



APPENDIX D: SUMMARY OF RELATED PLANS AND STUDIES

ADOPTED DECEMBER 2012



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Introduction

This document contains a summary of relevant plans and studies relevant to the comprehensive plan process and potential areas of overlap between individual plans and the current process. This document is intended to help inform and guide discussions throughout the process. Summaries are organized under the following categories:

- Countywide Plans and Related Studies
- Corridor and Area Plans
- Neighborhood Plans
- Municipality Plans
- Surrounding County Plans
- City and County Plans
- Other Plans

Countywide Plans and Related Studies

The following countywide plans and related studies for Adams County are summarized below: Adams County Sustainability Management Plan (2012), Balanced Housing Plan (2009), Mineral Extraction Plan (2005), Adams County Comprehensive Plan (2004), and Adams County Community Needs Assessment (2003). Summaries are organized by date, beginning with the most recent plans and studies. Two additional efforts relevant to the comprehensive plan process are currently underway and will be coordinated with this process: Quality of life Survey (draft anticipated in June 2012) and an update of the County's Open Space, Parks, and Trails Master Plan (draft anticipated late 2012).

Adams County Sustainability Management Plan (2012)

Prepared for/by: Adams County / UHG Consulting

OVERVIEW

This document begins with a general history of sustainability in Adams County followed by an introduction to the Sustainability Management Plan. This Plan is centered on four primary categories: energy consumption, transportation, waste reduction, and sustainability funding. Specific goals for 2012 are highlighted within each of the focus areas as well as the strategies to reach the goals. The report suggests that the County's Sustainability Coordinator should be responsible for establishing the future annual sustainability goals for each focus area.

GOALS

Decrease Energy Consumption by 10%

A template to map out current County building's energy consumption is outlined as the first step toward achieving this goal. The second step suggests comparing those building's energy usage to externally operated buildings. Finally, strategies to achieve the goal are suggested.

Decrease Fuel Consumption by 5%

The first step to achieve this goal is to understand current fuel usage by the County, gather fuel related policies, and identify current levels of service provided. Comparing those items to other counties will help identify where Adams County can make changes to reduce fuel consumption. Implementation strategies are outlined to help achieve this goal.

Improve Waste Diversion by 10%

To achieve this goal this report suggests preparing a Recycling Plan and implementing it. Having waste audits is another step that can help reduce waste and improve diversion.

Create a Funding Model for Sustainability Initiatives

The first step to achieve this goal suggests that current sustainability accomplishments are published to increase awareness. Secondly, top leaders in the County should be engaged in this process to integrate sustainability into the County's culture. Finally, grant opportunities should be sought out to fund internal operations and external opportunities. Some potential grants are listed.

Balanced Housing Plan (2009)

Prepared for/by: Adams County / BBC Research & Consulting

OVERVIEW

This report begins by summarizing issues related to the housing market in Adams County. Adams County is one of the fastest growing counties in Colorado, it has a stable population, and it absorbs a substantial part of Denver's workforce. There are currently two distinct gaps in housing provision in Adams County:

1. The county lacks affordable rental housing for its lowest income renters.
2. The county has very few homes priced to serve high-income residents (earning more than \$100,000).

The following chapters provide an overview of County's demographic characteristics and define the purpose of study to:

- Identify the top housing, community development, and revitalization needs in the County;
- Determine how the County can achieve a better jobs/housing balance; and

- Create a practical, effective strategic plan to address housing and community development needs—a Balanced Housing Plan.

The plan also provides a socioeconomic profile of the County, discusses the overall housing stock, and goes on to describe the characteristics of owned and rented housing units within the County.

SUMMARY OF FINDINGS

Socioeconomic Profile

Adams County is expected to be a major regional attractor of both population and employment growth. Employment growth in Adams County is more concentrated than population growth, congregating around major transportation arteries like I-25, FasTrack stations, and the area south of DIA.

Housing Profile and Cost

Like many communities across the United States, Adams County has recently added a substantial amount of new homes to its existing housing stock. Between 2000 and 2006, over 26,000 new units were constructed in the County, increasing the housing stock by 20 percent. These new units consisted mostly of single family detached units with 70% owner rate.

Adams County Workforce

Adams County has historically been the Denver region's manufacturing, trade, and transportation hub. Although these jobs are crucial to a regional economy, many traditionally higher paying occupations have located to other counties, such as Denver, Broomfield, and Boulder; thus, creating lower wages in Adams County, as compared to Colorado overall and neighboring counties. Adams County is expected to absorb a large portion of the Denver region's future employment and population growth.

Housing Balance Analysis

Rental Needs

The rental market in Adams County is tailored towards households earning between \$25,000 and \$50,000 in annual wages. Once households begin earning \$50,000, homeownership becomes more viable and many households become owners. Additionally, high-end rental units, such as those that exist in downtown Denver, are not yet available in Adams County. A shortage of 11,300 units exists for Adams County households earning less than \$25,000 and seeking apartments renting for \$225 to \$575 per month. Because not all of these households are homeless, many households are cost burdened while renting units at higher rental rates.

Homeownership Needs

The for-sale market is out of balance at the most extreme ends of the income spectrum. Units are lacking for households are earning less than \$25,000 (although these households are unlikely to

become owners in most markets) and households earning greater than \$100,000. However, an abundance of homes exists for households earning between \$50,000 and \$100,000.

Mineral Extraction Plan (2005)

Prepared for/by: Adams County Planning Commissioners / Adams County Planning and Development Department

OVERVIEW

Adams County is authorized to regulate the use of land located within the unincorporated portions of the County including the location of activities and development which may result in significant changes. This plan was adopted as an amendment to the Comprehensive Plan. It was developed to address issues related to mining extraction activities as required by State statute, which requires counties with a population of 65,000 or more to develop a plan that:

- Maps the location of resources;
- Proposes regulations permitting exploration and extraction to proceed in an orderly manner;
- Protects known commercial mineral deposits from being covered by surface development so that extraction potential is maximized;
- Encourages multiple-sequential use of property to be mined so that resource areas can contribute to the community before, during and after mining; and
- Takes into account the quality of life of the residents in and around areas that contain commercial mineral deposits.

ADAMS COUNTY RESOURCES

There are no known deposits in Adams County of limestone that may be used for construction purposes. History of Sand and Gravel Mining in Adams County shows that Clear Creek has been almost completely mined, as have large parts of the South Platte Valley. In the future it is probable more gravel will be brought in from remote pits, such as Boulder Creek and St. Vrain Creek, and from rock quarries in the mountains. It is also possible that urbanization to the east will make exploration of the V-4 (Valley fill, sand) deposits along Box Elder, Kiowa, and Comanche Creeks financially attractive. Moreover, there are two significant coal-bearing formations underlying Adams County: Laramie and Denver coal. Laramie coal is deeper, and generally of higher quality than Denver coal. Deposits are deep at the western end of the County and rise near the surface towards the east.

QUALITY OF LIFE OF RESIDENTS IN AND AROUND EXTRACTION AREAS

The final chapter includes potential negative impacts and provides guidance on techniques to minimize those impacts. The potential side effects and goals to reduce these impacts are listed for the following categories:

- Visual impact
- Air quality

- Noise
- Water quality and quantity
- Wildlife and vegetation
- Archeological, paleontological, and historic resources
- Open space, tourism, recreational resources, and geological formation
- On site/offsite health and safety
- Truck traffic

Adams County Community Needs Assessment (2003)

Prepared for/by: Adams County / Corona Research, Inc.

OVERVIEW

The purpose of the Community Needs Assessment was to gather information from Adams County residents about their needs and priorities in order to target resources more responsively to meet those needs. This Needs Assessment report presents the findings from a survey of 1,249 residents conducted in late 2003. The general areas covered by the survey include the following: Quality of Life Housing, Economic Development, Government Communications, Education, Infrastructure, Public Services, Public Safety, Bilingual Communications, Recreation, and Top Priorities.

FINDINGS

- Nearly 8 in 10 survey respondents (79 percent) reported a very good or good quality of life in Adams County.
- Quality of life is directly related to income.
- Respondents with a self-reported low or fair quality of life rate all services lower than respondents with a self-reported high quality of life. The areas with the largest differences are governmental communications, housing, water quality, and law enforcement.
- When overall quality of life was compared to ratings for 26 different types of governmental services, it was found that satisfaction with 14 or more of the 26 services generally produced a strong positive quality of life rating.
- Education and economic development dominated residents' top priorities for improvement.
- One in nine households (11 percent) stated that they were at immediate risk of losing their home during the past 12 months because they couldn't afford their rent or mortgage.
- Housing is a disproportionately strong concern among households with incomes under \$30,000.
- Incomes are directly related to jobs. While this seems like an obvious conclusion, having a fulltime job has a huge impact on income.
- Only a quarter of respondents believe that there are "very good" or "good" opportunities to obtain job training in their community.
- Job training for youth and child abuse prevention are the social services rated most highly in need.
- A majority (63 percent) of residents who work outside Adams County would prefer to work in the County.

Corridor and Area Plans | Open Adams (Ongoing)

- Higher income people perceive more opportunities than lower income people to participate in public decision making.
- Less than half (39 percent) of residents rate the public school system “good” or “very good.”
- Subsidized child care appears to be having a tangible impact on the availability of affordable child care for households with incomes under \$20,000 per year.
- Code enforcement rated lowest in positive ratings among 14 infrastructure areas that were evaluated, with only 52 percent of respondents rating this service “good” or “very good.”
- Interest in public transportation among current non-users is highest among upper middle income households.
- Less than half of the survey respondents (48 percent) said that they feel “very safe” in their neighborhood, though only 3 percent said that they feel “very unsafe.” Perceptions of safety increase with age and income.
- While 15 percent of respondents stated that there is not enough emphasis on bilingual/multilingual governmental communications, 39 percent stated that there is too much emphasis. White residents were four times more likely to state that there was too much emphasis compared to not enough.
- Communities outside the major urbanized zone in western Adams County have a strong need for cultural and recreational opportunities. The communities of Brighton, Commerce City, Aurora, and Bennett consistently rated above average in residents’ perceived needs for recreational and cultural activities.

Open Adams (Ongoing)

The Open Adams portal is part of the official County website and was developed to help communicate, collaborate, and improve governmental standards in Adams County. More specifically, this website is a portal for citizens to keep to date on what is happening with the Strategic Reform Plan and the reforms implemented by the plan, find out how specific Adams County oversight processes are developing and put in place, and to get information about the progress of the Performance Management goals, objectives, and how well the alignment with Adams County budget is happening.

Corridor and Area Plans

The following corridor and area plans for Adams County are summarized below: I-70 Corridor Economic Assessment (2011), Clear Creek Valley TOD Plan (2009), Transit Oriented Development and Rail Station Area Planning Guidelines (2007), The Southwest Adams County Framework Plan (2005), Riverdale Road Corridor Plan (2005), Strasburg Plan (2002), and South Platte River Heritage Corridor Plan (1997).

I-70 Corridor Economic Assessment (2011)

Prepared for/by: I-70 Regional Economic Advancement Partnership, Adams County, Arapahoe County / Economic & Planning Systems, Inc., Vision Land Consultants

OVERVIEW

The I-70 Corridor Economic Development Assessment offers insight to the economic future an eight-mile-wide corridor along I-70 from approximately E-470 to Deer Trail. The report includes a corridor market analysis, corridor conditions and assets analysis, infrastructure condition and needs analysis, and corridor action plan. In addition, it provides a series of recommended Comprehensive Plan Amendments and Intergovernmental Agreements. The final section, Corridor Action Plan, is a summary of the Corridor's competitive advantages and disadvantages, major impediments to growth, and an overview of thresholds for development.

FINDINGS

The findings are summarized below:

Market Conditions

- Adams and Arapahoe Counties have grown significantly in the past decade and are two of the fastest growing counties in the Denver Metro Area. In the future, development activity is likely to be focused on the eastern portions of the metro area as land availability and prices become barriers to growth elsewhere.
- The Study Corridor is located in the logical path of future growth in the Denver Metro Area. Major undevelopable portions of land located in the eastern metro area will place greater pressure on the I-70 corridor.
- The number of jobs in the corridor has doubled over the past decade at an annual rate of 8.0 percent.
- The Airport/Montbello industrial space submarket (which includes the Study Corridor) is the largest industrial submarket in the Denver Metro Area and has experienced the most growth in industrial square footage in the past decade.
- EPS has forecast lower growth rates for the metro area with corresponding adjustments to the projections for the Study Corridor. Based on adjusted growth forecasts, demand for developable land for urban density development by 2030 is equal to approximately 8,000 acres. The majority of land needed is for residential development, with commercial and industrial growth accounting for approximately 15 percent of the demand. The challenge for stakeholders in the corridor is to position it for greater economic development activity by addressing issues identified in this study.

