDY AREA

The Agricultural Tourism Study Area is an overlay designation for areas where a future study may be warranted to explore the feasibility of establishing a concentrated area for regional agricultural tourism activities, possibly including but not limited to cultivating, processing, and distributing food, plus other supporting uses such as restaurants, lodging, recreation, retail, and residential. (See Chapter 4. Section 15.)

NATURAL RESOURCE CONSERVATION

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, such as wildlife habitat areas, or are hazardous for development, such as floodplains. This designation also applies to areas that might develop, but should be treated in a particularly sensitive manner in order to ensure that the natural resources are protected.

Table 5.1 Land Use Categories

Land Use Category	Characteristics and Uses	Purpose	Criteria for Designation
Residential			
Estate Residential	<p>Primary: Large lot or clustered housing</p> <p>Secondary: Compatible uses such as neighborhood schools, parks, open space, and agriculture</p>	<ul style="list-style-type: none"> • Provide opportunity for ex-urban lifestyles or low-intensity neighborhoods outside of municipalities • Separate and define urban areas 	<ul style="list-style-type: none"> • Housing at a gross density of no greater than 1 unit per 2 acres. • May cluster residential units to conserve open areas • Minimizes impact of environmentally sensitive areas • Adequate water and other services are available • Does not require central water and sewer services • Minimal impact on plans for adjacent areas
Urban Residential	<p>Primary: Single and multi-family housing</p> <p>Secondary: Compatible uses such as neighborhood schools, community facilities, parks, open space, and limited commercial development.</p>	<ul style="list-style-type: none"> • Provide areas for a variety of housing types • Create and maintain healthy residential neighborhoods 	<ul style="list-style-type: none"> • Adequate urban services and transportation facilities • Requires central water and sewer services • Avoid incompatible uses in residential neighborhoods

Chapter 5: Comprehensive Plan Maps

Land Use Category	Characteristics and Uses	Purpose	Criteria for Designation
Mixed-Use			
Mixed Use Neighborhood	<p>Primary: Mix of single and multi-family housing, commercial, office</p> <p>Secondary: Compatible uses such as neighborhood schools, community facilities, parks, and open space</p>	<ul style="list-style-type: none"> Accommodate a range of housing types combined with a mix of complementary and supporting uses and activities to serve the neighborhood 	<ul style="list-style-type: none"> Compatible with surrounding development Avoid uses that are incompatible with residential uses Central water and sewer required Adequate transportation access Adequate services and public infrastructure
Activity Center	<p>Primary: High intensity residential, retail, office</p> <p>Secondary: Compatible uses such as community facilities and clean, indoor manufacturing</p>	<ul style="list-style-type: none"> Provide adequate intensity and mix of uses to create a pedestrian environment and support transit Increase employment and contribute to the tax base 	<ul style="list-style-type: none"> Central water and sewer required Transportation and transit access Adequate service sand public infrastructure
Mixed Use Employment	<p>Primary: Offices, light manufacturing, distribution, indoor warehousing, airport and technology-related uses, and clean industry</p> <p>Secondary: Supporting retail and community facilities</p>	<ul style="list-style-type: none"> Accommodate a range of employment uses with a mix of supporting uses to serve employment needs Increase employment and contribute to the tax base 	<ul style="list-style-type: none"> Central water and sewer required Adequate transportation access Adequate services and public infrastructure
Commercial/Industrial			
Commercial	<p>Primary: Retail and/or office uses</p> <p>Secondary: Compatible uses such as neighborhood schools, community facilities, parks, and open space</p>	<ul style="list-style-type: none"> Serve retail and service needs of surrounding development Provide employment and contribute to the tax base 	<ul style="list-style-type: none"> Central water and sewer required Compatible with surrounding development Adequate transportation access Adequate services and public infrastructure

Land Use Category	Characteristics and Uses	Purpose	Criteria for Designation
Industrial	<p>Primary: Manufacturing, industry, warehouses, distribution, and warehousing</p> <p>Secondary: Supporting retail, outdoor storage, and community facilities</p>	<ul style="list-style-type: none"> • Provide opportunities for a full range of industrial and employment activities • Increase employment and contribute to the tax base 	<ul style="list-style-type: none"> • Central water and sewer required • Adequate transportation access • Adequate services and public infrastructure
Other			
Agriculture	<p>Primary: Agricultural production</p> <p>Secondary: Open space, and other non-urban uses incidental to agriculture</p>	<ul style="list-style-type: none"> • Preserve agricultural areas for long term farming • Conserve environmentally sensitive areas • Separate and define urban areas • Prevent urban nuisance complaints • Limit the extension of services where they are costly and difficult to provide 	<ul style="list-style-type: none"> • Minimum lot size is 35 acres • Urban services do not exist and are not planned and funded • Suitable for agriculture or environmentally sensitive • Contributes to separating and defining urban areas
DIA Reserve	<p>Primary: Agriculture and open land</p>	<ul style="list-style-type: none"> • Land owned by the City and County of Denver adjacent to Denver International Airport reserved for airport buffering 	<ul style="list-style-type: none"> • Owned by the City and County of Denver • Adjacent to Denver International Airport boundary • 1988 New Airport IGA

Chapter 5: Comprehensive Plan Maps

Land Use Category	Characteristics and Uses	Purpose	Criteria for Designation
Parks and Open Space	<p>Primary: Public parks and open space, and conservation areas</p>	<ul style="list-style-type: none"> • Provide land for recreation and enjoyment • Provide areas for wildlife • Separate urban communities • Preserve historic character • Protect land from future development 	<ul style="list-style-type: none"> • Identified in the Open Space and Trails Master Plan • Development is limited to recreational facilities and maintenance and other facilities that serve the site • Appropriate for uses such as trails, active or passive park, etc. • Exceptional wildlife habitat, views, historic or archeological value or other special character • May be privately owned parcels designated for conservation through use of easements or other strategies
Public	<p>Primary: Government, quasigovernment and some nonprofit facilities; e.g., schools, colleges, government offices and maintenance facilities</p>	<ul style="list-style-type: none"> • Provide appropriate sites for government services 	<ul style="list-style-type: none"> • Should meet criteria for specific use; e.g., maintenance facilities should meet industrial criteria
Municipal Area	Variety of uses	<ul style="list-style-type: none"> • Designation for properties within a municipality 	<ul style="list-style-type: none"> • Incorporated into a municipality
Overlay			
Agricultural Tourism Study Area Overlay	<p>Primary: Agriculture, farmers markets, lodging establishments, restaurants, tourism services, and retail</p> <p>Secondary: Open space, residential, and other complementary uses</p>	<ul style="list-style-type: none"> • Define an area for future planning for a concentrated area for cultivating, processing, and distributing food, and a regional destination for agricultural tourism 	<ul style="list-style-type: none"> • To be determined through future sub-area planning efforts with the City of Brighton

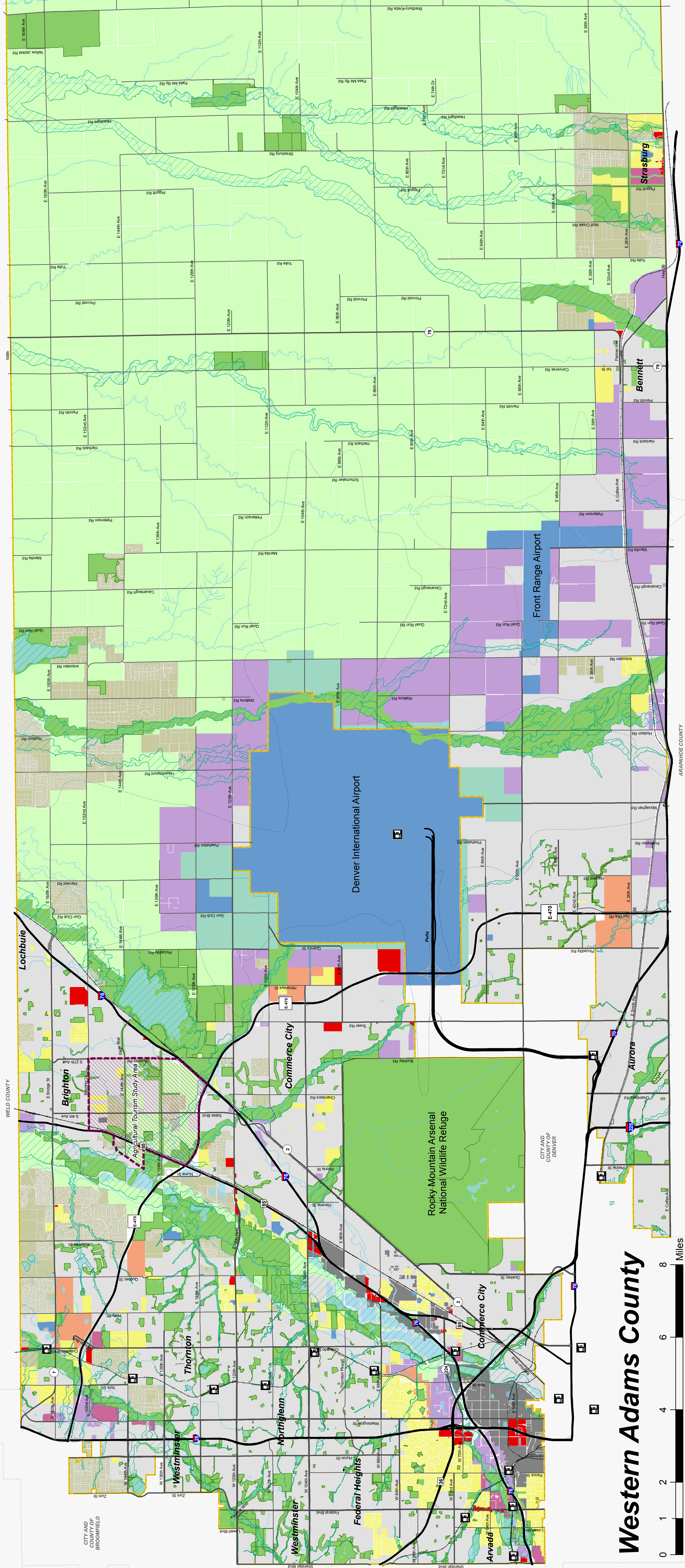
Land Use Category	Characteristics and Uses	Purpose	Criteria for Designation
<p>Natural Resource Conservation Overlay</p>	<p>Primary: Areas that should not be developed because they are of exceptional environmental value or are hazardous; such as prime farmland or wildlife habitat or contaminated areas</p> <p>Secondary: Areas that, if developed, should do so in a sensitive manner.</p>	<ul style="list-style-type: none"> • Preserve environmentally sensitive areas • Avoid undermining public health 	<ul style="list-style-type: none"> • Exceptional wildlife habitat, views, historic or archeological value or other special character, environmental hazards or contamination

Chapter 5: Comprehensive Plan Maps

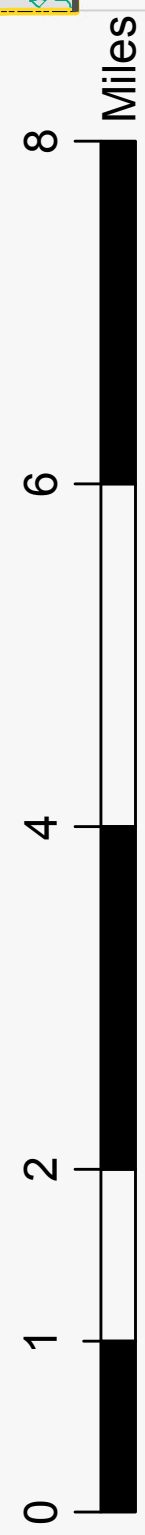
Future Land Use

Figure 7

SEE INSET MAP FOR
EASTERN ADAMS COUNTY



Western Adams County



Map Date: November 2012
 Map Created By: Caron Associates
 Data Source: Adams County GIS

Disclaimer: Although every reasonable effort has been made to ensure the accuracy of the information provided on this map, Adams County cannot be responsible for consequences resulting from omissions or errors in the information and graphic representations made herein. Users should consult with the Adams County Planning Department to ascertain whether any modifications have been made since the publication of this material.



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Legend

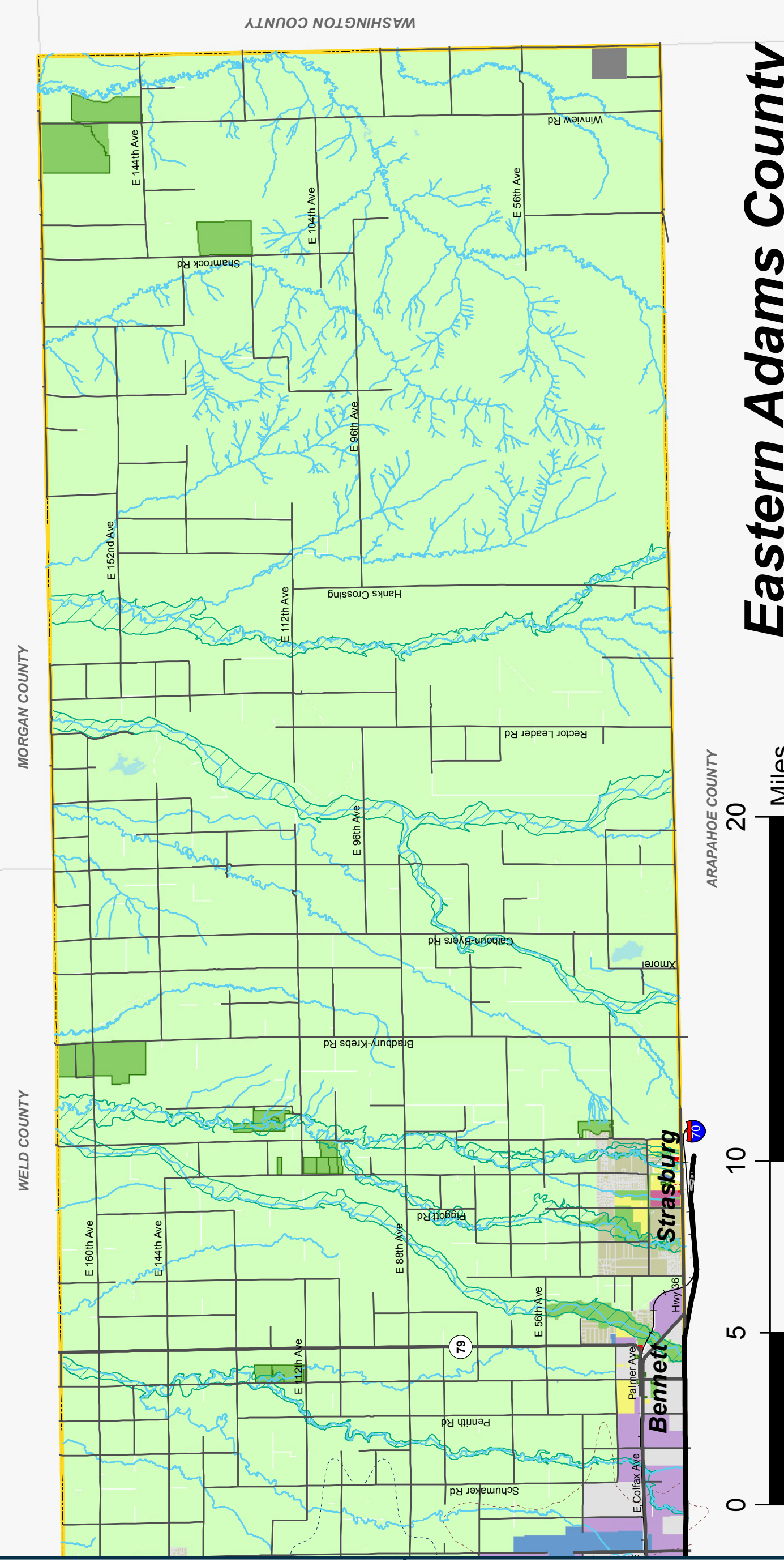
- Adams County Boundary
- Adjacent County
- Water Body
- Existing Parks and Open Space
- Rail
- Future FastTracks Station
- DIA Noise Impact Area
- Front Range Noise Impact Area

Future Land Use

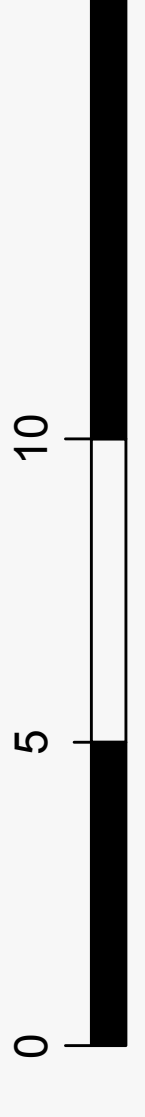
- Residential
 - Urban Residential
 - Estate Residential
- Mixed Use
 - Mixed Use Neighborhood
 - Activity Center
 - Mixed Use Employment
- Commercial/Industrial
 - Commercial
 - Industrial
- Other
 - Agriculture
 - DIA Reserve
 - Parks and Open Space
 - Public
 - Municipal Area

Special Overlays

- Agricultural Tourism Study Area
- Natural Resource Conservation



SEE INSET MAP FOR
EASTERN ADAMS COUNTY



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Eastern Adams County

Chapter 5: Comprehensive Plan Maps

TRANSFER OF DEVELOPMENT RIGHTS MAP

PURPOSE

The purpose or objective of the Transfer of Development Rights Program is to help implement the future land uses illustrated on the Future Land Use map and to provide an opportunity for the following:

1. Preservation of important open space, important wildlife, important farmland, or floodplain areas in the County.
2. A method for developing real property in the agricultural area, which is an alternative to the creation and proliferation of 35-acre parcels.
3. A method by which a more compact and sustainable pattern of development can be achieved that promotes the efficient use of available infrastructure and the County's agricultural lands.
4. Provision of opportunities for landowners to develop their property in a manner that is consistent with the Comprehensive Plan.

The Transfer of Development Rights map illustrates where the TDR program applies. Areas shown in white are neither a sending nor receiving area and are not eligible for participation.

