

FIVE STRATEGIC CORRIDORS



Washington Street and 88th Avenue

This section includes:

- Corridor selection process
- Corridor context
- Federal Boulevard
- Pecos Street
- Washington Street
- East 104th Avenue
- East 120th Avenue

CORRIDOR SELECTION OVERVIEW

As part of the Advancing Adams planning process, the County identified five strategic corridors for taking an in depth look at planning issues. The five corridors (identified on MAP 32) are Federal Boulevard, Pecos Street, Washington Street, 104th Avenue and 120th Avenue.

The County utilized several criteria to select and define the extents of the five strategic corridors, including the following characteristics:

- » Be a principal arterial roadway;
- » Have unincorporated lands adjacent to it;
- » Be subject to a study or upcoming improvements within the municipality;
- » Fall within an Opportunity Zone area;
- » Be identified for improvements in the Adams County 5-year Capital Improvement Plan;
- » Have redevelopment potential – significant current development activity, large areas of undeveloped land or land assemblage; and
- » Be in proximity to multi-modal transportation opportunities.

CORRIDOR CONTEXT

Understanding the overall context of the corridors provided an important baseline from which to evaluate future opportunities. This document outlines the current conditions of these five strategic corridors. Phase 2 will explore future opportunities for them.

MAP 35 and MAP 36 summarize the major surrounding influential parcels and regional connections in proximity of each of the Five Strategic Corridors.

NORTH TO SOUTH CORRIDORS

This section details key context considerations for the different corridors, divided by the North to South corridors and the East to West Corridors.

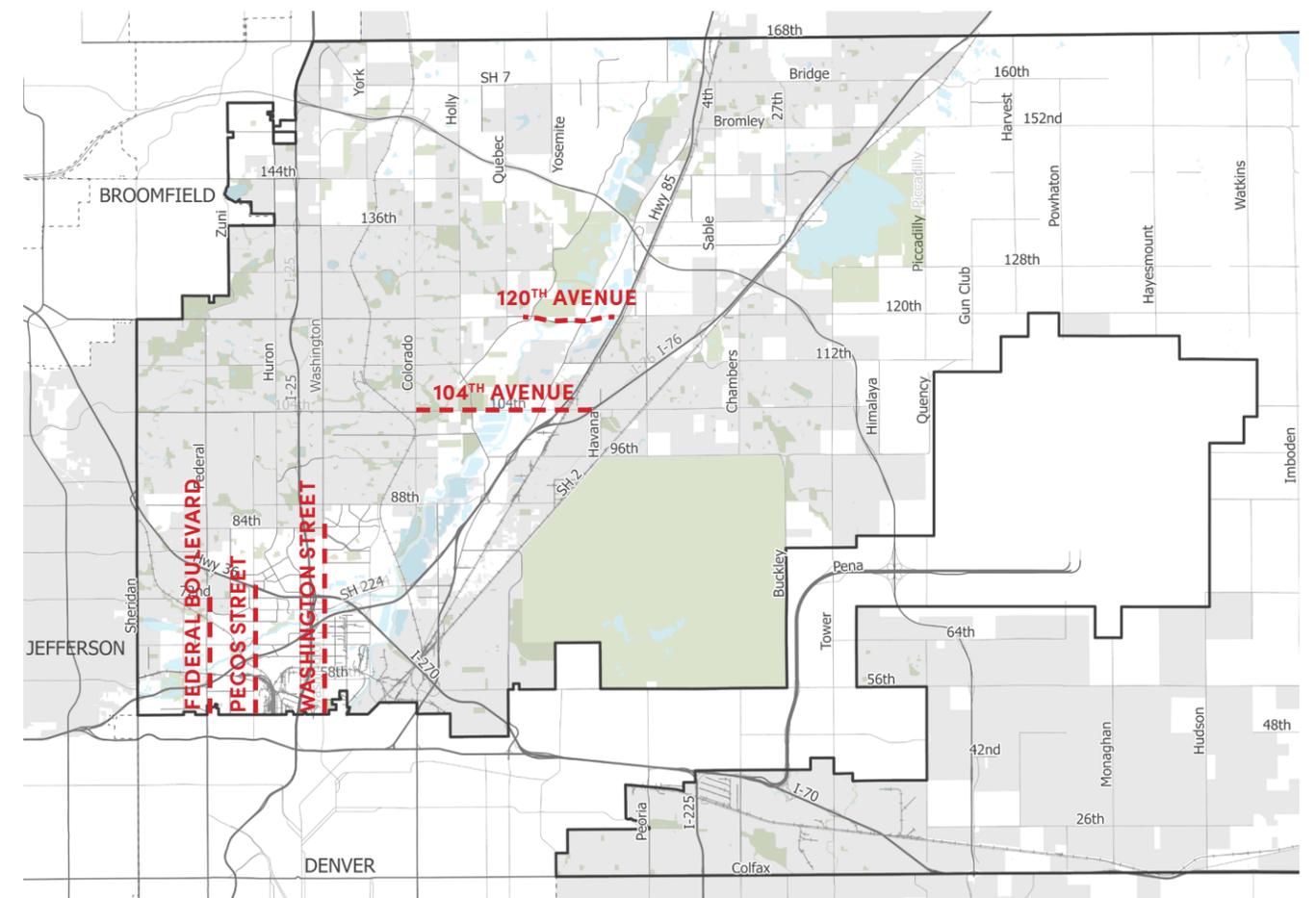
National Western Center

The National Western Center, located in Denver south of the Washington Street corridor planning area, is the product of collaboration between multiple large entities who sought to create a space that serves as an urban hub for food and agricultural discovery. The complex is set to be completed by 2024 and will host an array of educational, recreational, and tourist opportunities.

Table 20: Five Strategic Corridors Summary Table

	LENGTH	SOUTHERN OR WESTERN BOUNDARY	NORTHERN OR EASTERN BOUNDARY
FEDERAL BOULEVARD	2.5 miles	West 52nd Avenue	Little Dry Creek
PECOS STREET	2.75 miles	West 52nd Avenue	Highway 36
WASHINGTON STREET	4.5 miles	East 52nd Avenue	East 88th Avenue
104TH AVENUE	3.75 miles	Colorado Boulevard	I-76
120TH AVENUE	2.5 miles	Riverdale Road	Peoria Street

MAP 34: FIVE STRATEGIC CORRIDORS KEY PLAN



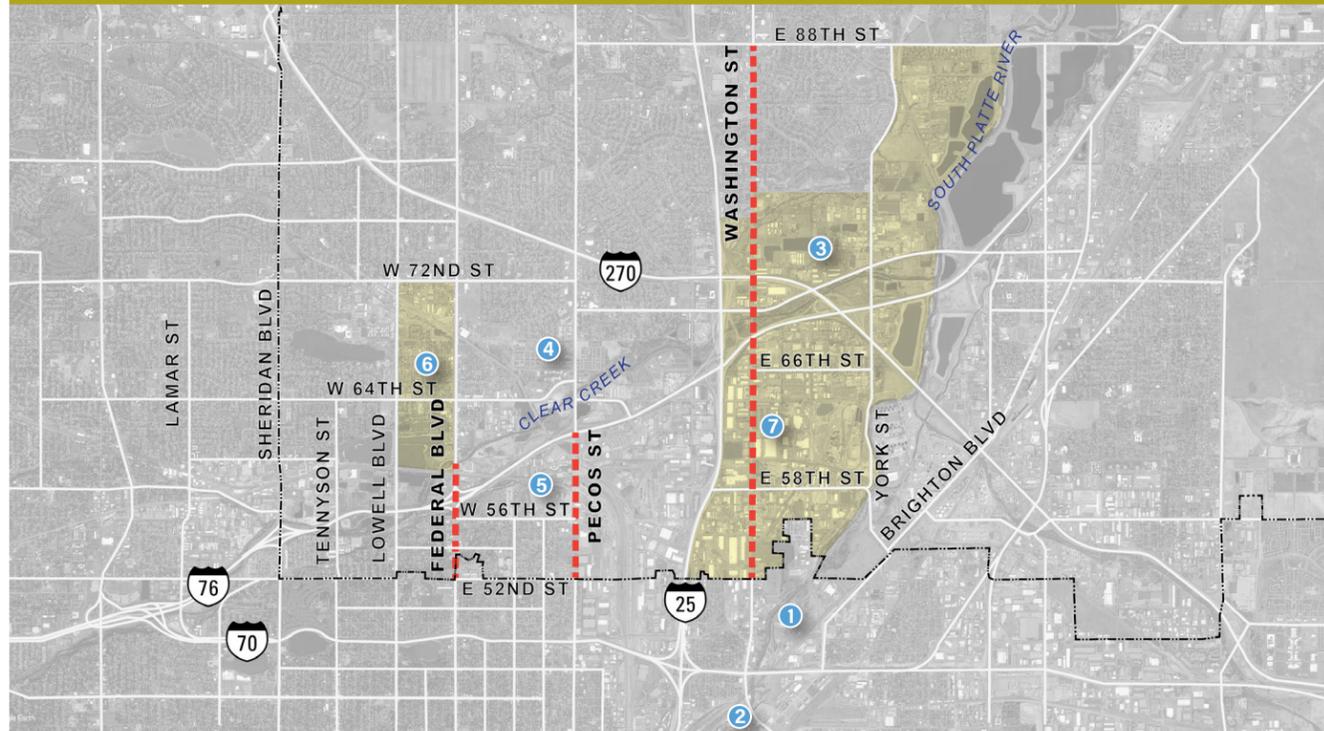
Data Source: Adams County, DRCOG, Design Workshop

