



SCI Consortium Posters



Sustainable Communities Initiative

Goals

The consortium's overarching goal is to align investments, programs and policies to maximize the benefits that result from the region's investment in transit.

We anticipate a region with:

- Greater access to job opportunities across the entire income spectrum
- Lower combined transportation and housing costs
- Reduced consumption of fossil fuels
- Reduced strain on our air and water resources
- Development of mixed-use, pedestrian- and bicycle-friendly communities along transit lines that allow residents to easily access their daily needs without having to get into a car

Activities

Regional Planning will broaden the focus of Metro Vision, emphasizing planning for the region's social and economic health as well as the region's physical development. Key areas of exploration will include access to housing choices and economic opportunity. Other projects under the regional planning umbrella include the Regional Equity Atlas and Boomer Bond.

Corridor Planning will bring Metro Vision closer to implementation, and lead to the development of implementation strategies along the three transit corridors currently under construction as part of the EAGLE P3 public-private partnership (Northwest Rail Line, East Rail Line, and the Gold Line), as well as US 36 Bus Rapid Transit (BRT).

Catalytic Projects will involve detailed pre-development planning to catalyze new development and/or redevelopment at specific sites that offer the potential for transformational changes. The long-term desired outcome is tangible, proven models for effectively and efficiently achieving economic, housing, transportation, and environmental objectives at the site-level.

Stakeholder Engagement activities will build long-term capacity for meaningful stakeholder engagement in regional, corridor and catalytic project planning. These activities will engage all of the relevant constituencies – people who have a stake in the process and who may be impacted by the outcome. Stakeholders will have the tools and knowledge they need to effectively participate and meaningful opportunities to influence the outcomes of planning and implementation activities.

Outcomes Assessment and Knowledge Sharing (OAKS) work will define and measure outcomes, share data-driven learnings, and integrate this information into planning and decision-making. Activities include a review of experience in the existing rail corridors including research and interviews; case studies of other communities in the western US with major rail projects to identify successes, challenges and metrics; and a review of the outcomes of SCI to identify additional opportunities based on their other research.





SCI Consortium Members

Local Government Partners

Adams County
Boulder County
City and County of Broomfield
City and County of Denver
City of Arvada
City of Aurora
City of Boulder
City of Brighton
City of Centennial
City of Edgewater
City of Englewood
City of Federal Heights
City of Golden
City of Lafayette
City of Lakewood
City of Littleton
City of Lone Tree
City of Longmont
City of Louisville
City of Northglenn
City of Sheridan
City of Thornton
City of Westminster
City of Wheat Ridge
Clear Creek County
Douglas County
Gilpin County
Town of Bennett
Town of Erie
Town of Lyons
Town of Nederland
Town of Parker
Town of Superior

36 Commuting Solutions
AARP
Adams County Housing Authority
Alliance for Sustainable Colorado
American Planning Association
Colorado Chapter
Anschutz Family Foundation
Artspace
Aurora Housing Authority
Colorado Brownfields
Foundation
Colorado Center for Community
Development
Colorado Department of Local
Affairs
Colorado Department of Public
Health and Environment
Colorado Department of
Transportation
Colorado Health Foundation
Colorado Housing Finance
Authority
Community Enterprise
Denver Health
Denver Housing Authority
Denver Metro Association of
Realtors
Denver Urban Gardens
Enterprise Community Partners
FRESC
Gates Family Foundation
Housing Colorado
iCAST
Jefferson County Housing
Authority
Jefferson County Public Health
Kaiser Permanente

Metro Denver Economic
Development Corporation
Medici Communities LLC
MetroNorth Chamber of
Commerce
Metro West Housing Solutions
Mile High Connects
Mile High Development LLC
Mile High United Way
Neighborhood Development
Collaborative
North Area Transportation
Alliance
Northeast Transportation
Connections
Perry Rose LLC
Piton Foundation
PlaceMatters
RE/MAX Alliance
Reconnecting America
Regional Air Quality Council
Rose Community Foundation
RTD
Smart Commute Metro North
The Burgwyn Company LLC
The Denver Foundation
Transit Alliance
Tri-County Health Department
Trust for Public Land
University of Colorado Denver
Urban Land Institute Colorado
Urban Land Conservancy
US Bank
WalkDenver
Western States Arts Federation
Xcel Energy



SCI Match Contributors

Received as of February 28, 2015

As part of its original application to the U.S. Department of Housing and Urban Development, DRCOG and many SCI partners, including government agencies, foundations, and other organizations, made a substantial match commitment consisting of direct funding of SCI activities and indirect contributions related to the goals of the project. These generous contributions helped DRCOG exceed the match commitment of approximately \$5.5 million and helped ensure the project's success.