Infrastructure Needs

- The electrical power grid has been upgraded over the past several years from E-470 through Strasburg in anticipation of growth. East of Strasburg, the power grid is reliable but may not be able to accommodate growth without upgrades. This is not seen as a major impediment to

growth in the near term, given the longer planning horizon for the eastern portion of the corridor.

- Natural gas and propane are sufficiently provided by several companies within the Study Corridor.
- Broadband communication is available in the west portion of the Study Corridor to Byers. Higher speed cable service is available in Bennett, Strasburg, and Byers, as well as along Colfax Avenue to Bennett and Highway 36 to Byers. DSL service is available outside the communities. There are three telephone service providers within the Study Corridor that also provide internet service.
- The transportation system within the corridor is sufficient in the east-west direction, primarily due to the capacity of Interstate 70 as well as planned improvements to major arterials. There are some north-south links that need improvements to accommodate growth identified as part of the recently completed Arapahoe County Transportation Plan.
- The six water and sanitation districts within the Study Corridor have sufficient capacity to serve their existing needs and allow for modest growth in their service areas. Long-term ability to accommodate growth is limited, as noted in greater detail below. All the districts are currently served by wells, a finite resource.

Impediments to Growth

- Infrastructure systems and land use plans are generally sufficient to accommodate growth in the immediate future, with the exception of water and sanitation.
- There is a lack of development ready sites that could attract employers to the Study Corridor. Using the site specific needs checklist that is provided in this study will help local communities, landowners, and developers understand ways to better position sites for attracting businesses and development.
- Regional aquifers are burdened. Long-term reliance is a concern. Alternatives that use water more sustainably and/or introduce water from renewable sources are needed.
- Due to limitations of water service, only 30 percent of projected growth can be accommodated. Baseline growth projections for residential development call for approximately 5,800 households in the Study Corridor outside of the City of Aurora and its planning area. However, current water districts have excess capacity for only 1,765 Single-family Equivalent units. Thus, the current water and sanitation districts capacity can serve approximately 30 percent of expected residential growth, leaving no capacity to serve commercial or industrial development. Alternative development patterns, such as early commercial and industrial development, could also be served but would reduce the capacity for residential growth. Regardless of the timing and type of development, the corridor's capacity to meet water and sanitation demands is insufficient.
- Development of substantial scale will not occur until a renewable water source and corresponding infrastructure system have been established.

Clear Creek Valley TOD Plan (2009)

Prepared for/by: Adams County / RNL

OVERVIEW

Adams County initiated this study to plan for potential new development that may evolve around the two transit stations planned for Southwest Adams County – 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. First the station area goals are established and two options are presented pertaining to the transit stations at Federal and Pecos, as discussed below.

The report begins with an overview on RTD FasTracks, the Gold Line and Northwest Rail Corridor, a projected timeline, and station areas goals. The report goes on to define the planning principals of TOD and for successful development around transit. The existing conditions are then summarized including the transportation network, floodplain and floodway, open space and natural areas, landfills, and residential areas. A market analysis and the development viability for the two options, discussed below, are provided. The final section of this report discussed implementation strategies.

TWO OPTIONS FOR THE TRANSIT STATIONS AT FEDERAL AND PECOS

Option 1: Clear Creek Parkway

This option focuses on the creation of two new east-west roads that connect the two station areas from Federal to Pecos. These roads enhance the development potential for the area by providing a much needed east-west connection between the stations and raising a large portion of the area out of the floodplain.

Option 2: Clear Creek Open Space

The Clear Creek Open Space option includes a collector road from Federal and Pecos to maintain the east-west connection between the stations. This option, however, releases additional acres from development potential and instead contributes the land to potential recreational uses around Clear Creek. This opens up the potential for programmed uses that could include soccer fields, playgrounds, an amphitheater, community gardens, a conference center and outdoor education programs that engage the biodiversity of Clear Creek.

Clear Creek Transit Village Vision Plan

Prepared for/by: Adams County / The TOD Group & Van Meter Williams Pollack, LLP

OVERVIEW

The TOD Group, manager of the Denver Transit Oriented Development Fund, LLC, purchased 6001 Federal Boulevard in February 2009 with the vision of creating a world class Transit Oriented

Corridor and Area Plans | Transit Oriented Development and Rail Station Area Planning Guidelines (2007)

Development (TOD) to become known as the “Clear Creek Transit Village.” The TOD Group’s mission as the landowner and master developer is to work with Adams County, RTD, and the community to create a vibrant community surrounding the Federal Boulevard train station along the Gold Line corridor. The TOD Group strives to ensure that the Clear Creek Transit Village becomes a national example of best practice in TOD and sustainable development.

This vision document builds upon the *Adams County Clear Creek Valley TOD Plan* prepared by RNL Design in June 2008.

GOALS

The regulations necessary to create a successful TOD at the Clear Creek Transit Village have already been implemented across the Denver Metro area. Successful mixed use developments including the Central Platte Valley, Belmar, Stapleton, and the Village at Inverness. The Clear Creek Transit Village will borrow from these and other successful developments. Some of the goals for the Clear Creek Transit Village include:

- Maximizing access to the RTD rail station
- Creating a critical mass of residents, employees, and shoppers to have a thriving retail environment and well-used public spaces
- Building Class A office space with a focus on creative and sustainable industries
- Maximizing opportunities for people to access nature without getting in a car
- Creating a substantially smaller carbon footprint as compared to conventional development though sustainable transport patterns and building design and use
- Creating LEED rated buildings
- Establishing car sharing and bicycle sharing to reduce the need for vehicle ownership
- Encouraging festivals, music, and other cultural activity on-site

Transit Oriented Development and Rail Station Area Planning Guidelines (2007)

Prepared for/by: Adams County Planning Commissioner / Adams County Planning and Development Department

OVERVIEW

The guidelines provided in this document constitute Adams County’s policies toward transit and Transit Oriented Development (TOD) and form the basis on which future transit station plans will be formed. This first chapter of this document introduces Adams County’s transit stations and corridors. The following chapters provide the Transit Oriented Development Policies and the Station Area Plan Framework.

TRANSIT ORIENTED DEVELOPMENT POLICIES

These policies and the accompanying strategies are intended to provide general direction for the development of the County's Station Area planning efforts. The general policy areas include:

- Plan in context with local communities
- Focus public infrastructure investments where development is most desirable to correct existing deficiencies, ensure capacity for high-intensity TOD, and maximize smart growth planning techniques
- A minimum percentage of employment, retail, and residential uses for the overall planning area
- Higher-density development
- Provide a multi-modal transportation system with pedestrian and bicycle friendly design
- Design Station Areas as distinct neighborhood centers that are compatible with and well integrated into the existing neighborhood fabric
- Allow lower parking ratios within Station Areas as well as alternative parking solutions to achieve more intense development patterns
- Developing appropriate phasing procedures to ensure the desired mix of uses will be achieved in Station Areas
- Provide adequate parks or public spaces to encourage community interaction, provide recreation opportunities, and create space for civic activities

The Southwest Adams County Framework Plan (2005)

Prepared for/by: Adams County / Adams County

OVERVIEW

This Framework Plan is an outline for future planning and redevelopment efforts in southwest Adams County. The plan provides an inventory of current 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.

During the planning process for the Framework plan, Goat Hill, Berkeley, and South East Arvada were areas of the County identified as prospects for future sub-area planning efforts.

The Southwest Adams County Framework Plan established the County's Organized Citizen Groups, which serve to strengthen neighborhoods and as well as representing them in official business with the county.

The existing condition of the study area has been analyzed in different aspects and the specific need has been identified. The next chapter looks through the economic aspect of this area. The final chapter summarizes the results of the survey done by Corona Research.

Corridor and Area Plans | Riverdale Road Corridor Plan (2005)

The overall document is summarizing many other reports, which are summarized elsewhere in this document.

IMPORTANT FINDINGS

In the economic section of report there is an analysis that finds that there are very few significant differences between the southwest portion of the County and the County as a whole. The other important fact is that a majority of the study area identified as Southwest Adams County lies within the Adams County Enterprise Zone. This chapter identifies the opportunities in this areas as real estate, 107 acres of vacant industrial zoned land, and over 1 million square feet of industrial space.

Riverdale Road Corridor Plan (2005)

Prepared for/by: Adams County / Adams County Planning and Development Department

OVERVIEW

The Riverdale Road Corridor Plan was adopted as an amendment to the Adams County Comprehensive Plan. The plan provides a background overview of the corridor as well as opportunities and constraints as related to the existing condition of the area. Opportunities and constraints are also described specific to land use, zoning, and transportation.

The plan introduces the Natural Resource Protection Programs that Adams County has in place to protect valuable natural resources in the Riverdale Road corridor and sets forth Adams County's official policy toward the Riverdale Road Corridor including four goals with broad objectives and specific strategies.

GENERAL GOALS

In document four general goals has been set for this corridor as below:

Limit development

- Limit rezoning
- Acquire valuable open space property
- Acquire development rights
- Utilize 1041 permitting powers regarding flood hazard areas, historic archaeological resources, and significant wildlife area habitats
- Revise Intergovernmental Agreements between the County and the Cities

Corridor Preservation

- Limit urban or suburban scale development
- Do not allow additional access points to Riverdale Road
- Preserve trees and vegetation
- Preserve and enhance historic structures
- Preserve farmland
- Foster community stewardship

- Develop a scenic corridor management plan

Development Design Guidelines

- Bluff or view protection
- Encourage natural drainage swales.
- Utilize natural materials and muted colors in new construction.
- Establish landscape guidelines.
- Prevent over-lighting, light pollution, up-lighting, etc.

Corridor Enhancement

- Install signage for historic sites and natural amenities
- Create gateway monuments
- Expand and connect rails
- Enhance parks

Strasburg Plan (2002)

Prepared for/by: Adams County, Arapahoe County / County Staff

OVERVIEW

Adams and Arapahoe Counties adopted this plan as an amendment to their countywide comprehensive plans. As such, the Strasburg Plan is an official public document that guides land use, capital facilities, and growth and development decisions made by both Counties. All the provisions of the Countywide plans and other applicable regulations will continue to apply in the Strasburg area. The goals and policies established in this plan that are specific to Strasburg are in addition to each County's comprehensive plan goals and policies. The goals address town character, housing, non-residential development, facilities and services, open space, environment, and transportation.

GOALS

This Plan provides goals which are listed below:

- Maintain the small town, agricultural character.
- New housing should be high quality, be offered in a variety of price ranges and types, and contribute to the small town, rural character.
- Encourage retail, commercial, office and industrial development that are appropriate to the small town atmosphere, enhances the activity center and existing business areas and provides jobs and services for area residents.
- Given facilities and sewer constraints, ensure that adequate facilities and services, including utilities, schools, parks, public safety, and other necessary facilities and services are available at the time of development.
- Provide a generous amount of public and private open space to support the recreational needs of local residents and business people, wildlife habitat, the small town, rural character and continued agricultural production in the area.

Corridor and Area Plans | Strasburg Plan (2002)

- Environmental quality shall be a factor that is taken into account with new development.
- Ensure that the transportation system supports planned land uses and provides options for pedestrians, bicycles, horses and other modes of travel in addition to automobiles.

South Platte River Heritage Corridor Plan (1997)

Prepared for/by: Adams County Parks and Community Resources & Adams County Commissioners / Conservation Partners, Inc. & ERO Resources Corp.

OVERVIEW

The South Platte River Heritage Corridor Plan provides a strategic framework for preserving and enhancing the natural, cultural, and recreational qualities of the river corridor through Adams County. The project focuses on a 17-mile stretch of the South Platte from Commerce City to Brighton (the Denver city limits to the Weld County line) and seeks to protect and restore its special qualities. The first chapter introduces the purpose of the plan and planning process. Next, the plan establishes the objective of plans on six key issues of resource Lands, gravel resources/water, resources/restoration areas, trails and recreation, environmental education and community stewardship, partnerships/coordination/cooperation, and implementation and management.

