

FIVE STRATEGIC CORRIDORS



104th Avenue & US 85

This section takes a look into the five different strategic corridors that Adams County has identified. These are:

- Federal Boulevard
- Pecos Street
- Washington Street
- 104th Avenue
- 120th Avenue

FIVE STRATEGIC CORRIDORS OVERVIEW

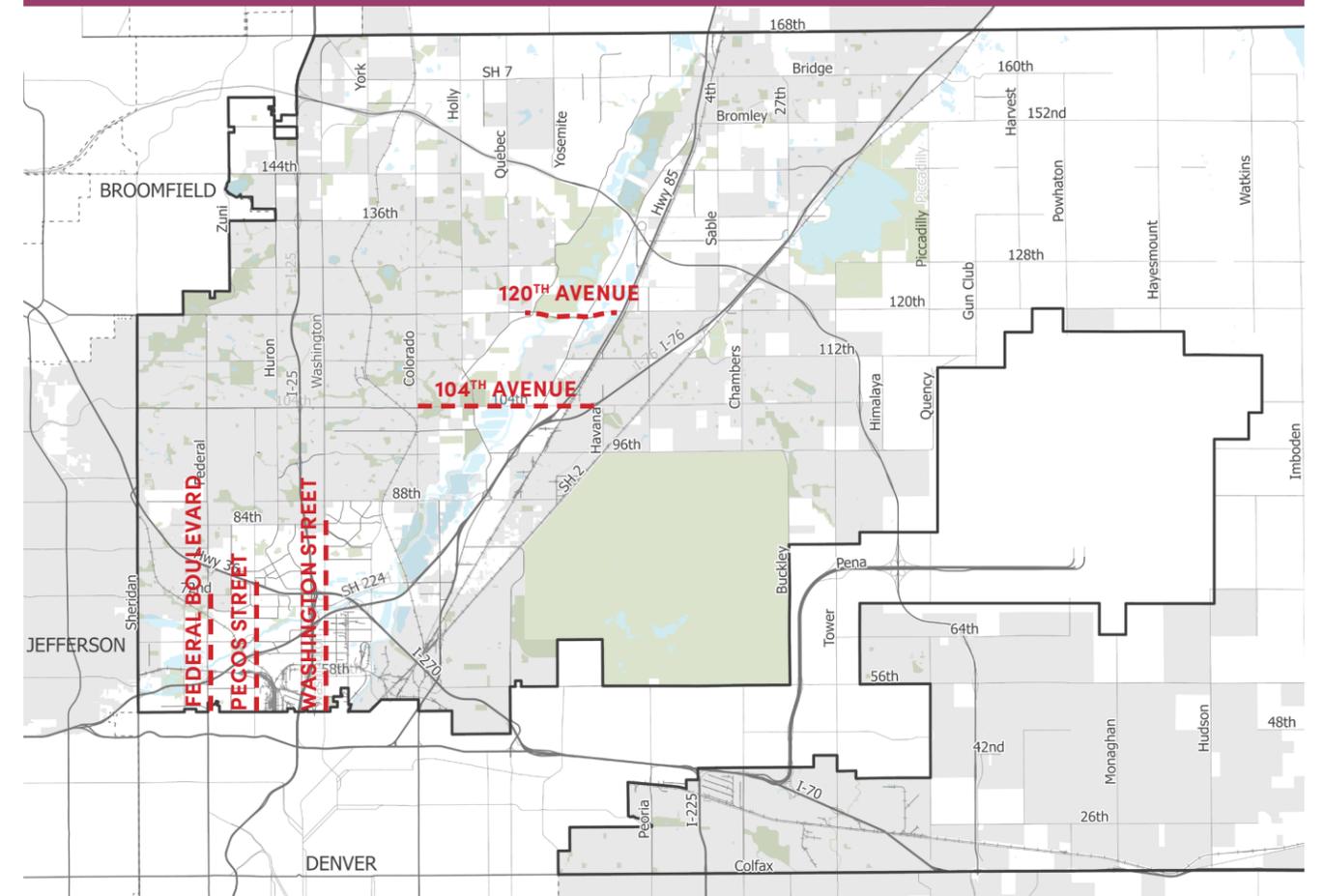
As part of the Advancing Adams planning process, the County identified five strategic corridors for taking an in depth look at planning issues. The five corridors (identified on MAP 31) are Federal Boulevard, Pecos Street, Washington Street, 104th Avenue and 120th Avenue. These corridors have the following attributes:

- They are principal arterial roadways;
- Have unincorporated lands adjacent to each corridor
- They are subject to a study or upcoming improvements within the municipality;
- Fall within an Opportunity Zone area;

- They are identified for improvements in the Adams County 5-year Capital Improvement Plan;
- They have redevelopment potential – significant current development activity, large areas of undeveloped land or land assemblage; and
- They are in proximity to multi-modal transit opportunities.