36 Commuting Solutions
Adams County
Alliance for Sustainable Colorado
American Architectural Foundation
Aurora Housing Authority
BBC Research & Consulting
Car2Go
C2 Sustainability
City and County of Denver
City of Arvada
City of Boulder
City of Lakewood
City of Thornton
City of Wheat Ridge
Denver Foundation
Denver Housing Authority
Enterprise Community Partners
FRESC: Good Jobs, Strong Communities
Gates Family Foundation
Economic & Planning Systems, Inc.
Felsburg, Holt & Ullevig
FirstBank
Jefferson County Housing Authority
Jefferson County Public Health

Kaiser Permanente
Martin/Martin
Metro Denver Economic Development Corporation
Metro West Housing Solutions
Mile High Connects
Open Plan Consultants
Piton Foundation
PlaceMatters
Reconnecting America
Rose Community Foundation
RTD
Toole Design Group
Torti Gallas and Partners
Transit Alliance
Transportation Solutions
Tri-County Health Department
University of Colorado Denver
Urban Land Conservancy
Urban Land Institute
US Bank Colorado
Western States Arts Federation
Xcel Energy



SCI Executive Committee

The Executive Committee is comprised of leaders from the public, private, and non-profit sectors who have met at least quarterly to provide project oversight for the Sustainable Communities Initiative. Their primary charge is to ensure proposed planning efforts meet regional objectives and result in implementable strategies that equitably benefit the Denver region.

Responsibilities

- Serve as champions for the Initiative, setting the tone for regional collaboration and advocating for the planning process
- If necessary, resolve conflicts or disputes and redirect any activities not aligned with the Consortium's objectives
- Approve the initial work plan and any subsequent modifications
- Receive quarterly updates and provide feedback on grant-funded activities, grant fund expenditures and allocation of matching resources
- Educate and inform others about the Initiative
- Provide direction to the Coordinating Committee on how grant-funded activities could be coordinated with and amplify other allied efforts
- Represent the perspective of their particular interest group while seeking common ground with other interest groups
- Provide input to DRCOG throughout the regional planning process, and the DRCOG Board of Directors is the final decision maker on any proposed updates to the Metro Vision plan; the Executive Committee may also make recommendations to DRCOG regarding changes to the grant budget

Executive Committee Members

The SCI Executive Committee consists of community leaders representing multiple sectors. SCI Executive Committee members provide perspectives based on practical experience and knowledge in their fields. They do not serve as representatives of the respective organizations.

Jim Taylor, DRCOG Advisory Committee on Aging, SCI Executive Committee Chair

Craig Carlson, Metro North Chamber

Tom Clark, Metro Denver Economic Development Corporation

Olga Garcia, Denver Health

Tom Gougeon, Gates Family Foundation/Mile High Connects

Monica Lyle, Colorado Health Foundation

Aaron Miripol, Urban Land Conservancy/Mile High Connects

Chad Ochsner, REMAX Alliance

Rob Osborn, Xcel Energy

Carla Perez, Jacobs Engineering

Joshua Radoff, Urban Land Institute

Sara Reynolds, Housing Colorado

Aaron Serna, Governor's Office

Chuck Sisk, RTD Board of Directors

Linda Tinney, US Bank Colorado

Brad Weinig, Enterprise Community Partners/Mile High Connects – Coordinating Committee Liaison

Cris White, Colorado Housing and Finance Authority

Anna Zawisza, Alliance for Sustainable Colorado



Sustainable Communities Regional Principles

Based on the knowledge and experience gained through activities conducted under the Sustainable Communities Initiative (SCI), the SCI Executive Committee (EC), composed of leaders representing all sectors of the community, offers the following Sustainable Communities Regional Principles. The EC encourages agencies and organizations throughout the Denver region to adopt these principles. They are intended to serve as a common foundation for work to meet shared challenges and goals. The ultimate outcome of these efforts is to ensure the highest possible quality of life for all residents by leveraging opportunities created through the expansion of the region's transit system.

Housing Opportunity

- Develop regional targets or thresholds to reduce gaps in housing across the income spectrum, with an emphasis on those areas in which there is greatest need (i.e., first-time market entry, seniors and low-income households) including home ownership and rental. Include goals for both new development and preservation of existing affordable units. Build consensus around targets/thresholds.
- Ensure affordable housing has access to high frequency transit/multimodal transportation. Considerations should include transit accessibility (including first/final mile connections), urban centers, job accessibility, education choices, and accessibility to services/amenities.
- Identify and develop financing/funding resources sufficient to meet affordable housing targets.
- Establish/facilitate greater coordination among entities to support achievement of regional housing targets or thresholds.
- Incentivize jurisdictions to adopt plans, policies and incentives to achieve balanced housing plans and goals.
- Eliminate all Racially Concentrated Areas of Poverty (RCAP) and Ethnically Concentrated Areas of Poverty (ECAP) by 2040.

Healthy Places

- Develop regional targets or thresholds related to human health and environmental quality.
- Identify and share best practices, model policies and metrics for human health and environmental quality (including the built environment/active design, access to healthy food, active lifestyle/recreation choices, access to healthcare, etc.). Develop mechanisms to share best practices and metrics.
- Establish and facilitate greater coordination among entities to support achievement of regional human health/environmental quality targets or thresholds. Develop mechanisms to reduce disparities between communities, zip codes, etc.
- Identify and implement appropriate incentives to encourage and support communities in achieving identified targets and goals.



Sustainable Communities Regional Principles

Economic Vitality and Resiliency

- Develop regional employment targets or thresholds (by wage level, sector, etc.).
- Determine appropriate targeted areas (geographic) for employment growth based on regional and local priorities. Considerations include transit accessibility (routes, fares, etc.), potential employment/sector clusters, accessibility to employment/training, housing proximity, etc.
- Adopt plans, policies, and incentives to achieve employment goals.
- Enhance connections between jobs and education/training opportunities.
- Establish and facilitate greater coordination among entities to support achievement of regional employment targets and thresholds.
- Ensure that economic growth is inclusive of all income levels, races/ethnicities and education levels.