LEGEND

- Corridor Locations
- █ Parks and Open Space
- █ Municipal Area
- █ Lakes and Streams
- Adams County Boundary
- Roads
- ++++ Railroads

NOT TO SCALE

MAP 35: NORTH TO SOUTH CORRIDORS CONTEXT



Data Source: Adams County, DRCOG, Design Workshop, Google Earth Imagery

NOT TO SCALE

LEGEND

- Corridor locations
- Adams County Boundary
- Opportunity Zones
- 1 National Western Center
- 2 River North Arts District (RiNo)
- 3 South Welby area, primarily industrial and agriculture with some residential
- 4 Midtown
- 5 Pecos Logistics Park
- 6 Federal Boulevard Opportunity Zone
- 7 Washington Street Opportunity Zone

River North Arts District (RiNo)

The RiNo Arts District, located in Denver south of the Washington Street corridor, was a former industrial hub in four historic neighborhoods. After industries moved out, artists moved in and later worked with local neighborhood leaders and the City and County of Denver to revitalize the area and foster a creative community. Today the area has grown and attracted many events and developments.

South Welby Area

This area of Welby, located in the unincorporated portion of the County to the east of the Washington Street planning area, has been transitioning away from its agricultural heritage to a light industrial area with some residential developments. However, some agriculture parcels still exist and contribute to local character. The noticeable amount of zoning changes in the area has created a diversity of land uses that are challenged by inadequate infrastructure, including roads. The 2014 Welby Plan provides a framework for the future of this area.

Midtown

Once an industrial area, today Midtown in unincorporated Adams County is a modern neighborhood just outside the City of Denver. Since 2012, this area has grown to become one of the largest developments within five miles from downtown Denver. Midtown is expected to hold 1,300 homes and 11,000 square feet of retail space. The area is zoned as a Planned Unit Development (PUD), and is located along Pecos, just north of the corridor planning area.



Figure 37: Midtown

Pecos Logistics Park

A 67-acre industrial park (with capacity for 1.15 million square feet of building space) in unincorporated Adams County at the northwest corner of North Pecos Street and West 56th Avenue. The Logistics Park broke ground in the summer of 2020 with PepsiCo Beverage as its first tenant. It is located adjacent to the Pecos corridor planning area.



Figure 38: TruStile Doors New Facility

<https://www.denverpost.com/2020/07/31/pepsi-signs-on-new-warehouse-adam-county-project/>

Opportunity Zones

Two Opportunity Zones are located in this area. The Federal Boulevard Opportunity Zone is located at the Census Tract to the northwest of the corridor study. The Washington Street Opportunity Zone is located along the southern portion of the Washington Street study area. Opportunity Zones are areas that have been designated as economically distressed where new

investment and development may be eligible for preferential tax treatment. They are a relatively new economic development tool that can be used to increase investment in Adams County.

<https://www.adamscountyrep.com/opportunities/opportunity-zones/>

MAP 36: EAST TO WEST CORRIDORS CONTEXT



Data Source: Adams County, DRCOG, Design Workshop, Google Earth Imagery

NOT TO SCALE

LEGEND

- Corridor locations
- 1 Riverdale Regional Park and new Animal Shelter
- 2 Route to Denver International Airport
- 3 Riverdale Road, proposed County Scenic Byway (2005)
- 4 Route to E470
- 5 Platte River Trail

EAST TO WEST CORRIDORS

Riverdale Regional Park and Riverdale Animal Shelter

This park has served as a vital space for the community to connect, learn, and celebrate their traditions and heritage. The County in 2018 released its Master Plan for the park that seeks to allow the County to maintain much of the park's historic uses as well as incorporate new ones in the future

whilst improving the parks visitation, conditions, and experiences.

In the fall of 2020, the County opened the new Riverdale Animal Shelter on the south end of the Riverdale Regional Park.

Route to Denver International Airport

Both CO-2 and I-76 lead to E-470, the controlled access toll road that provides a route to Denver International Airport.

Riverdale Road

The County has expressed their desire to transform this corridor into a scenic byway. The Riverdale Road Corridor Plan was adopted in 2005. This road lies primarily in the floodplain of the South Platte River Basin. It has certain historic and natural elements to it and is surrounded by agricultural and mineral extraction activities. Along the road are some estate residential uses and water reservoirs. The gravel mines have mostly turned into reservoirs.

Additionally, the County is in the process of converting a site of an old private shooting club and historic landfill site to a potential solar array. The site is located along Riverdale Road, to the north of 120th Avenue. Working with the Colorado Department of Public Health and Environment, the County has completed initial demolition and soils cleanup, and regrading and capping of the landfill.

Route to E470

From Riverdale Road a connection can be made to E-470, the controlled-access toll road.

South Platte Trail

This trail is considered a lightly trafficked trail that is partially paved, allows dogs on leashes and features lakes, wildflowers, and scenic views. There are options for a number of activities along the trail such as hiking, biking, and bird watching.