THE COMPREHENSIVE PLAN AND TRANSPORTATION MASTER PLAN IDENTIFY OPPORTUNITIES AND A VISION FOR FUTURE LAND USE AND MOBILITY IMPROVEMENTS FOR THESE CORRIDORS. THIS PLAN DOCUMENT FOCUSES ON OPPORTUNITIES FOR PARKS, OPEN SPACE, NATURAL RESOURCE MANAGEMENT AND RECREATION TRAILS WITHIN THE FIVE CORRIDORS.

MAP 31: FIVE STRATEGIC CORRIDORS KEY PLAN



Data Source: Design Workshop, Adams County GIS, Municipal GIS Data, DRCOG

NOT TO SCALE

LEGEND

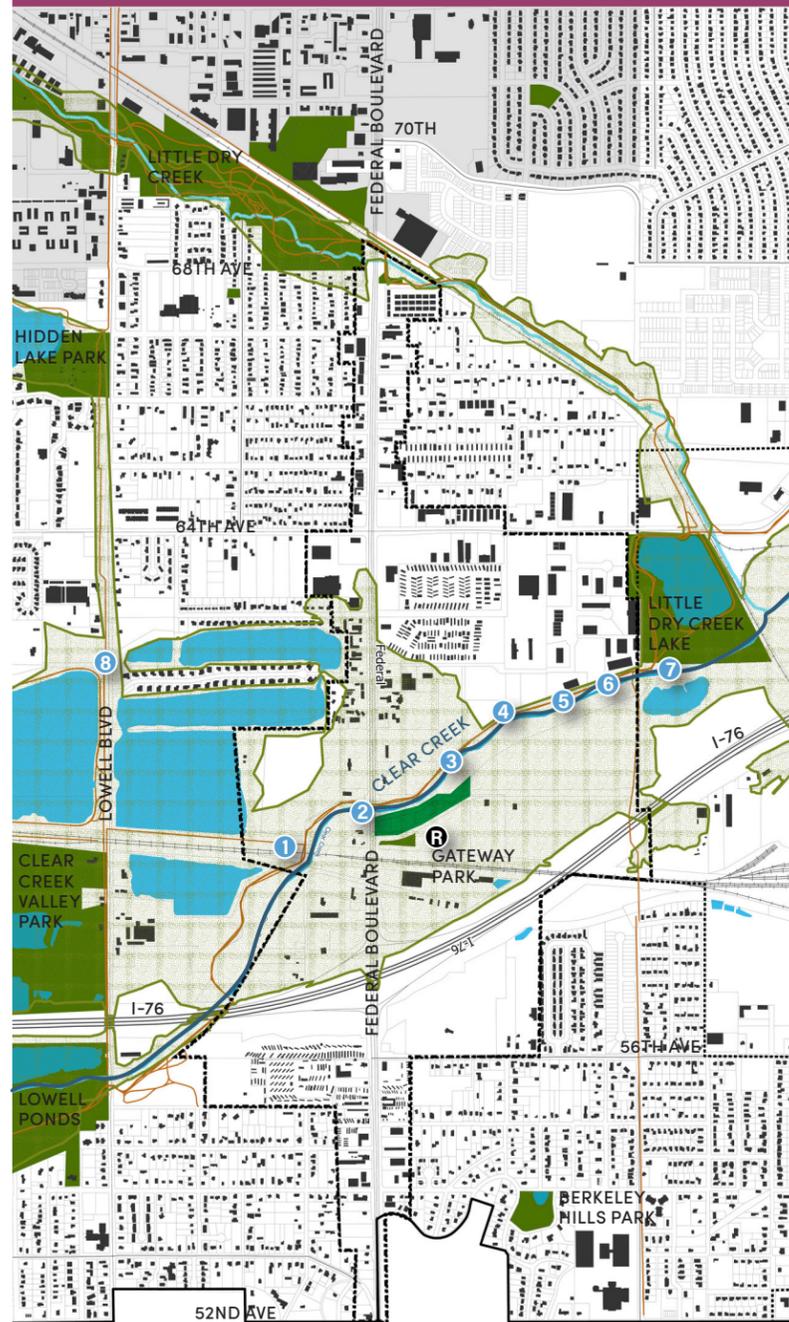
- Corridor Locations
- Adams County Boundary
- Municipal Area
- ++++ Railroads
- Parks and Open Space
- Roads
- Lakes and Streams