Transit Accessibility

- Facilitate public/private partnerships and prioritize resources to improve accessibility to transit stations, including first and final mile connections.
- Develop, implement and provide resources to programs to ensure that transit cost has the lowest possible impact on low-income communities, seniors and other vulnerable populations that may be most dependent on transit.
- Meet the service demand of low-income communities, the disabled, communities of color and seniors to improve their access to critical resources and services, including good jobs, healthy food, affordable housing, education, child care, and health care.

Transit-Oriented Communities (TOC)

- Continue and enhance collaborative regional and corridor planning processes that support the development of TOC. Integrate local, corridor and regional TOC planning to ensure that plans are consistent, integrated and fully leverage opportunities and potential.
- Ensure meaningful stakeholder engagement in planning processes for TOC. Adopt outreach and education strategies that promote the benefits of TOC for the entire region and to all audiences.
- Adopt planning, financing and policy mechanisms that guide and incentivize TOC.
- Develop tools and resources to support TOC planning and development. Consolidate data and information (including best practices, metrics, etc.) and provide these on accessible platforms for local government, developers and other key stakeholders. Develop mechanisms to share best practices and metrics with jurisdictions, NGOs, etc.
- Support coordinated planning for and provision of necessary resource infrastructure to support TOC, including energy, water, wastewater, sewage, etc. Ensure that this infrastructure is located and constructed in a manner that reduces adverse social, public health, environmental and economic impacts.



Regional Housing Strategy

Background

The Regional Housing Strategy was completed under the Sustainable Communities Initiative grant as a starting point to explore integrating housing into Metro Vision.

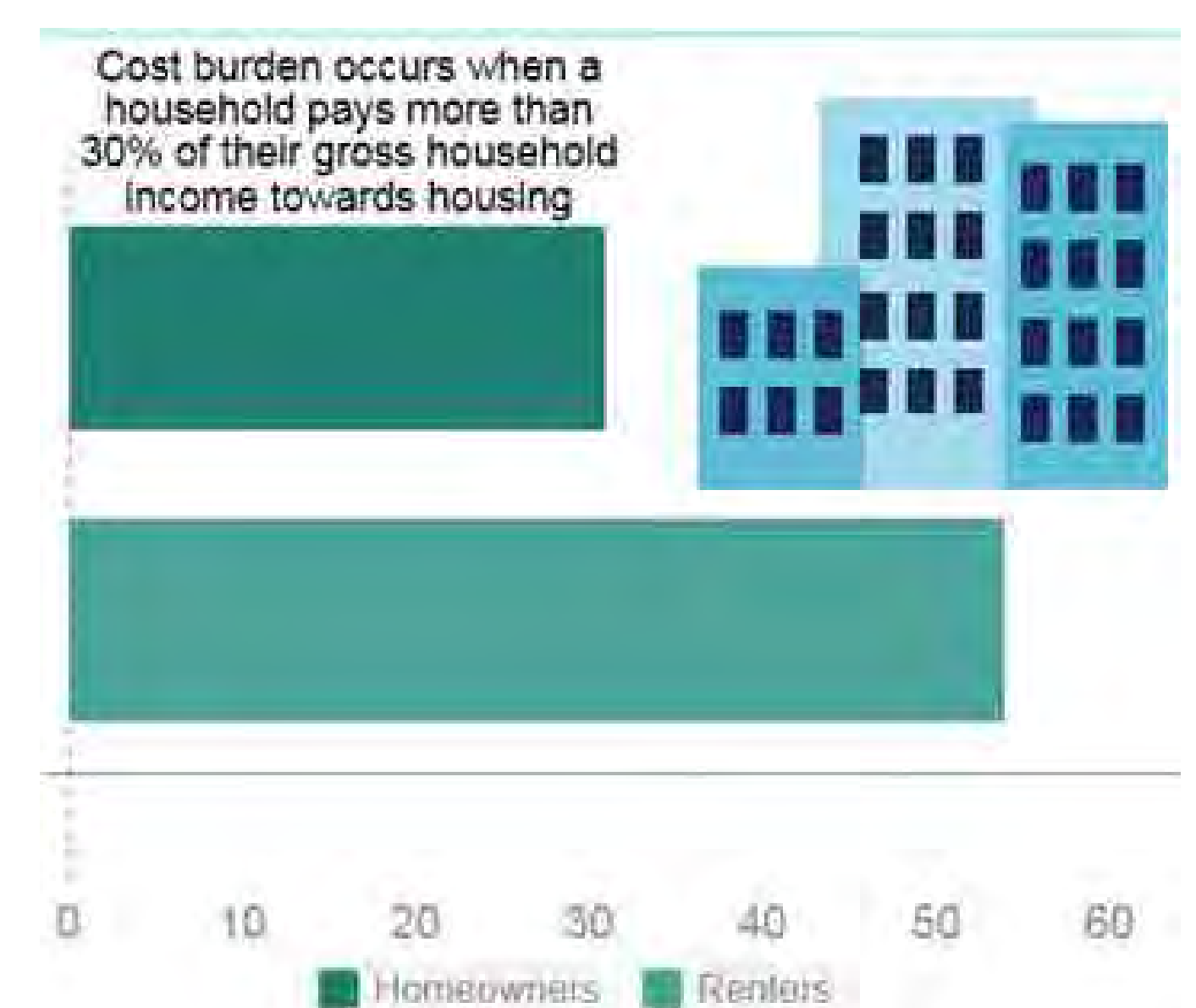
Methodology

A combination of quantitative data analysis and qualitative analysis was done through extensive stakeholder and resident engagement through interviews and focus groups involving the following:

- Local government staff- land use and housing planners
- Entitlement communities
- Private-sector developers
- Affordable housing professionals
- 65 residents in Racially Concentrated Areas of Poverty (RCAP) and/or Ethnically Concentrated Areas of Poverty (ECAP) at three separate focus groups
- Providers of housing opportunities for people with disabilities
- Regional homeless experts
- Housing authorities
- Fair housing agencies

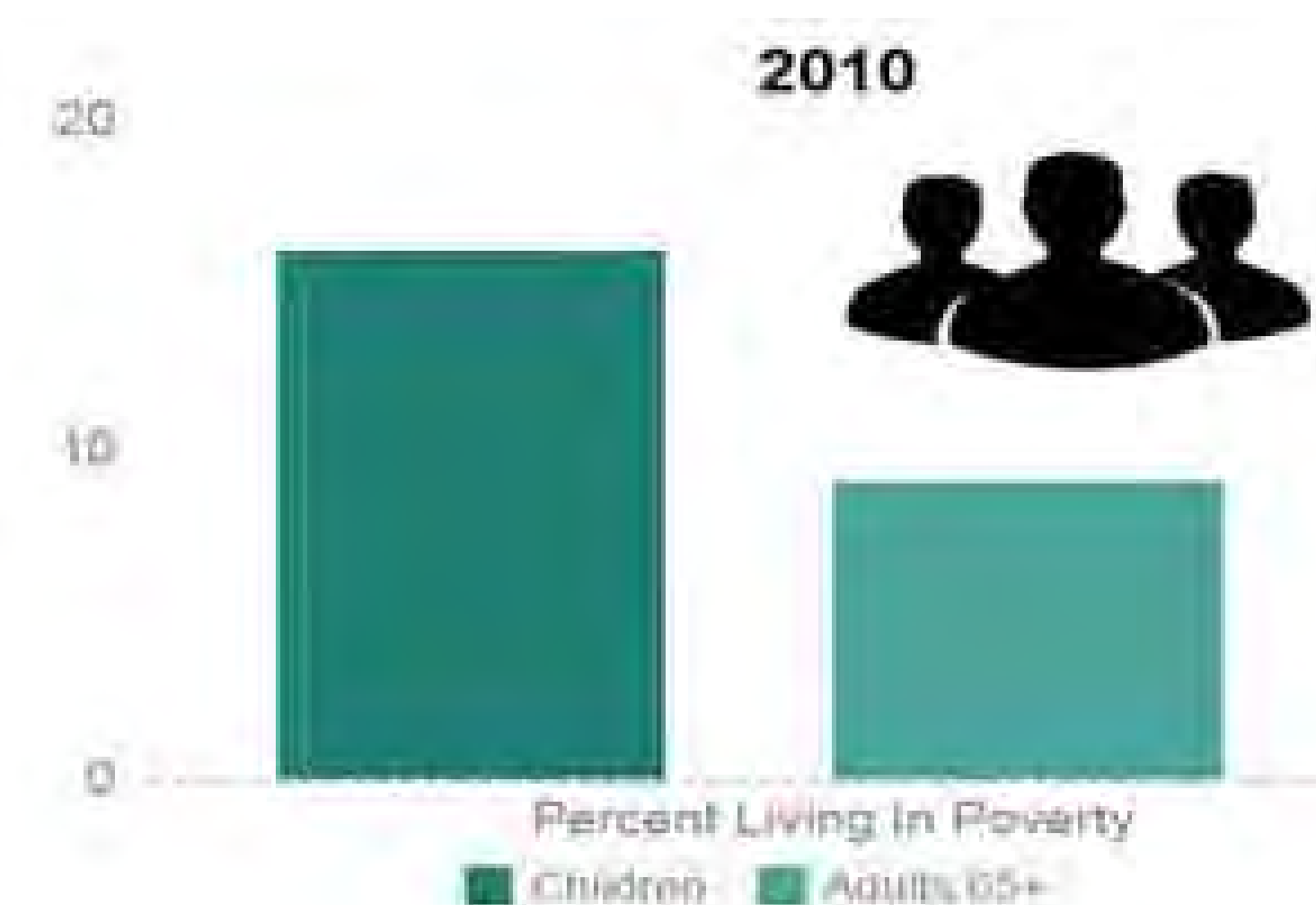
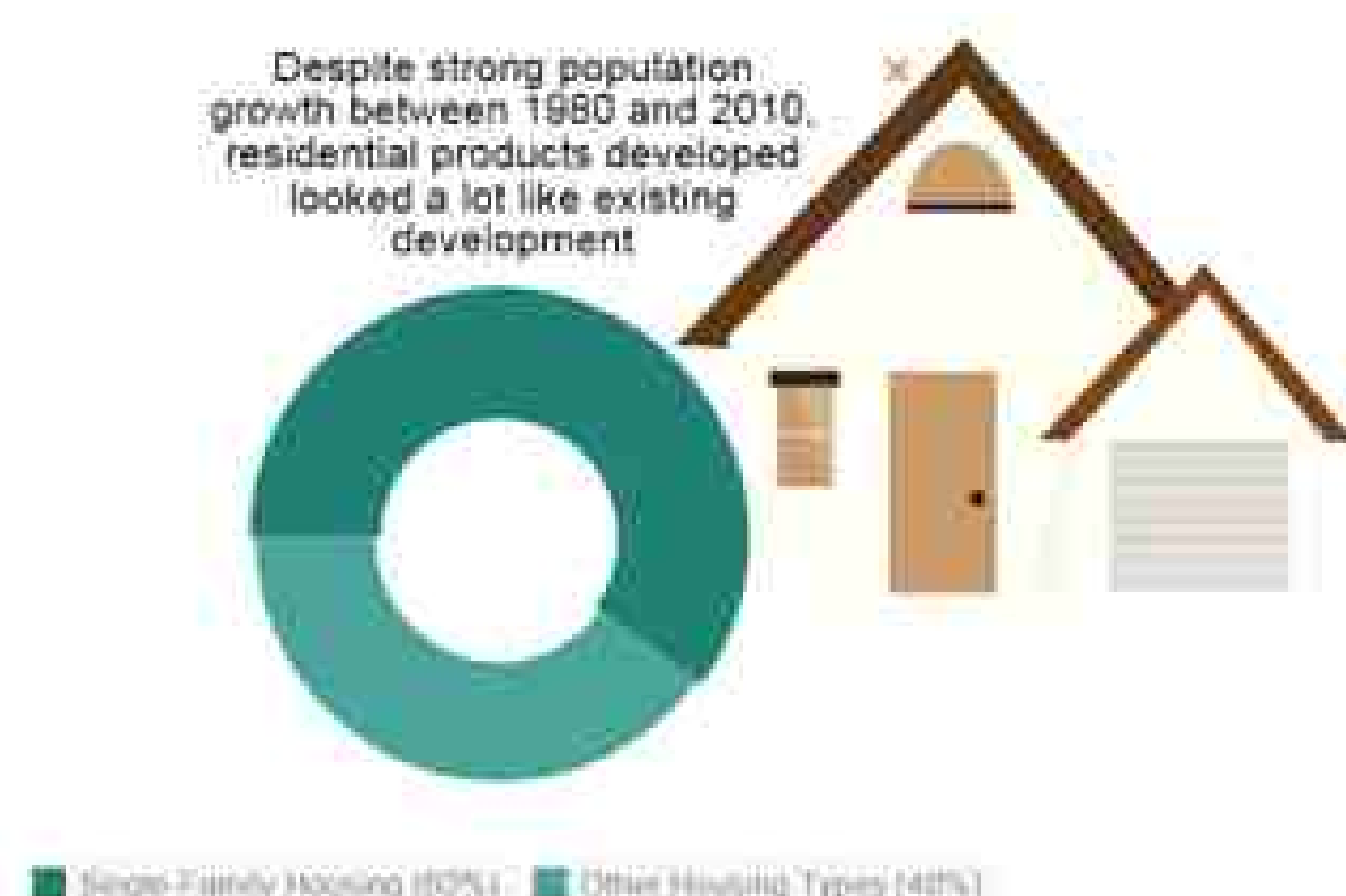
Findings: Where the Denver Region is Headed