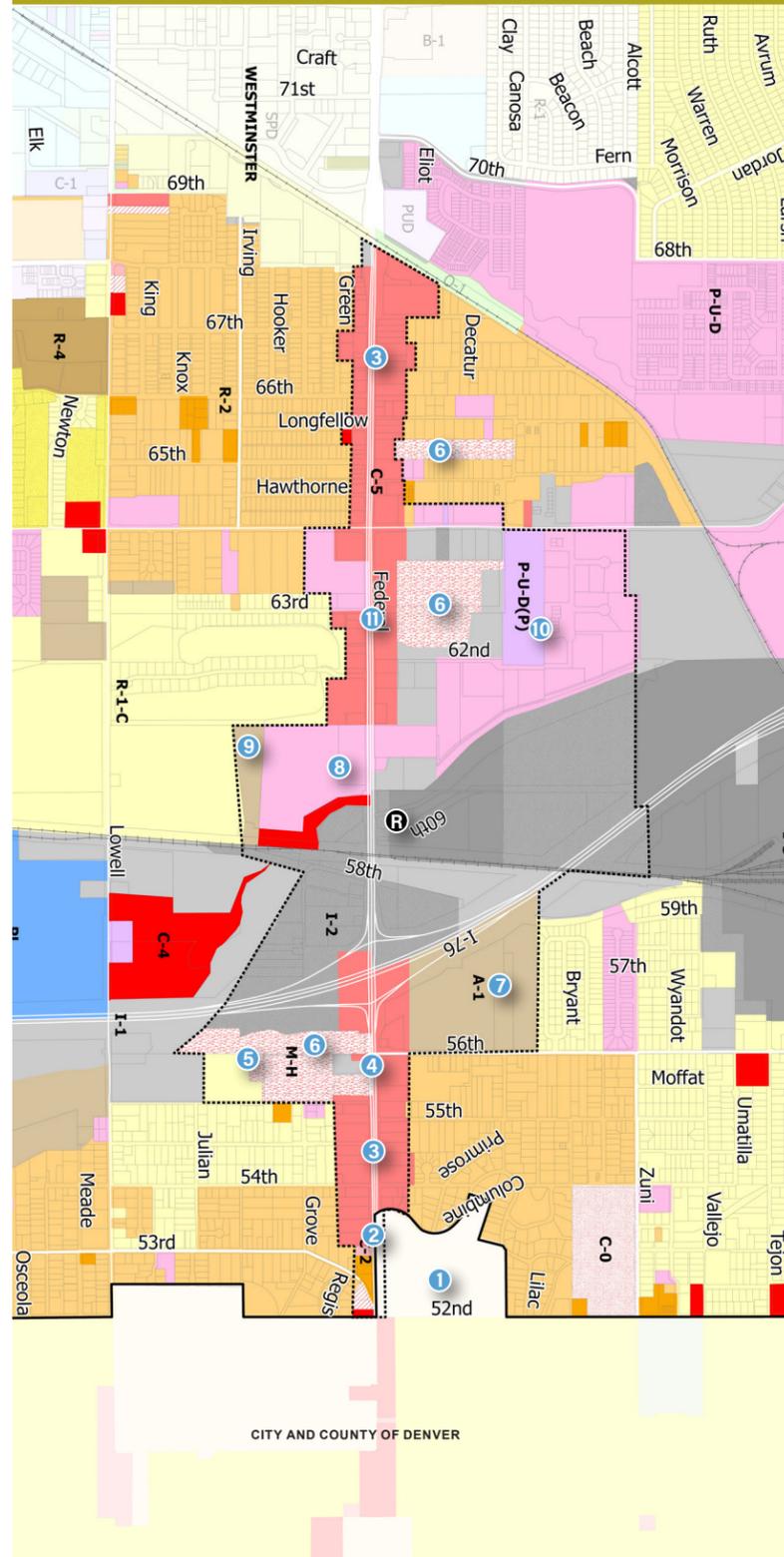
Image Credit: Design Workshop

Figure 39: Riverdale Regional Park



Image Credit: Adams County

Figure 40: Riverdale Animal Shelter Groundbreaking



Data Source: Adams County, DRCOG, Design Workshop

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LEGEND

Adams County Zoning

- Residential-1-A (R-1-A)
- Residential-1-C (R-1-C)
- Residential Two-Family (R-2)
- Residential Moderate Density (R-3)
- Residential High Density (R-4)
- Planned Unit Development (PUD)
- Planned Unit Development (PUD(P))
- Agricultural-1 (A-1)
- Industrial-1 (I-1)
- Industrial-2 (I-2)
- Industrial-3 (I-3)
- Commercial-0 (C-0)
- Commercial-1 (C-1)
- Commercial-2 (C-2)
- Commercial-4 (C-4)
- Commercial-5 (C-5)
- Mobile Home Dwelling (MH)
- Public Lands, Parks, Open Space, and Facilities (PL)

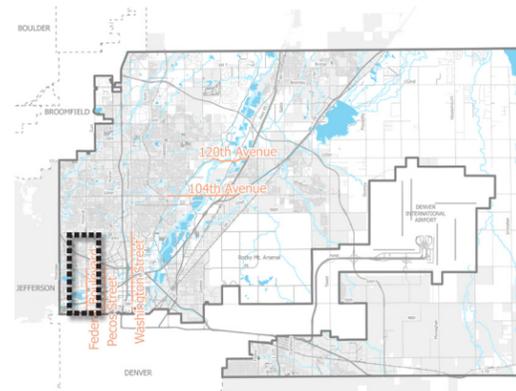
Westminster Zoning

- Single-family Medium Density (R-1)
- Multi-family High Density (R-4)
- Commercial (C-1)
- Industrial (M-1)
- Planned Unit Development (PUD)
- Open/Agriculture (O-1)
- Specific Plan District (SPD)

Other

- RTD Station
- Corridor Area

Corridor Key Plan



Analysis Notes

- 1 Aria development on West 52nd Avenue
- 2 Mixed housing and commercial uses
- 3 Autocentric commercial and services
- 4 Cowboy monument and strip mall commercial activity near West 56th Avenue
- 5 Electrical substation
- 6 Mobile Home Parks
- 7 Farmland
- 8 Clear Creek Transit Village, approved PUD (currently undeveloped)
- 9 Small family farm
- 10 Industrial PUD including potential marijuana growing facilities
- 11 Street cross-section changes from four to six lanes

FEDERAL BOULEVARD

EXISTING CONDITIONS AND ANALYSIS

Zoning and Land Uses

Along this corridor, the zoning of the unincorporated areas is primarily commercial and industrial, with a number of mobile home parks. Communication and coordination with Denver and Westminster will be needed to ensure the compatibility of land uses along the Federal Boulevard corridor.

Four mobile home parks in varying degrees of upkeep are located along this study area including: Deluxe RV Park, White Rock, Centennial and Rustic Ranch. All provide much needed affordable housing in proximity of transit.

Environmental Justice

The Federal Boulevard corridor has some environmental impacts due to past industrial land uses. The County received an Environmental Protection Agency (EPA) brownfields grant and completed a Phase 1 Environmental Site Assessment for five parcels in

the vicinity of Federal due to known contamination in the area from past uses. These historic uses include landfills, gravel mining operations, industrial facilities and a network of highways, rail lines and freight yards that crisscross the Clear Creek Valley corridor.

Transportation and Mobility

The TMP addresses the transportation and mobility of this corridor in great detail. A critical linkage to the Comprehensive Plan is the overall character of Federal Boulevard as an auto-dominated corridor. While the uses in the area warrant additional walking and biking facilities, there are no designated bicycle facilities, and the pedestrian network is inconsistent. There are a significant number of curb cuts and large parking lots along the corridor.

The RTD 31 route runs along Federal Boulevard to connect to the Clear Creek Federal commuter rail station. The route frequency occurs in 15 minute intervals during peak times of the day with high ridership, even throughout the COVID-19 pandemic. The Federal/Clear Creek Station along

the RTD G-Line is a major asset to the corridor.

Parks, Open Space and Trails

As identified in the POST Plan in more detail, the study area currently lacks adequate parks or open space to serve the nearby population. However, Gateway Park adjacent to the RTD station is responding to this need by providing open turf grass areas, artful murals, interactive musical instruments and seating. The Clear Creek Trail is an active trail with significant potential. Additionally, there are anticipated improvements along Little Dry Creek, including gathering spaces, parking, and water amenities.

Environment

The Federal Boulevard corridor suffers from water and drainage issues like the water quality, an undersized stormwater system and flooding that occurs regularly at the railroad.

Wayfinding, Character and Image

The Federal Boulevard corridor lacks a connected character that integrates green elements like trees, pocket parks, or green alleys and cultural elements like placemaking and public art. Overall, the corridor lacks cohesive urban design elements.

Additional studies

Adams County is currently collaborating with the City of Federal Heights and the City of Westminster on the Federal Boulevard Multimodal

Transportation Study. The study area is eight miles of the Federal Boulevard corridor within the three jurisdictions from 52nd Avenue to 120th Avenue. This study will take a more in-depth look at addressing the challenges of safety for all users, the volume and speed of vehicular traffic, inconsistent pedestrian and bicycle facilities, limited connectivity to trails and first and final mile destinations and need for improved transit service and amenities. Advancing Adams is coordinating with this concurrent study to develop a set of recommendations that is consistent between these two efforts.

Additionally, the Federal Boulevard Framework Plan and corresponding Health Impact Assessment from 2014 provides guidance for land use concepts.

OPPORTUNITIES

- » The Federal Boulevard study area can be a central business hub for Adams County given the diversity of businesses and likelihood that new development will happen in this area.
- » As redevelopment is anticipated, policies should be explored to minimize displacement for residents living in the many mobile home parks in the area.
- » Completion of the brownfields grant and Environmental Site Assessment program along Federal Boulevard.



Figure 42: Autocentric Commercial Activity

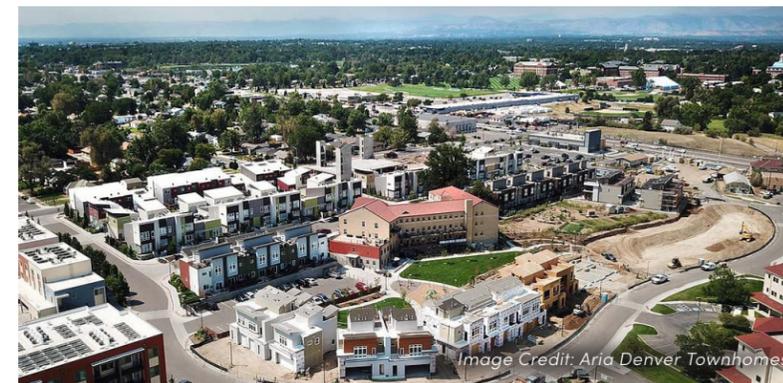


Figure 43: Aria Developments on 52nd



Figure 41: Autocentric Commercial Activity North of West 64th Avenue on Federal Boulevard

- » Reduce and minimize impact of incompatible land use adjacencies through updates to the Future Land Use Map (FLUM) and zoning changes.
- » The area around the Federal/Clear Creek Station has the potential for transit-oriented development that includes a dense, attainable residential housing type depending on environmental mitigation requirements.
- » The potential to make comfortable connections to the Clear Creek Trail also exists, including an at-grade crossing to Clear Creek.
- » Walkable and bikeable roadway improvements including bike facilities, wider sidewalks and street trees.
- » There are opportunities for future trail connections from the RTD Station to the Clay Street Community Trail.
- » Additional parks, programming and trail connections would be a benefit for this area. The Gateway Park is becoming more actively used and has significant potential to be a catalyst for additional connections in the area. Additional residential density could justify the

- addition of an urban plaza public space concept.
- » Low water use xeriscape landscaping is a strategy to introduce more plants to greenspace areas without reliance of excessive irrigation.
- » This corridor has the ability to serve as a gateway into Adams County and set a tone that is distinct yet relatable to Denver and Westminster through the use of district branding and placemaking.
- » Align land use concepts with the Federal Boulevard Corridor Framework Plan and the Health Impact Assessment and the current planning effort with the Federal Boulevard Corridor Study team.