Table 25: 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

Data Source: Design Workshop and Adams County GIS

MAP 32: FEDERAL BOULEVARD



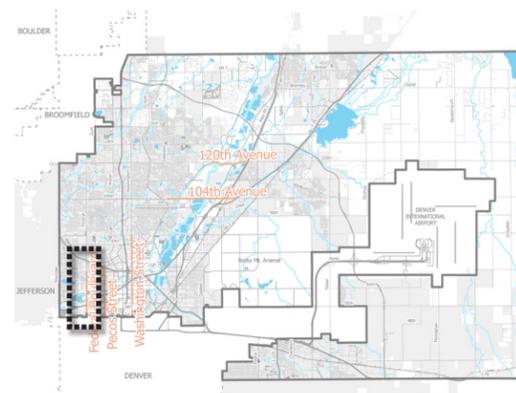
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- Opportunity Areas
- Parks and Open Space
- Lakes and Streams
- Clear Creek
- Trails
- Natural Resource Conservation Overlay
- Corridor Boundary
- R RTD Station

Analysis Opportunities

- 1 Multi-use trail with potential connections to the RTD Station and to Clear Creek Trail
- 2 At-grade trail access for CCT on east side of Federal
- 3 Pedestrian/bike bridge across creek
- 4 Connect Clay Street Community Trail to RTD Station
- 5 Floodplain restoration
- 6 Creek Creek Trail vegetative buffer
- 7 Trail connections to Little Dry Creek Trail and vegetative buffer
- 8 Potential bike boulevard/existing multi-use trail

Corridor Key Plan



Data Source: Design Workshop, Adams County GIS, Municipal GIS Data

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FEDERAL BOULEVARD

Federal Boulevard is seen as a central business hub for Adams County, promoting a diversity of businesses and the likelihood of future development and expansion in this corridor. Currently, the study area does not feature adequate parks or open space to serve the existing nearby population. Future residential density is anticipated to increase in this area, promoted by the transit-oriented development opportunities that exist surrounding the RTD station. In addition, future business expansion is also anticipated, thereby making it

worthwhile to consider the commuting population and needs of employers and employees to have access to open space and trails.

Opportunities

The RTD station is surrounded by underutilized and underdeveloped parcels. This creates great opportunities to provide park and recreation amenities within the neighborhood. The potential to make comfortable connections to the Clear Creek Trail also exists. Potential future trail connections could include one from the RTD Station to the Clay Street Community Trail in addition to an



Figure 51: Clear Creek Federal Commuter Rail Station and Gateway Park

at-grade crossing to Clear Creek. A comprehensive vision of connecting green and civic amenities such as parks, trails and cultural elements would benefit the location greatly.

The Federal Boulevard corridor also suffers from water and drainage issues like the water quality, an undersized stormwater system and flooding that occurs regularly at the railroad. There is a role within this plan framework to work to address the environmental hazards, looking critically at the river corridors and the health and habitat serving those riparian areas. This plan will review opportunities and ways to increase the capacity of the ecological system that Clear Creek fills by expanding the riparian buffer and reconnecting

the floodplain throughout. Clear Creek and the trail act as the primary recreation facility for the district, so fostering a healthy ecosystem and providing opportunities to connect to the trail are important. There is also an opportunity for new connections to Little Dry Creek Trail.



Figure 52: Autocentric Commercial Activity North of West 64th Avenue on Federal Boulevard

MAP 33: PECOS STREET



Data Source: Design Workshop, Adams County GIS, Municipal GIS Data

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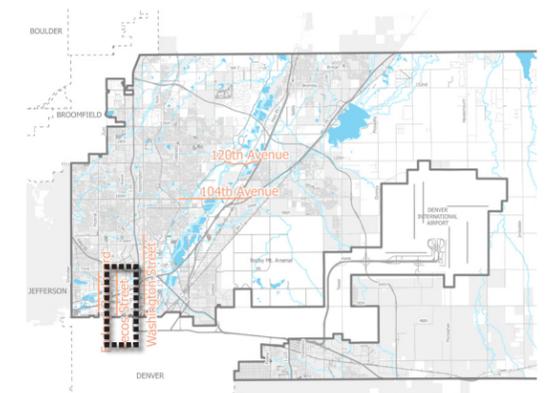
LEGEND

- Opportunity Areas
- Parks and Open Space
- Lakes and Streams
- Clear Creek
- Trails
- Natural Resource Conservation Overlay
- Corridor Boundary
- R RTD Station

Analysis Opportunities

- 1 CIP Project between 52nd and Cargill Dr. that introduces 10' multiuse trail on one side of the streets
- 2 Potential pedestrian and bike improvements to Pecos bridge between Cargill Dr. and 62nd. The south end of this bridge is where a connection to 56th street could happen
- 3 BNSF-Clear Creek project location
- 4 Potential acquisition of CDOT parcel to south of LDC Lake/N of I-76/W of RR tracks
- 5 Improved trail under Pecos St. and better at-grade trail access at Pecos St.
- 6 Trail re-route along Clear Creek from Pecos to Rail Road tracks
- 7 Potential bike lanes on Pecos Street to create multimodal connection to Midtown
- 8 Clear Creek and xeriscaped green buffer
- 9 School and Baseball Field (or additional active sports parks)
- 10 Potential for east-west connection between Pecos and Federal at 72nd. Potential bike lane opportunity from Midtown

Corridor Key Plan



PECOS STREET

The Pecos Street corridor contains a significant number of industrial uses to the south, and abrupt transitions to residential and mixed-use areas from industry. The pedestrian environment within the corridor is quite unpleasant. The short distance from the Midtown neighborhood to the RTD station contains sidewalks, but is subjected to heavy truck traffic, no demarcated crosswalks, and limited trees or other adjacent appealing land uses that help create scale for pedestrian comfort.