- The Denver region is expected to add 1.2 million people by 2040
- With the expected increase in population, continuing on the same path of housing provision will not adequately meet most residents' future needs



Identified Housing Needs within the Region: Stakeholder and Resident Engagement

- Increase the supply for low- to middle-income households
- Expand and respond to the demand for transportation, housing, and service options for people with disabilities and specifically seniors
- Increase economic opportunities for disadvantaged residents





Regional Economic Strategy

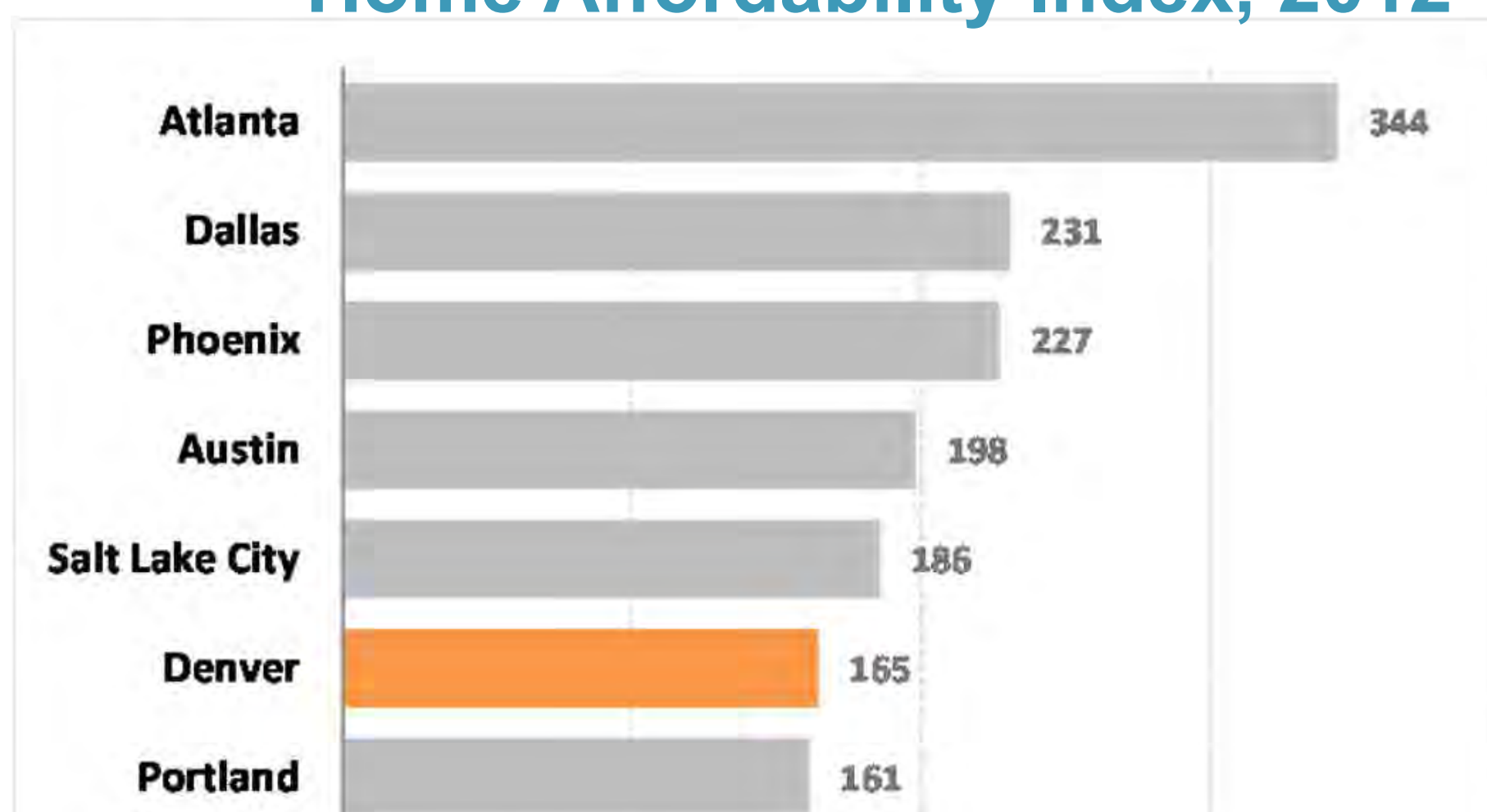
This project identified the region's economic strengths and weaknesses to create strategies for economic sustainability.

Findings

- The region's quality of life and lifestyle options attract talented labor
- The diversity of housing choice is an asset but the cost of housing can be burdensome
- Much of the region's higher-educated workforce comes from other states
- Abundant parks and open space amenities are an asset, but the I-70 congestion is problematic
- New middle-wage jobs are lagging, especially in suburban locations
- First-and final-mile connections are critical to businesses and their employees
- The region's transit system is seen as a major economic development tool for the region but the fare structure and rate are seen as a hindrance to riding transit
- DIA is a “game changer” for our region's economic assets