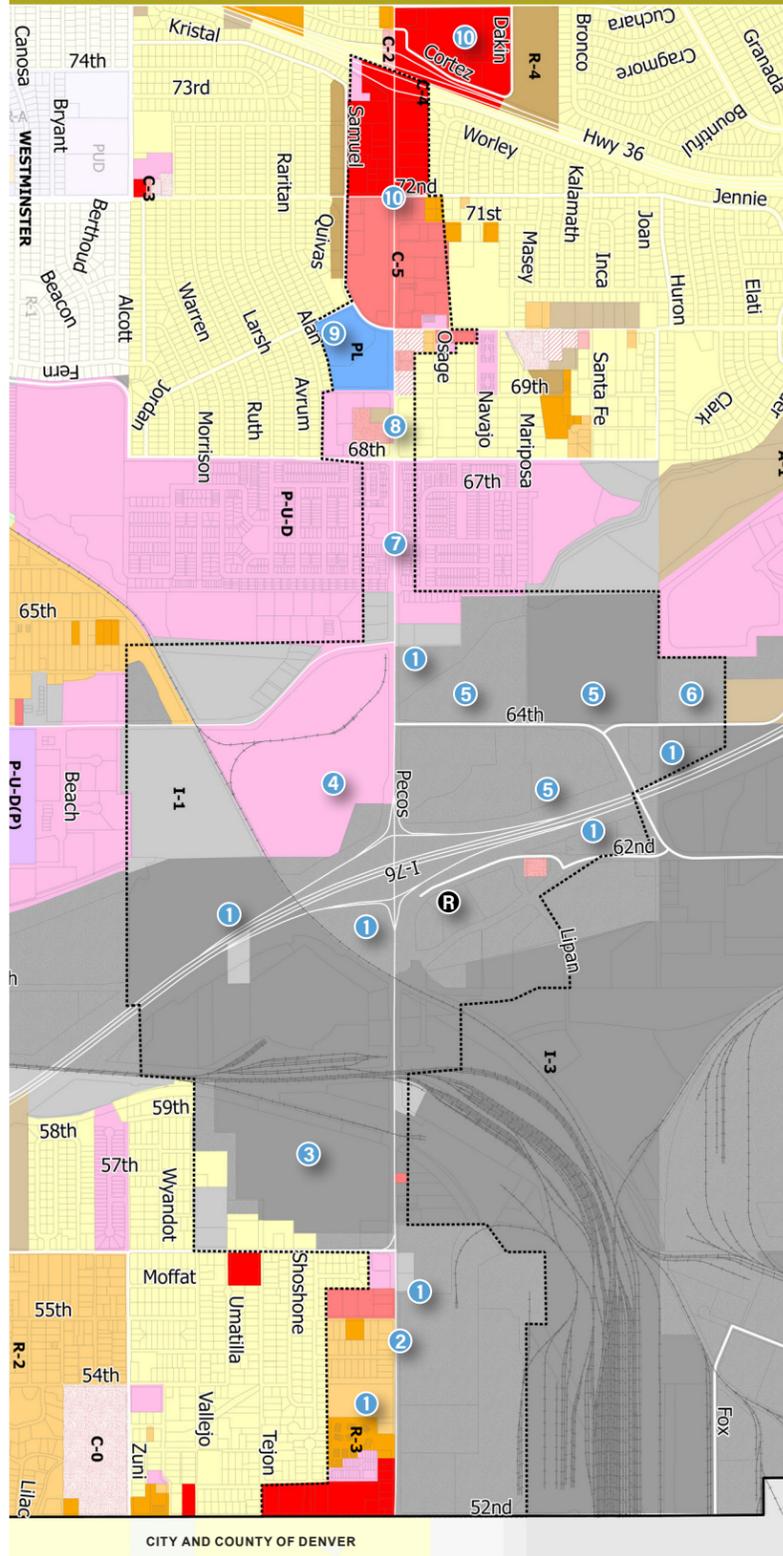


Figure 44: Bus Stop at the Clear Creek/Federal RTD Station



Figure 45: Federal and West 60th Avenue Looking South

MAP 38: NORTH SOUTH CORRIDOR - PECOS STREET ZONING ANALYSIS



Data Source: Adams County, DRCOG, Design Workshop
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LEGEND

Adams County Zoning

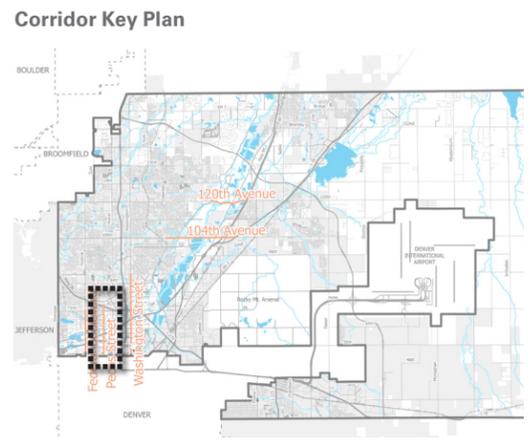
Residential-1-C (R-1-C)	Commercial-0 (C-0)
Residential Two-Family (R-2)	Commercial-2 (C-2)
Residential Moderate Density (R-3)	Commercial-3 (C-3)
Residential High Density (R-4)	Commercial-4 (C-4)
Planned Unit Development (PUD)	Commercial-5 (C-5)
Planned Unit Development (PUD(P))	Industrial-1 (I-1)
Agricultural-1 (A-1)	Industrial-2 (I-2)
	Industrial-3 (I-3)
	Public Lands, Parks, Open Space, and Facilities (PL)

Westminster Zoning

Single-family Medium Density (R-1)	Planned Unit Development (PUD)
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Other

RTD Station	Corridor Area
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- ### Analysis Notes
- 1 Vacant and underutilized Lots in industrial areas
 - 2 Pecos Street Project (CIP Project)
 - 3 Future Pecos Logistics Park area
 - 4 Gravel mine areas
 - 5 Storage lots and Parking lots for construction vehicles and logistics trucks.
 - 6 Area for proposed Amazon facility
 - 7 Midtown
 - 8 Few vacant lots in commercial residential area
 - 9 Elementary School and Fire Station
 - 10 Autocentric commercial and services

PECOS STREET EXISTING CONDITIONS AND ANALYSIS

Zoning and Land Uses

The Pecos Street corridor includes a mix of commercial, industrial, and PUD lands, with some residential zoning. The southern portion of the corridor is primarily zoned for industrial uses. These uses are well served by adequate roadway infrastructure, access to I-76 and the railway yards.

Two upcoming logistics-related developments in the industrial area, Pecos Logistics Park and Amazon, will likely provide employment opportunities for Adams County residents. The Amazon facility proposed along West 64th Avenue and Pecos Logistics Park is being built south of the railroad along West 56th Avenue.

The southwest portion of the study area includes a mix of commercial and residential uses, presenting an incompatible adjacency with the surrounding industrial uses.

To the north, the Midtown neighborhood is centrally located along the Pecos Street corridor study area. The County assisted the developer in assembling key parcels to enable the redevelopment process. The development is modeled after a new urbanist concept with walkable streetscapes, housing diversity, and a median located on Pecos Street that supports pedestrian mobility and placemaking appeal.

North of the Midtown neighborhood is a mix of autocentric commercial and services in addition to a few residential units, an elementary school campus, and fire station.

Currently, Pecos Street does not appear to have a coherent land use approach considering the diversity of land uses that sometimes are incompatible.

Environmental Justice

The Pecos Street RTD station is located over an old landfill. Although the County sought to create additional land uses in this area, the presence of methane gases limits the uses

that could be placed here. This has resulted in the primary use as a park-and-ride lot.

Urban trees cannot be supported on this former landfill because of the contaminants that are present.

Pecos Street features numerous instances of no land use transition or a minimal transition between residential and industrial uses which may contribute to environmental injustices in the area.