Opportunities

The Pecos Street study area has an opportunity to introduce additional parks and open spaces to serve the local residents. Some park space is located within the Midtown Neighborhood, however, that facility primarily services Midtown residents.

Access to the Clear Creek Trail from Pecos Street is provided through concrete trails, however that could be improved.

There is potential for bike lanes to be added to Pecos Street to create a multimodal connection to Midtown Neighborhood, other housing to

the north, and the Pecos Street RTD station.

Pedestrian and bike improvements to Pecos bridge/potential connection to Federal via 72nd (multiuse trail).

This area has opportunities to create landscape buffers through open space in order to ease the transition between industry and residential land uses, as well as support better livability and public health.

Flooding and drainage are an issue in this study area due to undersized infrastructure and failing irrigation laterals, as well as being within the Clear Creek floodplain, all of which impact the water quality. There

is an opportunity to address the environmental flooding hazards by looking critically at the riparian health and habitat of Clear Creek. Green infrastructure can also be an opportunity to improve water quality; incorporating BMPs during design of retrofitted infrastructure has great impacts.



Figure 53: Area near RTD Station at Pecos

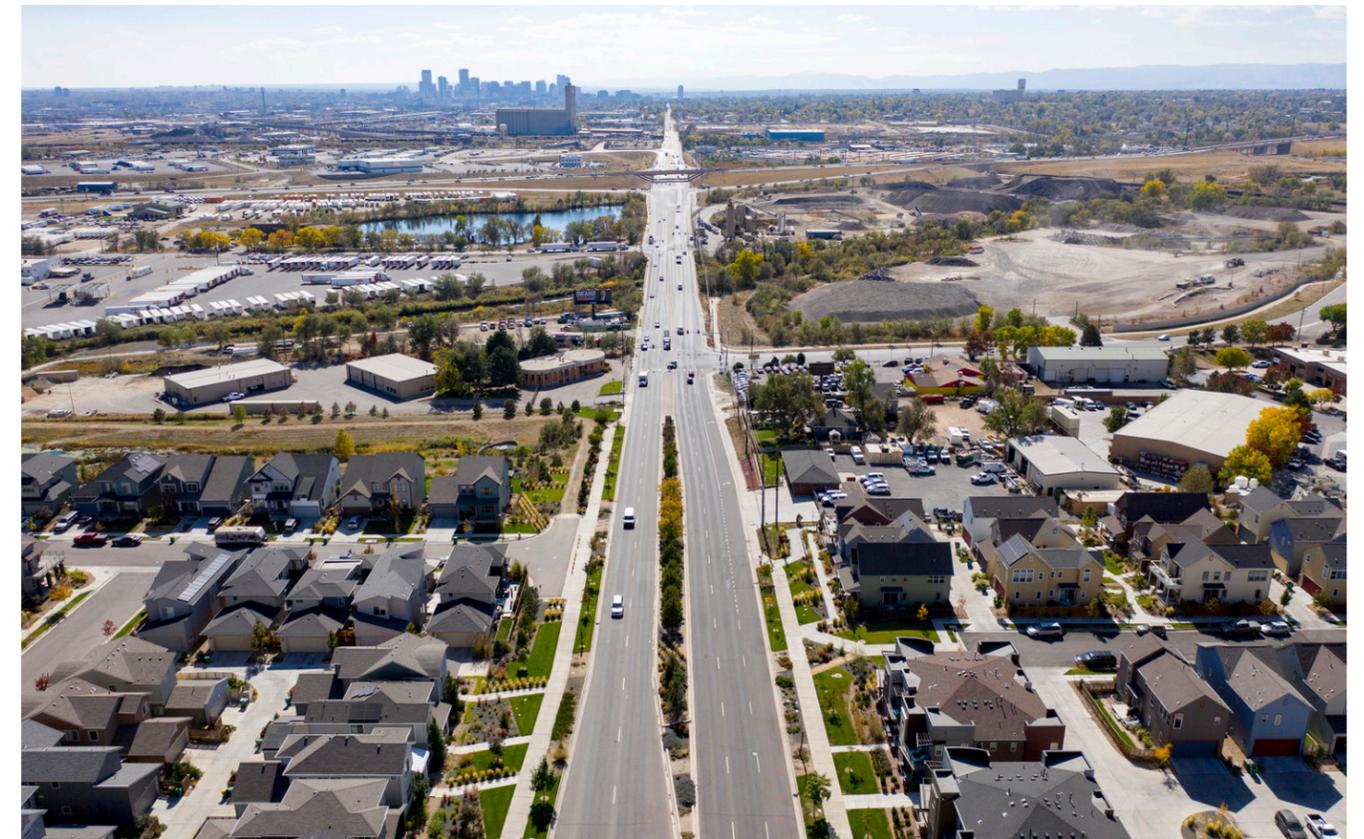
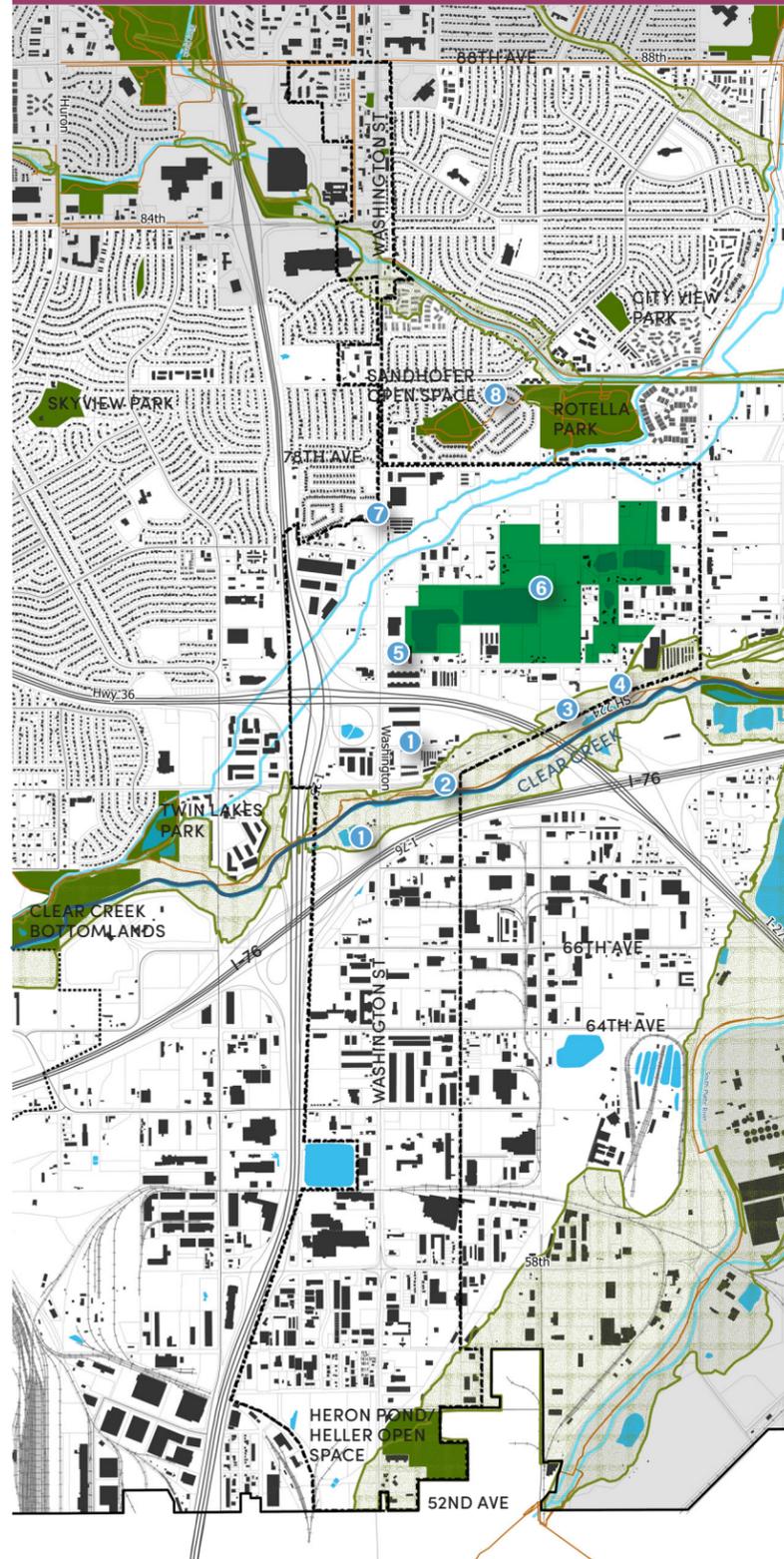


Figure 54: Industrial Activity Behind Residential Areas on West 67th Avenue Looking South