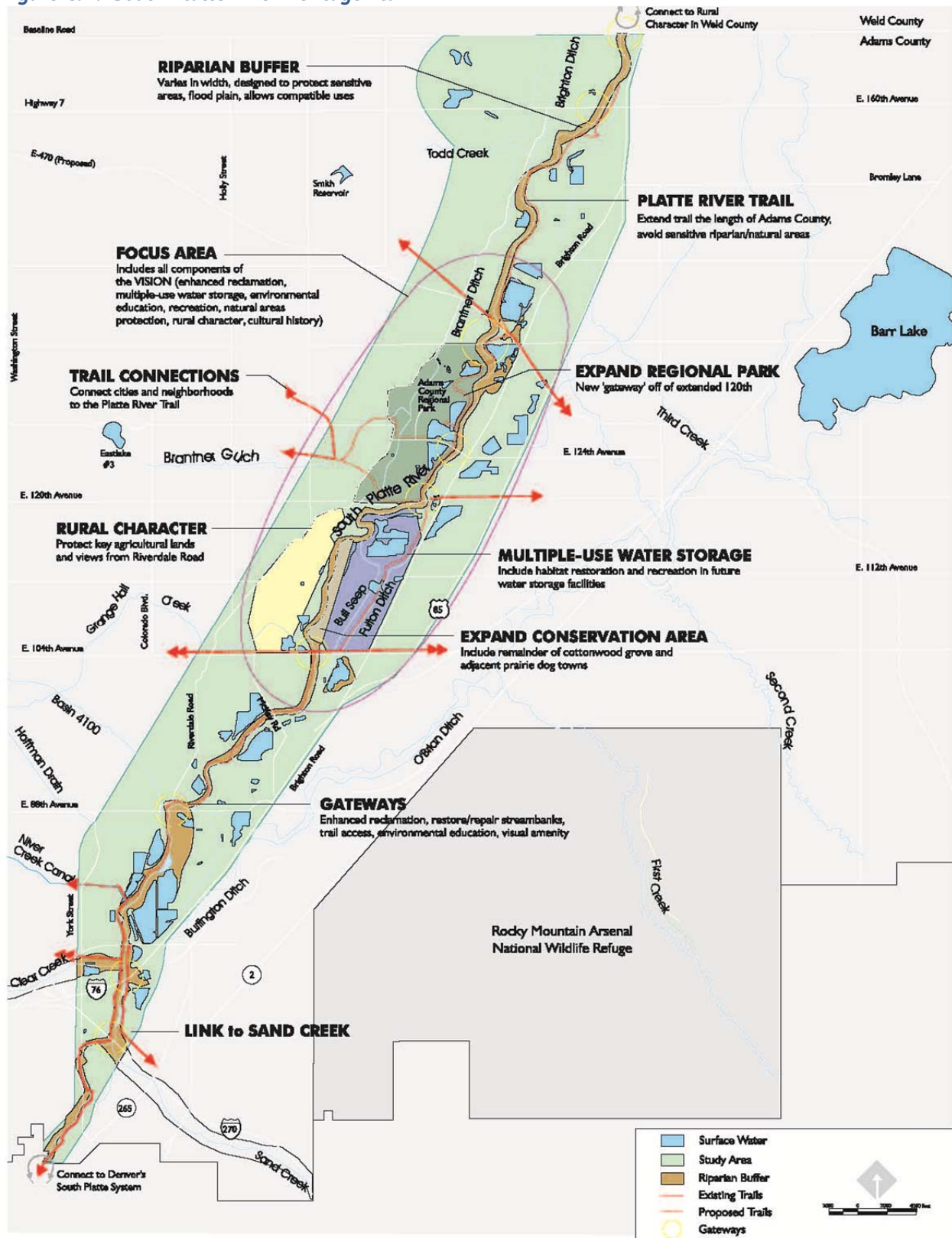
The next chapter contains a resource inventory and analysis which helps inform the Concept Plan and Action Plan. The next chapter focuses on the concept plan which provides the vision for future efforts along the corridor. The following chapter includes rating criteria that is designed to determine the significance of lands or projects so that the County can focus its energies on those activities that the community has determined to be most important. The strategic action plan, as described below, and plan administration and funding are the final sections of this plan.

STRATEGIC ACTION PLAN

The Action Plan identifies eight key elements as the main thrust of activity in the South Platte River Corridor for the next ten years. Taken together, these key elements comprise a landscape protection and recreation system designed to guide public and private collaborative efforts. These elements are listed below:

1. Complete the Platte River Trail System
2. Demonstration: Multi- Purpose Restoration
3. Change the Public Image: Gateway Enhancements and Stream Corridor Improvements
4. Natural Lands and Wildlife Habitat Protection
5. Protect Rural Character
6. Expand Recreational Opportunities
7. Environmental Education/Interpretation
8. Community Stewardship: Engage People in Caring for the River

Figure C.4: South Platte River Heritage Plan



Neighborhood Plans

One neighborhood plan, for the Berkeley Neighborhood, has been developed to date. A plan for the Goat Hill neighborhood is currently underway, but has not been adopted by the BOCC.

Berkeley Neighborhood Plan (2008)

Prepared for/by: Adams County / A partnership between Adams County and the Berkeley Neighborhood Association

OVERVIEW

The Berkeley Neighborhood is a mixed-use neighborhood located in the southwest corner of Adams County. This plan includes policies and implementation strategies intended to be used to evaluate specific development proposals within this unincorporated area of Adams County.

This plan begins with a background and existing conditions summary. It goes on to describe the vision for Berkeley's future that sets the stage for the policy plan. The policy plan is divided into four components, as outlined below. Each component contains a summary of issues, goals (listed below), and objectives to help achieve each goal.

POLICY PLAN

This plan sets out the following goals:

Land use, Zoning and Housing

- Maintain the single-family nature and open character of the neighborhood.
- Maintain and improve the visual appearance of the neighborhood Streets.

Drainage and Utilities

- Provide for safe and adequate public improvements in the neighborhood.
- Improve the functionality and safety of the street network.
- Increase transit opportunities in the neighborhood.
- Support the Berkeley Water and Sanitation District's efforts to implement its Master Plan.

Safety and Law Enforcement

- Continue to build strong relationships with public safety agencies serving the neighborhood.
- Work to eliminate graffiti in the neighborhood.
- Increase controls on nuisance animals.

Educational Institutions

- Increase opportunities for cultural and social interaction between Berkeley residents and Regis University.
- Reduce the impacts of Regis students parking in the Berkeley neighborhood.

- Achieve redevelopment of the Berkeley Gardens school site for neighborhood or community-oriented purposes.
- Expand youth activities in the neighborhood to promote positive community involvement.

Municipal Plans

This section includes a summary of relevant comprehensive plan goals and policies from each of the nine municipalities in Adams County.

City of Arvada Comprehensive Plan (Adopted 2005, last updated 2008)

Prepared for/by: City of Arvada / Clarion Associates

PLANNING AREA

Currently the Arvada Planning Area, which includes lands within the sphere of influence but outside the incorporated area, covers over fifty square miles and consists of:

- 13,070 acres of developed and approved development land;
- 7,220 acres of open space, parks, and golf courses;
- 670 acres of public and quasi-public uses; and
- Over 6,900 acres of vacant land.

PLATTED DEVELOPMENT

In 2004, the City had over 400 acres of platted residential lands with 1,900 new single-family residential units permitted. These units could accommodate an additional population of 4,570 residents.

POTENTIAL DEVELOPMENT (ZONED AND PLANNED VACANT LANDS AND REDEVELOPMENT AREAS)

Approximately 6,900 acres in the planning area are vacant (22 percent). The vacant lands, as zoned in the incorporated portions of the planning area, and as planned according to the 1995 Plan and the Jefferson Center Development Plan, could accommodate 1,670 acres of residential development (5,800 new units). In addition, 240 acres of redevelopment and mixed-use development (3,600 new units), and 4,300 acres of commercial and industrial development could occur (potentially 30 million square feet of development).

MANAGING GROWTH

By 2030, demand will support 3.04 million square feet of office space, consuming 520 acres of land, and 3.00 million square feet of industrial space, covering 690 acres. Based upon future

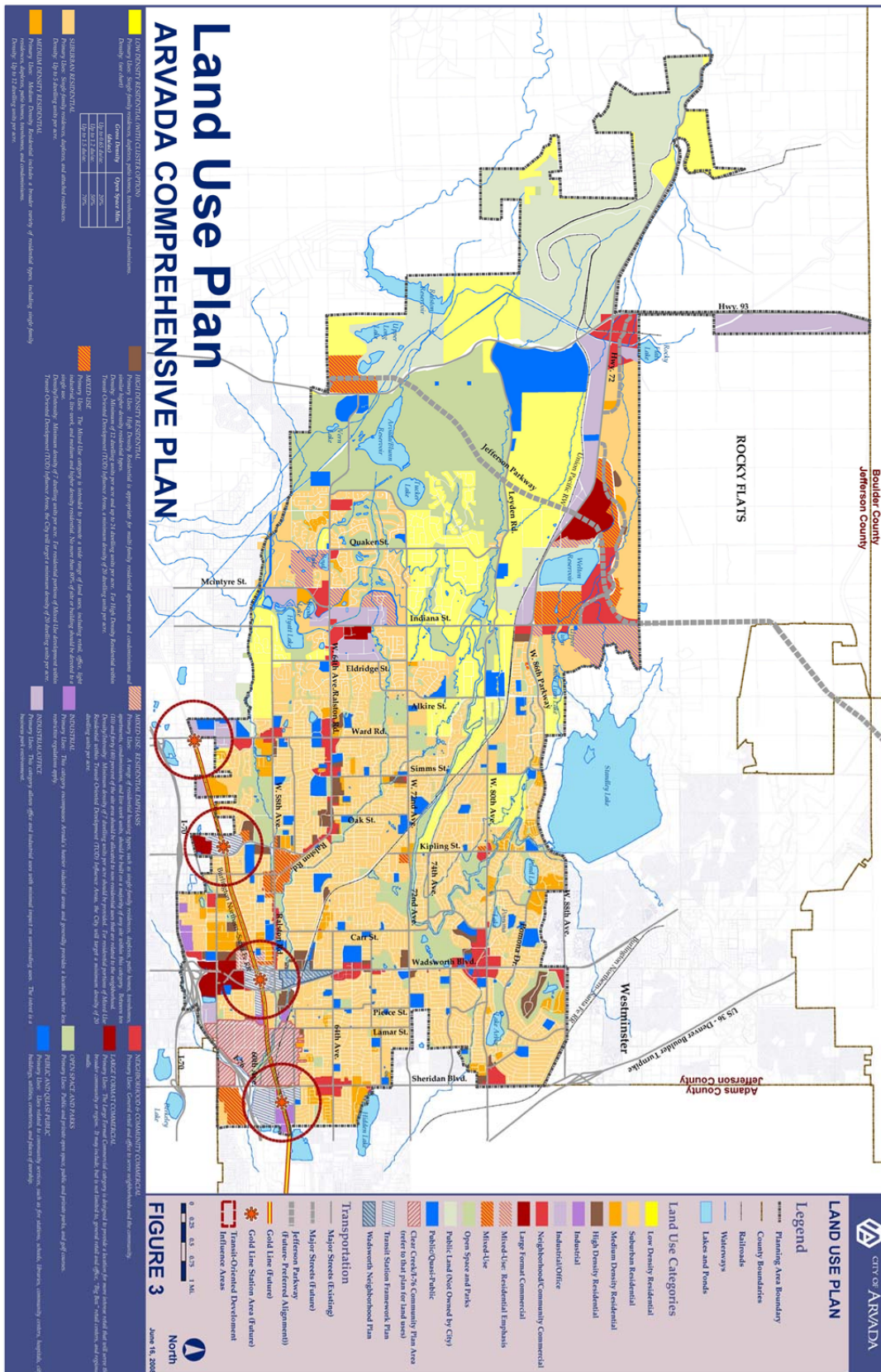
population growth, there will be demand for 1.5 million square feet of additional retail space by 2030, which will require 307 acres of land.