GENERAL POLICIES

1. All developments shall utilize the Planned Unit Development process for transferring rights and obtaining final zoning and subdivision approval.
2. Sending areas shall be included in the Planned Unit Development.
3. Conservation easements shall be granted in perpetuity.
4. Property owners of land not included in the sending or receiving areas have the opportunity to request a Comprehensive Plan Amendment to include their property on the Transfer of Development Rights map. Extensive baseline reporting about the subject property will be required and the burden of proof will be on the applicant to demonstrate a need for the requested amendment.
5. Properties that are included in either the sending or receiving areas, but are designated Estate Residential on the

Chapter 5: Comprehensive Plan Maps

Comprehensive Plan or are in a Zone District other than A-3, may develop their properties in accordance with the land use designation on the Comprehensive Plan, as amended or the current zone district.

6. A fee-in-lieu of obtaining development rights shall not be permitted at this time, due to the complexities of administration and implementation of the program; however, this opportunity should be explored as part of future updates to the TDR program.

SENDING AREAS

The Sending Areas are divided into four areas, as described in Table 5.2 and illustrated on the accompanying map.

Table 5.2: Transfer of Development Rights Categories

Sending Area	Description	Ratios	Examples
Barr Lake / South Platte River	This area includes the floodplain and important habitat areas around the South Platte River as well as the Barr Lake Buffer Zone. The conservation easement in this area would restrict all development and would be granted in perpetuity.	25:1	<ul style="list-style-type: none"> • Developer owns 640 acres in the receiving area • 640 acres divided by 35 acres = 18 parcels (A-3 Zoning) • Developer seeks to develop 68 residential estate lots on 640-acre site • 50 equivalent residential units (development rights) required • Developer obtains a conservation easement for 70 acres in the Barr Lake Buffer Zone or in the South Platte River (ratio 25:1). 70 acres may support two 35-acre parcels, multiplied by the 25:1 ratio = 50 equivalent residential units
Natural Resource Conservation Overlay	This area includes the mapped floodplains in the western area of the County and areas east of the Barr Lake Buffer Zone. The conservation easement in this area would restrict all development and would be granted in perpetuity.	15:1; West of Imboden, 25:1	<ul style="list-style-type: none"> • Developer owns 640 acres in the receiving area • 640 acres divided by 35 acres = 18 parcels (A-3 Zoning) • Developer seeks to develop 48 residential estate lots on 640-acre site • 30 equivalent residential units (development rights) required • Developer obtains a conservation easement for 70 acres in the Natural Resource Conservation Overlay (ratio 15:1). 70 acres may support two 35-acre parcels, multiplied by the 15:1 ratio = 30 equivalent residential units

Sending Area	Description	Ratios	Examples
Important Farmlands	<p>This area includes farmlands of national or state importance and ranches and grazing lands of local or regional importance and is based on US Department of Agriculture geographic data. The conservation easement in this area would restrict all development and would be granted in perpetuity.</p>	10:1; West of Imboden, 25:1	<ul style="list-style-type: none"> • Developer owns 640 acres in the receiving area • 640 acres divided by 35 acres = 18 parcels (A-3 Zoning) • Developer seeks to develop 38 residential estate lots on 640-acre site • 20 equivalent residential units (development rights) required • Developer obtains a conservation easement for 70 acres in the Important Farmlands area (ratio 10:1). 70 acres may support two 35-acre parcels, multiplied by the 10:1 ratio = 20 equivalent residential units
Airport Influence Zone	<p>This area includes portions of the Noise Overlay for Denver International Airport and the Airport Influence Zone surrounding the Front Range Airport. Sending areas exclude those parcels slated for mixed-use employment uses.</p> <p>Although there is some pressure for development of 35 acre parcels, other zoning restrictions limit the demands for other residential development. It is in the best interests of the County to limit residential development near the airports; but commercial, industrial or other non-residential development may be appropriate in the future. The conservation easement in this area would restrict residential development and would be granted in perpetuity. However, non-residential development may be appropriate in the future once adequate utilities are extended to these areas.</p>	5:1; West of Imboden, 25:1	<ul style="list-style-type: none"> • Developer owns 640 acres in the receiving area • 640 acres divided by 35 acres = 18 parcels (A-3 Zoning) • Developer seeks to develop 28 residential estate lots on 640-acre site • 10 equivalent residential units (development rights) required • Developer obtains a conservation easement for 70 acres in the Airport Influence Zone area (ratio 5:1). 70 acres may support two 35-acre parcels, multiplied by the 5:1 ratio = 10 equivalent residential units

RECEIVING AREAS

Receiving Areas include the following areas:

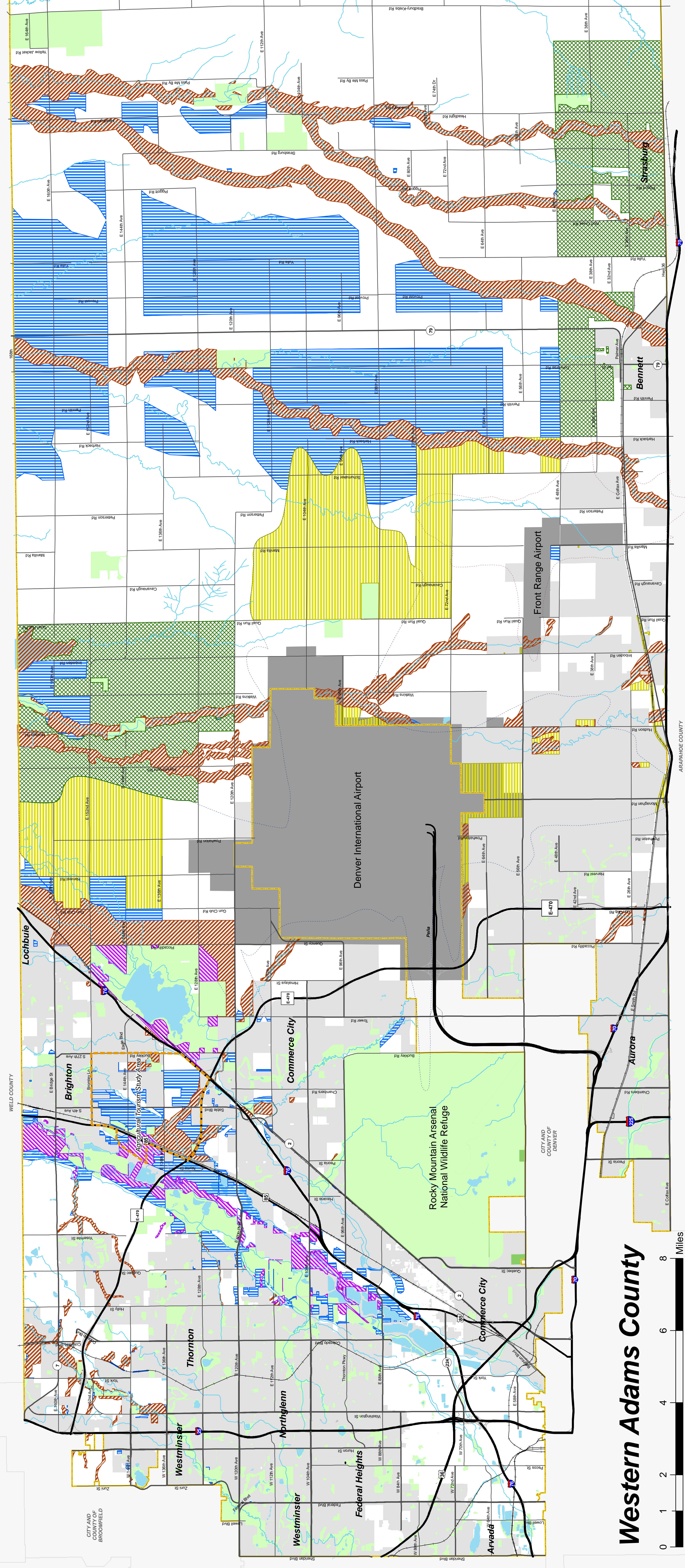
1. The southern 3 miles of the County around Bennett and Strasburg excluding the Front Range Airport influence zone, the incorporated areas of Bennett, and the Natural Resource Conservation Overlay areas.
2. Areas east of the northern Noise Overlay Zone for the Denver International Airport from 120th Avenue to 168th Avenue to Quail Run Road. This excludes the floodplain area of Box Elder Creek.

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Transfer of Development Rights Program

Figure 8

SEE INSET MAP FOR EASTERN ADAMS COUNTY



Western Adams County



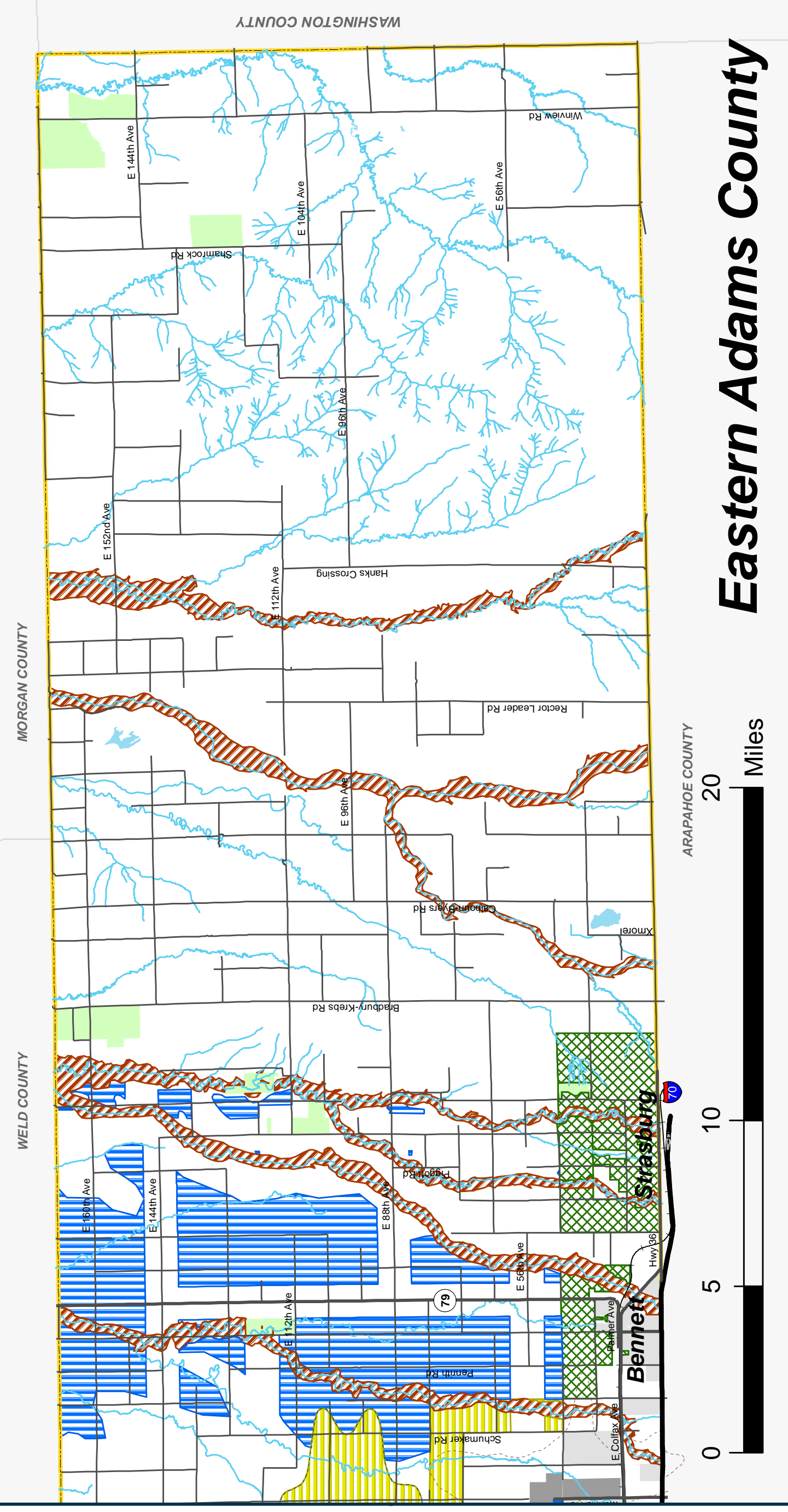
Map Date: October 2012
 Map Created By: Clarion Associates
 Data Source: Adams County GIS

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- Legend**
- Adams County Boundary
 - Adjacent County
 - Municipal Area
 - Water Body
 - Existing Conservation Area
 - Rail
 - DIA Noise Impact Area
 - Front Range Noise Impact Area
 - Agricultural Tourism Study Area
- TDR Program**
- Receiving Area
 - Sending Areas
 - Barr Lake/South Platte River
 - Natural Resource Conservation Overlay
 - Airport Influence Zone
 - Important Farmlands



0 5 10 20 Miles

Eastern Adams County

Chapter 5: Comprehensive Plan Maps

HAZARD OVERLAY WITH FUTURE LAND USE AND CRITICAL FACILITIES

The Hazard Overlay with Future Land Use and Critical Facilities map (Figure 9) is a composite map that illustrates how hazards with delineated boundaries relate to the Future Land Use map. Hazards with delineated boundaries include flood (FEMA floodplains), Wildfire (Wildland Urban Interface), and the Flammable Gas Overlay. Other hazards are considered to have equal geographic risk and impact throughout the County. Critical facilities are categorized using the Colorado Water Board definitions. Refer to Appendix C: Hazard Identification and Risk Assessment for a detailed explanation of each Hazard. Tier II areas identified on the map are part of the critical facilities. Orange circles on the map indicate the Tier II Risk Management Plan (RMP) impact areas.

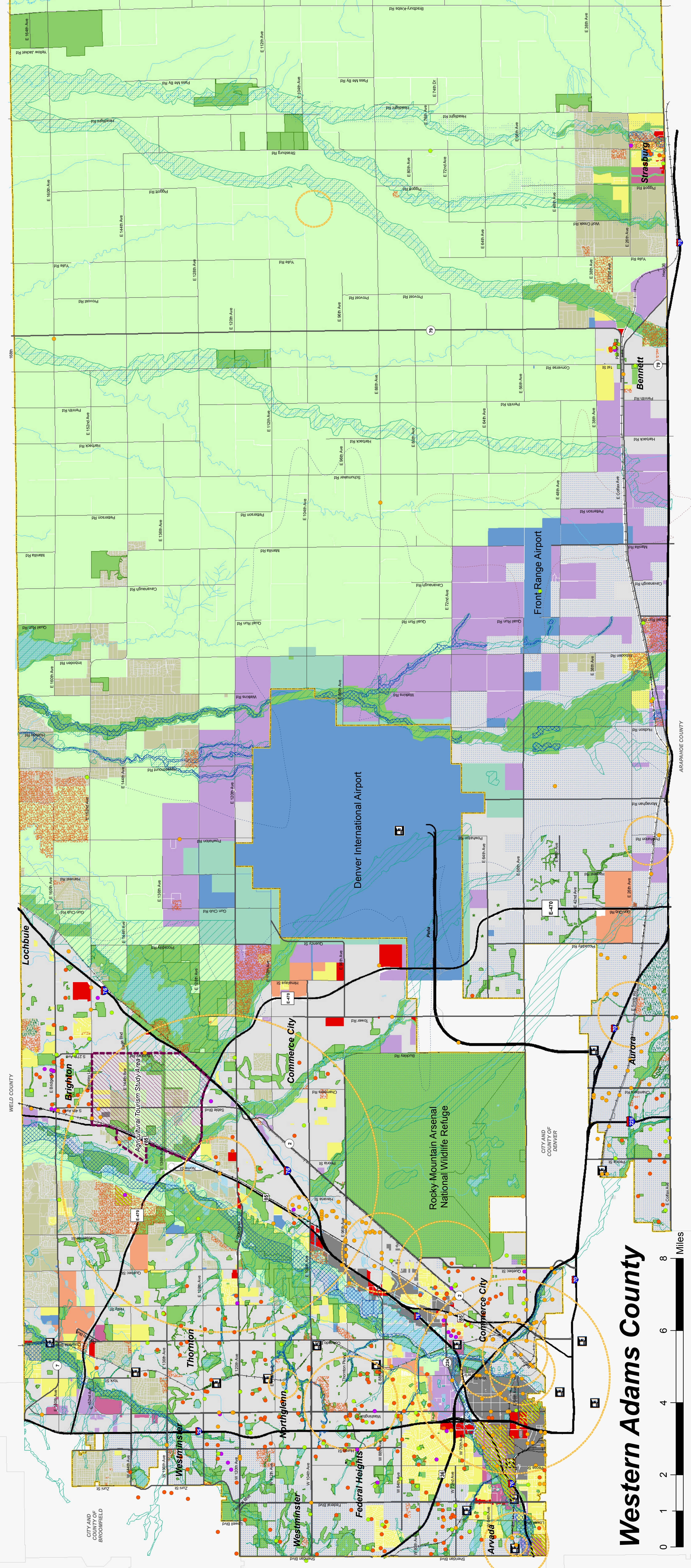
This map will be used as a reference in the development review process to minimize risk and reduce incompatibilities between future land uses.