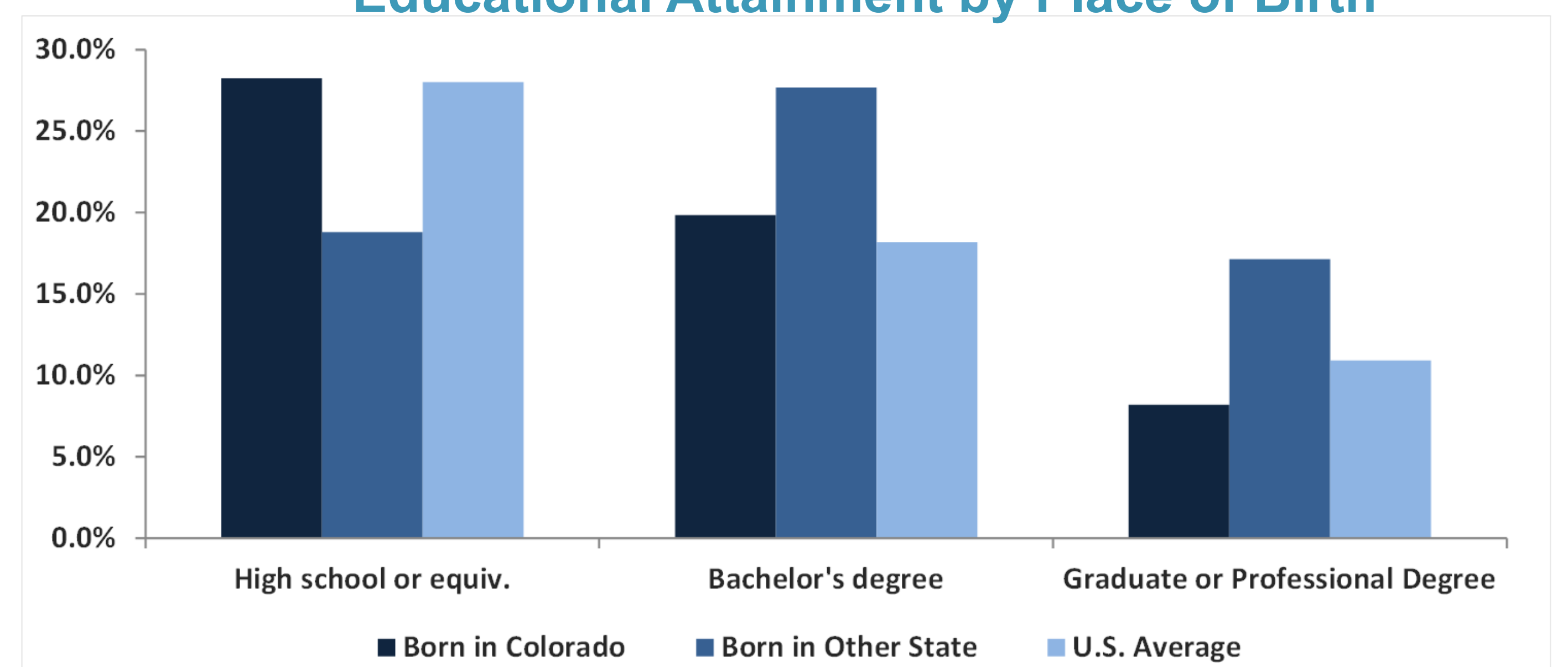


Home Affordability Index, 2012

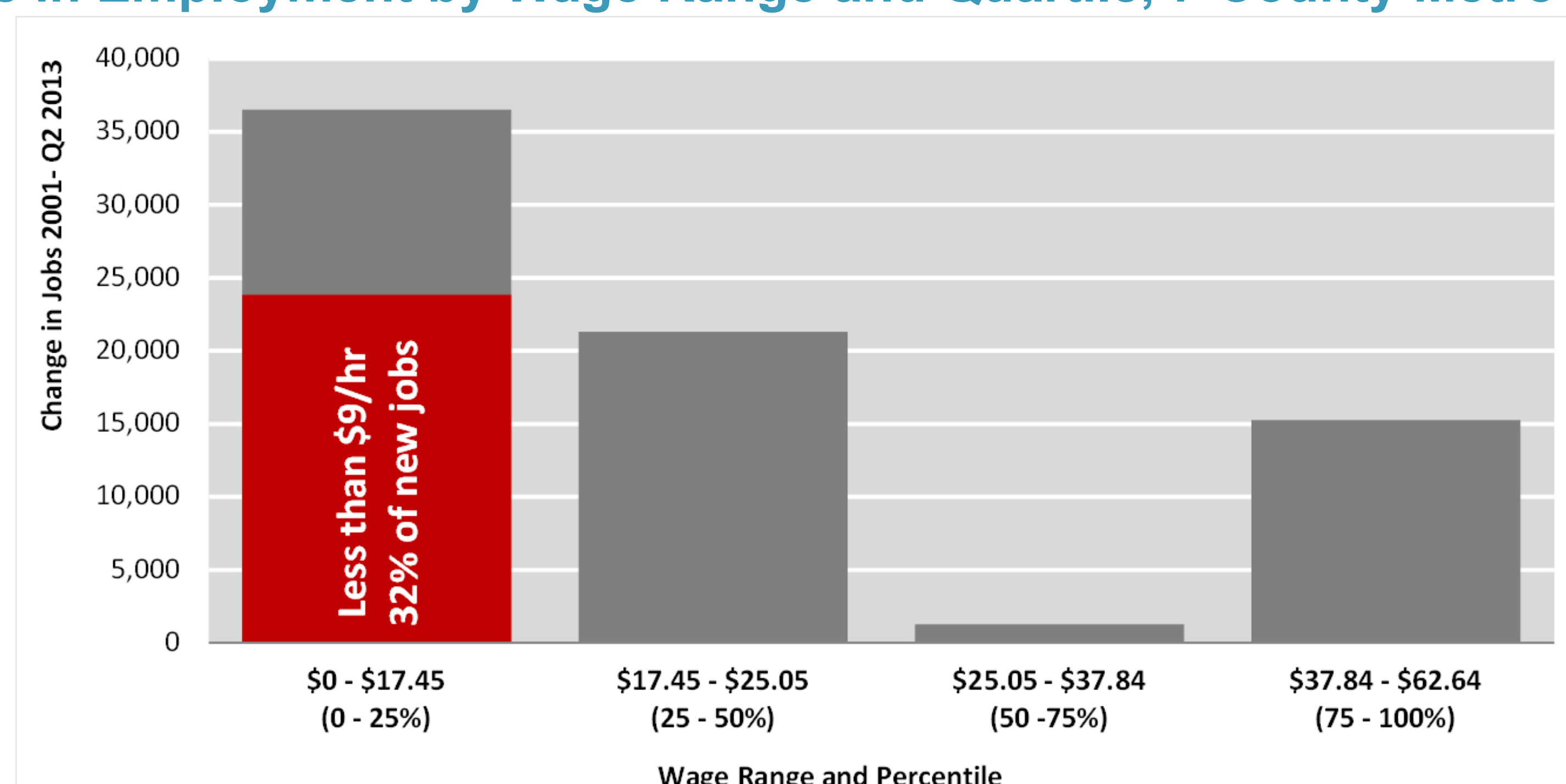


Source: National Association of Realtors; Development Research Partners

Educational Attainment by Place of Birth



Change in Employment by Wage Range and Quartile, 7-County Metro Area, 2001-Q2 2013