Arvada's Comprehensive Plan is consistent with Metro Vision 2020 – the Denver Regional Council of Government's (DRCOG's) long-term plan for growth. In addition, the City has determined that many of its facilities and services are important elements of the growth management program.

TRANSIT-ORIENTED DEVELOPMENT

The City will continue to coordinate with the Regional Transportation District (RTD), Colorado Department of Transportation (CDOT) and the public to ensure that planned transit stations, particularly Gold Line stations, coordinate with nearby projects as well as providing opportunities for local services and connections to regional and local transit systems. These areas will link to the larger community with convenient multi-modal transportation options.

Figure C.5: City of Arvada Future Land Use Plan



City of Aurora Comprehensive Plan (Adopted 2003, updated 2009)

Prepared for/by: City of Aurora / City of Aurora

PLANNING AREA

Aurora’s Planning Area comprises the municipal boundaries of the city in addition to adjacent lands in other jurisdictions, including 146,781 acres of land. The reason for the Planning Area’s being multi-jurisdictional is two-fold:

- Aurora’s boundaries, particularly on the east, are not contiguous and often, vast acreage lies in between city boundaries.
- Impacts from development that occurs in the same geographic area transcend jurisdiction boundaries. Given this, the city has always been concerned about land use and infrastructure planning in areas adjacent to its boundaries.

CURRENT CONDITIONS AND GROWTH

Aurora is Colorado’s third largest city by population (314,326 people) and second largest by physical size (154 square miles). Aurora has more than 12,928 businesses which employ more than 106,900 people, not including sole proprietors, as well as two regional malls and a “power center” corridor extending along I-225.

The city’s projections for 2020 show a population of 372,370 with a population approaching 460,000 by 2035. Most new development occurs on the edges of the established city, or as redevelopment or infill within the previously developed parts of the city.

ANNEXATION

Where possible, the city should strive to establish a defined edge demonstrating clearly for residents and visitors when the city limits have been reached. In some locations, the city should take advantage of opportunities to use parks, open space, or greenbelt buffers to create this edge.

The city will accept annexations within the annexation boundary (which is very similar to the planning area) if they conform to all applicable city policies. The city will pursue annexation of enclave properties that are surrounded by land within Aurora in order to ensure the efficient provision of services and to ensure development of appropriate quality.

Town of Bennett Comprehensive Plan (2012)

Prepared for/by: City of Bennett / MK Consulting, Plan Tools, EPS, TransEng, Russell + Mills Studios, RG Associates

PREFERRED LAND USE SCENARIO

Bennett’s Preferred Scenario Map identifies two geographic distinctions:

- The Area of Planning Interest, which includes the Town of Bennett and an unincorporated planning area within Adams and Arapahoe counties; and
- The Area of Planning Influence, a potential growth area within the I-70 Corridor that may impact the Area of Planning Interest that includes the community of Watkins, Front Range Airport, and an undeveloped portion of northeast Aurora.

The Area of Planning Interest is further categorized into four planning tiers: Tier One-Stable Urban; Tier Two-Developing Urban; Tier Three-Rural/Rural Preservation; and Tier Four-Environmental.

GROWTH PROJECTIONS

The planning area is estimated to grow by 6,454 housing units and 2,568 new jobs. This projected growth in housing units and employment creates the demand for 1,382 acres. Approximately 1,149 acres of land are needed to allow for the projected growth in housing. There is a projected demand for 43 acres of office, 71 acres of retail, and 118 acres of industrial land.

The revised employment projections align job and housing expansion to reflect balanced growth in Bennett's future. This reinforces one of the core concepts of the plan, that calls for neighborhood and employment centers with ample opportunities to live, work, and play locally.

The land area needed to fulfill market demands is much smaller than the collective Tier 2 Developing Urban locations within the Area of Planning Interest. The difference can be attributed to three factors:

- Growth will continue to occur beyond the 2035 forecast horizon;
- The plan's nodal concept limits development intensity to areas within identified employment and neighborhood centers; and
- DRCOG's forecast may not accurately reflect market pressures on the periphery of the Denver metropolitan area. Thus, market demand may exceed what is anticipated.

TRANSPORTATION

Key recommendations reflected on the Preferred Scenario Map of particular relevance to Adams County include:

- Constructing three new interchanges on I-70 at Quail Run Road, Schumaker Road, and Yule Road, and improving the existing Kiowa-Bennett Road interchange
- Extending the existing and planned east/west roadways from Aurora into the Area of Planning Interest, including East 56th Avenue, East 6th Avenue/Mitchell Road, and East Jewell Avenue
- The realignment of SH79 east of Bennett, which begins south of 38th Avenue and ends just north of I-70, and the realignment of Kiowa-Bennett Road to the west to connect with the existing Bennett interchange.

SERVICES AND INFRASTRUCTURE

Bennett's ability to accommodate future urban growth and development is dependent on available infrastructure capacity, most notably a reliable water supply. 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 implementing the Preferred Scenario 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.

INTERGOVERNMENTAL RELATIONS

The plan highlights the importance of intergovernmental relations and a coordinated approach to regional planning as key elements of the plan implementation process. During the development of the plan, the Town initiated a process to coordinate its planning ideas with the major stakeholders. Several important issues have been identified that could ultimately form the basis for one or more intergovernmental agreements, including:

- A governance structure for regional infrastructure improvements that include water, wastewater, transportation and open lands preservation;
- Revenue sharing from future commercial development
- 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

The plan identifies the negotiation of intergovernmental agreements for coordinated planning and service provision with the City of Aurora, Adams County, and Arapahoe County as a catalyst action and promotes active participation and leadership in the Regional Economic Advancement Partnership and the Adams County and Arapahoe County comprehensive plan updates as a key strategy.

ANNEXATION

The plan identifies 5 annexation priority areas, the highest priority being areas contiguous to Town boundaries and within the I-70 corridor. Annexation Priority Areas 2 and 3 overlap with the Aurora Strategic Plan Area, an area that the City of Aurora may also have an interest in annexing in the future. The plan generally discourages the annexation of existing rural subdivisions unless

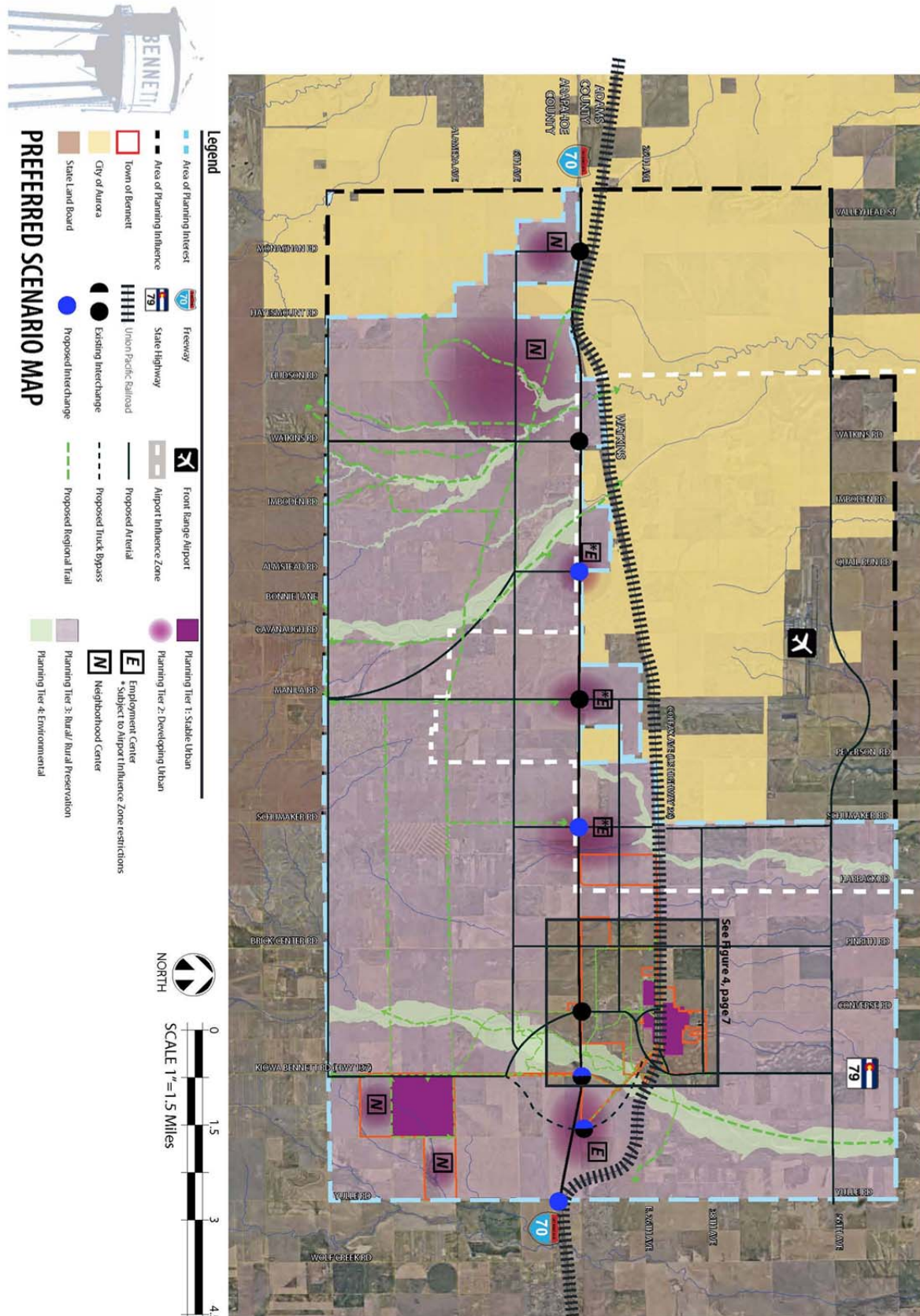
critically in need of sewer and/or water service due to environmental concerns, failing septic systems, or poor water quality or quantity.

PLAN MONITORING

The plan identifies eight catalyst actions. The following of which are of particular relevance to Adams County:

- Adopt an Annexation Strategic Plan that serves to support Colorado statutory provision C.R.S. 31-12-105, which requires that a municipality have a plan in place prior to the annexation of any land (short-term)
- Prepare a Target Industry Market Study to determine the advantages and priorities for attracting a variety of new commercial and industrial development into identified employment center locations that will also meet the daily needs of area workers (mid-term)
- Evaluate options, select the preferred mechanism, draft a service plan, and establish a financing district that generally covers the planning area (mid-term)
- Negotiate intergovernmental agreements for coordinated planning and service provision with the City of Aurora, Adams County, and Arapahoe County.

Figure C65: Bennett Future Land Use Plan



City of Brighton Comprehensive Plan (Adopted 1999, last amended 2009)

Prepared for/by: City of Brighton / City of Brighton

GUIDING PRINCIPLES

Brighton's plan is based on fifteen principles:

- Practice sound citywide growth management
- Plan, build, and maintain within a clear citywide development framework
- Brighton shall continue to develop in a self-sufficient (aka freestanding) manner
- Create distinctiveness with systematic, large areas of open space
- Define and adhere to clear land use guidelines for each planning area
- Brighton's transportation system should minimize environmental and quality of life disturbances and maximize efficiency and multi-modal opportunities
- Create an economically balanced community
- Promote neighborhoods that have distinctiveness and character
- Place a high priority on good design
- Ensure that redevelopment improves local conditions
- Protect and conserve the natural environment
- Development will "pay for itself"
- Develop a dynamic, regionally competitive, and sustainable recreation and tourism-based industry
- Integrate the preservation of historic resources into residents' daily lives
- Brighton shall implement best practices and policies that will promote a sustainable community

DEVELOPMENT FRAMEWORK

The plan outlines a tiered approach to growth based on a specific development framework. Key elements of that framework are as follows:

Planning Influence Area

Within this area, all projects and plans proposed by both public and private entities shall be reviewed and regulated by the city, as applicable. The level of review performed by the City in all areas outside Brighton's municipal boundaries is based on agreements with neighboring jurisdictions.