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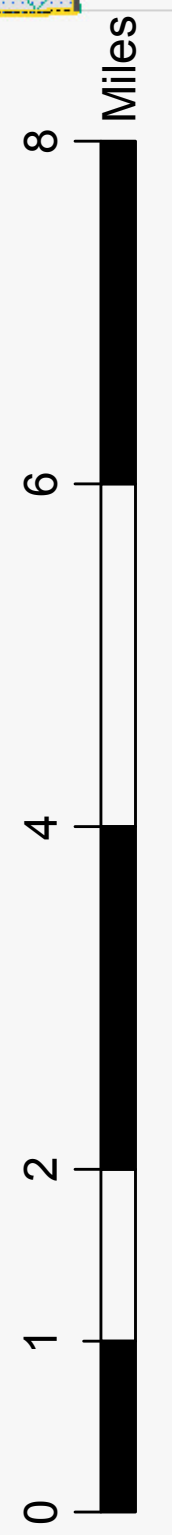
Hazard Overlay with Future Land Use and Critical Facilities

Figure 9

SEE INSET MAP FOR
EASTERN ADAMS COUNTY



Western Adams County



Map Date: November 2012
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 Data Source: Adams County GIS
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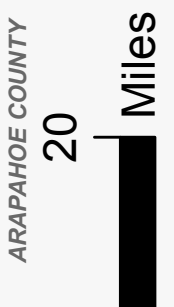
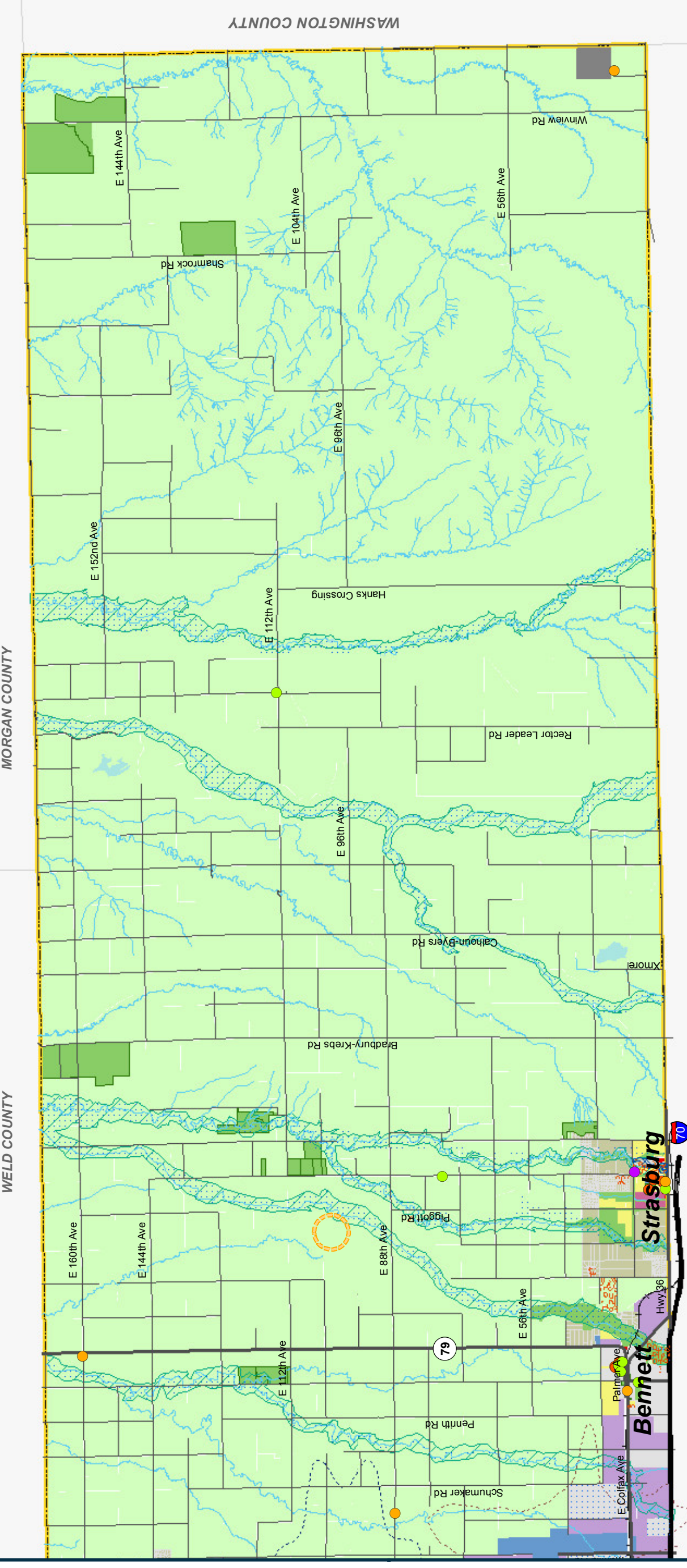
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- Legend**
 - Adams County Boundary
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 - Future Fast Tracks Station
 - DIA Noise Impact Area
 - Front Range Noise Impact Area
- Special Overlays**
 - Agricultural Tourism Study Area
 - Natural Resource Conservation
- Wildland Urban Interface**
 - Intermix
 - Interface
- FEMA Special Flood Hazard Area**
 - FEMA Floodway
 - FEMA Floodzone
- CWCB Critical Facilities**
 - At-Risk Populations
 - Essential Facilities
 - HazMat Materials
 - Vital to Restoring Normal Services
 - Tier II Risk Management Plan Worst-Case Scenario
 - Flammable Gas Hazard Area

Delineated Hazards:
 Hazards that have an identifiable area of impact includes flooding and wildfire urban interface zones.

Non-Delineated Hazards:
 Hazards that do not have an identifiable area of impact. Hazard is assumed to have equal risk and impact throughout County. Includes thunderstorms, winter weather, tornadoes, subsidence, and earthquake.



Eastern Adams County

Chapter 5: Comprehensive Plan Maps

LONG RANGE TRANSPORTATION PLAN

As a community's Comprehensive Plan is the 'blueprint' for future land use, the Long Range Transportation Plan ("the Transportation Plan") element helps to address the traffic and transportation needs of this vision. Adams County has both constraints and opportunities when it comes to providing good transportation for its residents, businesses, commuters and visitors now, and in the future. The focus of the Transportation Plan shifts to the long range multimodal opportunities and infrastructure investment needs of the County.

Toward this end the Transportation Plan documents the following:

- Identification of the County's Strategic Corridors
- Vision Plans
 - a) Roadway Element
 - b) Transit Element
 - c) Bike Element
 - d) Pedestrian Element
 - e) Transportation Demand Management (TDM) Element
- Phasing and Implementation

The following sections summarize the various maps and elements contained in the Transportation Plan. Please refer to the accompanying Long Range Transportation Plan document for more details.

STRATEGIC CORRIDORS

The Strategic Corridors map (Figure 10) shows the highest level framework of the existing and planned Adams County transportation network at the regional and county-wide level. The primary purpose for identifying the Strategic Corridors is to focus on the multimodal mobility needs of the County, particularly in light of the physical constraints that impede continuity through the County. Five types of Strategic Corridors are identified:

- *FREEWAYS, MANAGED LANES, AND TOLLWAYS* are the highest speed and highest capacity roadways that are part of the U.S. Interstate Highway system (I-70, I-25, I-225, I-76, I-270 and US 36) or the Denver region's beltway system (including E-470 and the Northwest Parkway). The County's Bus Rapid Transit (BRT) and regional bus service typically utilize these high capacity roadways as well. Because these facilities are maintained by the Colorado

Chapter 5: Comprehensive Plan Maps

Department of Transportation (CDOT), regional toll authorities and the High Performance Transportation Enterprise, the county will need to continue working jointly with other jurisdictions and stakeholders for future improvements along these corridors.

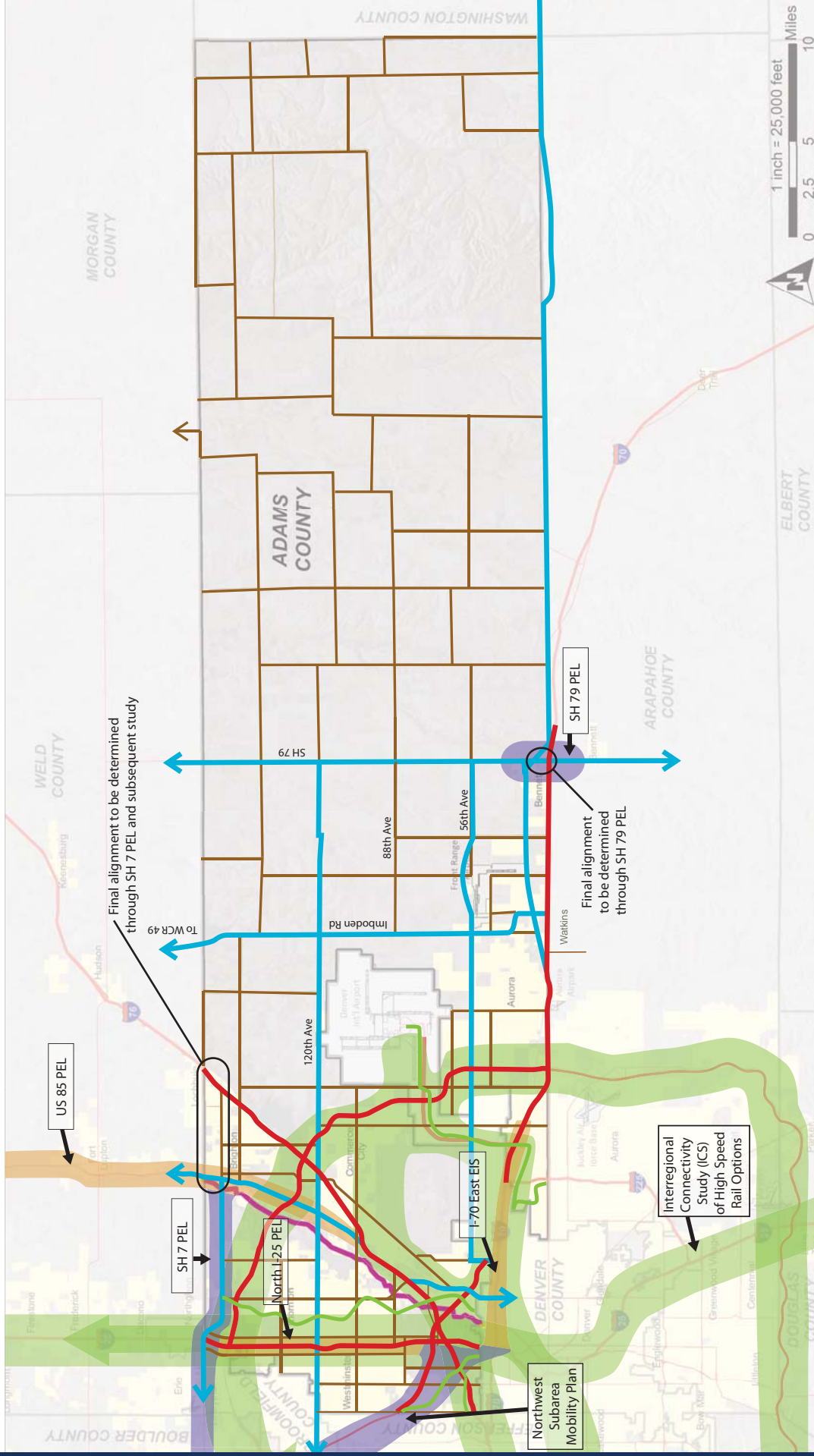
- *REGIONAL RAIL TRANSIT CORRIDORS* include the five commuter rail corridors in Adams County that are being implemented as part of the Denver Regional Transportation District (RTD) FasTracks system (East Corridor, I-225 Corridor, North Metro, Northwest Rail and Gold Line). Also included are corridor preservation efforts for a future RTD rail corridor between Commerce City and Brighton (refer to the NATE study), and CDOT's long-term vision to build out inter-regional high speed rail between Fort Collins and Pueblo; and DIA and the mountain communities. Adams County's North Metro station at 72nd in Commerce City, as well as the Pecos station along the Gold Line, have been identified as potential locations to transfer between RTD's FasTracks commuter rail and CDOT's future high speed rail technologies.
- *REGIONAL STRATEGIC ROAD CORRIDORS* are the arterial roadways that have the greatest regional continuity to facilitate mobility and provide connectivity between communities both within and outside Adams County (including State Highway [SH] 7, 120th Avenue, 56th Avenue, US 85, Imboden Road, and SH 79). Mobility is the predominant function for these corridors; access will be limited in order to provide safe and efficient through travel.
- *STRATEGIC ROAD CORRIDORS* are other urban major arterials and rural arterials that also satisfy longer distance mobility needs but have less regional continuity within and outside the County compared with Regional Strategic. In the urban areas of the County, many of these corridors have the characteristic of being built as commercial corridors; therefore, while mobility is also important on these strategic corridors, the County will be deliberate, but less restrictive than along the regional strategic corridors.
- *STRATEGIC TRAIL CORRIDORS* includes the South Platte River Trail, which is also the alignment for the Colorado Front Range Trail connecting to Wyoming and New Mexico. Also included as strategic trail connections are the routes designated as regional bike corridors in the DRCOG Metro Vision 2035 Plan, as well as the on-street regional bikeways designated in the Bicycle Element. These trail corridors continue to serve recreational needs, but are further acknowledged for regional commuter bike connectivity.

Several multi-jurisdictional corridor studies or are currently underway that affect Adams County's strategic corridors. These corridor studies

are identified on the Strategic Corridors Map and briefly described below:

- *I-70 EAST ENVIRONMENTAL IMPACT STATEMENT (EIS)* is an ongoing study of I-70 highway improvements from I-25 to Tower Road.
- *NORTH I-25 PLANNING ENVIRONMENTAL LINKAGE (PEL) STUDY* is a corridor study to look at improving conditions on I-25 from US 36 to SH 7.
- *RTD NORTHWEST SUBAREA MOBILITY PLAN* is an upcoming study to analyze mobility improvement needs and develop a plan for moving forward with the Northwest Rail Line.
- *INTERREGIONAL CONNECTIVITY STUDY* is currently underway and is examining the feasibility and potential alignments for high speed rail from Fort Collins to Pueblo, and from DIA to the mountain communities.
- *SH 7 PEL STUDY* is looking at ways to improve the conditions on SH 7 from US 287 in Lafayette to US 85 in Brighton. Potential realignments and supplemental connections are being considered at both the east and west ends of the corridor. The recommendations on the east end of the corridor near US 85 may affect the configuration of Bridge Street and/or Baseline Road to the east of US 85 through Brighton.
- *US 85 PEL STUDY* is an upcoming study of the US 85 corridor through Adams and Weld Counties from I-76 to Ault to refresh the US 85 Access Control Plan and establish a vision for the corridor.
- *SH 79 AND KIOWA BENNETT ROAD CORRIDORS PEL STUDY* is addressing the alignment of SH 79 through the Town of Bennett, including a potential grade separated crossing of the UPRR Railroad and connection to Kiowa Bennett Road south of I-70 in Arapahoe County.

Strategic Corridors



Note: Refer to Figure 7 for other Regional Bicycle Corridors

LEGEND

- Freeways / Tollways
- Regional Strategic Corridors
- Corridor Study Underway
- Regional Transit Corridors
- Strategic Corridors
- Colorado Front Range Trail

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The County's transportation system must provide multi-modal options for travel to, from, and within Adams County. The following sections provide the vision plan maps and descriptions of the five primary modal elements of the Transportation Plan, including the Roadway Element, Transit Element, Bicycle Element, Pedestrian Element, and Transportation Demand Management (TDM) Element. Each of these modal elements builds upon previously completed plans including subarea studies, corridor studies, and municipal transportation plans.

ROADWAY ELEMENT

The Roadway Element is depicted in the Roadway Plan maps (Figures 11a and 11b) and documents the functional classification of the roadway network and new interchanges proposed to be implemented along freeways, toll roads and US 85.

Functional Classification

The primary function of a roadway is to provide either a high level of mobility (where higher speeds occur and direct land access is restricted) or provide a high level of accessibility (where speeds are lower and direct access is emphasized). In addition, there are intermediate roadway facilities whose function is to provide a transition between mobility and accessibility function. The primary determinants of functional classification are length of trip, average travel speed, frequency of access points, and continuity.

Mobility is the predominant function for the Regional Strategic Corridors with access limited to intersections at ½-to-1-mile spacing in order to provide safe and efficient through travel. Reasonable access from less functional roadways (e.g., minor arterials and below) that connect to a regional strategic corridor at the ½-to-1-mile access spacing will be identified and encouraged for access to local development. For the purposes of rights-of-way dedications, the typical cross section for the regional strategic corridors is 140-feet.

The access spacing for Major Arterials will be deliberate, but may be less restrictive than the ½ to 1-mile access spacing on a case-by-case basis. For rural arterials, access spacing will generally be allowed at ¼ to ½-mile spacing, with shared access between parcels encouraged on a case-by-case basis. For purposes of rights-of-way dedications, the typical cross sections for urban Major Arterials and Rural Arterials is 140-feet and 120-feet respectively.

Chapter 5: Comprehensive Plan Maps

Maintaining mobility and access on the arterial network in the more suburban and rural areas of the county may include the need for interim access, with the vision to maintain the integrity of properly spaced access for the build out condition of a roadway. Adams County will develop an interim access permit policy and process where a temporary access (time frame to be determined on a case-by-case basis) shall be allowed provided it does not impede mobility or cause a safety issue. Possible criteria to be used to develop the policy and process are MUTCD Signal Warrants using accidents and volumes).

The following table presents the general characteristics for the types of roadway function in the roadway element.