Transportation and Mobility

Walking from the Midtown neighborhood to the Pecos Street RTD station is not comfortable for pedestrians and bicyclists despite the short one mile distance and presence of sidewalks. This is due to heavy truck traffic, no on-street parking or demarcated crosswalks, limited street trees and no appealing adjacent retail that typically helps to create pedestrian comfort. Furthermore,



Figure 46: Pecos Junction

pedestrian crossings are also lacking for east-west connections along Pecos and nearby the station. There are limited ADA connections throughout this corridor.

Westbound trucks make a channelized turn onto Pecos Street, which poses conflicts with pedestrians trying to access the station.

RTD's route 19 travels along Pecos Street, with some of the highest ridership stops in the County, at 72nd and 76th Avenues. This route also connects to the Pecos Junction commuter rail station, serving the B and G Lines. Most bus stops along Pecos Street currently lack stop amenities like shelters and benches. Enhancing the bus stops could help improve the transit user experience along the corridor.

Varying street conditions exist along Pecos Street such as unpaved roads that connect to Pecos, narrow roadways from the bridge to I-70, and various widening projects that do not allow for consistency and wayfinding for drivers along the corridor.

As outlined in the TMP, the County is implementing some improvements on Pecos Street between 52nd Avenue and Cargill Drive, which will significantly improve connectivity south of the rail station.

Parks, Open Space and Trails

There is a significant opportunity to improve parks and trails access in the Pecos Street study area, as

outlined in the POST Plan. Some park space is located within the Midtown Neighborhood, however, those amenities are only for residents of Midtown.

There is a lack of access to the Clear Creek Trail from Pecos Street except via an unofficial social trail that traverses a steep slope.

Recreation facilities can be coordinated with the recreation amenities already implemented by the Mile High Flood District. These will be explored more as part of the POST Plan effort.

Environment

As indicated in the Clear Creek Corridor Master Plan, flooding and drainage are an issue in this study area. This could be due to undersized infrastructure and failing irrigation laterals, as well as being within the Clear Creek floodplain, all of which impact the water quality.

Wayfinding, Character and Image

Midtown's housing and streetscape along Pecos itself could serve as a broader placemaking approach for Pecos Street, particularly moving north on Pecos from Midtown. While Midtown has a Metro District that assists with maintenance of character and wayfinding assets, the character and image of Midtown could provide a starting place for an aesthetic, brand, and district.



Figure 48: Area Between US-36 and 70th Avenue



Figure 47: Midtown Development

The Clear Creek Trail is a location to expand a wayfinding program to guide trail users to and from the trail portals.

OPPORTUNITIES

- » Higher density residential development could be introduced in the northern portion of the corridor, near Midtown, due to the strategic location between two freeways and the close connection to the transit station allowing for the development of a mixed-use transit-oriented development district that could include both neighborhood and regional uses to leverage nearby residential growth.
- » Careful consideration of appropriate land uses along the southern portion of the corridor is critical given the potential brownfield remediation that is required.
- » Pecos Street corridor has some exciting employment opportunities underway including the new Amazon facility and the Pecos Logistics Park. Combined with other industrial uses in this area, this will create an effective employment center for Adams County.
- » Landscape buffers could be better utilized and more substantial to assist in creating an equitable transition that supports livability and public health. Other ideas to create these placemaking transitions include the installation of public art, wayfinding, lighting, and street furniture.
- » There is an opportunity to improve pedestrian and bicycle connections to the RTD Pecos Station. Adams County Public Works is currently studying these items.
- » An off-road multi-use trail that includes pedestrian bridges over Clear Creek could be an alternative to pedestrian sidewalks

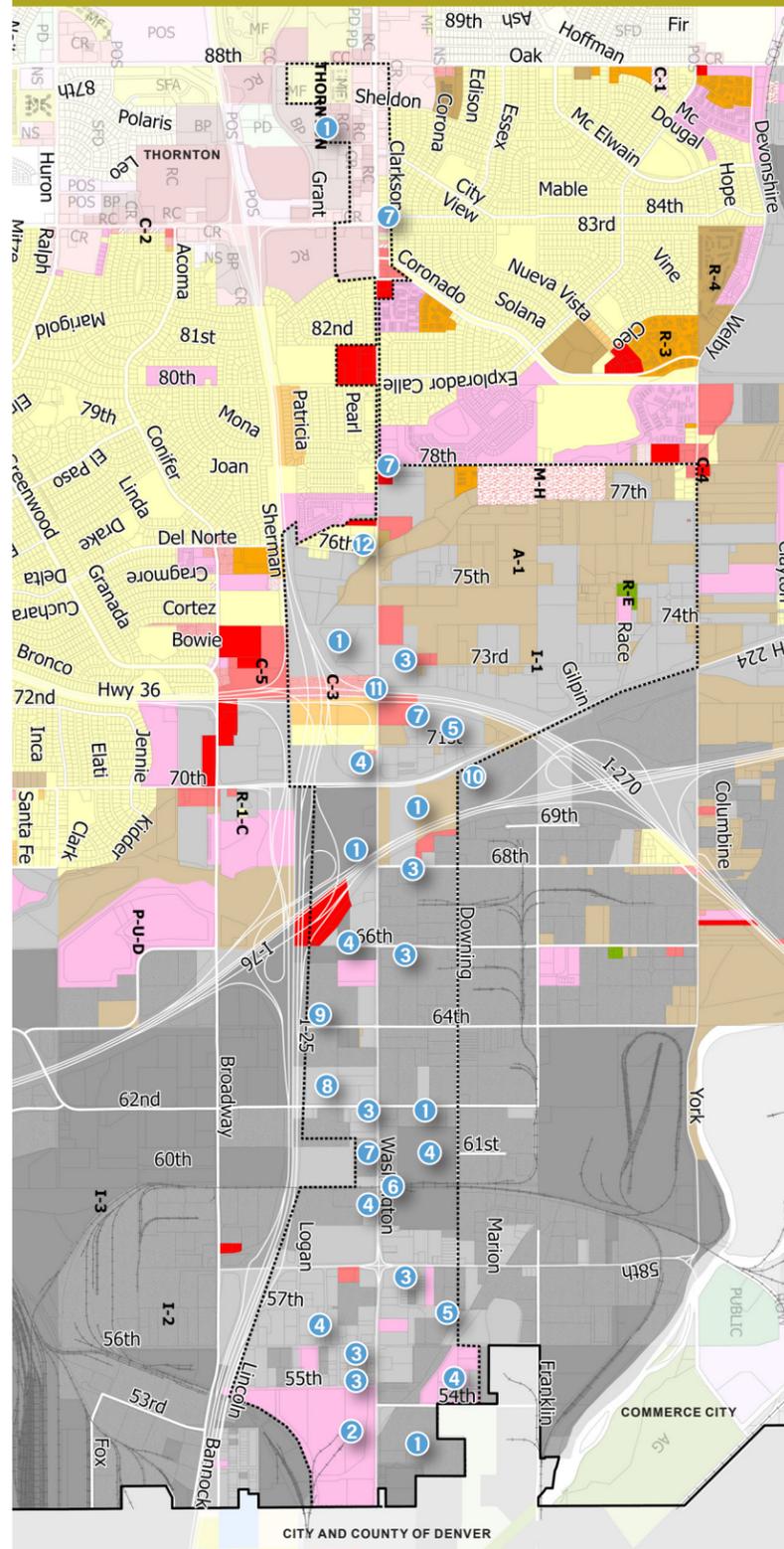
as a primary route from the Midtown Neighborhood and other nearby housing to the Pecos Street RTD station.

- » Low water use xeriscape landscaping is a strategy to introduce more plants to greenspace areas without reliance of excessive irrigation.
- » Bike lanes can be added to Pecos Street to create multimodal connections to Midtown.
- » Walkability can be improved through widening sidewalks, especially as they connect to the RTD station.
- » There is an opportunity to address the environmental flooding hazards by looking critically at the riparian health and habitat of Clear Creek.
- » There is an opportunity to expand a public art plan for this district at key locations like on the bridges, at transit stops, and as part of property redevelopment to enhance placemaking.