MAP 34: WASHINGTON STREET



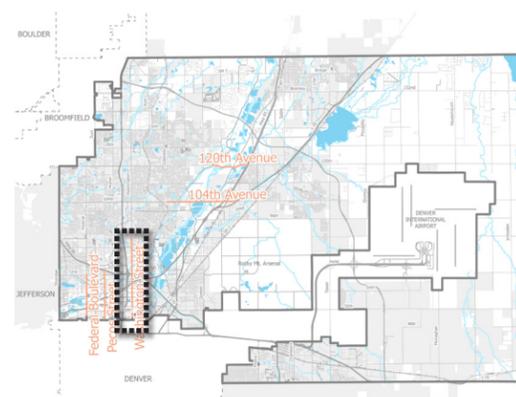
LEGEND

- Opportunity Areas
- Parks and Open Space
- Lakes and Streams
- Clear Creek
- Trails
- Natural Resource Conservation Overlay
- Corridor Boundary
- R RTD Station

Analysis Opportunities

- 1 Agritourism/ innovation zone/ solar farm
- 2 Connection to the south with multiuse trail to the National Western Center
- 3 Creek and xeriscaped green buffer
- 4 Trail Connections (especially at-grade crossings for Clear Creek at Washington St.)
- 5 Potential for community center
- 6 Welby neighborhood
- 7 Enhanced sidewalks and wider planting areas are considered through road diet between 73rd and 78th
- 8 Establish connection between Rotella Park and Washington St

Corridor Key Plan



Data Source: Design Workshop, Adams County GIS, Municipal GIS Data

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WASHINGTON STREET

The Washington Street corridor contains a mix of eclectic uses – autocratic commercial, small-scale agriculture and industry. The area does not offer many residential units, however, bicyclists and pedestrians are confronted with wide roads, high traffic volumes, high speeds and unpleasant noise. Areas lack street trees and vegetated buffers between pedestrians and traffic, and the study area is further confronted with connectivity challenges imposed by highways, the river and the railroad acting as barriers.

Opportunities

The Washington Street Corridor bisects the Clear Creek Trail but since the corridor does not offer many residential units, it may not be justified to add a traditional park or open space. However, there are opportunities for public gathering space in Welby and within the industrial areas south of I-76.

In terms of trails, there is an opportunity to connect to Clear Creek by creating at-grade trail connections from Washington Street.

Connections to and expansion of nearby adjacent successful districts, such as the River North Art District two miles south of the study area, and the National Western Center, also to the south. The proximity and heritage of the National Western Center

would justify improved connections from Welby including a dedicated equestrian trail.

This area lacks adequate food access to serve the population, creating the need for a grocery store or year-round farmer's market. A park or plaza could serve as a location to support increasing food security, by providing a space for a farmer's market or support a grocery store with an area for outdoor picnicking.

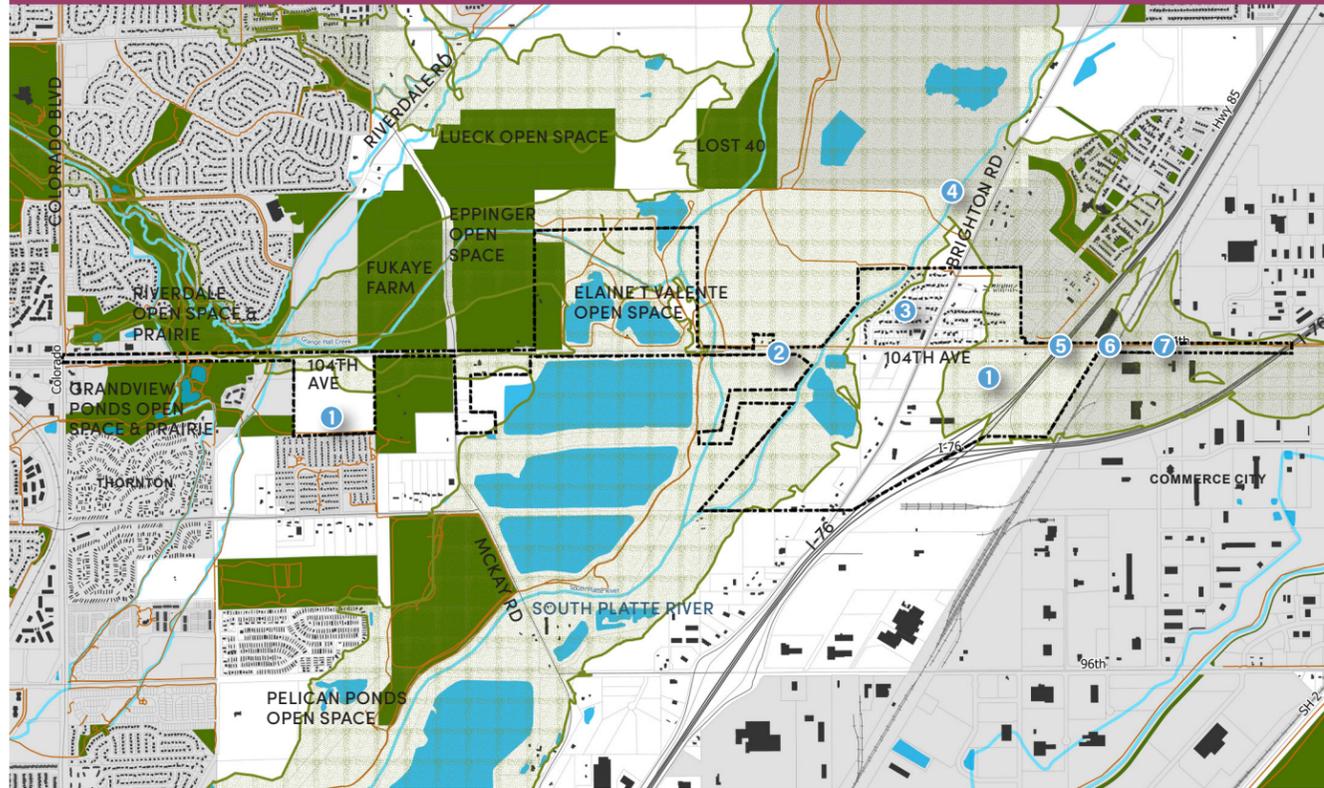
There is an opportunity to improve drainage to Clear Creek through surface-treatment stormwater BMPs such as bioswales with a weir system. In the event easements are created to support green infrastructure, additional off-road trails can also be introduced. There is also an opportunity to better announce and celebrate the river at key intersections with increased green space.