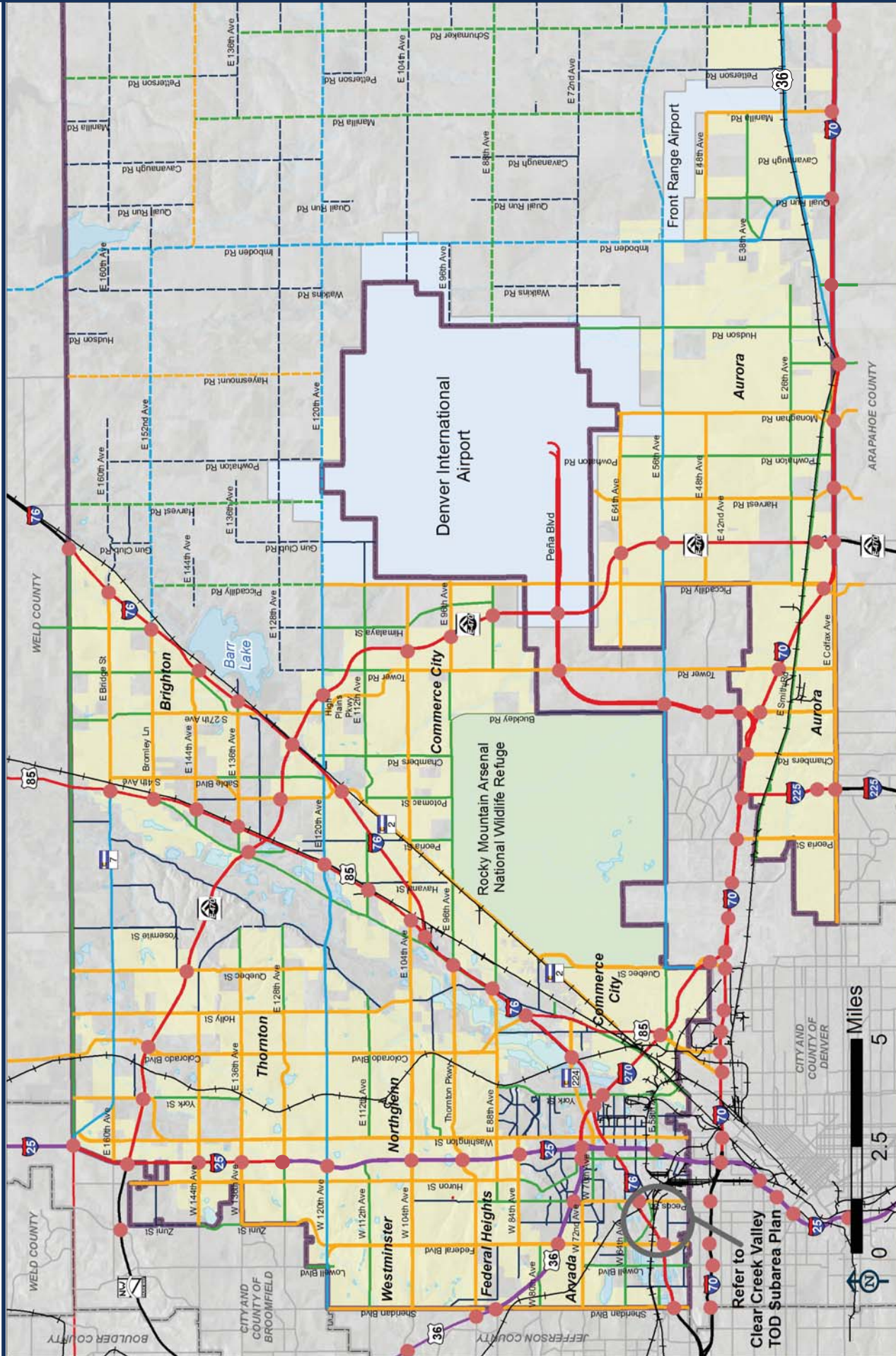
Table 5.3: Roadway Characteristics by Functional Classification

Characteristic	Freeways & Tollways	Regional “Strategic” Arterials	Major Arterials	Minor Arterials	Rural Arterials	Collectors	Locals
Functional Priority	Mobility Only	Mobility Only	Mobility Primary	Mobility Primary Access Secondary	Mobility Primary Access Secondary	Access Primary Mobility Secondary	Access Only
Service Performed	Highest level of traffic movement, unimpeded high speed & high volume	High speed, unimpeded regional connections	Relatively high speed, unimpeded connections	Traffic movement, relatively high speed	Traffic movement, relatively high speed	More frequent land access, relatively low speeds	Direct land access, lowest speeds
Typical Trip Lengths	Interstate & between major regions	Between multiple counties	Between communities and areas in the urban and suburban parts of the county.	Between and within major communities	Between communities and areas in the rural to suburban parts of the county	Within communities	Within neighborhoods & business centers
Continuity	Totally interconnected and continuous between states, inter-regionally and between metro areas	Totally interconnected and continuous between counties and over an entire metro area	Inter-connected & continuous within major regions & metro area	Inter-connected & continuous within metro area.	Inter-connected & continuous between & within rural areas	Interconnected & continuous within communities	No continuity required

Chapter 5: Comprehensive Plan Maps

Characteristic	Freeways & Tollways	Regional “Strategic” Arterials	Major Arterials	Minor Arterials	Rural Arterials	Collectors	Locals
Access Type and Spacing	Interchanges at 1-to-1-1/2 mile spacing. No direct land/private access.	1/2-to-1-mile spacing. No direct land/private access.	1/2-to-1-mile spacing. Direct access may be considered provided if no other reasonable form of access exists. Shared access encouraged.	1/4-1/2 mile spacing. Direct access provided if no other reasonable form of access exists. Shared access encouraged.	1/4-1/2 mile spacing. Shared access encouraged.	1/8-mile spacing Some restrictions on private access.	Unrestricted private access.
Facility Spacing							
Urban							
Rural		1-3 miles 5+/- Miles	1-3 miles 5+/- Miles	1/2-1 Mile 2 +/- Miles	2 +/- Miles	1/4-1/2 Mile 1 +/- Miles	As needed As needed
Right-of-way Width		140 feet	140 feet	120 feet	120 feet	80 feet	Varies up to 60' depending on roadway function
Traffic Controls	Free Flow Merge/diverge	Signals, interchanges (U.S. 85) as warranted	Signals	Signal typical, stop signs in special circumstances	Stop signs (primarily on side streets)	Signalized & stop controlled intersections as warranted	Stop signed controlled or uncontrolled, as warranted

Roadway Plan (West)



Legend

- Freeway/Tollway
- Freeway with Managed Lanes
- Regional Arterial
- Major Arterial
- Rural Major Arterial
- Minor Arterial
- Rural Arterial
- Collector
- - - Rural Collector
- Interchange

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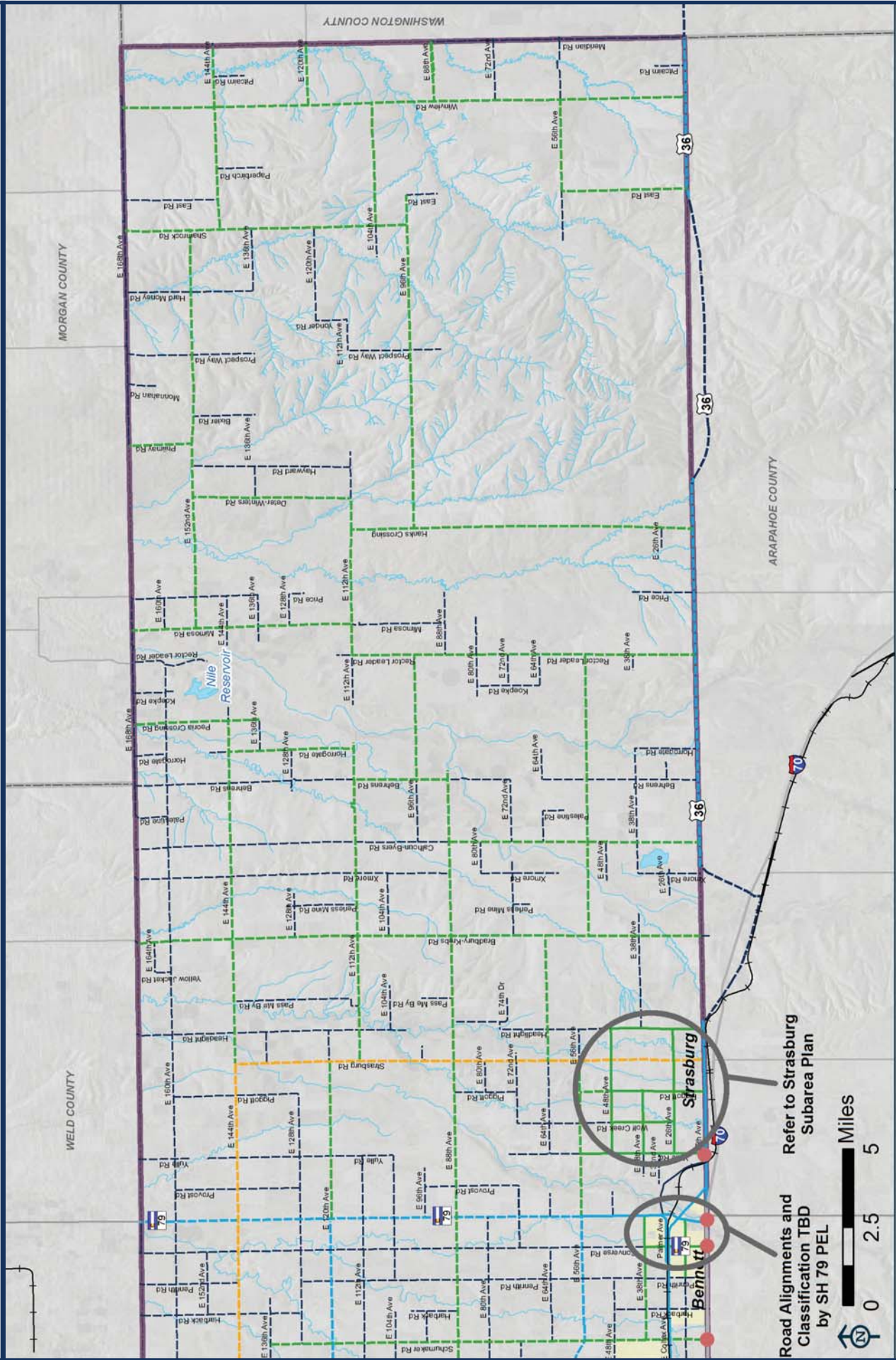
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Refer to
 Clear Creek Valley
 TOD Subarea Plan

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Roadway Plan (East)



Legend

- Freeway/Tollway
- Freeway with Managed Lanes
- Regional Arterial
- Rural Regional Arterial
- Major Arterial
- Rural Major Arterial
- - - Minor Arterial
- - - Collector
- - - Rural Collector
- Interchange



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Road Alignments and Classification TBD by SH 79 PEL

Refer to Strasburg Subarea Plan

Miles
 0 2.5 5

BICYCLE ELEMENT

The accommodation of bicycle travel is integral to Adams County's vitality and quality of life. The primary goal of this Bicycle Plan is to present a framework for a practical and comprehensive bicycle network throughout the County that promotes safe, sustainable, and healthy travel options for residents, employees, and visitors.

Types of Bicyclists

The characteristics of bicyclists, and the preference for different types of bicycle facilities, can vary greatly. The most common factors that are used to classify different types of bicyclists include trip purpose, comfort level, and physical ability. The characteristics of bicyclists described below can help to identify appropriate bicycle facilities based on adjacent land uses and likely types of riders, and to ensure that the County's bicycle network considers and accommodates all different types of bicyclists.

The purpose for making a bicycle trip can be utilitarian or recreational. Utilitarian trips are those that get a person to a designated location such as work, school, or shopping, by bicycle. Bicyclists making utilitarian trips can vary greatly in skill level and desired facility type. Children riding to school may not have the same understanding of the rules of the road as adults, and therefore may need special accommodation for their trips. Many commuter cyclists prefer the most direct route between their origin and destination. Others may use bicycles for utilitarian trips because they do not have access to an automobile.

Recreational trips include those bicycle trips made for exercise and/or leisure. Recreational bicyclists often prefer loop trips, and visual interest typically takes priority over the directness of the route.

Experienced and confident bicyclists are comfortable riding on most types of bicycle facilities, including roads with no specific bicycle treatments. This group can include both utilitarian and recreational riders who are confident enough to ride on busy roads. They often prefer to ride adjacent to automobile traffic rather than on shared use paths where pedestrians and recreational bicyclists are traveling at slower speeds.

Casual and less confident bicyclists make up the majority of the population. These bicyclists typically ride at slower speeds, prefer

shared use paths, and may be willing to use a less direct route to avoid busy streets.

Bicycle Plan Map

The recommended bicycle system for Adams County is an interconnected network of regional bicycle corridors, shared use paths and on-street bikeways that aim to accommodate all types of bicyclists. The system connects residents and employees to transit stations, commercial centers, activity centers, schools and recreational areas.

The Bicycle Plan map (Figures 12a and 12b) depicts the Regional Bicycle Corridors and the Community Bicycle Corridors that are recognized by DRCOG as a part of the regional bicycle system. Bicycle projects on these corridors receive more emphasis in DRCOG's funding allocation process. The Bicycle Plan also identifies regional on-street bikeways in the more rural portions of the County; this network builds upon the County's Open Space, Parks, and Trails Master Plan, providing recreational loop routes and connections between communities. Many of the trails included in the Open Space, Parks, and Trails Master Plan are also planned to accommodate or consider accommodation of equestrian activities. The Colorado Front Range Trail (CFRT) extends through Adams County along the South Platte River Trail. Colorado State Parks, with the support of many communities, citizens and stakeholders, is in the process of creating this multi-purpose trail from Wyoming to New Mexico along Colorado's Front Range.

Implementation of much of the bicycle network in the urbanized portion of the County will be the responsibility of the local municipalities. However, it is important to provide connections between the planned municipal bikeways and those in unincorporated Adams County, as well as to provide adequate connections to the regional bicycle facilities. The on-street and off-street bikeways in unincorporated Adams County are shown on the Bicycle Plan map; implementation of these facilities is primarily the responsibility of Adams County, and in some cases, developers of adjacent properties.

The 4-E Approach

Successful implementation of the County's Bicycle Plan will require a combination of strategies that are commonly referred to as the "4-E" approach. This comprehensive approach combines engineering and planning with enforcement, education, and encouragement.

ENGINEERING – The first step of the planning and engineering is the identification of bicycle destinations and routing, which is depicted on the Bicycle Plan map. The Transportation Plan contains typical roadway cross-sections that are bike friendly, including on-street bike lanes, wide shoulders, and shared use paths for certain area types and roadway functional classifications. Implementation of the Adams County bikeways should adhere to these cross-sections, along with the guidance provided in the American Association of State Highway and Transportation Officials' (AASHTO) *Guide to the Development of Bicycle Facilities* (2012).

ENFORCEMENT – Local law enforcement can play an important role in providing a safe bicycle system. Enforcement can include such efforts as:

- Enforcing laws that impact bicycle safety by ticketing cyclists and motorists who violate the law
- Developing strategies to reduce bike theft and increasing the proportion of recovered bikes returned
- Developing strategies for reducing assaults on bicyclists
- Implementing bicycle patrols

EDUCATION – A joint education program between the County and the municipalities in Adams County should be developed and implemented to instruct community members in lawful and responsible behavior for both bicyclists and motorists. Effective delivery of a bicycle education program can include:

- Working with school administrators and teachers to integrate bicycle safety into the curricula
- Providing adult cycling courses through local community colleges or other appropriate venues
- Including share the road concepts in drivers' education programs
- Providing safety messages (e.g., share the road, helmet use, etc.) via print and electronic media
- Installing share the road signing along certain bicycle routes

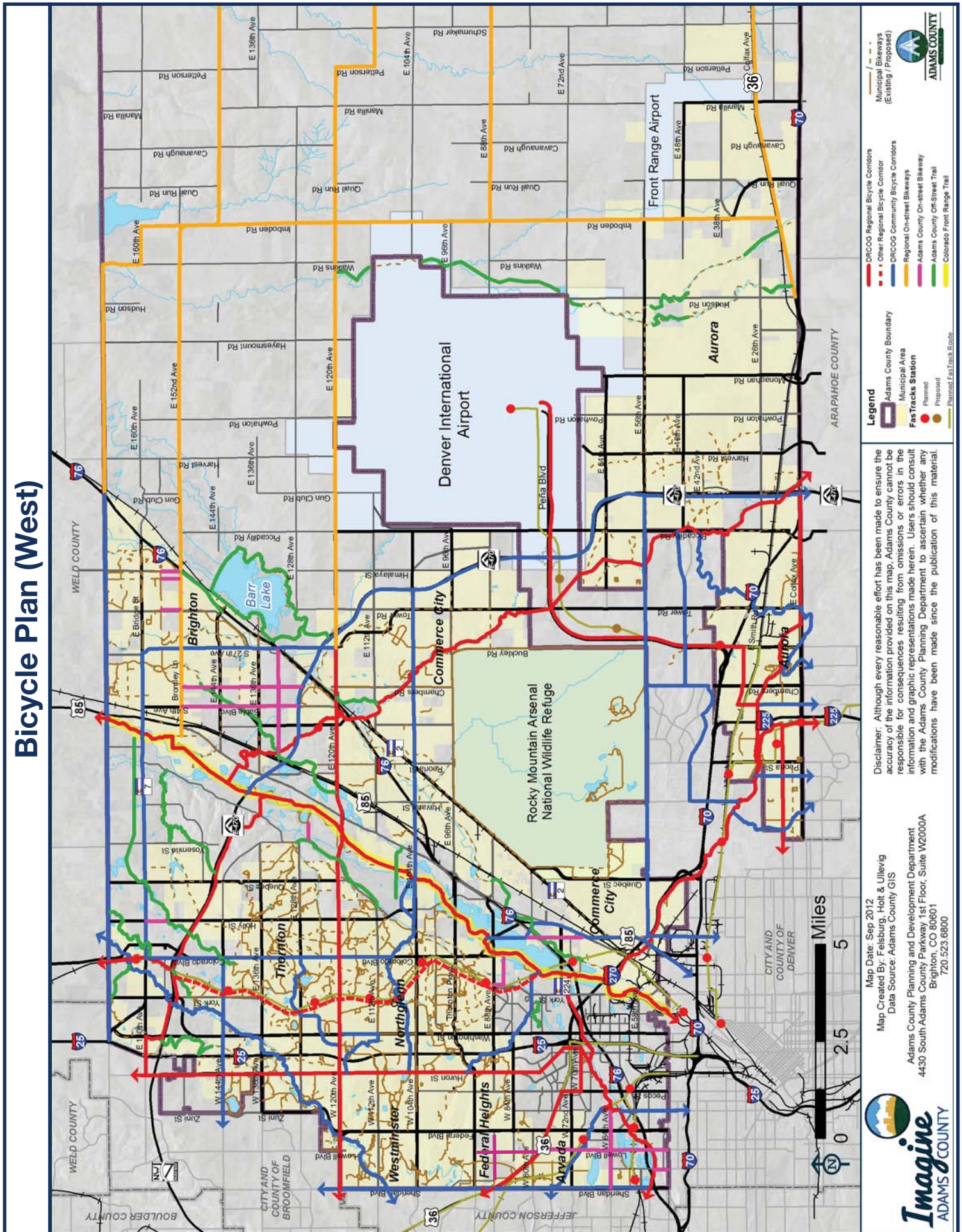
ENCOURAGEMENT – Provision of incentives for bicycling can increase the use of the bicycle system. Encouragement programs can include:

- Initiating bicycle library or bike sharing programs

Chapter 5: Comprehensive Plan Maps

- Requiring companies and agencies to provide amenities that encourage bicycling such as secure bicycle storage, showers, and lockers
- Providing entry-level bicycling activities in recreational programming
- Participating in and encouraging regional programs such as bike month and bike to work day
- Collaborating with non-profit agencies (e.g., Bicycle Colorado, LiveWell Colorado) to encourage active travel

Bicycle Plan (West)



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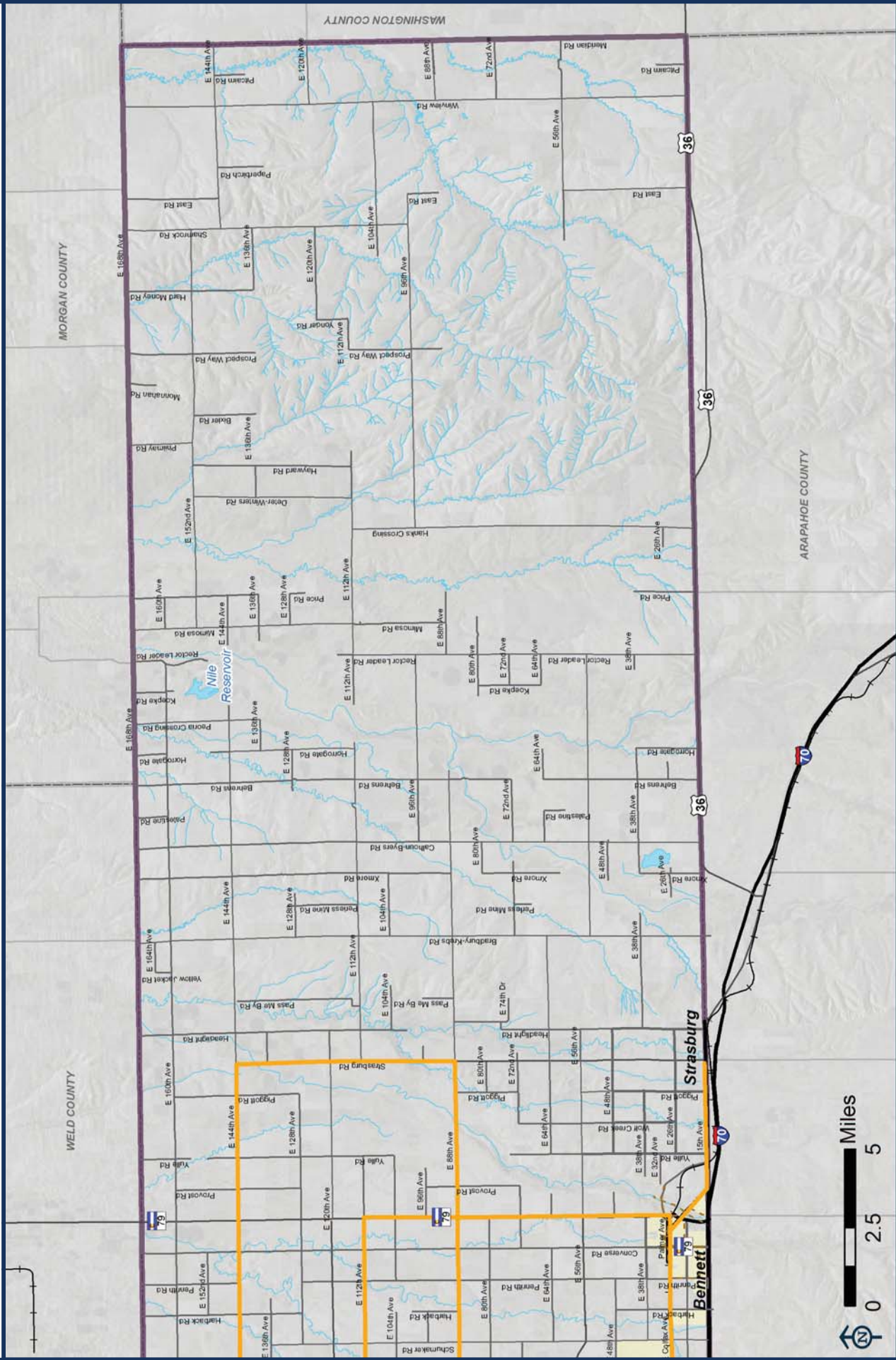
Legend

- DRCOG Regional Bicycle Corridors (Red dashed line)
- Other Regional Bicycle Corridor (Blue dashed line)
- DRCOG Community Bicycle Corridors (Purple dashed line)
- Regional On-street Bikeways (Orange dashed line)
- Adams County On-street Bikeway (Pink dashed line)
- Adams County On-Street Bikeway (Green dashed line)
- Colorado Front Range Trail (Yellow dashed line)
- Adams County Boundary (Black outline)
- Municipal Area (Grey outline)
- FasTracks Station (Red circle)
- Planned (Yellow circle)
- Proposed (Green circle)
- Planned FasTracks Route (Yellow line)

ADAMS COUNTY



Bicycle Plan (East)



Legend

- Adams County Boundary
- Municipal Area
- Fast-Track Station
- Planned
- Proposed
- Planned Fast-Track Route

Type of Trail/Bikeway

- DRCOG Regional Bicycle Corridors
- DRCOG Community Bicycle Corridors
- Regional On-street Bikeways
- Adams County On-street Bikeway
- Adams County Off-Street Trail
- Municipal Bikeways (Existing / Proposed)

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Map Scale: 0, 2.5, 5 Miles

TRANSIT ELEMENT

High quality public transit provides a vital service for the County's transit dependent population and also provides a key element in a sustainable multimodal transportation system for all of the County's residents and workers.

Existing System

Roughly the western third of Adams County is currently part of the RTD area. (See Figure 13, Transit Plan map.) This area is served by an extensive network of local and express route RTD buses. In addition there are four call-n-Ride areas where RTD provides bus service in response to calls in the Thornton/Northglenn, Federal Heights and Brighton areas. RTD also provides seven Park-n-Ride lots within the County.

RTD also provides Access-a-Ride, their local bus transportation for individuals who cannot access the District's fixed-route bus and rail systems. Qualified transit riders can schedule a trip as long as the origin and destination of the trip are within 3/4 mile of RTD's Local fixed-route transit system.

In addition to RTD's Access-a-Ride, Adams County and communities in the county jointly sponsor A-Lift, providing mobility services to senior citizens and people with disabilities. In the more rural areas of the county, Via Mobility Services provides transportation for elderly and disabled customers. Additionally, Special Transit offers targeted service to Medicaid-eligible patrons.

Planned Service

RTD FASTRACKS

The RTD FasTracks program is a regional rapid transit expansion plan to build 122 miles of new commuter and light rail corridors and 18 miles of bus rapid transit (BRT), in addition to new parking and enhanced bus service to accompany the rail and BRT service. Five of the FasTracks rail transit corridors (see Transit Plan) will serve Adams County, including:

- *NORTH METRO* – from Denver Union Station to 162nd Avenue at the northern Adams County border, with stations in Commerce City, Thornton and Northglenn
- *EAST CORRIDOR* – from Denver Union Station to Denver International Airport, with stations in Aurora

Chapter 5: Comprehensive Plan Maps

- *GOLD LINE* – from Denver Union Station to Ward Road, with stations in unincorporated Adams County and in Arvada
- *NORTHWEST RAIL* – from Denver Union Station to Longmont, with a station in Westminster
- *I-225 CORRIDOR* – Connecting the South I-25 corridor with the East Corridor, with stations in Aurora.

These planned rail corridors will provide Adams County with substantial upgrades in speed, efficiency, and reliability of transit service.

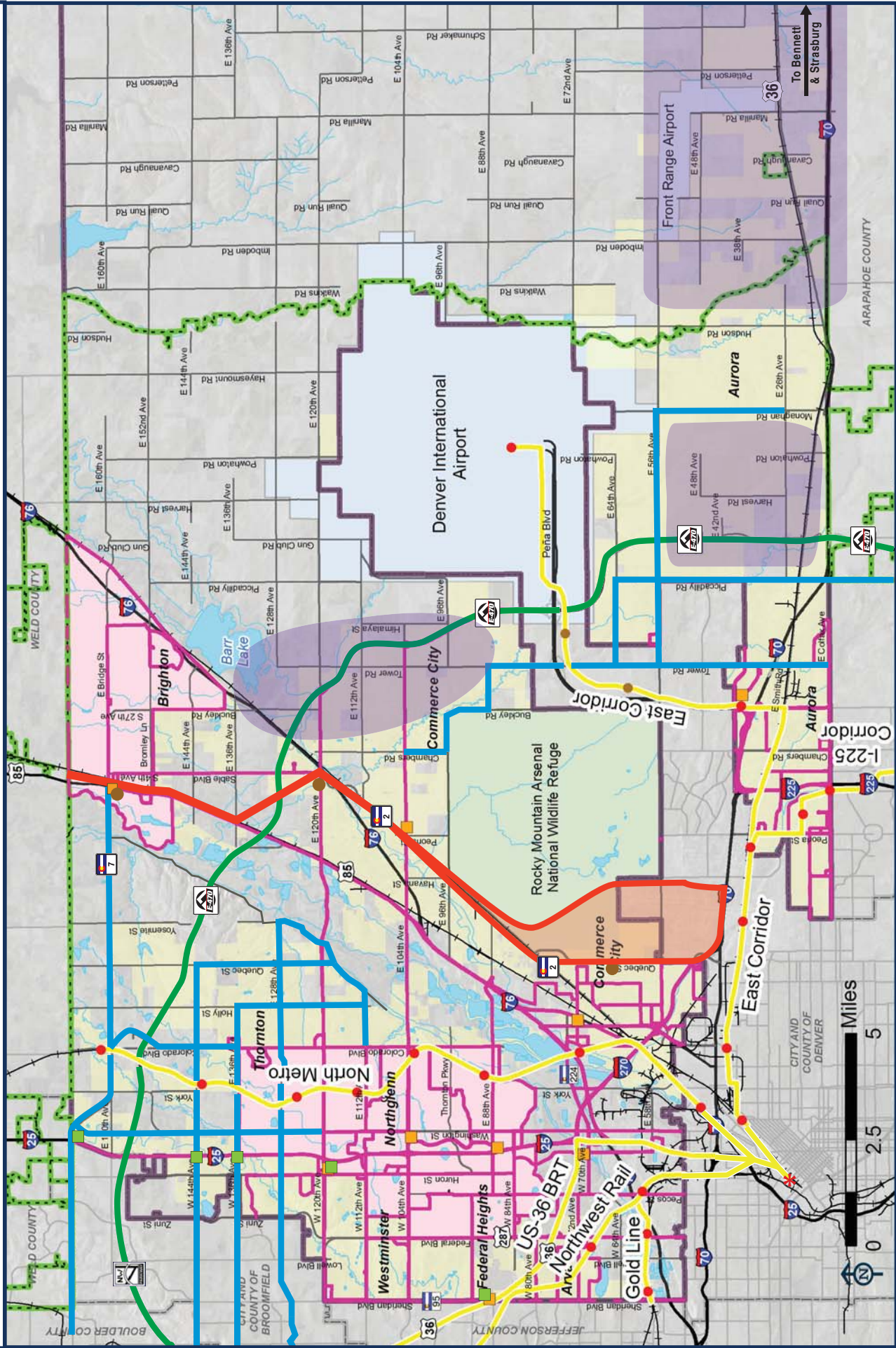
Additionally, the planned transit stations, including the two Gold Line stations in unincorporated Adams County and the several stations planned for Adams County municipalities, will provide opportunities for transit oriented development (TOD). RTD plans to reconfigure bus routes to focus on the FasTracks rail corridor. In addition to the commuter rail corridors, the US 36 Bus Rapid Transit (BRT) from Denver to Boulder also serves the County with the closest stop at Westminster Center.

The schedule for completion of different FasTracks corridors varies widely. The East Corridor, Gold Line, I-225 and the Northwest Rail line to the South Westminster Station at 71st and Lowell are currently or soon to be under construction and are planned to be completed in 2016. Additionally, the US 36 BRT is scheduled for completion in 2015. The other two FasTracks corridors in Adams County, North Metro and Northwest Rail, do not currently have a firm phasing or completion schedule. An important Adams County transportation planning policy is to work closely with RTD to advance the implementation of these FasTracks corridors. A particularly important focus for Adams County is the implementation of the North Metro corridor due the high number of County residents and land uses that it will serve and its TOD potential.

Additional bus routes that are planned by RTD to accompany FasTracks rail corridors are shown on the Transit Plan in blue. Several of these bus route enhancements are needed to serve existing and developing communities and are recommended to be considered for implementation prior to FasTracks rail corridor completion.

The transit element of the Adams County transportation plan also includes transit corridor preservation on two additional corridors that are not part of the FasTracks system (shown in green on the Transit Plan). These preservation corridors include:

Transit Plan



LEGEND

- RTD Bus Routes (existing)
- FasTracks Rail (Planned)
- RTD Bus Routes (Planned)
- Future Bus Routes (Planned)
- Future Transit Corridor Preservation
- Potential Transit Expansion Area
- Future Park-n-Ride
- Northwest area Transit Evaluation

LEGEND

- Adams County Boundary
- Municipal Area
- RTD Boundary
- Call-n-Ride Area (existing)
- Park-n-Ride (existing)

LEGEND

- Planned FasTracks Station
- Future Transit Station

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Scale: 0 2.5 5 Miles

Chapter 5: Comprehensive Plan Maps

- *E-470 CORRIDOR* - the right-of-way that was included with E-470 construction to accommodate a future passenger rail system
- *NATE* - the FasTracks initiative also includes purchase of right-of-way through Commerce City to Brighton for a future rail corridor referred to as the Northeast Area Transit Evaluation (NATE) corridor which will provide an additional connection from either the East or North Metro Corridor to Commerce City and Brighton with a potential station adjacent to the Adams County Government Center.

Finally, three Potential Transit Expansion Areas are included in the Transit Plan element and are shown on the Transit Plan. Two of these expansion areas are parts of the Commerce City and Aurora planning areas that are anticipated to have transit supportive development densities but are not served by the existing or planned transit enhancements described above. The third area is the east I-70 corridor, including the Front Range Airport area and the communities of Watkins, Bennett and Strasburg. This area is not currently in the RTD and does not have transit service with the exception of limited weekly Human Services transportation provided to these three rural communities. It is recommended that these communities work together in coordination with the Adams County local Coordinating Council on Human Services transportation to assess the desirability of expanding rural transit service in the corridor.

HUMAN SERVICES TRANSPORTATION

Human services transportation in Adams County provides services to transportation disadvantaged residents including those with varying mobility challenges such as the increasing number of senior citizens, people with disabilities, lower income families and those with workforce transportation challenges. Currently, there are close to 20 different providers that deliver service to the County, although many of the services are currently restricted to specific populations such as cancer patients, Medicaid-eligible customers, senior citizens and/or persons with disabilities.

Both fixed route services and demand responsive services are available and costs vary from free trips to donations to the cost of a taxi ride. In many instances previous studies have found duplication of services does exist, but there are regulatory and financial barriers to efficiently coordinating these services. Most of the services are accessible and provide driver assistance to elderly customers and those with

disabilities. Costs per trip range greatly and fluctuate from around \$20 per trip to \$45 per trip.

In the urban area Adams County and communities in the County jointly Sponsor A-Lift, providing mobility services to senior citizens and people with disabilities. In Brighton and the Tri-Valley communities of Bennett, Strasburg and Watkins, Via Mobility Services provides transportation for elderly and disabled customers as part of its services available to the general public. Additionally, Via offers targeted service to Medicaid-eligible patrons under contract to the regional Medicaid broker.

IMPLEMENTATION STRATEGIES

Through the Adams County Local Coordinating Council (LCC), working with providers, social service agencies, government and the private sector, develop and implement the following strategies for improving human services transportation:

1. Identify and analyze human services transportation and develop opportunities for efficiency.
 - a) Identify unmet service needs
 - b) Identify gaps in service, and in funding
 - c) Identify regulatory and policy constraints to coordination of trips; develop strategies to eliminate barriers to coordinated service
2. Develop methods for increasing awareness among users of existing transportation options and resources.
 - a) Working with social services agencies, agencies serving targeted audiences, providers, and existing information resources such as DRMAC, develop means for increased marketing.
3. Identify financial and personnel needs to enhance the work of the LCC in coordinating human services transportation.
 - a) Identify appropriate entity(ies) to “champion” the work of the LCC and determine personnel needs for implementing strategies
 - b) Document existing and identify new or additional funding opportunities.