Figure 49: Industrial Activity Behind Residential Areas on West 67th Avenue Looking South

MAP 39: NORTH SOUTH CORRIDOR - WASHINGTON STREET ZONING ANALYSIS



Data Source: Adams County, DRCOG, Design Workshop
1: 36,000

LEGEND

Adams County Zoning

	Residential-1-C (R-1-C)		Agricultural-1 (A-1)
	Residential Two-Family (R-2)		Commercial-0 (C-0)
	Residential Moderate Density (R-3)		Commercial-1 (C-1)
	Residential High Density (R-4)		Commercial-2 (C-2)
	Residential Estate (RE)		Commercial-3 (C-3)
	Planned Unit Development (PUD)		Commercial-4 (C-4)
	Mobile Home Dwelling (MH)		Commercial-5 (C-5)
			Industrial-1 (I-1)
			Industrial-2 (I-2)
			Industrial-3 (I-3)

Thornton Zoning

	Single-Family Detached (SFD)		Business Park (BP)
	Single-Family Attached (SFA)		Regional Commercial (RC)
	Multifamily (MF)		Parks/Open Space (POS)
	Planned Development (PD)		Community Retail (CR)

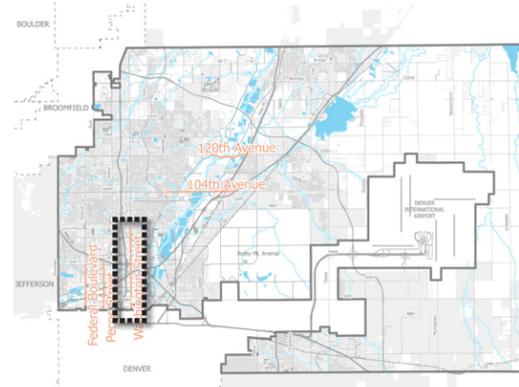
Commerce City Zoning

	Planned Unit Development (PUD)		Heavy Intensity Industrial (I-3)
	Agricultural (AG)		Public Land (PUBLIC)

Other

	Corridor Area
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Corridor Key Plan



Analysis Notes

- 1 Vacant lots
- 2 Crossroads Commerce Park PUD (business park)
- 3 CIP Projects
- 4 Industrial areas
- 5 Storage
- 6 Cross section goes from four to six lanes
- 7 Autocentric commercial strips or activity
- 8 Denver Merchandise Mart
- 9 Academy of Charter Schools campus
- 10 Clear Creek and Trail
- 11 I-270 Corridor Environmental Assessment (regional project)
- 12 Large residential lots with some vacancies

WASHINGTON STREET

EXISTING CONDITIONS AND ANALYSIS

Zoning and Land Uses

Washington Street is a north-south Principal Arterial with three distinct characters across its extent—1. the northern segment is primarily autocentric commercial; 2. the section next to Welby has a unique character with a mix of uses; and 3. south of I-270 is primarily light industrial.

The Welby area between East 78th Street and I-270 features primarily small-scale agriculture and light industrial from I-25 to the west and Welby Road to the east. Fragmented autocentric commercial parcels are present along Washington Street.

Despite the agricultural land uses in Welby, this area of Washington Street lacks adequate food access to serve the population. A new grocery store or year-round farmers market could satisfy this need.

About two miles south of the study area, Washington Street intersects with Brighton Boulevard in the River North Art District of the City and County of Denver, which is a

successful destination neighborhood with an industrial heritage and artful creative placemaking. The appeal of this district makes it an appropriate case study for Washington Street to consider.

Another nearby destination to the south is the National Western Center. With an agriculture heritage, the Welby area is well-suited to better align and connect to this destination and resource.

Environmental Justice

With such a strong focus on industrial uses, this corridor does not offer many residential units. While not directly on Washington Street, there are many residences in Welby that would be well-served by more commercial/neighborhood focused uses along Washington in the area of and to the north of East 73rd Avenue. There is also evidence of homeless persons populating the triangular land area between I-25, I-270 and I-76.

Transportation and Mobility

Overall, Washington Street is a road that accommodates large truck traffic associated with the adjacent industrial uses, especially south of I-76.

Very wide roads with high traffic volumes, high speeds, large trucks and noise create

an unpleasant experience for bicyclists and pedestrians.

To the north of Welby and near Thornton, the autocentric commercial strips feature frequent curb cuts creating conflicts for pedestrians. This area also includes narrower attached sidewalks that are less comfortable for pedestrians. Limited street trees further contribute to a lack of walkability.

Without a vegetated buffer between the sidewalk and the roadway, attached sidewalks create an uncomfortable pedestrian experience.

Many barriers for pedestrians and cyclists create challenges for connectivity such as highways, rivers and railroads. At grade crossings in the Welby area are especially difficult for pedestrians and cyclists without adequate space allocated for all mode users.

RTD's route 12 serves Washington Street at 30-minute frequency seven days per week. The existing bus stops on Washington Street do not provide riders with a comfortable place to wait for the bus. The attached sidewalks leading to the bus stops means that transit riders must wait for the bus adjacent to traffic.

Parks, Open Space and Trails

The Washington Street Corridor bisects the Clear Creek Trail. The Welby plan envisions another open space/park to improve connections to the South Platte River. Both the Clear Creek Trail and the South Platte Trail can serve as important amenities for both residents and employees in this area.

The proximity and heritage of the National Western Center would justify improved connections from Welby including a dedicated equestrian trail.

Environment

Streetscape planting with trees along Washington Street is a challenge because of the lack of irrigation for the right of way.

Wayfinding, Character and Image

The Washington Street corridor is in critical need of a bold vision and placemaking appeal.

The corridor has many assets like the small-scale agriculture in the Welby area and a strong industrial heritage south of I-76. Thoughtful policies for land and water rights will be required to protect the sense of heritage during the comprehensive planning process.

OPPORTUNITIES

- » With a unique mix of light industrial, residential, and agricultural character, Washington Street has the potential to strengthen its identity and become the Creative Center of Adams County that includes a dynamic food hub destination.
- » To support a creative destination, affordable artist live work units can be introduced.
- » A renewable energy production area solar farm is an innovative idea for this small wedge of land between I-76, I-270 and I-25.
- » Wider sidewalks that allow pedestrians more area to move could be added to this corridor. There is also an

opportunity to improve sidewalk conditions for ADA-compliance which would include adequate width, slope and curb ramps with detectable warning texture.

- » There is an opportunity for bus shelters and amenities along Washington Street, especially since there are a lack of trees and shade.
- » The road network can be improved between the Welby area and the National Western Center to better connect local small-scale farms with the heritage and resources at the Western Center. Some suggestions include adding equestrian trails or an unpaved multi-use path that links the National Western Center to the Riverdale Regional Park.
- » A walkable road diet with lane width and vehicle speed reduction is viable between East 73rd Avenue and East 78th Avenue.
- » Safe connections for pedestrian and bike access to the trails in this area could provide recreation and commuting opportunities. There are also opportunities for a public gathering space in Welby and within the industrial areas south of I-76. The typology of public spaces would follow a land use approach.
- » In terms of trails, there is an opportunity to connect to Clear Creek by creating at-grade trail connections from Washington Street.
- » There is an opportunity to improve drainage to Clear Creek