There's also an opportunity for a connection to Rotella Park.



Figure 55: Crossing at Clear Creek Trail

MAP 35: EAST 104TH AVENUE



Data Source: Design Workshop, Adams County GIS, Municipal GIS Data

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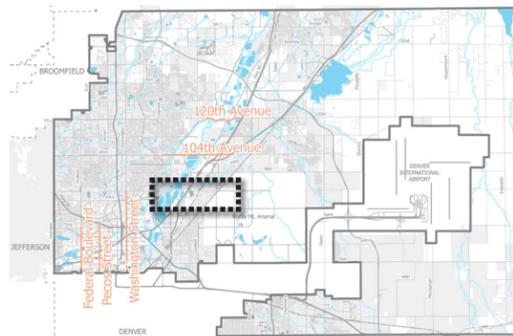
LEGEND



Analysis Opportunities

- 1 Agricultural Land
- 2 Connection to the South Platte Trail
- 3 New trail connection is being implemented near Brighton Road and 104th that will connect to the Front Range Trail and South Platte Trail
- 4 Future nature park with playground and trail connection to South Platte Trail
- 5 Future grade separated crossing at intersection of 104th and US-85
- 6 Potential bike lanes along 104th, from US-85 to the west
- 7 Connections to the east side of US-85 to connect residential neighborhoods with the existing trail system and parks

Corridor Key Plan



EAST 104TH AVENUE

The East 104th Avenue corridor stretches between Colorado Boulevard to the west and I-76 to the east, intersecting with Thornton and Commerce City. This area is mainly agricultural with some low-density residential and industrial uses. Challenges from Highway 85 and the railroad create some safety and mobility challenges for bicyclists and pedestrians, particularly as they attempt to access the Elaine T. Valente Open Space and South Platte Trail. Some work is underway to connect from the Belle Creek Neighborhood, however more connectivity is needed along the East 104th Avenue roadway.

Opportunities

Currently, there are multiple trail projects underway in this area. First, there is a new trail connection between the Front Range Trail near Brighton Road and East 104th Avenue. Secondly, there is a trail connection being considered between the Belle Creek Neighborhood and the South Platte Trail.