Chapter 5: Comprehensive Plan Maps

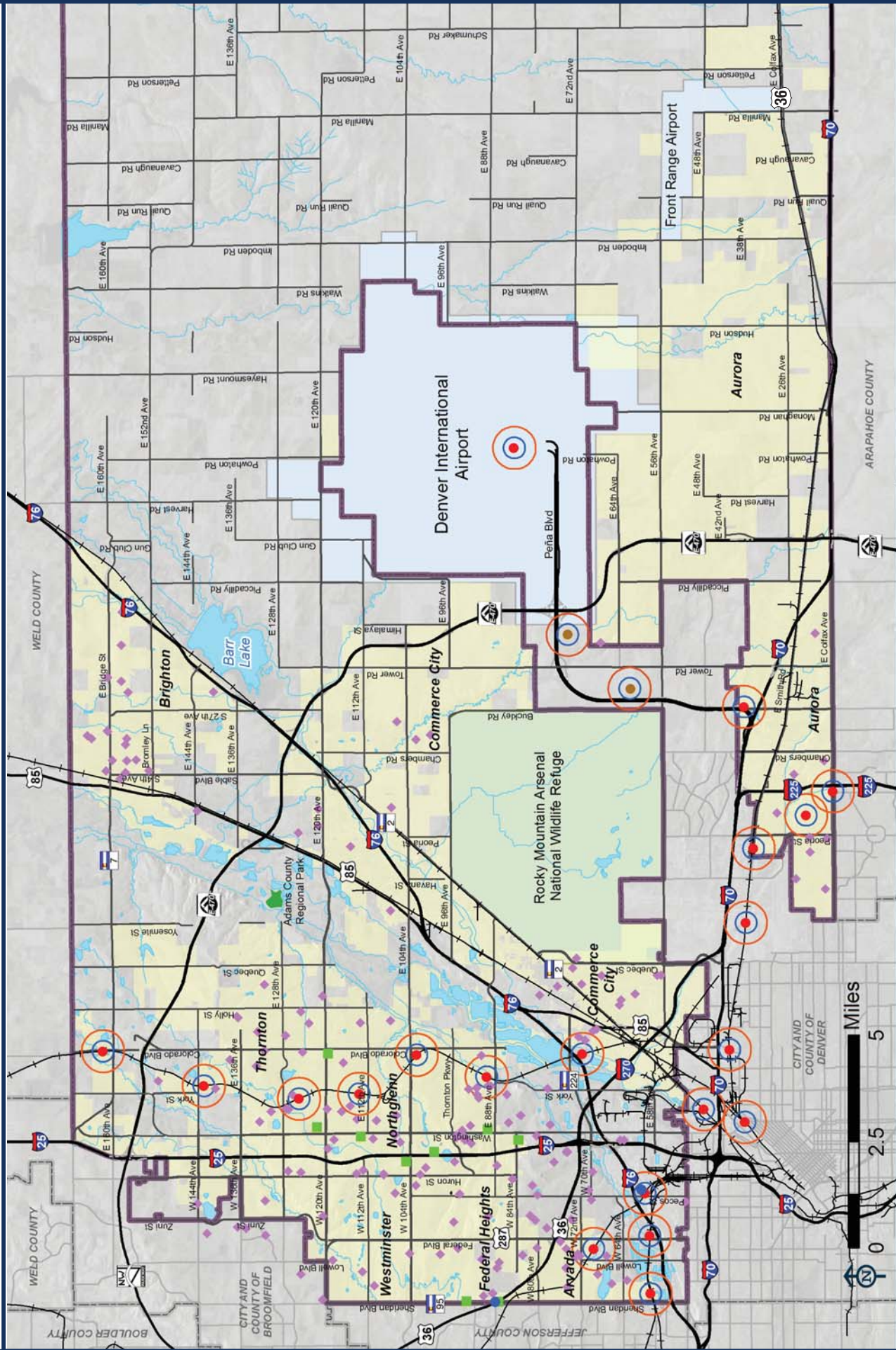
- c) Identify opportunities for collaborating on funding applications, including private sector employers, other not-for-profit entities.
4. Develop short and long term priorities and implementation plan to improve human services transportation in Adams County.
 - a) Identify future coordination strategies to blend, enhance and increase service delivery and efficiency

PEDESTRIAN ELEMENT

The Pedestrian Plan for Adams County focuses on providing high quality pedestrian accommodation in key areas of the County where pedestrian activity is currently high or is expected to be high in the future. The Pedestrian Activity Centers on Figures 14a and 14b include the planned and proposed FasTracks stations. Quarter-mile and half-mile buffers are shown around each station; while a quarter-mile is the distance a typical person is willing to walk to access a bus, the walkable distance for rail transit can be up to a half-mile. The streets within the half-mile buffer of the transit stations should include provision of high quality pedestrian facilities including sidewalks and crossing treatments at intersections. The maps also identify schools and retail centers in Adams County. Sidewalks and intersection crossing treatments should be provided along routes that provide access to these land uses. Within retail centers, pedestrian circulation should be attractive and safe to encourage walking within the centers.

In addition to the pedestrian activity centers, the Transportation Plan includes typical roadway cross-sections for different area types (urban vs. rural) and roadway functional classification. These multi-modal street standards include the sidewalks in the urban areas of the County.

Pedestrian Activity Centers (West)



Legend

- Planned FastTracks Station (Red circle)
- Future Transit Station (Blue circle)
- Multi-modal Activity Center (Orange circle)
- Station Area (Yellow square)
- Adams County Boundary (Purple outline)
- Municipal Area (Light yellow square)
- Schools (Green square)
- Retail Centers (Light green square)

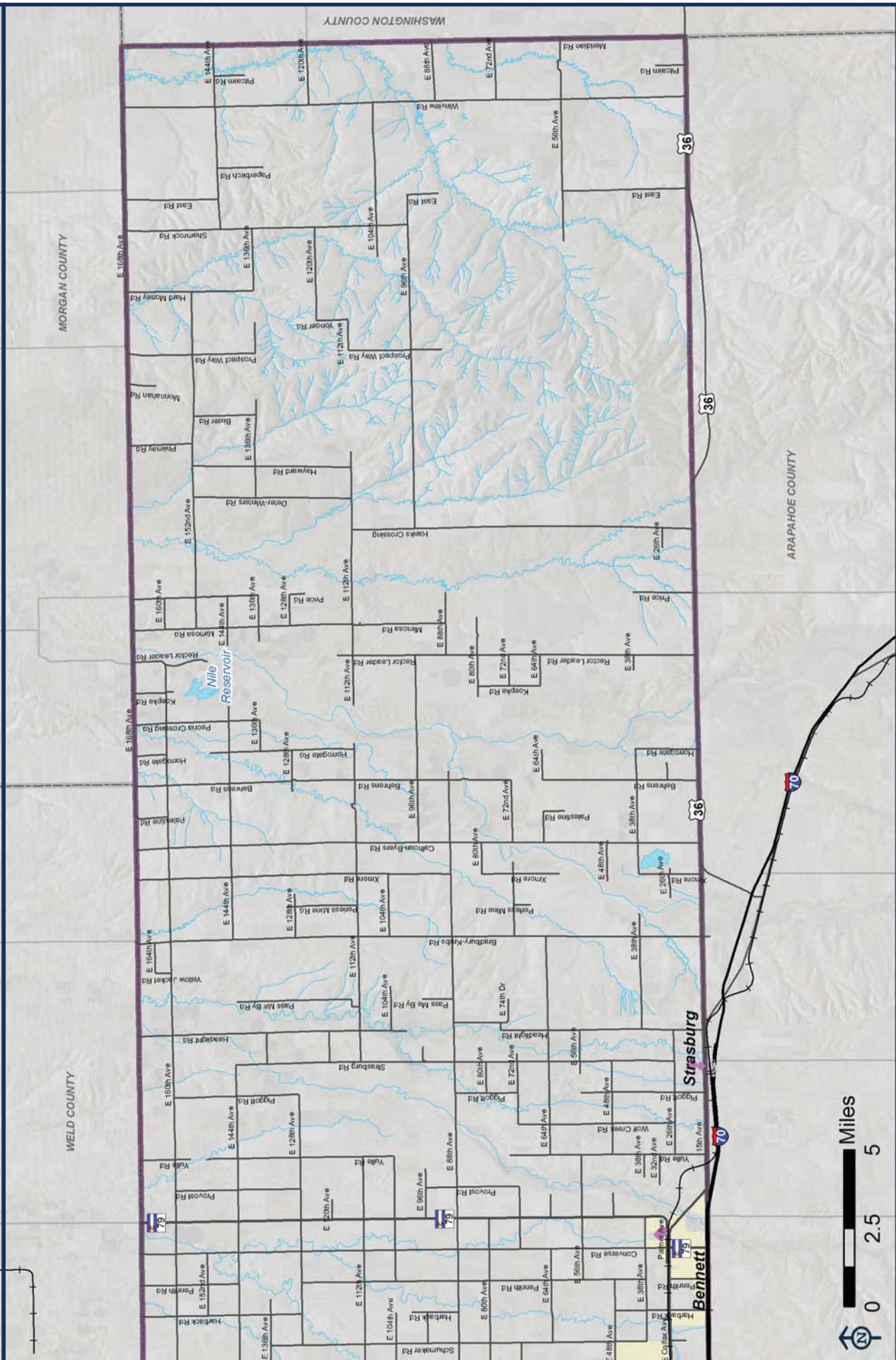
Scale: 1/2 Mile, 1/4 Mile

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Pedestrian Activity Centers (East)



Legend

- Planned FastTracks Station
- Future Transit Station
- Multi-modal Activity Center
- Station Area
- Adams County Boundary
- Municipal Area
- ◆ Schools
- Retail Centers

Scale: 1/2 Mile, 1/4 Mile

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TRAVEL DEMAND MANAGEMENT ELEMENT

In the past, the solution to rising levels of congestion was to build new and bigger roads. This encouraged still more growth to occur in these areas of now higher and better accessibility, which once again resulted in increased congestion. Although road improvements will continue to be an important strategy for providing mobility, many communities no longer have the financial resources to build all the necessary roads. In addition, they would likely face serious environmental problems and could encounter strong public opposition. Also, for urban areas such as Denver which are not in attainment with federal clean air standards, federal law places substantial constraints on the type and magnitude of road expansion that can be undertaken.

It is becoming increasingly important in these days of reducing funding capability for local communities to become actively involved in reducing travel, while realizing that not all TDM techniques are applicable to all communities. However, there are several elements of a management program which should be considered and evaluated over time within each community. Three major elements of TDM are recommended for Adams County:

1. **Continued review and regulation of land uses.** This process can typically affect such items as limiting the magnitude of development, encouraging different combinations of development in mixed use projects, and implementing alternative travel mode facilities such as bikeways and pedestrian paths within major development projects. The design of new neighborhoods is one way which Adams County and its cities can reduce the need for travel. Creating “activity nodes” linked by transit provides important mobility options for young people, the elderly, people who prefer not to drive, and those who don’t own cars. A number of design elements can be combined to reduce the level of automobile use in the community. One of the most influential long-term factors in transportation choice is the physical environment. How comfortable and safe it is to walk to a transit station, a bus stop, to shops or for work? How far is it to a mix of services? Is the area designed for people or for vehicles? Are there barriers that impede access to transit services?

2. Adding land use development patterns that are socially diverse and environmentally stable and that contributes both to economic development and quality of life and should consider the following elements:

- a) An appropriate mix and intensity of land uses.
- b) Interconnected street network that will accommodate pedestrians and bicyclists as well as vehicles.
- c) Using effective site design and street patterns that facilitate the operation and use of transit.
- d) Creation of an interesting commercial, entertainment, civic and residential core that encourages vibrant community life for residents and employers.
- e) Use of quality site planning, landscape and architectural design.
- f) Place a variety of commercial uses adjacent to transit facilities to increase convenient shopping opportunities for residents.

Locating work and shopping opportunities close to homes encourages the use of alternative modes of transportation.

3. Transit Corridor Preservation and Transit Service

Improvements. The County and cities should review major development projects and major public works projects for the potential to preserve corridors and rights-of-way for future mass transit use whether it be for regional rapid transit or local circulator transit services.

Transit services must be more flexible, demand-responsive, and suitable to serving dispersed origins and destinations.

Additionally, there are a number of measures and design features which can improve the attractiveness and accessibility of transit service. Adams County should encourage development near major transit corridors and stops to incorporate transit-friendly design elements.

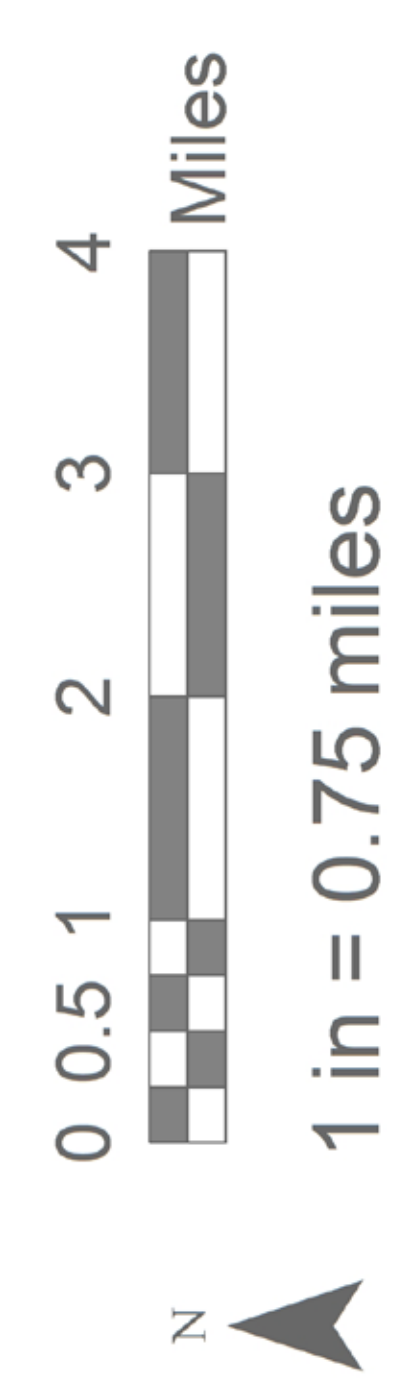
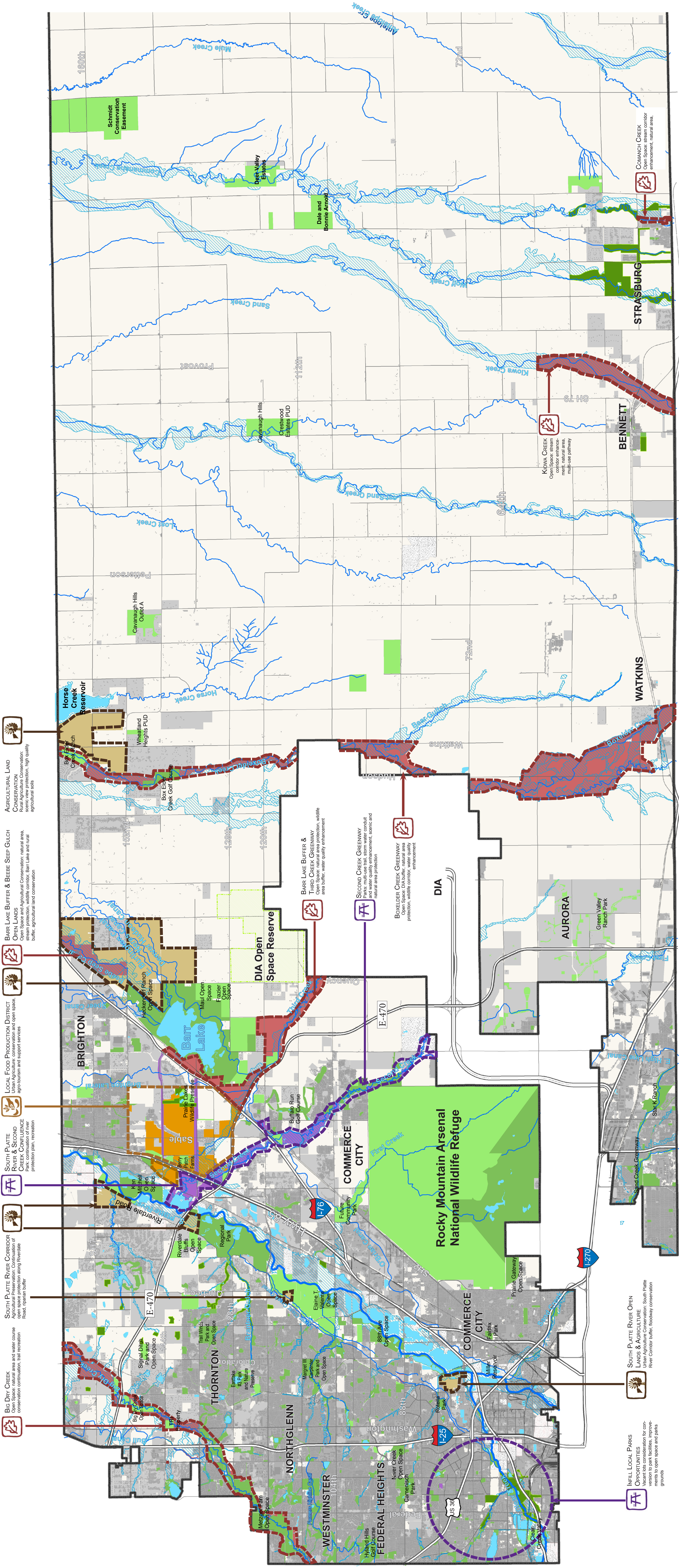
4. Promote Alternative Commute Options to County Employees and throughout the Region.

The fourth general area of TDM involves participating in a variety of rideshare incentives. These incentives can range from general promotional activities to actual zoning incentives and development credits for projects which provide a real and significant rideshare

component to their project. Working collaboratively with the multi-jurisdictional regional transportation management organization (TMO) will assist in promoting alternative transportation opportunities.

OPEN SPACE, TRAILS, AND PARKS MASTER PLAN

The Open Space, Parks, and Trails Master Plan map (Figure 15) illustrates the primary components of the proposed open space, parks, and trails development and enhancements within Adams County. The cities and towns have their own open space, parks, and trails plans that are taken into account in the Open Space, Parks, and Trails Master Plan to indicate regional connections and opportunities. Please refer to the Open Space, Parks, and Trails Master Plan for more detailed descriptions of these recommendations.