Figure 50: Autocentric Activity



Figure 51: Industrial Areas

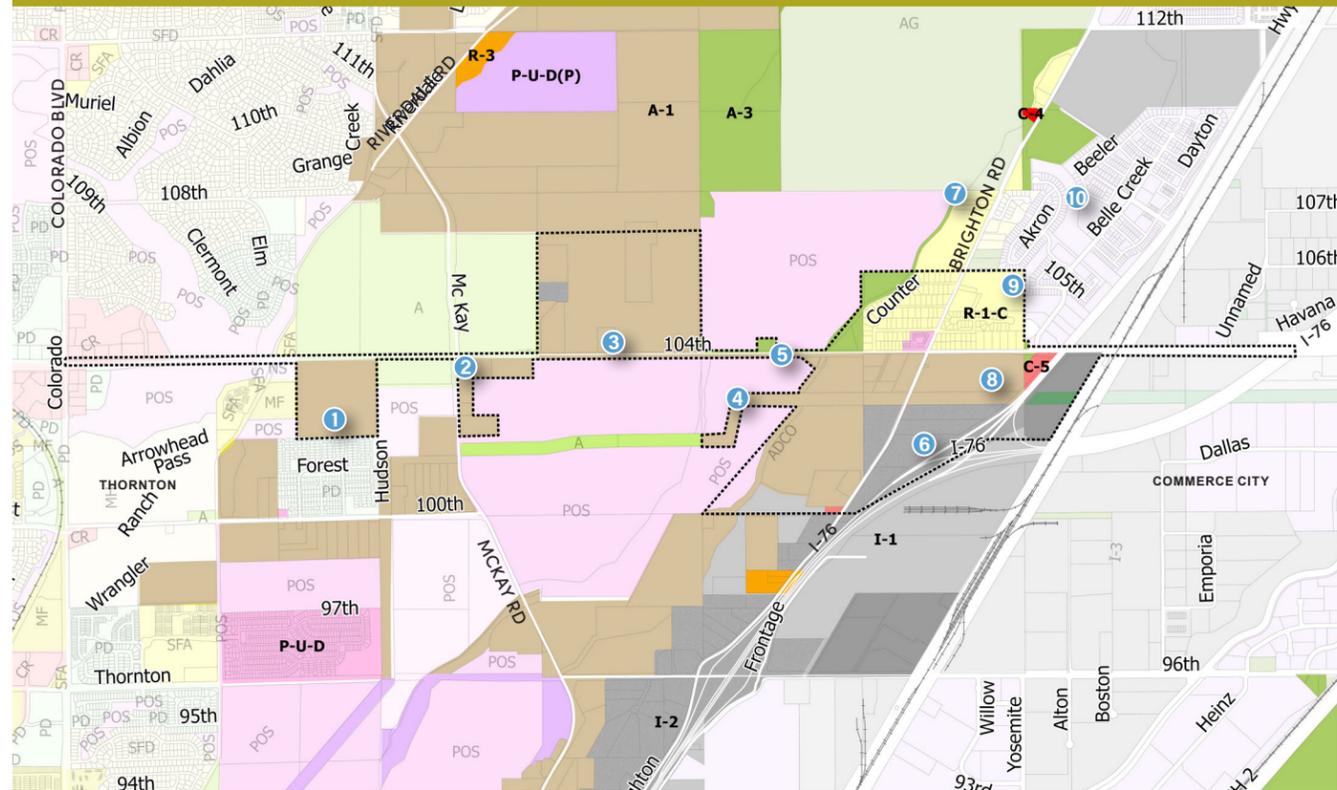


Figure 52: Residential Lots Near East 78th Avenue

through the use of surface-treatment stormwater BMPs such as bioswales and other systems that slow runoff and filter pollutants. In the event easements are created to support green infrastructure, additional off-road trails can also be introduced.

- » Typical elements the County funds in CIP projects have the opportunity to contribute to the sense of place. Placemaking elements like light fixtures, pavement surfaces, retaining walls, wayfinding, public art and bus shelters can all play a role in contributing to the brand of the Welby area and the Washington Street industrial area.

MAP 40: EAST WEST CORRIDOR - EAST 104TH AVENUE ZONING ANALYSIS



Data Source: Adams County, DRCOG, Design Workshop

LEGEND

Adams County Zoning

- Agricultural-1 (A-1)
- Agricultural-3 (A-3)
- Residential-1-C (R-1-C)
- Residential Moderate Density (R-3)
- Industrial-1 (I-1)
- Industrial-2 (I-2)
- Industrial-3 (I-3)
- Commercial-4 (C-4)
- Commercial-5 (C-5)

Thornton Zoning

- Single-Family Detached (SFD)
- Single-Family Attached (SFA)
- Multifamily (MF)
- Agricultural (A)
- Parks/Open Space (POS)
- Planned Development (PD)
- Community Retail (CR)

Commerce City Zoning

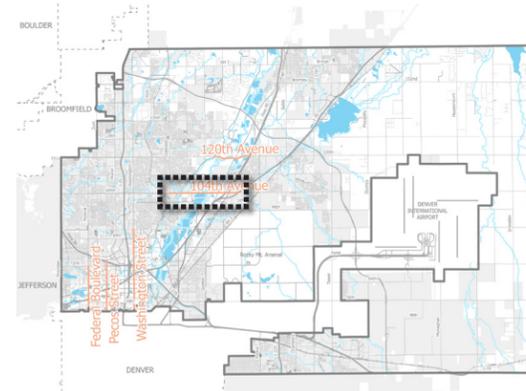
- Planned Unit Development (PUD)
- Agricultural (AG)
- Single-Family Detached Residential (R-1)
- Multi-Family Residential (R-3)
- Public (PUBLIC)
- Regional Commercial (C-3)
- Light Intensity Industrial (I-1)
- Medium Intensity Industrial (I-2)
- Heavy Intensity Industrial (I-3)

Other

- Corridor Area

1 : 36,000

Corridor Key Plan



Analysis Notes

- 1 Agricultural Land
- 2 Commercial and light industrial uses with areas that have piles of aggregates
- 3 Elaine T. Valente Park and Open Space
- 4 Empty and unused spaces
- 5 Connection to the South Platte trail
- 6 Light industrial uses and warehouses
- 7 Future nature playground and Adams County planned trail connection to South Platte Trail
- 8 Agricultural land that might be underutilized
- 9 Relatively large and undeveloped parcel
- 10 Belle Creek Neighborhood (Commerce City)

EAST 104TH AVENUE

EXISTING CONDITIONS AND ANALYSIS

Zoning and Land Uses

The East 104th Avenue corridor stretches between Colorado Boulevard to the west and I-76 to the east. This corridor also intersects with municipalities - Thornton to the west and Commerce City to the east.

The land uses within the unincorporated areas in the study area are primarily agriculture with some residential and industrial uses.

The residential units in this area are suburban-style and relatively low density. Primarily older residential units are located to the west and more recently built residential units are located to the east. Commercial uses are primarily strip malls.

Transportation and Mobility

East 104th Avenue is a high volume route and provides access to I-76, Highway 85, and Denver International Airport for passenger vehicles and truck traffic.

At the intersection of East 104th Avenue and Highway 85, a grade separated crossing is currently being considered. Issues with this intersection include a rapid decrease in speed limit from 65 miles per hour to 30 miles per hour upon approach at this intersection. The multiple turn lanes and wide right turns create an uncomfortable experience for pedestrians despite the presence of dedicated crosswalks.

The railroad crossing presents a challenge for pedestrian and cyclist traffic. Additionally, the Brighton Boulevard intersection presents safety challenges especially for cyclists.

Transit service on the corridor is provided by RTD's 104 route, which has relatively low ridership. Transit access on the corridor is limited due to both the existing low density land uses but also a lack of sidewalks and comfortable places to wait for the bus.

Overall, this corridor lacks a multi-modal approach, in particular for accessing Elaine T. Valente Open Space and the existing South Platte Trail. Some progress is currently

underway to create a trail connection from the Belle Creek Neighborhood (Commerce City) and the South Platte Trail.

Toward the east of the County, East 104th Avenue transitions to an unpaved dirt road east of Imboden Road.

Parks, Open Space and Trails

There are multiple trail projects underway in this area, including a new trail connection between the Front Range Trail and the South Platte Trail near Brighton Road and East 104th Avenue, as well as a trail connection between the Belle Creek Neighborhood and the South Platte Trail.

Environment

Environmental assets along East 104th Avenue includes the South Platte River. Some flooding and stormwater issues have the potential to be addressed.

Wayfinding, Character and Image

The character of this portion of East 104th Avenue is rural and park-like. This character can be built upon as redevelopment and roadway improvements occur over time.

The different jurisdictions along this corridor presents a challenge in developing a consistent land use vision, as well as coordinating transportation improvements. However, this also presents an

opportunity for partnerships and collaborations.

OPPORTUNITIES

- » Given the proximity of the local municipalities in this area, a key opportunity for this corridor is to foster partnerships with adjacent municipalities on a land use vision for this corridor.
- » Updated and new sidewalks, transit stop facilities and improved bicycle routes will all contribute to a multi-modal approach along this corridor.
- » Trail connections have the potential to be located along the East 104th Avenue roadway.
- » Given the current road configuration and existing character that is present between US 36 and Federal Boulevard, East 104th Avenue could become an east-west Parkway with planted medians and other elements that would support a smaller scale feel and more rural appeal.
- » Similar to East 120th Avenue, this corridor crosses the South Platte River. There is an opportunity to introduce a variety of stormwater BMPs and restoration projects via a Nature Park concept. This could assist with the periodic flooding that occurs around the river and build resilience into the ecosystem. Concepts related to the river should be coordinated with the planning group working on the South Platte River Corridor Plan.