Urban Service Areas

Brighton's Urban Service Area is divided into two categories:

- **Urban Service Area A:** This area included those properties within or immediately adjacent to city services, part of approved subdivisions or developments, or areas that form part of a

contiguous City growth pattern. These areas shall be defined as containing adequate capital facilities or represent efficient and cost-effective extensions and thus may proceed with normal project applications and project review.

- **Urban Service Area B:** This area includes lands within or immediately adjacent to the City of Brighton’s municipal boundaries but outside of Urban Service Area A. These areas shall be defined as having adequate capital facilities if and when a development agreement, which includes extension of City services, is created and approved by the City. All costs for extending services shall be the responsibility of the developer. Prior to an agreement, development will be discouraged unless applicant can demonstrate substantial compliance with the City’s utility improvement schedule and the project will dedicate adequate funds to assist in the extension of services to the site in the future.

Joint Planning Areas

Places within the Area of Planning Influence and outside of the Urban Service Areas are defined as Joint Planning Areas. Development proposals within these areas presented to the County will ideally be denied by the County within the framework of intergovernmental cooperative planning agreements between the City and the County that will serve to direct development to areas adequately served by infrastructure. These areas are expected to remain within the County and fall into one of two categories:

- **Joint Planning Area Residential**—these areas contain or will contain very low-density, single-family housing. Overall objective is to keep these areas largely open and undeveloped. Clustering encouraged to maintain rural character
- **Joint Planning Area Agricultural**—priority for these areas is to maintain farming and public open space, and to minimize regional flood hazards. If development occurs, it should be at the lowest densities possible and incorporate clustering to preserve large open tracts. These areas are also critical to the maintenance of the Brighton Second and Third Creek floodways and as a community separator between Brighton and Commerce City.

IGA & Growth Areas

The City of Brighton currently has Intergovernmental Agreements with the City of Thornton, Commerce City, and the South Adams County Water and Sanitation District. The plan identifies a Joint Utility Service Area adjacent to the City of Thornton (west of the South Platte River) and a revenue sharing area along 120th Avenue with the City of Commerce City.

SOUTH SUB-AREA PLAN

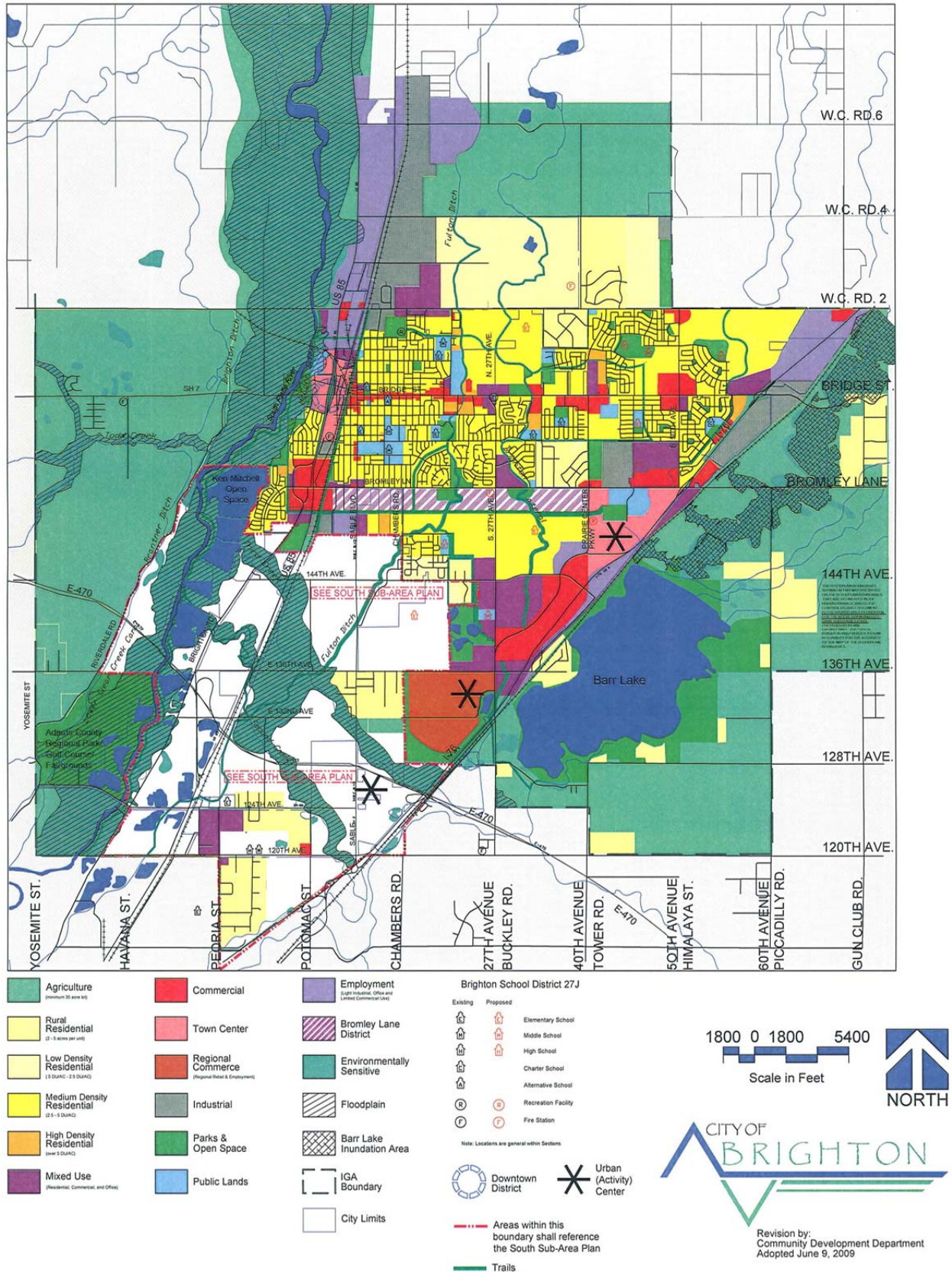
The South Sub-Area Plan was adopted in 2005 as a companion to the Comprehensive Plan to provide a basis for a General Improvement District (GID) Facilities Plan for the southern area of Brighton, which is currently underdeveloped. The plan addresses the following:

- **Land use**—the plan contains a revised land use plan that considers more opportunity for mixed-use development along the E-470 Corridor instead of single-use, industrial development

Municipal Plans | City of Brighton Comprehensive Plan (Adopted 1999, last amended 2009)

- **Transportation**- the plan provides an emphasis on north/south arterials with a redesigned interchange at Sable Boulevard and I-76 and a proposal for a new interchange at Potomac Street and E-470
- **Economic Analysis**—the plan contains a market and economic forecast for the study area to determine the absorption and land use mix in the structuring of the GID debt
- **Open Land, Parks, and Trails**—the plan provides a closer look at park, open space, and trail opportunities in the South Sub-Area.

Figure C.7: Brighton Future Land Use Plan



City of Commerce City Comprehensive Plan (2010)

Prepared for/by: Commerce City / Clarion Associates

GROWTH MANAGEMENT

Commerce City is projected to grow faster than the region, from approximately 42,473 (2008 U.S. Census Bureau estimate) to an estimated 71,600 by 2035. Commerce City employment projections are estimated to grow from 23,676 jobs in 2006 to 35,200 jobs by 2035.

The city has an abundant supply of land available for this new growth and development. More than 68-square miles of land are contained within its Growth Boundary area, of which 41-square miles (26,000 acres) are currently within the current city limits. Only about 24% of all land within the Growth Boundary is developed, with nearly 50% of land currently in agriculture use or vacant. This large supply of land is considerably more than is needed to accommodate the city's projected growth over the next 20 years, creating the need to define priorities in this Plan.

From 2000 through 2008, Commerce City experienced rapid growth to the north and east into the Northern Range. This rapid growth doubled the city's population and created a broader array of land use challenges and opportunities because of the population shift. In the future, growth will take the form of infill in the Historic City and Irondale areas, as well as new greenfield development on large properties within the Northern Range, along E-470, and north of DIA. Development will not outpace the city or other districts' ability to provide services. In addition, Commerce City will coordinate future revisions to the Growth Boundary with Denver Regional Council of Governments (DRCOG) and Adams County.

FUTURE LAND USE PLAN FEATURES

The future land use plan indicates the 100-year floodplain, which covers more than ten percent of land within the Growth Boundary, located mostly along the South Platte River, but also adjacent to First, Second, and Third Creeks, Sand Creek, Box Elder Creek, Beebe Draw, and other minor drainage tributaries. These corridors provide opportunities for future open space, recreation, and habitat conservation.

Commerce City's future land use plan also indicates the boundaries of Denver International Airport (DIA), including lands owned by the airport but located in Adams County. The plan also indicates current and future runways and a 60 LDN (day-night equivalent noise level) contour. Future residential development is restricted within the 60 LDN Contour, as well as within 2,000 feet of the DIA property line, due to effects from ground rumble (noise associated with planes on the runways or taxiways, before or after take-off or landing).

TRANSPORTATION

The future land use plan also indicates several planned roads, which include:

- Landmark Drive Extension (to East 96th Avenue by the future high school site)

Municipal Plans | City of Commerce City Comprehensive Plan (2010)

- “C” Street (from Gateway Road to the future Visitor’s Center located on the Rocky Mountain Arsenal Wildlife Refuge) – complete
- Prairieway Parkway (from East 120th Avenue to East 128th Avenue located in the DIA North area)
- East 96th Avenue Connection (from McKay Road to Riverdale Road to connect with Thornton Parkway)
- Colorado Boulevard/I-76 Interchange (from Colorado Boulevard to US 85 to connect Thornton with the city)
- Picadilly Road Extension (from East 120th Avenue to south of East 88th Avenue)
- East 104th Avenue Extension (from E-470 east to future Picadilly Road)
- Himalaya Extension (from East 112th Avenue to East 120th Avenue across Third Creek)
- Yosemite Street (from East 88th Avenue to East 96th Avenue across the O’Brian Canal) – complete except for canal crossing
- East 56th Avenue Connection (from Brighton Boulevard to York Street)
- Interchanges on Highway 85 with grade separations of the UPRR tracks at East 104th, East 112th, and East 120th Avenues
- Grade separations of the UPRR tracks at East 88th and 96th Avenues

ANNEXATION

The city will consider annexation of areas on a case-by-case basis, ensuring positive social, economic, fiscal, and environmental benefits associated with the potential annexation. Prior to annexations, a detailed public facilities and financing plan shall be completed.

Land to the north of DIA is considered a Special Planning Area for future planning, and is meant to be more general in approach and application, since development in this area will probably occur at a distant time in the future (beyond 2035). Meanwhile, the city should work to annex these unincorporated lands in preparation for long-term development, and to avoid any type of large lot (greater than one acre) residential pattern of development that is incompatible with airport operation and inefficient to serve.

OTHER RELEVANT PLANS

Other relevant Commerce City plans should be referenced in the review of specific projects or potential comprehensive plan amendments include: the city’s Parks, Trails, and Open Space Master Plan, *Prairie Action Plan*, 1999; the Strategic Plan for Recreation Programs, Services, and Facilities (2007); and the city’s pedestrian master plan, *Walk Bike Fit Commerce City* (2012).

City of Federal Heights Comprehensive Plan

Not available.

City of Northglenn Comprehensive Plan (2009)

Prepared for/by: City of Northglenn / City of Northglenn

The Northglenn Comprehensive Plan contains policies and strategies of specific relevance to Adams County as follows:

HOUSING

5B4. Policy: Where applicable, encourage the redevelopment of existing housing to revitalize neighborhoods and provide housing stock diversity.

Strategies

- Coordinate with Adams County Housing Authority to help identify areas of need. Use Balanced Housing Plan as a starting point
- Investigate partnerships with the Adams County Housing Authority for specific projects in areas of need.

TRANSPORTATION

7B9. Policy: Obtain external funding for transportation improvements by cooperating with adjacent cities and Adams County.

Strategies

- Review and update transportation element to maintain consistency with adjacent cities and Adams County
- Meet with representatives of adjacent cities and Adams County to develop a coordinated TIP request submittal and coordinated recommendations during TIP policy revision processes

7B10. Policy: Work cooperatively with Adams County to pursue methods to finance transportation improvements identified in the Comp. Plan and ensure that private development pays its fair share of improvements to the transportation network.