- Proposed Parks and Open Space**
- Park, Recreation, or Linear Park Corridor
 - Open Space, Natural Resource Management
 - Local Food Production District
 - Agricultural Conservation Lands
 - Conservation Flood Control Overlay Policy
- Planned Future Municipal, County, or Private Parks and Open Space**
- Existing Parks and Open Space with Public Access
 - Existing Open Space with No Public Access
- Rivers**
- Rivers
 - Lakes
- Landfills**
- Landfills
 - Impervious Surfaces
 - Subdivisions
- Aggregated Mining**
- Aggregated Mining

PARKS AND OPEN SPACE MASTER PLAN

November 15, 2012



ADAMS COUNTY COLORADO OPEN SPACE, PARKS & TRAILS MASTER PLAN

DESIGNWORKSHOP

Chapter 5: Comprehensive Plan Maps

Chapter 6. Implementation and Integration Strategy

INTRODUCTION

The Comprehensive Plan provides the framework for growth and development in Adams County in the coming years. The Plan has developed out of the vision that citizens and elected officials hold for the County's future. This vision suggests a new approach to land use, both for the County's decision-makers and the private sector. Therefore, for the Plan to be successful, its implementation must be a coordinated effort on the part of both the public and private sector.

Effective implementation of the Plan will depend on three things:

1. Deliberation in applying the goals and policies underpinning this Plan to the process of land use approvals;
2. Priority Initiatives, including potential adoption of IGAs with the municipalities, proactive steps to achieve Plan policies, more focused planning in target growth areas and subareas, and possible adoption of new regulations and guidelines; and
3. Instituting Plan Amendments to deal with changing circumstances affecting the County that cannot be adequately addressed by the Plan despite its flexible nature.

DELIBERATION

This Comprehensive Plan shall be advisory in nature and act as an aid to Adams County in decision-making for future land use and development. However, its advisory nature is not designed to undermine the goals and policies expressed herein; as a result, the Planning Commission, Board of County Commissioners and the County administration are charged with the responsibility of giving deliberate, thorough consideration to those goals and policies in undertaking rezoning and other land use decisions, with the underlying intent that these goals and policies serve as a frame of reference and guidance mechanism for future development and land use controls. The policies and objectives to be given weight in the process of land use approvals will include not only those expressly contained in the Comprehensive Plan, but also those set forth in the County's Transportation Plan; Open Space, Parks, and Trails Master Plan; Hazard Identification and Risk Assessment; and other adopted plans.

Adequate deliberation for rezoning and land use determinations, as intended by this Plan, will require consideration of the land uses, use areas, and densities shown on the Plan's Future Land Use map, overlaid by reference to the goals and policies expressed in this Plan, and also subject to the following caveats and qualifications:

Chapter 6: Implementation and Integration Strategy

1. The boundaries of the various land use categories shown on the Future Land Use map are approximations only. Boundaries may evolve through a process of delineation and adjustment as development proceeds within the County.
2. Variations from the use areas shown on the Future Land Use map may be appropriate and should be employed (i) to address changing conditions and circumstances that arise as the development process continues within the County, (ii) to promote an appropriate diversity of and balance in the housing and community types and related lifestyles that are available (e.g., urban, suburban, residential estate, rural), or (iii) to take advantage of specific development opportunities which benefit the public interests of the County and its citizens. However, any such variation should not materially impair the other goals and policies which serve as the basis of the Plan.
3. Enactment and employment of land use ordinances and regulations (including zone district modifications and re-zonings) should be undertaken with due reference to the Land Use Categories as defined by Table 5.1. Those categories, and their respective physical limitations and requirements, as set forth in Table 5.1, will be subject to modification and further definition and refinement by the Board of County Commissioners and the County administration in accordance with ordinary legislative and rulemaking processes.

PRIORITY INITIATIVES

There are a number of specific strategies set forth in the Plan that the County should take to ensure effective implementation of the Plan. The list on the following pages summarizes priority initiatives to be taken by the County over the next 1-5 years to support the implementation of the Plan. Priority initiatives are organized in five categories:

- Policy Decisions
- Partnerships and Intergovernmental Agreements
- Development Code Amendments
- Infrastructure Assessment/Improvements
- Priority Mitigation Actions

An explanation of each category and a list of priority initiatives are provided below. It is important to note, however, that there may be specific strategic actions recommended in Chapters 3 and 4 that are not set forth in the list of priority initiatives below (e.g., strategies that may be triggered by the actions of other jurisdictions or the private sector). Therefore County staff and decision makers should refer to the detailed policies and strategies, as applicable, each time they consider a development proposal or modifications to this Plan.

POLICY DECISIONS

Many of the policies in this Plan will be carried out by the County during day-to-day decisions—those made by the County Planning Commission and Board of County Commissioners, and in some instances

Chapter 6: Implementation and Integration Strategy

County staff. These groups will continually make decisions regarding development proposals and Comprehensive Plan amendments. Priority initiatives in this area are as follows:

Create a Plan to Address the Burden of Residential Development in Unincorporated Portions of the County By Addressing Location, Development Standards, and Infrastructure Financing Tools and Mechanisms for Construction and Maintenance, Including Consideration of the Following:

- Consider a range of new revenue tools such as, but not limited to, Construction Use Tax, modifications to Impact Fees, Metro District Operations Requirements, and Local Improvement Districts.
- Identify targeted growth areas; establish different development regulations, design guidelines, and standards for rural and urban areas; consider privatization of roads and amenities.

Implement the Use of the Fiscal Impact Model into the County Development Review and Budgeting Processes to Ensure that Development Proposals Do Not Unduly Burden the County.

- Establish clear thresholds for which the Fiscal Impact Model would be used (e.g., large projects, major changes to the comprehensive plan or use of incentives).

Partner with the ACED and other economic development entities on projects and related efforts that support the implementation of a more sustainable and resilient Adams County.

PARTNERSHIPS AND INTERGOVERNMENTAL AGREEMENTS

A number of the Plan's policies and strategies will be achieved through cooperation and partnerships between the County and other municipalities, regional agencies, or other governmental entities. Priority initiatives in this area are as follows:

Develop a Model IGA to use with Municipalities to Address a Variety of Topics in the County's Urban Growth Area, that addresses the following:

- Statement of objectives;
- Identification of development areas;
- Development standards;
- Applicable comprehensive plan;
- Responsibility for development review and approval;
- Annexation;
- Revenue sharing and maintenance responsibilities; and
- Amendments and implementation.

Work with municipalities to tailor the Model IGA for use in areas of the County where increased clarity in the development process is needed.

Create Subarea Plans in Partnership with Affected Municipalities to Give Direction to Improvements and Changes Needed in Targeted Areas as follows:

- DIA environs (in partnership with the cities of Denver, Aurora, and Commerce City);

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- Commercial corridor revitalization along Federal Boulevard, Washington Street, Pecos, and other major corridors as opportunities arise;
- Front Range Airport (in coordination with Bennett, Aurora, and Arapahoe County);
- Welby area; and
- Agricultural Tourism Study Area (in partnership with the City of Brighton).

DEVELOPMENT CODE AMENDMENTS

Targeted amendments to the County's Zoning Code and Subdivision Code and associated Development Standards and Regulations will be needed to ensure consistency with this Plan and other adopted Plans. Priority initiatives in this area are as follows:

Review and Revise Requirements for County Development in Municipal Growth Areas, Including:

- Establishment of development policies related to the Fiscal Impact Model, including those for acceptance of development applications, which are applicable to the different types of growth; and
- Establishment of electronic referral mechanisms to allow more efficient municipal review and comment.

Review and Revise Provisions of the Zoning and Subdivision Code, and associated Development Standards and Regulations to Implement the Plan, Including Consideration of the Following:

- Review and evaluate Development Standards and Regulations to identify ways incorporate increased predictability for applicants and the County;
- Evaluation and adjustments of current pyramidal use structure to reduce incompatibilities;
- Adoption of Transit-Oriented Development (TOD) regulations for FasTrack Station areas;
- Land use compatibility and siting regulations for hazardous materials facilities;
- Creation of a mixed-use zone district to encourage innovative development projects while reducing reliance on the Planned Unit Development process;
- Creation of a point system or similar tool to encourage sustainable development practices;
- Consider rezoning areas planned for Estate Residential development under this Comprehensive Plan to Residential Estate: RE rather than Agriculture: A-1; and
- Develop residential and commercial design standards to enhance the appearance of future development.

Evaluate and make targeted updates to the County's Transfer of Development Rights Program to include consideration of the following:

- Appropriate minimum size of property to be eligible to participate in the County's TDR Program;
- Evaluation of the potential of designating unincorporated areas of the Highway 7 corridor as a possible receiving area;
- Prioritization of sending areas located west of Imboden Road;

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- Creation of tailored requirements for receiving areas around Bennett and Strasburg to encourage annexation, study the use and effectiveness of metro districts, and to include a requirement that development have public water and sewer;
- Creation of tailored requirements for receiving areas north of DIA to include a requirement that development have public water or sewer and that cluster development patterns and executive housing (consistent with identified needs in the Adams County Balanced Housing Plan) are encouraged;
- Exploration of the potential of expanding receiving areas to include infill areas of the County;
- Evaluation of mandatory vs. voluntary application of the program in targeted areas of the County;
- Creation of a fee-in-lieu program to be used for excess units generated through the TDR process (e.g., more sending area is preserved than is necessary for the development); and
- Explore the feasibility of creating and maintaining a central database documenting the available development units.

INFRASTRUCTURE ASSESSMENT/IMPROVEMENTS

In some instances, implementation of the policies and strategies in this Plan will require that the County take a proactive role in assessing current and future needs and planning for expansion and improvement to services and facilities. Priority initiatives in this area are as follows:

Explore opportunities to make the Capital Improvement Plan and budgeting process more transparent to County businesses, residents, and property owners.

- Establish a Capital Improvement Plan process that includes both internal and external review and collaboration.

PRIORITY MITIGATION ACTIONS

Priority mitigation actions reflect the top ten hazard mitigation projects identified through the planning process and are ranked in order of priority. These projects include a combination of Policy Decisions, Partnerships and Intergovernmental Agreements, Development Code Amendments, and Infrastructure Assessment/Improvements. They have been grouped to ensure their level of priority is clearly noted.

Incorporate priority mitigation projects listed below as part of the individual department budgeting process and the Capital Improvements Planning process. (See Mitigation Strategy Action Worksheets for additional detail on the priority mitigation projects listed below.)


- **Warning Systems**—Investigate more effective warning systems for unincorporated Adams County. Examine Firstcall system, Notify Me, and other systems owned or otherwise that will provide effective notification for citizens and businesses.
- **Regional Park Sheltering**—Review funding options as well as storm shelter alternatives (retro fitting or new construction) to provide Safe Rooms at the Regional Park.

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- **Redundant Emergency Operations Center Communication System**—Develop an internal county team to identify current and potential fail points in the current system as well as to assess and develop recommendations to implement a secondary communication system to assure redundancy.
- **Regional Park Access**—Develop, at minimum, at least one alternative point of ingress and egress into the regional facility to ensure the safe movement of personnel, visitors and vehicles during an emergency event.
- **Develop a Communications Plan for Critical Facilities within the County**—Investigate the options and develop a communication plan for critical facilities with input and assistance from County personnel including (but not limited to) County Emergency Management, Emergency Medical Services (EMS), Tri County Health and Hospitals, Adams County Schools, etc.
- **Municipal IGA's for Preparedness Partnerships**—Development of a Countywide IGA to integrate preparedness actions and response costs where not otherwise provided in state mutual aid agreements. Such IGA would provide for staffing of EOC resources, damage assessment teams, public works trucks and other equipment and labor pools.
- **7: Storm Water and Flood Control Master Planning**—Initiate where necessary drainage control master planning efforts to protect neighborhoods throughout the County. Implement storm drainage improvements and storm warning systems.
- **8: Hazardous Materials Facilities Planning and Regulation**—Investigate the various methods of regulating incompatible land uses.
 - ✓ Review of existing zoning regulations;
 - ✓ Investigate a new zoning classification, performance standards, buffering requirements for critical facilities from schools, special needs facilities, and critical infrastructure;
 - ✓ Develop policies for a coordinated review process internal to the County for all hazardous materials facilities; and,
 - ✓ Develop integration opportunities between the Local Emergency Commission and the Adams County Planning Commission.
- **9: Public Education and Awareness Campaign**—Initiate with municipalities and businesses a collaborative emergency management public education and information program.
- **10: Acquisition Projects**—Purchase land located in problematic flood areas. Acquisition easily allows the County to limit or prohibit land development in these areas.

MITIGATION STRATEGY ACTION WORKSHEETS

A detailed explanation of each of the ten priority mitigation projects identified through the planning process are provided on the pages that follow. Projects are ranked in order of priority.

MITIGATION STRATEGY ACTION 1: Warning Systems	
PRIORITY: HIGH	ACTION SUPPORTED BY STRATEGY # 11.1.b, 11.2.b, 11.3.b
DATE OF RECOMMENDATION: 09/30/2012	
SCHEDULE / TARGET COMPLETION DATE: 2015	HAZARDS IMPACTED: Thunderstorms, Tornadoes, Flood, Wildfire, Impacts to/from Tier II Facilities
LOCATION: Countywide	
<p>ISSUE: Adams County does not have an effective and well-advertised means of providing citizens and businesses with information during disaster and recovery operations. While some systems exist, they are not effectively practiced and integrated in a way that provides effective notification.</p> <p>RECOMMENDATION: Investigate more effective warning systems for unincorporated Adams County. Examine Firstcall system, Notify Me and other systems owned or otherwise operated by Adams County Government that will provide effective notification for citizens and businesses.</p> <p>ACTION:</p>	
LEAD AGENCY: Adams County Office of Emergency Management & Administration - Communications Group	FUNDING COST: \$200,000 (Estimate)
SUPPORT AGENCY: NA	FUNDING SOURCE: Grants and General Fund
INTERIM MEASURE(S) OF SUCCESS: Identifying the options and securing a grant and having Communications Group identify a marketing strategy.	 <p>Source: NOAA</p>

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MITIGATION STRATEGY ACTION 2: Regional Park Sheltering²

PRIORITY: HIGH

ACTION SUPPORTED BY STRATEGY #12.1.c, 12.3.a

DATE OF RECOMMENDATION: 09/30/2012

SCHEDULE / TARGET COMPLETION DATE: 2015

HAZARDS IMPACTED: Severe Storms (Lightning, hail and high winds), Flood and Tornado

LOCATION: Countywide

ISSUE: No Safe Room at the Adams County Regional Park. The Park is the largest event center in unincorporated Adams County as well as the secondary location for the Alternate Care Facility. Rapid egress of citizens from the Park is not possible due to roadway issues.

RECOMMENDATION: Review funding options as well as storm shelter alternatives (retro fitting or new construction) to provide Safe Rooms at the Regional Park.

ACTION: Provide adequate sheltering for severe storms and tornados. Currently the Regional Park is identified as the secondary location for an Alternate Care Facility and local transfer point for a public health event. Additionally, the park is the largest event center in unincorporated Adams County and frequently hosts events where thousands of people are in attendance. The Regional Park does not have adequate structures or facilities to shelter citizens during a significant weather event requiring immediate sheltering for life safety.

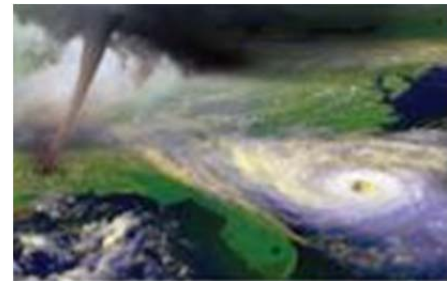
LEAD AGENCY: Adams County Parks

FUNDING COST: TBD

SUPPORT AGENCY: NA

FUNDING SOURCE: Grants and General Fund

INTERIM MEASURE(S) OF SUCCESS: Identification of potential funding and evaluation of options available for retrofit or additions of storm shelter facilities.



Design and Construction Guidance for Community Safe Rooms

RM 418-303, Second Edition / August 2013



² **Community Development Block Grant Funds:** On December 3, 2003, the President signed into law the Tornado Shelters Act (Public Law 108-146), which amends the Housing and Community Development Act of 1974, authorizing communities to use community development block grant funds to construct tornado-safe shelters in manufactured home parks. To be eligible, a shelter must be located in a neighborhood or park that contains at least 20 units, consists predominately of low- and moderate-income households, and is in a state where a tornado has occurred within the current year or last 3 years. The shelter must comply with tornado-appropriate safety and construction standards, be large enough to accommodate all members of the park/neighborhood, and be located in a park/neighborhood that has a warning siren. Community development block grant funds are funded through HUD.

MITIGATION STRATEGY ACTION 3: Redundant Emergency Operations Center Communication System

PRIORITY: HIGH

ACTION SUPPORTED BY STRATEGY #12.1.c

DATE OF RECOMMENDATION: 09/30/2012

SCHEDULE / TARGET COMPLETION DATE: 2015

HAZARDS IMPACTED: Thunderstorms, Tornados, Earthquakes, Severe Winter Storms, Flood, Wildfire, Impacts to/from Tier II Facilities

LOCATION: Countywide

ISSUE: The County currently lacks any form of redundant communications system to support the County Emergency Operations Center (EOC).

RECOMMENDATION: Develop an internal county team to identify current and potential fail points in the current system as well as to assess and develop recommendations to implement a secondary communication system to assure redundancy.

ACTION: Investigate the implementation of a redundant communication system in the Adams County EOC and the County Government Center where the EOC is located. Phone system currently utilized is VOIP. Cell phone coverage is limited or non-existent in some areas and land lines into the government center do not currently exist. While ARES capabilities are present in the EOC they are not sufficient to manage the volume that may be necessary to support Type I or II Incident support.

LEAD AGENCY: Adams County Office of Emergency Management & IT Department

FUNDING COST: TBD

SUPPORT AGENCY: NA

FUNDING SOURCE: Grants and General Fund

INTERIM MEASURE(S) OF SUCCESS: Investigate current fail points and solutions. Develop an internal team for development implementation. Team should identify feasibility of back-up power system for existing phone system, back-up land lines, and capabilities of increasing cell phone coverage within the EOC.