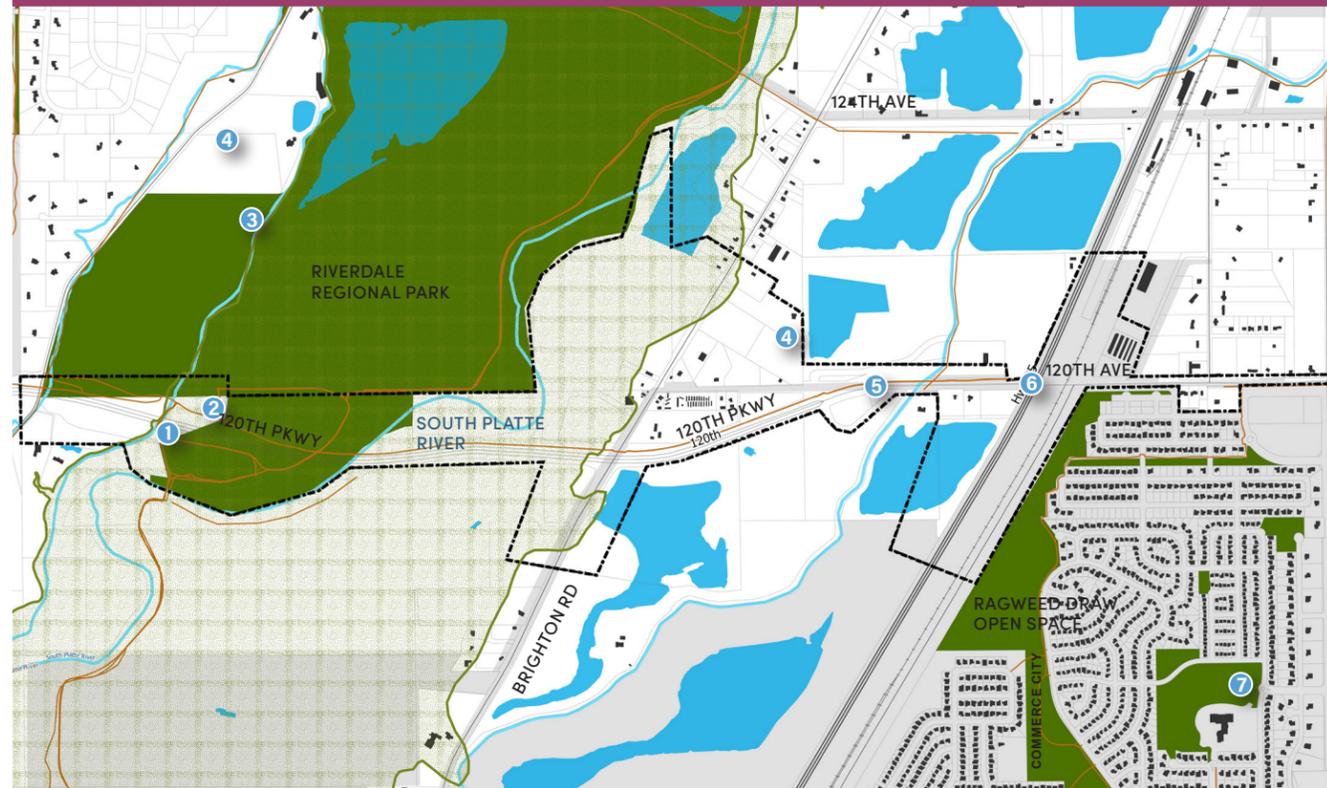
The South Platte River corridor can support additional recreational opportunities, such as play or natural history interpretation.

Connections to the existing parks and trails system for the neighborhoods east of 85 is also an opportunity for this corridor.



Figure 56: Intersection of Brighton Road and 104th Avenue

MAP 36: EAST 120TH AVENUE



Data Source: Design Workshop, Adams County GIS, Municipal GIS Data

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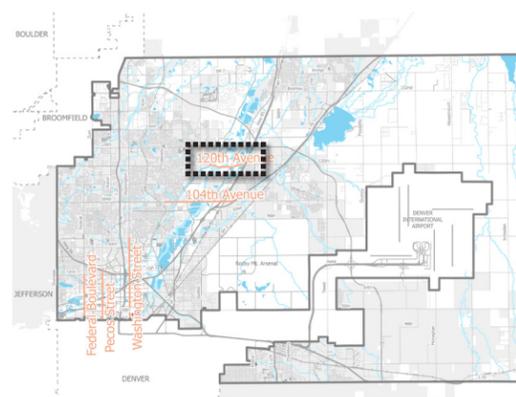
LEGEND



Analysis Opportunities

- 1 Connection to the South Platte Trail
- 2 Regional Open Space and Trail Loop
- 3 Riverdale Regional Park
- 4 Agricultural land
- 5 Connect to future scenic trail loop
- 6 Trail extension to connect the neighborhoods to the east to the South Platte River and Riverdale Regional Park
- 7 River Run Park

Corridor Key Plan



EAST 120TH AVENUE

The East 120th Avenue corridor stretches between Riverdale Road and Peoria Street, intersecting with Thornton, Commerce City and Brighton. The area is mostly residential with some agricultural uses. Connectivity for pedestrians and cyclists is limited, particularly in accessing Riverdale Regional Park and associated regional trail connections.

Opportunities

A significant idea for a regional multiuse trail is to create a loop to connect 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 Riverdale Regional Park, the Denver International Airport, the Rocky Mountain Arsenal, National Western Center, South Platte Trail, and the Clear Creek Trail.



Figure 58: Access to Colorado Front Range Trail at Crossing of South Platte River