City of Thornton Comprehensive Plan (Adopted 2007, 2012)

Prepared for/by: City of Thornton / City of Thornton and HNTB Corporation

PLAN OVERVIEW

Thornton's four Plan Themes drive the goals and concepts produced throughout the plan. These themes, which also relate to the City Council's value statements, are:

- **Neighborhood Stability** - Promotion of neighborhoods across the City that are sustainable and have lasting value.

- **Mobility Choice** - Promotion of adequate transportation infrastructure for all modes of travel beneficial to support community needs.
- **Balanced Growth and Development** - Promotion of a sustainable development pattern and density across the community that respects and compliments natural systems and existing development patterns and community needs.
- **Quality of Life** - Promotion of amenities and diversity of activity that fulfills the needs of all Thornton residents.

FUTURE LAND USE MAP

The Plan's Future Land Use Map shows Thornton's anticipated boundaries at the current time. A portion of these boundaries is within the present day City limits, while portions of the area remain in unincorporated Adams and Weld Counties. The boundaries on the Future Land Use Map are a result of IGA's with the surrounding municipal jurisdictions of Westminster, Broomfield, Northglenn, Brighton and Commerce City, and include a potential future development area in Weld County.

An Environmentally Restricted layer in the Future Land Use Map represents areas that are environmentally sensitive and generally should not be developed. These areas include floodplains, major wetlands, critical wildlife habitat, streams and existing and planned water bodies developed for water supply purposes. The Comprehensive Plan recommends that portions of these areas should be used for parks, trails, dedicated open space, and water storage.

COMMUNITY AND REGIONAL PARTNERSHIPS

Using the comparison of other peer communities, Thornton must seek and cultivate participation of other community partners as the City of Thornton will not have the resources necessary to undertake or fund all the efforts described in the Comprehensive Plan. To achieve the aggressive economic development goals, other partnerships need to be created with the development community, as well as with the newly created non-profit Community Development Corporation. To achieve the aggressive level of amenities, corporate sponsorship and developer contributions will be needed to help achieve the level of amenities that are advocated in the Plan.

In addition to these partnerships, the City of Thornton has signed an intergovernmental agreement along with many other members of the Denver Regional Council of Governments (DRCOG) called the Mile High Compact, which addresses planned growth within the DRCOG region.

TRANSPORTATION

Thornton's transportation system connects to a larger regional system of roadways, mass transit routes, and trails. The City's multi-modal system should continue to complement and fit with the larger regional system in order to be efficient and effective for residents, and provide for adequate future growth of the community. Coordination with the Adams County Transportation Plan, the DRCOG Transportation Improvement Program, the North Front Range Transportation Alternatives

Study, and other regional plans and studies will be an important component associated with the development of Thornton's transportation system.

City of Westminister Comprehensive Land Use Plan (2004)

Prepared for/by: City of Westminister / Clarion Associates

AREA PLANS

Westminister's Land Use Plan creates four distinct, but interrelated area plans for the city, including some unincorporated areas outside of the city. The two of these four area plans directly relate to Adams County:

- The Northeast Area Plan, which borders Adams County along North I-25 and includes some unincorporated lands.
- The Central Area Plan, which may impact Adams County just south of the Northeast Area Plan. Portions of the Shaw Heights Adams County enclave extend into this area.
- The West Area Plan
- The Southwest Area Plan

GROWTH PROJECTIONS

One estimate of future development, calculated by applying the plan's land use categories to vacant lands in Westminister, estimates growth of 3,900 new housing units and 19.9 million square feet of new retail, office, industrial, and employment space. Combining the future development estimates with existing and platted development yields the buildout development estimate of 47,300 housing units and 39 million square feet of retail.

HOUSING

Of the residential housing units in the future buildout estimate, approximately 56 percent are projected to be single family residential, and 44 percent are single family attached and multi-family residential. This ratio is consistent with the city's housing goals of maintaining its affordable housing stock, providing diverse housing options, and locating higher density housing adjacent to transit facilities.

TRANSPORTATION

Key recommendations from the area plans of particular relevance to Adams County include:

- Re-align and widen Huron Street between 128th Avenue and 150th Avenue
- Widen 144th Avenue to handle increased traffic and provide a buffer between the proposed business park and residential areas to the west
- Improvements included in US 36 Major Investments Study
- Including a regional rail stop at 88th Street, near Westminister Mall is supported by the city
- Street network, drainage, utility systems, and landscaping improvements specified in the I-25 Corridor Study (2002)

GROWTH MANAGEMENT PROGRAM

Westminster's Growth Management Program is not included in the Comprehensive Land Use Plan, but it does control the rate of residential growth within the City. The Program, which promotes the goals of the Plan including good site planning and architectural design, considers the following elements

- New raw water availability
- Existing raw water supply that can be used for new growth without impairing the City's service to existing customers
- Ability to balance the growth rate and consumer demands through the utility systems
- Ability to balance growth rate and transportation, fire protection, police, park and recreation, and other similar services
- Demand of the proposed use on utility system compared to other land uses

ANNEXATION

The plan notes that Westminster is generally constrained from further outward expansion and growth, indicating that most development will occur within the City's jurisdiction. The plan also notes, however, that annexations will be considered and evaluated on a case-by-case basis by the City.

One particular area of influence to Westminster is the Shaw Heights enclave, a large Adams County enclave located between 88th Avenue and 92nd Avenue, east of US 36. The area is almost fully developed and is predominately residential. The possible future annexation of this developed area will depend on a cost-benefit analysis of the area, and the views of existing residents and business owners in the area.

GOALS AND POLICIES

The plan identifies eleven goals and policies, each of which includes several elements. The following elements are of particular relevance to Adams County:

- Annexation of county enclaves and adjoining lands will be considered on a case-by-case basis, taking into consideration the fiscal, social, and land use factors.
- The City will coordinate revisions to the City Urban Growth Boundary with the Denver Regional Council of Governments and the affected counties.
- Develop and nurture partnerships with the Adams and Jefferson County Housing Authorities and non-profit housing developers to promote programs that address the continued maintenance of the City's affordable housing stock.
- Continue to provide down payment assistance to qualified homebuyers through the HOME Program Consortium partnership with the Adams County Housing Authority.
- Continue to develop Big Dry Creek and tributary streams as the "spine" of a comprehensive network of trails linking parks, major open spaces, recreational facilities, and other focal points throughout the City.

Surrounding County Plans | Arapahoe County Comprehensive Plan (Adopted 2000, 2012)

- Work with the Colorado Department of Transportation (CDOT), Regional Transportation District (RTD), and adjacent municipalities to plan for transportation system improvements that affect the City and the region.
- Continue to work with the Denver Regional Council of Governments (DRCOG) on the configuration of the City's Urban Growth Boundary, and the designation and planning of Urban Activity Centers.
- Work with the Adams County Open Space Program, the City and County of Broomfield Open Space and Trails Program, Jefferson County Open Space Program, and Great Outdoors Colorado Trust Fund as partners in open space programs.

Surrounding County Plans

This section includes a summary of relevant comprehensive plan goals and policies from the counties surrounding Adams County.

Arapahoe County Comprehensive Plan (Adopted 2000, 2012)

Prepared for/by: Arapahoe County / Clarion Associates

DEVELOPMENT FRAMEWORK

Arapahoe County's Land Use Plan identifies several planning areas with distinct characteristics. These areas are as follows:

Urban Service Areas

The Urban Service Area covers the western portion of Arapahoe County and is closely aligned with the Denver Regional Council of Governments (DRCOG) Urban Growth Boundary. This area contains the most intense urban activity where annexations will likely occur.

Eastern Community Planning Areas

The Eastern Community Planning Areas indicate unincorporated Eastern Communities targeted as future growth nodes, which will work with the County to prepare Subarea Plans. These targeted Eastern Communities are Strasburg, which extends into Adams County, Byers, which borders Adams County, and the Dog Track facility. The County will also coordinate with the incorporated towns of Bennett and Deer Trail for similar plans.

Rural Area

The Rural Area covers the eastern two-thirds of the County. In this area, the County will strive to strengthen and maintain agricultural activities while encouraging cluster residential development, rather than dispersed development.

Planning Reserve Areas

The Planning Reserve Area, encompassing the Lowry Bombing Range and surroundings, are held in trust by the State Land Board to receive special stewardship attention. This land will be held vacant to accommodate possible future land uses, allowing for joint planning and coordination.

Riparian and Sensitive Development Areas

Riparian Areas, marking 100-year floodplains and associated vegetation along Bijou, Box Elder, Ciowa, Coal, and Wolf Creeks, should be kept free of development to the maximum extent feasible.

Sensitive Development Areas indicate prairie grasslands, wildlife habitats, and threatened species conservation areas where development should be carefully evaluated and designed to minimize impacts on the land.

TRANSPORTATION

The County proposes to add four interchanges along I-70 on or near the border of Adams County, at Headlight Road, Yulle Road, Schumaker Road, and Quail Run Road.

GOALS

The plan identifies seven goals, each with several elements. The following elements are of particular relevance to Adams County:

- Establish a planning framework for the County that defines appropriate locations for urban development, including an Urban Service Area Boundary and Planning and Growth Areas for the Eastern Communities.
- Develop an annexation strategy for development within the Planning Reserve Areas.
- Pursue and promote opportunities for regional growth planning with neighboring towns, municipalities, counties, and the Denver Regional Council of Governments.
- Plan for compact growth in the Eastern Communities to maintain the small town, rural character of the communities.
- Coordinate with Incorporated Eastern Communities.
- Designate areas for future Planning and Reserve Areas along the I-70 Regional Corridor.

Jefferson County Comprehensive Plan (Adopted 2010, update underway)

Prepared for/by: Jefferson County / Jefferson County

VISION

The Plan sees Jefferson County as a place that balances economic vitality, environmental stewardship, and social concerns, meeting the essential human needs and quality of life of today without compromising the ability of future generations to meet their own needs.

The Plan's Vision impacts the objectives and policies presented throughout the plan. The plan places special emphasis on the following areas:

- **Future Growth** – attract a reasonable portion of anticipated growth in the Denver Metro region over the next thirty years, while encouraging that development is appropriate to the area to ensure that there are unique and diverse communities in which to live, work, and recreate.
- **Infill and Redevelopment** – reduce sprawl by encouraging infill and redevelopment projects.
- **Infrastructure Management** – encourage a positive relationship between housing development, land use planning, and adequate and available transportation systems, public facilities, and other services.
- **Economic Development** – attract new businesses and support the preservation and expansion of existing businesses by providing incentives and technology transfer opportunities.
- **Open Space, Parks, and Trails** – protect and enhance unique areas within Jefferson County, while providing ample parks and trails for residents and visitors.

COOPERATIVE PLANNING PROCESS

The Plan will apply to those unincorporated areas where the County has land use authority. However, it should also serve to enhance cooperative planning processes and decision-making throughout Jefferson County, its municipalities, and neighboring counties.

In order to ensure consistency and compatibility, Jefferson County will seek partnerships with local jurisdictions on large-scale land development activities and promote intergovernmental cooperation. Additionally, the Plan includes a policy of coordinating planning efforts with neighboring municipalities, counties, and the Denver Regional Council of Governments, while collaborating with cities to develop an annexation strategy.

Morgan County Comprehensive Plan

Not available.

Washington County Master Plan (Adopted 2002)

Prepared for/by: Washington County / Washington County Planning Commission

SCOPE OF THE PLAN

The Plan's intention is to serve as both a factual statement of current land uses within the County and a broad philosophical statement of intent for future development in light of existing land use. As a result, the Plan addresses only those lands and waterways within the County that lie outside of the legal boundaries of incorporated cities or towns.