Figure 53: Residential Area



Figure 55: Grandview Ponds



Figure 54: Access to trail and crossing of South Platte River

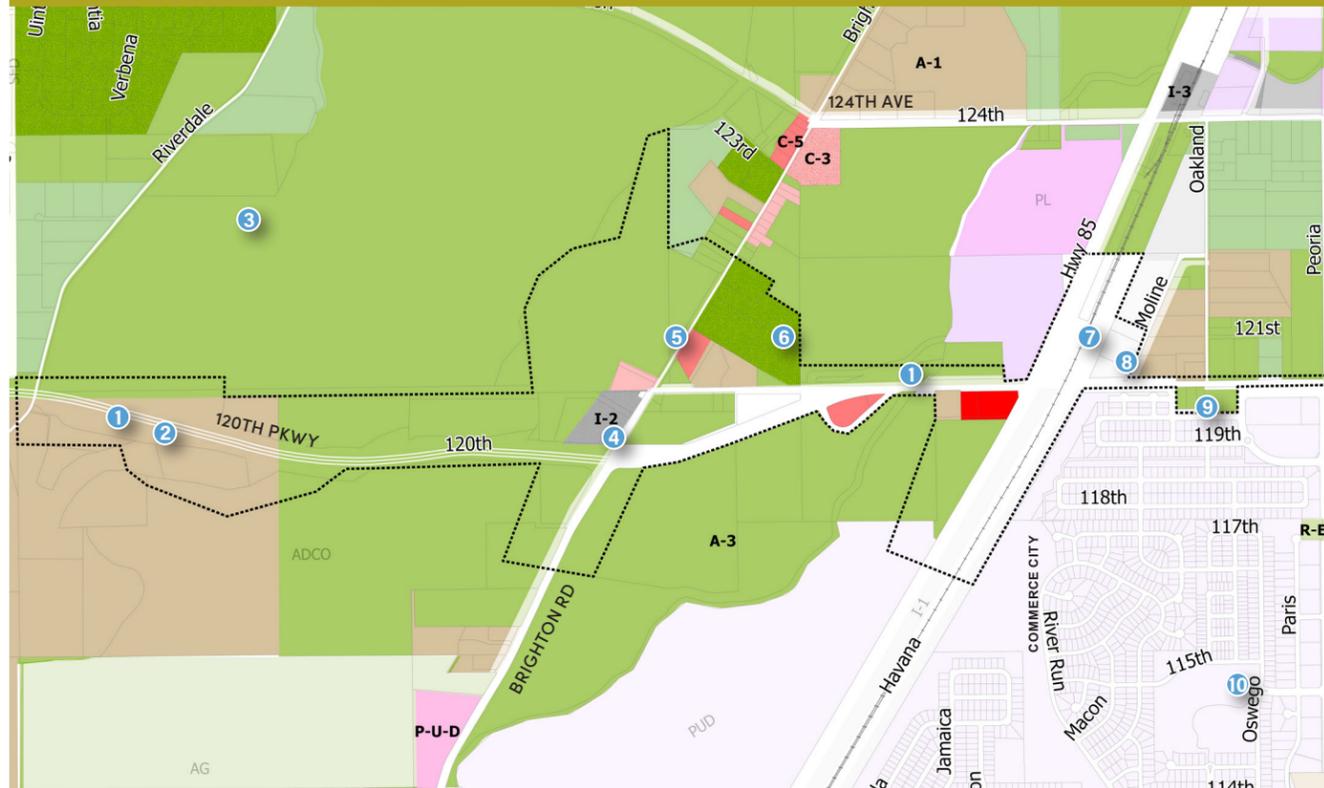


Figure 56: Undeveloped Spaces



Figure 57: Brighton Road intersecting 104th Avenue

MAP 41: EAST WEST CORRIDOR - EAST 120TH AVENUE ZONING ANALYSIS



Data Source: Adams County, DRCOG, Design Workshop

1 : 22,000

LEGEND

Adams County Zoning

- Agricultural-1 (A-1)
- Agricultural-2 (A-2)
- Agricultural-3 (A-3)
- Residential Estate (R-E)
- Public Lands, Parks, Open Space, and Facilities (PL)
- Planned Unit Development (P-U-D)
- Industrial-1 (I-1)
- Industrial-2 (I-2)
- Industrial-3 (I-3)
- Commercial-2 (C-2)
- Commercial-3 (C-3)
- Commercial-4 (C-4)
- Commercial-5 (C-5)

Thornton Zoning

- Single-Family Detached (SFD)
- Parks/Open Space (POS)

Commerce City Zoning

- Planned Unit Development (PUD)

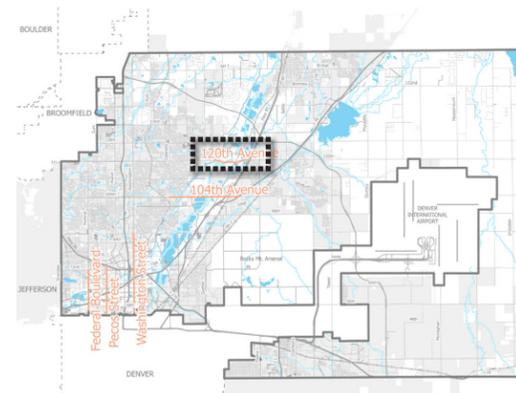
Brighton Zoning

- Light Industrial (I-1)
- Mixed-Density Residential (R-2)
- Public Lands (PL)
- Restricted Retail and Services (C-2)
- Planned Unit Development (PUD)

Other

- Corridor Area

Corridor Key Plan



Analysis Notes

- 1 Underutilized or undeveloped spaces
- 2 Connection to the South Platte Trail
- 3 Riverdale Regional Park
- 4 Vacant plot with potential; basin south of 120th Ave
- 5 Speer Inert Landfill Site. Large vacant areas around.
- 6 Agricultural land
- 7 Large lot with parked trucks
- 8 Some undeveloped parcels
- 9 Empty lot near Residential PUD
- 10 River Run Park

EAST 120TH AVENUE

EXISTING CONDITIONS AND ANALYSIS

Zoning and Land Uses

The East 120th Avenue corridor stretches between Riverdale Road to the west and Peoria Street to the east. This corridor also intersects with municipalities; Thornton to the west and Commerce City and Brighton to the east.

East 120th Avenue features mostly large lot estate residential development with some agriculture and the gateway access to Riverdale Regional Park.

Transportation and Mobility

East 120th Avenue is a roadway that traverses the entire width of Adams County from east to west. In this study area, it is a wide right of way that alternates between two and three lanes in each direction.

In the future, access to US 85 will be discontinued from East 124th Avenue, which will result in increased demand

for the access at US 85 and East 120th Avenue. Currently, US 85 and East 120th Avenue experience congestion during the morning commute. A potential solution has been studied to grade separate the intersection. Although the concept has support from the railroad, funding has not been allocated.

Pedestrian and cyclist connectivity issues prevent even nearby residents from visiting Riverdale Regional Park by foot or by bike.

Parks, Open Space and Trails

Riverdale Regional Park is a remarkable asset along this corridor. The 2012 Riverdale Regional Park Master Plan identified an opportunity to integrate civic amenities and facilities within the park such as the recent Animal Shelter. Other potential civic uses and developments can be explored to further establish Riverdale Regional Park as a destination for nature and culture.

Environment

Environmental assets along East 120th Avenue includes the South Platte River

and Riverdale Regional Park. Some flooding and stormwater issues have the potential to be addressed.

Wayfinding, Character and Image

There are unique opportunities along the East 120th corridor to define the character and image of the area. This stretch of corridor functions as a transition from east to west in the County especially for those travelling to and from Denver International Airport.

Additionally, Riverdale Regional Park is a major asset that serves as a destination that connects municipalities and neighborhoods along the corridor. The main entrance to the park is located directly off East 120th Avenue with gateway signage.

OPPORTUNITIES

- » A key opportunity for this corridor is to foster partnerships with adjacent municipalities to determine a common vision for the roadway, improve pedestrian and bicycle connections to Riverdale Regional Park and facilitate coordinated implementation. The corridor should feel more scenic in nature as it leads up to Riverdale Regional Park and intersects with the proposed scenic byway at Riverdale Road.
- » The County should confirm if this roadway is best suited as a State Highway since that consideration has been suggested by some County leaders.
- » Feasibility and funding should be established to grade separate

the interchange with US 85 to accommodate the increase in traffic anticipated in the area with the closure of the East 124th Avenue access to the highway.

- » The East 120th Avenue corridor area could be a potential connector portal for access to a variety of regional trail systems and destinations via a loop trail. Connections can be made to a variety of destinations of natural and cultural heritage and creating a memorable experience for residents and visitors. The regional trail loop would connect the Denver International Airport, the Rocky Mountain Arsenal, National Western Center, South Platte Trail, Clear Creek Trail and the Colorado Front Range Trail.
- » Similar to East 104th Avenue, this corridor crosses the South Platte River. There is an opportunity to introduce a variety of stormwater BMPs and restoration projects. This could assist with the periodic flooding that occurs around the river and build resilience into the ecosystem. Concepts related to the river should be coordinated with the planning group working on the South Platte River Corridor Plan.
- » East 120th Avenue has significant opportunity for a recognizable character which could be inspired by the area's history, a threshold between the eastern and western portion of the County as well as the environmental assets that include the South Platte River and Riverdale Regional Park.



Figure 58: Local Single-Family Housing



Figure 60: Scenic View from Riverdale Regional Park



Figure 59: Southern entrance to Riverdale Regional Park



Figure 61: Undeveloped Areas



Figure 62: Large Crossing at Brighton Road with Trail Access and Bus Stop