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MITIGATION STRATEGY ACTION 4: Regional Park Access

PRIORITY: HIGH

ACTION SUPPORTED BY STRATEGY #12.1.a

DATE OF RECOMMENDATION: 09/30/2012

SCHEDULE / TARGET COMPLETION DATE: 2015

HAZARDS IMPACTED: Thunderstorms, Tornados, Flood,

LOCATION: Adams County Regional Park Facilities

ISSUE: Current ingress and egress to the County Regional Park facility is via one point/route. Currently the Regional Park is identified as the secondary location for an Alternate Care Facility and Local Transfer Point for a public health event. Additionally, the park is the largest event center in unincorporated Adams County and frequently hosts events where thousands of people are in attendance.

RECOMMENDATION: Develop, at minimum, at least one alternative point of ingress and egress into the regional facility to ensure the safe movement of personnel, visitors and vehicles during an emergency event.

ACTION: Provide additional access to the Adams County Regional Park to improve emergency vehicle access.

LEAD AGENCY: Adams County Parks

FUNDING COST: TBD

SUPPORT AGENCY: NA

FUNDING SOURCE: Grants and General Fund

INTERIM MEASURE(S) OF SUCCESS: Develop opportunities and constraints analysis identifying alternative points of ingress and egress, right-of-way issues, ownership etc.



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MITIGATION STRATEGY ACTION 5: Develop a Communications Plan for Critical Facilities within the County

PRIORITY: HIGH

ACTION SUPPORTED BY STRATEGY #12.1.c, 12.3.b

DATE OF RECOMMENDATION: 09/30/2012

SCHEDULE / TARGET COMPLETION DATE: 2015

HAZARDS IMPACTED: Thunderstorms, Tornados, Drought, Earthquake, Severe Winter Storms, Flood, Wildfire, Impacts to/from Tier II Facilities

LOCATION: Countywide

ISSUE: The ability to successfully communicate with all critical facilities within the County during and post an emergency event is critical to the response and recovery of the community as well as overall safety of the community.

RECOMMENDATION: Investigate the options and develop a communication plan for critical facilities with input and assistance from County personnel including (but not limited to) County Emergency Management, Emergency Medical Services (EMS), Tri-County Health Department, care facilities and hospitals, Adams County schools, etc.

ACTIONS:

- 1) Investigate and develop a communication plan with the at-risk population facilities. More specifically, facilities with large numbers of residents currently are not effectively connected to receive notification, warning and information from the County EOC. In order to provide proper situational information and resources for public health needs a communication plan and system are required.
- 2) Investigate improved emergency communication systems with Adams County schools. County schools own their own communication systems to connect internally within their district. School districts within Adams County sit within multiple different municipal jurisdictions and are not effectively connected to receive notification, warning and information from the County EOC. In order to provide proper situation information and resources to the schools and the community they serve, a communication plan and system are required.
- 3) Emergency Medical Services (EMS) lead is needed for proper Public Health/Hospital Coordination. EMS Agencies are a part of the Public Health Plan, but due to statutory provisions there is no lead EMS agency at the state or local level. While legislation is needed to rectify on a state scale, Adams County requires a communication plan to effectively coordinate EMS agencies during any event where multiple EMS agencies are involved.

LEAD AGENCY: Adams County Emergency Management

FUNDING COST: TBD

SUPPORT AGENCY: Tri-County Health Department

FUNDING SOURCE: Grants and Adams County and Tri-County Health General Funds

INTERIM MEASURE(S) OF SUCCESS: Develop and maintain current accurate critical facilities database to use in emergency planning efforts as related to at-risk facilities and schools. Identify process and procedures. Investigate current resources and capabilities.

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MITIGATION STRATEGY ACTION 6: Municipal IGA's for Preparedness Partnerships

PRIORITY: HIGH

ACTION SUPPORTED BY STRATEGY #12.1.a, 12.1.b, 12.2.a, 12.3.b

DATE OF RECOMMENDATION: 09/30/2012

SCHEDULE / TARGET COMPLETION DATE: 2013

HAZARDS IMPACTED: Thunderstorms, Tornados, Drought, Earthquake, Severe Winter Storms, Flood, Subsidence, Wildfire, Impacts to/from Tier II Facilities

LOCATION: Countywide

ISSUE: Currently, other than what is provided in the State Mutual Aid Agreements, there are no formalized intergovernmental agreements related to preparedness actions and response costs.

RECOMMENDATION: Develop formal agreements.

ACTION: Development of a Countywide IGA to integrate preparedness actions and response costs where not otherwise provided in state mutual aid agreements. Such IGA would provide for staffing of EOC resources, damage assessment teams, public works trucks and other equipment and labor pools.

LEAD AGENCY: Adams County Office of Emergency Management

FUNDING COST: \$25,000

SUPPORT AGENCY: NA

FUNDING SOURCE: General Fund

INTERIM MEASURE(S) OF SUCCESS: Active participation from each municipality within Adams County



MITIGATION STRATEGY ACTION 7: Storm Water and Flood Control Master Planning

PRIORITY: HIGH

ACTION SUPPORTED BY STRATEGY #12.1.b, 12.3.a, 12.3.b

DATE OF RECOMMENDATION: 09/30/2012

SCHEDULE / TARGET COMPLETION DATE: TBD

HAZARDS IMPACTED: Flood

LOCATION: Countywide

ISSUE: Adequate drainage control is necessary to protect neighborhoods throughout the County

RECOMMENDATION: Initiate where necessary master planning efforts, implement storm drainage improvements and storm warning systems.

ACTIONS:

- 1) Berkeley Outfalls - Provide adequate storm drainage to the Berkeley neighborhood
- 2) Kalcevik Gulch Storm Sewer - Provide adequate storm drainage to the Perl-Mack neighborhood in order to eliminate frequent flooding of Scott Carpenter Middle School
- 3) Western Hills: Provide adequate storm drainage to the Sherrlewood and Welby neighborhoods; provide additional overflow capacity and warning system for Kalcevik Detention Pond in case of dam failure, to protect at risk residential properties.

LEAD AGENCY: Adams County & Urban Drainage and Flood Control District

FUNDING COST:

Action 1: Approx. \$600,000
 Actions 2 and 3: TBD/master planning required

SUPPORT AGENCY: NA

FUNDING SOURCE: Adams County

INTERIM MEASURE(S) OF SUCCESS: Master Planning completed



Chapter 6: Implementation and Integration Strategy

MITIGATION STRATEGY ACTION 8: Hazardous Materials Facilities Planning and Regulation

PRIORITY: HIGH

ACTION SUPPORTED BY STRATEGY #12.1.a, 12.1.b, 12.3.a, 12.3.b

DATE OF RECOMMENDATION: 09/30/2012

SCHEDULE / TARGET COMPLETION DATE: TBD

HAZARDS IMPACTED: Thunderstorms, Tornados, Drought, Earthquake, Severe Winter Storms, Flood, Subsidence, Wildfire, Impacts to/from Tier II Facilities

LOCATION: Countywide

ISSUE: There are just fewer than 200 facilities in Adams County that store or manufacture hazardous materials. Many of these facilities are currently located proximate to residential and institutional land uses as well as critical facilities.

RECOMMENDATION: Investigate the various methods of regulating incompatible land uses.

ACTIONS:

- 1) Review of existing zoning regulations;
- 2) Investigate a new zoning classification, performance standards, buffering requirements for critical facilities from schools, special needs facilities, and critical infrastructure;
- 3) Develop policies for a coordinated review process internal to the County for all Tier II Facilities; and,
- 4) Develop integration opportunities between the LEPC and the Adams County Planning Commission.

LEAD AGENCY: Adams County Planning and Development

FUNDING COST: Staff Time

SUPPORT AGENCY: NA

FUNDING SOURCE: Adams County General Fund and Possible Grants

INTERIM MEASURE(S) OF SUCCESS: Establish a project team including representatives from various impacted and impacting County departments as well as community representatives and analyze the existing situation and potential solutions. Make an informed recommendation to the Plan Commission of next steps.



MITIGATION STRATEGY ACTION 9: Public Education and Awareness Campaign

PRIORITY: HIGH

ACTION SUPPORTED BY STRATEGY #12.2.a

DATE OF RECOMMENDATION: 09/30/2012

SCHEDULE / TARGET COMPLETION DATE: 2012/2013

HAZARDS IMPACTED: Thunderstorms, Tornados, Drought, Earthquake, Severe Winter Storms, Flood, Subsidence, Wildfire, Impacts to/from Tier II Facilities

LOCATION: Countywide

ISSUE: A collaborative effort between the County and the communities within Adams is needed to better prepare and protect the citizens of Adams County from future hazard events.

RECOMMENDATION: Initiate with municipalities and businesses a collaborative emergency management public education and information program. Investigate effective marketing strategies needed to provide education and information.

ACTIONS:

- 1) Design a program to encourage residents and businesses to take preparedness actions on their own behalf. The program should utilize and build upon communication platforms such as YouTube and Webinars, to educate the public on hazards at most risk to the community.
- 2) Work with county businesses to develop a disaster resistant business programs.
- 3) Develop public education and outreach to address ADA requirements for those who have access and functional needs.
- 4) Develop multi-lingual disaster education and functional needs preparedness into the community.

LEAD AGENCY: Adams County Office of Emergency Management

FUNDING COST: Staff Time

SUPPORT AGENCY: NA

FUNDING SOURCE: Adams County and FEMA Grants

INTERIM MEASURE(S) OF SUCCESS: Develop a partnership team with representatives from the County, incorporated communities, county businesses, etc. with the purpose of reaching all segments of the County with emergency preparedness information and outreach.



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MITIGATION STRATEGY ACTION 10: Acquisition Projects

PRIORITY: HIGH

ACTION SUPPORTED BY STRATEGY #12.2.a, 12.3.a, 12.3.b

DATE OF RECOMMENDATION: 09/30/2012

SCHEDULE / TARGET COMPLETION DATE: TBD

HAZARDS IMPACTED: Flood

LOCATION: Countywide

ISSUE: Multiple areas within the County along rivers and creeks flood. Development of these areas will likely only exacerbate the flooding.

RECOMMENDATION: Purchase land located in problematic flood areas. Acquisition easily allows the County to limit or prohibit land development in these areas.

ACTIONS: Remove flood hazard via acquisition in the following areas thereby having the ability to limit or prohibit land development in these areas in the future:

- | | |
|-----------------------------------|---------------------------------|
| 1) Big Dry Creek Acquisition | 6) Beebe Seep Canal Acquisition |
| 2) South Platte River Acquisition | 7) Box Elder Creek Acquisition |
| 3) Second Creek Acquisition | 8) Coyote Run Acquisition |
| 4) Clear Creek Acquisition | 9) Horse Creek Acquisition |
| 5) Third Creek Acquisition | 10) Kiowa Creek Acquisition |

LEAD AGENCY: Adams County Parks

FUNDING COST: Staff Time

SUPPORT AGENCY: Urban Drainage and Flood Control District

FUNDING SOURCE: Lottery monies and Open Space sales tax

INTERIM MEASURE(S) OF SUCCESS: Review of parcels and the development of an acquisition prioritization list based on opportunities and constraints as well as a cost benefit analysis.

NON-RANKED MITIGATION ACTION STRATEGIES

Table 6.1 contains a list of non-ranked mitigation action strategies. This list reflects priority mitigation projects identified through the planning process that were not selected as top priorities. This list should be reviewed and updated as priority projects are completed.

Table 6.1: Non-Ranked Mitigation Action Strategies

Project Status	Project Name	Project Description	Severe Storms	Drought	Flood	Tornado	Wildfire	Severe Winter Storm	Dam Failure	Land Subsidence	Earthquake	Lead & Support Agency	Estimated Cost	Funding Source	Target Completion Date	Supported by Strategy: (Overarching goal, specific goals and objectives listed below table)
New	Ensure uninterrupted communication is available between County Departments during emergency periods.	Determine which County facilities currently have radios, assess the appropriateness and feasibility of hardwiring, and investigate other options to ensure constant and uninterrupted communication is maintained during critical events. Address the internal department communications to integrate Public Works, Assessors, and First Responders.	X	X	X	X	X	X	X	X	X	Adams County HR Department (Risk Management) with assistance from OEM	TBD	General fund budget and EM grants	2014	12.1.c
New	Develop Recovery Plan, and Integrate Emergency Planning and County Comprehensive Plan Activities	Assess the update cycle of the County Emergency Operation Plan and associated annexes as they support the County Comprehensive Plan. Determine activities to ensure that all plans are current and coordinated with the hazard mitigation hazard identification and risk assessment process and the Comprehensive Plan.	X	X	X	X	X	X	X	X	X	Adams County OEM	TBD	General fund budget and EM grants	TBD	12.1.a and b, 12.2.a
New	Hoffman Drainage way	Enlarge undersized creek watercourse in order to remove more than 20 structures from the 100-year floodplain.			X							Adams County , City of Thornton and Urban Drainage & Flood Control District	\$8,500,000 approx.	Adams County and Urban Drainage & Flood Control District, FEMA Hazard Mitigation Funds	TBD	12.3.a
New	Regional Park Secondary Power	Investigate the implementation of a Backup generator to help power the pump to the water supply.	X		X	X	X	X			X	Adams County Parks	Unknown- Needs further investigation	Adams County Parks	TBD	12.3.b
New	Dispatch Coordination	Implement NetCAD Capabilities into EOC operations for incident dispatch and coordination between dispatching agencies. Adams County has 5 different dispatch agencies that operate off the CAD system. Emergency managers operate off of WebEOC. These systems need coordination so as to better manage situational information and resource ordering between jurisdictions within the County.	X	X	X	X	X	X	X	X	X	Adams County OEM	\$ 200,000.00	Adams County, Dispatching agencies, and Grants	2014	12.1.b and 12.3.b
Initiated in 2010 DRCOG	Little Dry Creek Flood Mitigation	Since Little Dry Creek is close to residential areas that are within the floodplain, property improvements include reconstruction and elevation of 68th Avenue, and creating a park that will incorporate a regional detention pond. Creating a detention pond will help mitigate potential flooding of existing residences and provide recreational opportunities for Adams County citizens.			X							City of Westminster with assistance from Adams County and the Urban Drainage & Flood Control District	\$17.7 million	City of Westminster, Adams County and the Urban Drainage & Flood Control District	Construction beginning in 2012	12.3.b
New	Hazard Mitigation Steering Committee	Broaden and formalize the participation of the Mitigation Steering Committee to include City representatives and partner organizations. Educate them on the importance of their participation in the plan development process, updates and other periphery endeavors.	X	X	X	X	X	X	X	X	X	Adams County OEM	TBD	General fund budget and EM grants	TBD	All

AUTHORITY & PROCEDURE

Adoption of this Plan, and future amendments or revisions, are governed by state statute, C.R.S. § 30-28-106 *et seq.* Pursuant to these statutes, it is the duty of the Planning Commission to make and adopt the Plan and to certify a copy of the Plan, or revisions or amendment thereto, to the Board of County Commissioners (as well as to its constituent municipalities). It is the intent of Adams County that the Plan, and any future amendments or revisions, reflect the policy choices and directives of its elected officials. Therefore, the Board of County Commissioners shall, in turn, endorse a certified copy of the Plan, and all amendments or revisions thereto, by resolution at such time as the Board approves the same.

PLAN REVISIONS & AMENDMENTS

This 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. The Plan should be reviewed on a regular basis to evaluate its effectiveness for addressing the County's needs. Subsequent revisions and amendments to this Plan should be undertaken as necessary to keep the Plan current and to respond to major changes in the economic, social, physical, or political conditions of the County.

Revisions may bring some or the entire Plan up-to-date through review of and by reason of changes in background data, analysis, and conclusions. Revisions are also appropriate following a major data collection effort such as the decennial U.S. Census. Amendments will be undertaken for adopted Plan elements (especially the stated policies and strategies and the implementing mechanisms) that no longer furnish sufficient guidance or adequate controls for addressing and resolving land use and development issues impacting the County, as such issues may arise over the course of time.

Amendments should be undertaken if, over time, this Plan is no longer reflective of actual land use and development patterns in Adams County and related issues and concerns.

A complete review of the Plan, and related revisions, should occur at least every 5 years. The Planning Director shall arrange for such review, including work sessions with planning staff and the Planning Commission to explain the intent of the Plan's goals and policies and specific recommendations.

AMENDMENT PROCEDURE

INITIATION

Plan amendments may be initiated by private landowners or the County. A plan amendment shall be approved only if the Planning Commission makes specific findings that:

1. Development patterns or factors have substantially changed in ways that necessitate or support the amendment, and the Plan is not adequate to address the changes (e.g., new transportation improvements, utility extensions, substantial changes in land use character or configuration, or physical changes in the environment that in any material respect render any provisions of the

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Plan out-of-date or ineffective for facilitating the public interest in the development/land use process);

2. The proposed amendment promotes the public good and is in compliance with the overall purpose, intent, goals, and policies of the Plan;
3. The proposed amendment is compatible with existing and planned surrounding land uses; and
4. The proposed amendment will not overburden the County's existing or planned infrastructure systems, or else shall provide measures to mitigate such impacts.

PROCEDURE

The procedure for amendment of the Comprehensive Plan is as follows:

1. **Conceptual Review Meeting**—A conceptual review meeting should be held with the Adams County Planning and Development staff to review the merits of the proposed amendment and its possible impacts and implications.
2. **Application for Amendment**—The application for amendment will be given a project number and processed as a planning case.
3. **Neighborhood Meetings and Application Referral**—Depending on the proposal, neighborhood meetings with the public may be required. This requires notification of all property owners within five hundred feet of the project boundaries. Otherwise, once the application is found to be complete by planning staff, it will be referred to all agencies and residents as required by the Development Code.
4. **Report and Recommendation to the Planning Commission**—Once the referral process is complete, staff will forward its report and recommendation to the Planning Commission and a public hearing date will be set. Notice of the hearing will be published according to the Development Code.
5. **Planning Commission Review and Approval**—The Planning Commission must approve the amendment according to the aforementioned findings. Commissioners may specify changes to the amendment conditioning its approval.
6. **Plan Updates to Incorporate Amendment**—If approved by the Planning Commission, the amendment shall become a part of the Plan, and the Plan shall be revised to include the changes resulting from the amendment.
7. **BOCC Ratifies Amendment**—The Board of County Commissioners ratifies the amendment.