DEVELOPMENT GOALS

The Master Plan presents six overall development goals which serve as a basis for the specific goals and policies enumerated in the plan. These overall development goals include:

- **Community Identity** – to establish and reinforce a sense of community identity for all County citizens; to encourage citizen participation; and to protect the lifestyles of existing residents, and provide future residents with an enjoyable area in which to relocate.
- **Growth and Development** – to provide for the planned, orderly growth of the County, ensuring the highest quality development possible, compatible with surrounding land uses and the natural environment.
- **Visibility** – to foster the development of a County that sustains itself through effective and mutually supportive physical, economic, and social systems; and that rewards its citizens by fulfilling their common aspirations while maximizing individual growth potential and freedom of choice.
- **Amenity** – to encourage community activities with a desirable, convenient, attractive, comfortable, healthful, and enjoyable environment with recreational opportunities and open space.
- **Adaptability** – to respond to potentially constructive changes in the physical, economic, and social conditions of the County.
- **Diversity** – to allow for a variety of community activities and services, and for a range of choice in lifestyles, while preserving the agricultural-based economy of Washington County.

Weld County Comprehensive Plan (Adopted 2008, last amended 2011)

Prepared for/by: Weld County / Weld County

OVERVIEW

Spanning an area from northern metropolitan Denver to the Wyoming state line, the County is just less than four thousand (4,000) square miles in size – over twice the size of Delaware. The population of over a quarter million residents is expected to double to nearly half a million by the year 2030.

GROWTH

Urban Growth Areas

Municipal urban growth areas, and uses within these areas, should be determined through coordination between the County, the participating jurisdiction and the individual landowner. Annexations should be with both municipality and County approvals, and should directly correlate with municipalities' and/or agencies' recognized service areas and the timing of infrastructure availability.

Agriculture

Historically, Weld County is one of the largest agricultural producing counties in the nation, regularly the top producer of traditional crops (i.e., when excluding citrus- or nut-producing counties). The agricultural sector is an important element of the overall County economy. The

County recognizes the importance of maintaining large contiguous parcels of productive agricultural lands in non-urbanizing areas of the County to support the economies of scale required for large agricultural operations.

Historic Preservation

Weld County's Comprehensive Plan recognizes the importance of preserving the character of unincorporated towns and historic town sites. Accordingly, the Plan presents several goals, including maintaining land use regulations and encouraging vacant property infill within these towns, that align with preserving the rural character.

ENVIRONMENTAL PROTECTION

The County recognizes that environmental quality is inextricably tied to quality of life and enjoyment of property. In order to preserve a healthy and positive quality of life for County citizens, the following four principles should be considered in all land use issues:

- Air, water, waste, noise and other public health impacts from proposed land uses should be considered.
- Environmental impacts should be reduced or mitigated in order to prevent harm to life, health and property.
- Agricultural land is a limited resource of economic value and should be protected from adverse environmental impacts.
- The County should encourage and promote coordination and cooperation between federal, state and local governmental entities charged with making decisions that may have environmental impacts on land uses and residents in the County.

City and County Plans

This section contains information on the City and County of Denver and the City and County of Broomfield.

City and County of Denver Comprehensive Plan (Adopted 2000)

Prepared for/by: City and County of Denver / City and County of Denver

GUIDING PRINCIPLES

Denver's 2000 Comprehensive Plan presents four guiding principles that serve as the core values of the Plan. The Plan intends that these guiding principles are taken together and will lead Denver towards shared community commitment to a sustainable future. The guiding principles include:

- **Economic Opportunity and Security** – a Denver that is focused on the quality of life for all of its people must be a Denver that is economically healthy, with a broad mix of good jobs. Livability and economic activity are permanently linked – neither improves without the other.

- **Environmental Stewardship** – Denver’s relationship with the environment is above all a matter of balance. Clean water, clean air, clean parks and streets, efficient use and reuse of resources, and protection of the mountain parks and open spaces must be abiding goals. Our arid environment, pressed by an ever-growing population, could not have supported – and cannot support in the future – a major city without careful reengineering of the natural environment to harness natural resources, especially water, which makes possible commerce and industry as well as Denver’s verdant landscape.
- **Equity** – Denver must be a city that means what it says when it comes to providing all its residents with equal opportunity to share in its livability. Whether the concern is safety, adequate housing, excellent education, convenient mobility, solid family life, public health and safety, neighborhood investment, or diverse recreation, Denver must be a city that cares and shares, with compassion and equity. Despite the prosperous economy of the 1990s, some Denver neighborhoods have not thrived, and their residents have not benefited proportionally.
- **Engagement** – Sustaining a high quality of life is as much about building good human relationships as it is about performing tasks or creating things. Relational values – participation, communication, collaboration and partnership – are implicit in many of Plan 2000’s goals, objectives and strategies. The City will continue to promote the involvement of and communication among residents, businesses, nonprofit organizations, associations and governments at all levels in the life of the city.

GROWTH AND DEVELOPMENT

In 2000, when Denver published this Plan, the City was in the process of redeveloping more urban land than any other major city in America, including the following major developments:

- **DIA/Gateway** – Denver’s land area grew by 40 percent with the annexation of former Adams County land for Denver International Airport (DIA). The 4,500 acres of privately owned land within the Gateway provided opportunities for significant new housing and commercial development. The adopted plan for the area was the first to focus on the benefits of mixed-use development.
- **Stapleton** – The relocation of the airport to DIA left 4,700 acres, an area one-third the size of Manhattan, for redevelopment at the former Stapleton Airport site. The *Stapleton Redevelopment Plan*, which is part of the Denver Comprehensive Plan, shares the sustainable city guidelines of mixed-use development, and substantial open space and environmentally oriented facilities.
- **Lowry** – Lowry Air Force Base, located in both Denver and Aurora, closed in 1993, creating an economic void in surrounding neighborhoods, as well as the opportunity to create a well-planned, mixed-use neighborhood on Denver’s eastern flank. Lowry was planned and development begun under a cooperative arrangement between Denver and Aurora.
- **Central Platte Valley** – Denver’s former rail yards have been cleared and rezoned for a mixed-use residential and commercial development that will extend the density and vitality of Downtown northwesterly to the banks of the South Platte River. The Platte Valley, thanks in part to the Platte River restoration, is again becoming a dynamic example of both urban environmental protection and sustainable economic development.

INTERGOVERNMENTAL COOPERATION

The plan notes that some of the toughest challenges of the early 21st century – sustainable development, environmental quality, and services to the needy – necessarily involve metropolitan neighbors working together with shared long-term goals in mind. This essential cooperation, reflected in several recent cooperative initiatives, has recently been formalized in Denver’s adoption of the Denver Regional Council of Government’s (DRCOG’s) MetroVision 2020 Plan as part of Denver Comprehensive Plan 2000.

Specifically, the Plan encourages broad participation and cooperation of the entire metropolitan community on environmental sustainability issues, including transit, air and water quality, protection of floodways and wildlife habitat, and recreational areas and bike paths. The Plan also promotes regional approaches to land-use planning and policy development within the metropolitan area.

OPPORTUNITIES FOR COOPERATION

Denver’s Comprehensive Plan indicates a goal for each area where development is likely or highly desirable to complete an area or neighborhood plan. Some of these areas are particularly relevant to Adams County, including perimeter neighborhoods such as Regis, Berkeley, Chaffee Park, Sunnyside, Globeville, Elyria Swansea, Northeast Park Hill, Stapleton, Montbello, Gateway, Airport, Green Valley Ranch, East Colfax, and Lowry Field.

City and County of Broomfield Comprehensive Plan (Adopted 2005, amended 2011)

Prepared for/by: City and County of Broomfield / City and County of Broomfield

PRIMARY OBJECTIVES

Broomfield’s Comprehensive Plan enumerates several primary objectives to guide the Plan’s policies and land use plans. These objectives include:

- Maintaining fiscal sustainability
- Enhancing environmental stewardship
- Enhancing Broomfield as a city of neighborhoods
- Planning for areas of change and stability
- Strengthening an interconnected system of Open Lands and the “Green Edge”
- Creating social gathering places

LAND USE MAP

The Land Use Map includes a planning area boundary to show contextual influences within one half mile of the City and County of Broomfield. Land uses for adjacent communities shown within

the planning area boundary reflect those communities' anticipated land uses as identified through their participation with past Broomfield sub-area planning efforts.

URBAN GROWTH BOUNDARY

The City and County of Broomfield recognizes the Denver Regional Council of Governments (DRCOG) Growth Boundary, which serves as a reasonable expectation of urban development expected by the year 2030. The urban growth boundary is intended to provide predictability so that infrastructure can be planned in advance and constructed more cost-efficiently. The boundary also encourages a more compact pattern of development by directing growth inward, stimulating infill and redevelopment activity and encouraging the use of existing infrastructure. Broomfield will continue to work with DRCOG to incorporate areas formerly in Weld County into the Broomfield/DRCOG growth boundary.

GROWTH AND DEVELOPMENT

Broomfield's estimated population in 2005 is approximately 48,700 people. DRCOG has estimated that the 2030 population of Broomfield will be 79,773 people, translating into an annual growth rate of approximately 2.5 percent.

The primary area for future growth is in the northern part of the community around Interstate 25 and State Highway 7. Indeed, Broomfield's Susceptibility to Change Map highlights the northeast corner of the city limits, that is, the area adjacent to Adams County, as the area most susceptible to change. The 2030 Recommended Roadway Plan Map also reflects this growth, with a new interchange at I-25 just north of 168th, and just outside of Adams County, and several new arterial and connector roads in the vicinity, including some inside of Adams County.

REGIONAL COOPERATION

Broomfield is a member of the Denver Regional Council of Governments (DRCOG), which has adopted urban growth boundaries that guide where growth will occur in the region over the next 25 years. Broomfield has, and will continue to, worked with DRCOG and its member governments to comply with and, where necessary, modify these boundaries to meet local and regional goals.

In addition, Broomfield will work with adjacent cities, counties, school districts and other appropriate governmental agencies to address issues of mutual concern, such as land use decisions on adjacent properties, adequate and timely provision of public schools, implementation of the "Green Edge" concept and appropriate roadway improvements and freeway interchange locations. In order to protect, preserve and enhance its natural resources, Broomfield will become a leader in developing/coordinating strategies and pooling resources (natural, financial and human) with surrounding communities that will result in more efficient natural resource management.

Other Plans

Master Plan Update Studies, City and County of Denver Department of Aviation (2012)

Prepared for/by: City and County of Denver Department of Aviation

OVERVIEW

Master Plan Update provides a framework and strategy to support future Airport development. It has been indicated in plan that this development is aligned with city and regional development plans. In the worst case scenario for passenger forecast, average annual growth rate (2006-2030) is 2.4% which means that Airport needs to expand.

RELATING THE AIRPORT PLAN TO COUNTY

In the next 10 years the development plan consists of development in airfield, terminal, landside and support. South Terminal Plaza/Hotel/train Station with 500 rooms' business class hotel and FasTracks Station are the projects that will impact the County. The other project that may affect County is the Public Parking Expansion with approximately 10500 new on airport public parking lots or garages.

There are environmental concerns associated with the expansion of the airport. The biggest impact is due to more paved areas that will affect floodplains, water quality, Biotic resources and micro climate. The development footprint may affect the wetlands and water quality. Moreover, any expansion in the airport activities will result in expansion of aircraft noise area and will affect air quality.

AEROTROPOLIS¹

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. Airport city refers to the planning underway on DIA property not needed for the airport's aeronautical mission.

In the case of DIA, it has two components:

- A ring of development that will radiate from DIA and envelops Denver as well as all of the bigger region, with the highest concentration being located in the municipalities and county that surround the airport: Aurora, Adams County, Commerce City, Denver

¹ Source: Denver Aerotropolis/Airport City Opportunity—Metro Denver Economic Development Corporation, Presented by Kim Day, Manager of Aviation, February 2012.

- The Corridor of Opportunity (FasTracks airport line)

DIA's potential for an aerotropolis is substantial due to the large amount of unoccupied land surrounding the airport and it 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

A series of Economic Cluster Zones have been identified along the airport's boundaries:

- Renewable Energy (west edge, north of Pena, east of E-470)
- Industrial Agriculture (northern boundary)
- Aviation and Aerospace (eastern boundary)
- Logistics (southern boundary)

Next steps include ongoing stakeholder outreach; further development of concept (guidelines, conceptual infrastructure plan, and overall implementation strategy); and development of a specific plan for the initial area of development that works with regional infrastructure planning, is compatible with neighboring land use, and embodies sustainable development.

Development will take place over 50+ years. In the first 25 years, it is estimated that the project will create over 25,000 construction jobs, provide jobs for more than 30,000 people in the new airport city, and generate more than \$300 million in taxes (City and State Income and Sales). Multi-jurisdictional planning is noted as critical to the project's success.

Front Range Airport Master Plan Update (May 2004)

Prepared for/by: Front Range Airport / Washington Group International

OVERVIEW

This document provides an inventory of existing conditions, aviation demand, demand capacity facility requirement, identification and evaluation of alternatives, environmental overview, airport layout plans, financial implementation analysis and community information process.

RELATING THE AIRPORT PLAN TO COUNTY

Primary land uses surrounding Front Range Airport are public, mixed-use, and agriculture lands. The plan defines an Airport Influence Zone which protects future residential development from adverse noise and insures the compatible use of land. The Airport Influence Zone is defined as nine by nine mile area around the airport. The Airport Area Overlay Zone District which establishes reasonable and uniform limitations on land uses adjacent to airport is another zoned area to reduce the airport side effects. There are use and height restrictions for these areas.

The plan indicates that while commercial and industrial uses are generally compatible, residential development can infringe on airport facilities. Adams and Arapahoe County and the City of Aurora have taken an active role in limiting potential conflicts. The height and population density restriction should be placed to avoid future problems with airport activities with jurisdictions around the airport.

Other Plans | A New Direction Aerospace Center (2011)

The future development of the Airport constitutes a substantial redevelopment plan. Extension of both existing runways and construction of a third one is planned for the future. Air cargo apron and expanding existing general aviation would be at the level that would require minimum environment review.

A New Direction Aerospace Center (2011)

Prepared for/by: Front Range Airport / Front Range Airport

SPACEPORT

The State of Colorado is advocating for a spaceport in 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 human space tourists. Front Range Airport is a strategic location for a spaceport due to its proximity to Denver and DIA, relative remoteness, and excess capacity. At present, only Alaska, California, Florida, New Mexico, Oklahoma, Texas and Virginia are designated spaceport states, but the spaceport initiative has the full support of the governor, the entire Colorado congressional delegation and DIA.

ASSOCIATED DEVELOPMENT

The Airport's Terminal and café will be the heart of the Event Center, which will have seating for 55 people. Additional improvements to the Airport include an Authority Room, with capacity for 50 people, and a Training/Conference Room, with capacity for 60 people.

In addition to significant internal Airport development, the Schuck Corporation plans to develop TransPort, a 6,300-acre business park adjacent to the Airport. TransPort, by itself, is larger than all other business parks in the Denver metropolitan area combined, and included with the Front Range Airport covers 10,000 acres.

STATUS

Although the Governor has recently signed Senate Bill 12-035 –that limits legal exposure for companies conducting spaceflights at the prospective facility, many logistical and regulatory barriers remain before the spaceport can become a reality. Front Range Airport recently initiated the process of selecting a consultant to study the concept and develop a more detailed strategy. The process is anticipated to take 12-14 months.

Metro Vision 2035 Plan (2011)

Prepared for/by: Denver Regional Council of Government / Denver Metro Area

OVERVIEW

Metro Vision serves as the foundation for an ongoing conversation about how best to protect the region's quality of life. It provides an agenda for action that integrates regional growth and development, transportation and environmental management into one comprehensive planning

framework. The current version of the plan, Metro Vision 2035, was recently updated with a focus on several sustainability goals.

- 10 percent increase in density between 2000 and 2035
- 50 percent of new housing and 75 percent of new employment located in urban centers between 2005 and 2035
- Protect a total of 880 square miles of state and local parks and open space by 2035
- Lower the number of Single Occupant Vehicle (SOV) trips to work to 65 percent by 2035
- Reduce daily Vehicle Miles Traveled (VMT) per capita by 10 percent by 2035
- Cut greenhouse gas emissions by 60 percent by 2035

GOALS

The plan is broken down into three main topic areas that include visions, goals, and policies, as listed below.

Growth and Development

Metro Vision's Growth and Development policies aim to influence the type and location of new development required to accommodate future population growth and changing demographics.

Goals

- Ensure that urban development occurs within a defined urban growth boundary/area to promote an orderly, compact and efficient pattern of future development.
- Urban centers will accommodate 50 percent of new housing and 75 percent of new employment between 2005 and 2035.
- Maintain Boulder, Brighton, Castle Rock and Longmont as distinct and self-sufficient communities, separate from the larger urban area.
- Recognize the small communities located in the rural and semi-urban areas of our region and more clearly define and support their regional role.
- Manage the extent of low-density, large-lot development occurring on the periphery of the urban area consistent with Metro Vision's stated policies
- Promote development patterns and community design features to meet the needs of people of all ages, incomes, and abilities while supporting a variety of Metro Vision goals including:
 - Locate 50 percent of new housing and 75 percent of new employment within urban centers
 - Reduce the percent of trips to work by single-occupant vehicle to 65 percent by 2035
 - Reduce regional per capita vehicle miles traveled (VMT) 10 percent by 2035
 - Reduce per capita greenhouse gas emissions from the transportation sector 60 percent by 2035
 - Reduce regional per capita municipal and industrial water use

Transportation

Vision

A balanced sustainable multimodal transportation system will include rapid transit, a regional bus system, a regional roadway system, local streets, bicycle and pedestrian facilities, and associated system and travel demand management services. The integrated components of this system will

Other Plans | Metro Vision 2035 Plan (2011)

provide reliable mobility choices to all of its users: residents and visitors of all ages, incomes and physical abilities, as well as businesses that provide services and produce or sell goods. Users will find the transportation system easy to access, safe and secure, and it will permit efficient state and nationwide connections for people and freight.

Goals

Provide safe, environmentally sensitive, efficient, and sustainable mobility choices for people and goods; and integrate with and support the social, economic and physical land use development of the region and state while supporting the following Metro Vision Goals:

- Urban Centers will accommodate 50 percent of new housing and 75 percent of new employment between 2005 and 2035;
- Increase the rate of construction of alternative transportation facilities;
- Reduce the percent of trips to work by single occupancy vehicles (SOV) to 65 percent by 2035 (per US Census);
- Reduce the regional per capita VMT by 10 percent by 2035; and
- Reduce the annual per capita greenhouse gas emissions from the transportation sector by 60 percent by 2035.

ENVIRONMENT

The Denver region's environmental setting is one of its greatest assets. Mountain views, large expanses of land and pleasant weather have drawn people to the area for centuries. As the area becomes more populous, our region must take care to ensure these assets don't disappear.

Goals

- Establish an integrated, linked, permanent parks and open space system that will include a variety of open space and make appropriate open space accessible to all of the region's population. Protect a minimum of 880 total square miles of parks and open space by 2035.
- Reduce regional per capita municipal and industrial water use by working with municipalities, counties, water providers and other stakeholders within the next 6 to 12 months (February 2012) to identify a specific numeric target or measurable benchmark against which to measure progress.
- Restore and maintain the chemical and physical integrity of the region's waters to ensure clean water for residents and a balanced, healthy, ecological community.
- Protect human health and environmental quality by achieving and maintaining ambient air quality standards.
- Minimize exposure to excessive noise levels associated with land use and transportation activities.

Framework for Creating a Healthy Comprehensive Plan

Created for/by: Adams, Arapahoe, and Douglas Counties / Tri-County Health Department's Communities Putting Prevention to Work Initiative

OVERVIEW

The Built Environment Team of Tri-County Health Department's Communities Putting Prevention to Work Initiative issued the Framework in order to guide communities to identify and create policies that will protect and improve the health of the people who live, work, and play in the community. The Framework includes:

- Draft policy language for use in community comprehensive plans,
- Rationale for why community-wide systems (both natural and manmade) matter to public health,
- A format that is commonly used in comprehensive plans, and
- A variety of topics that are frequently covered in comprehensive plans in the Mountain West.

POLICY RECOMMENDATIONS

The Framework presents policy recommendations in several categories accompanied by an explanation of why each policy is important to public health. These key categories include:

- **Land Use Planning** – can provide people of all ages and ability: access to jobs, school, shopping, recreation, and healthcare by a variety of transportation modes; easy access to healthy foods; the ability to build lasting connections with fellow residents; and the opportunity to become and remain independent, integral, fully engaged members of the community.
- **Transportation** – allows people and goods to move through a community. Successful systems provide travelers independence, freedom, safety, and comfort. They either promote or discourage active travel choices (walking/bicycling/transit). Transportation systems provide mobility to workers who rely on transportation systems for job security, and to kids who use the pedestrian, cyclist, and transit systems to access education, jobs, and extracurricular activities. It provides mobility to people of all ages, abilities, and income levels who depend on the system to access health care, recreation, and community events.
- **Housing** – provides a safe, secure place where people can meet daily needs. A variety of housing types, affordable to different income levels allows more people the choice of living close to jobs and services, which can reduce the amount of time spent in traffic. The distribution throughout a community of different sizes and types of housing also makes it possible for older adults to remain in their neighborhoods as their needs change. Housing choices provide older adults and young families the opportunity to remain close to family and friends, doctors, and favorite stores and community centers, all of which supports mental and physical health.
- **Parks and Trails** – provide people of all cultures, ages, and abilities the space to exercise, engage in social activities, and experience nature on a regular basis. Parks and trails, if well located, can also provide alternative travel routes to schools, jobs, and shopping.

- **Stewardship of Open Spaces and Wildlife** – through preserved landscape, in addition to providing the benefits associated with parks and trails, creates: unique wildlife viewing opportunities; quiet and distance from towns and traffic; and the environmental service of collecting and filtering rain and storm water run-off, which recharges aquifers and maintains watersheds' variety of ecosystem experiences.
- **Community Facilities and Services** – such as schools, libraries, transportation, and fire protection support community residents in becoming and remaining successful, healthy, active members of the community. They provide opportunities for life-long learning; social and community events/activities for people of all cultures, ages, and abilities; and provide mobility and public safety.
- **Water Supply** – should be dependable and clean, which is necessary for drinking, hygiene, and the growing of food. Water is conserved in xeric landscaping, storm water is managed by using low-impact design that uses minimal infrastructure, and surface waters are protected by buffering streams and rivers from agricultural practices and other development.
- **Wastewater** –management should prevent diseases from spreading and protect surface and ground water quality. On-site wastewater treatment systems and central sewer systems ensure that household and industrial waste does not contaminate drinking water sources or land.
- **Air Quality** –maintenance or improvements will impact the prevalence of lung cancer and asthma. Fossil-fuel power plants, automobiles, trucks, trains, the agriculture industry, and dust or other particulates all impact air quality. Air quality can determine whether people should exercise outdoors on a regular basis or exercise at all.
- **Waste Management** –ensures that toxins do not enter surface or ground waters or contaminate land. Reducing consumption, reusing, and recycling products lessens the demand for landfills, which provide a safe place for household and industrial waste.

Built Environment and Health Handbook (2011)

Prepared for/by: Adams, Arapahoe, and Douglas Counties / Tri-County Health Department's Communities Putting Prevention to Work Initiative

TOOLS AND RESOURCES

The Handbook provides an overview of tools and resources that communities may use to assess the current health conditions and also assist in efforts to develop healthy and active communities.

These tools and resources include:

- Community Food Assessments
- Health Equity
- Walkability and Bikeability Assessments
- Bicycle and Traffic Counters
- Community Asset Mapping Using Geographic Information Systems (GIS)
- Complete Streets
- Health Impact Assessment
- Healthy Development Measurement Tool

- Meeting in a Bag (or Box)
- Photovoice
- Rubber Band Planning
- Healthy School Sites
- Safe Routes to School
- Sustainable Community Development Code: Rocky Mountain Land Institute

The Handbook also presents two case studies, the Northwest Aurora Bicycle and Pedestrian Plan and the Derby Redevelopment District in Commerce City, as examples of how the planning process may consider the health of a community. Each of these case studies exemplifies planning practices that succeed in being contextually sensitive, reliant on public input, and innovative in design.

ADDITIONAL INFORMATION ON TRI-COUNTY COMMUNITIES

The Handbook also contains an extensive section that provides information specifically targeted to provide resources on the current health of communities within the Tri-County region, including community health profiles, walkability and bikeability assessment examples, and the list of the Communities Putting Prevention to Work Initiative's grant projects. This section provides community tools and information in Spanish and English, as well as additional case studies and news articles that may relate to the Tri-County region.