Boomer Bond

The Denver region is experiencing unprecedented growth in the region's aging population. DRCOG's Boomer Bond initiative is helping local governments around the region create age-friendly physical and social environments allowing older adults to remain in their homes and communities for as long as they desire. The SCI helped fund efforts for staff and consultant Tri-County Health Department to:

- Update the Boomer Bond Assessment Tool
- Develop recommendations for overall program execution and potential recognition programs
- Begin to develop online tools and resources to offer assistance to a broader audience including a database of resources

Boomer Bond Assessment Tool

The assessment tool is a comprehensive resource local governments can use to identify local successes and challenges in supporting healthy and successful aging in their communities. The majority of the assessment focuses on four key aspects of livable communities:

- Housing
- Mobility and Access
- Community Living
- Support Services

The assessment tool is designed to be a “conversation starter” to help guide programming, policy and capital investment decisions related to building a community that supports healthy aging.

Boomer Bond Assessment Tool



DRCOG
DENVER REGIONAL COUNCIL OF GOVERNMENTS
We make life better!

EXISTING Public Sidewalk Elements	A LOT of improvement needed	MODERATE improvement needed	A LITTLE improvement needed	Fully accommodated
Continuous sidewalk system providing access to essential services for older adults	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Minimum sidewalk width of five feet	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ADA ramps at intersections	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Visual and physical cues at ramps	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Level landings where driveways intersect public sidewalks to retain a level path for pedestrians	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Minimal tripping hazards from uneven surface or protruding objects	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Signage to direct pedestrians	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Buffer between sidewalk and street (e.g. planting strips, on-street parking, bike lanes)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Boomer Bond Online Resource Directory

The Boomer Bond Online Resource Directory is an online searchable database of best practices including policies, strategies and tools local governments can choose to implement to support independent aging. It launched in February 2015.



Customize your Search

Are you looking for resources to help your community plan for seniors?

- Any -	General
Housing	Mobility and Access
Support Services	Community Living

Resource Type

Select Some Options

Title

Search

Boomer Bond Communities

Arapahoe County	Arvada	Centennial	Englewood	Lakewood
Littleton	Longmont	Lyons	Sheridan	Wheat Ridge

If your community is interested in learning more about the Boomer Bond, please contact Outreach Specialist Ashley Kaade at akaade@drcog.org.

Denver Region Sustainable Communities Initiative

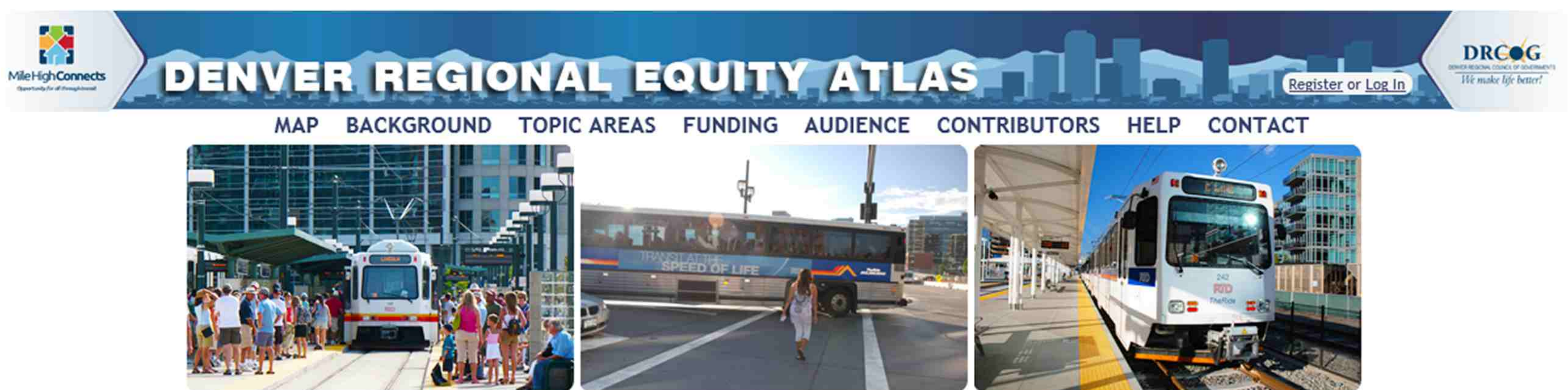


Denver Regional Equity Atlas

The Denver Regional Equity Atlas (REA) is a tool to help raise awareness among a wide range of stakeholders about the benefits and opportunities that a robust public transportation network can create. The original REA was created in 2011 by Mile High Connects. It has received national attention for its innovative approach to visually representing the region's opportunities and challenges in relation to transit, and several other regions are now considering developing their own equity atlases. SCI provided funding to create an online interactive version of the resource, which was launched in February 2014.

This tool provides users with the ability to:

- create maps that depict the region's major origins and destinations in relation to the current and future transit network
- save your created maps and share them with others
- generate reports on demographic, economic, and other data of the region or particular communities
- view maps as seen in the original Denver Regional Equity Atlas



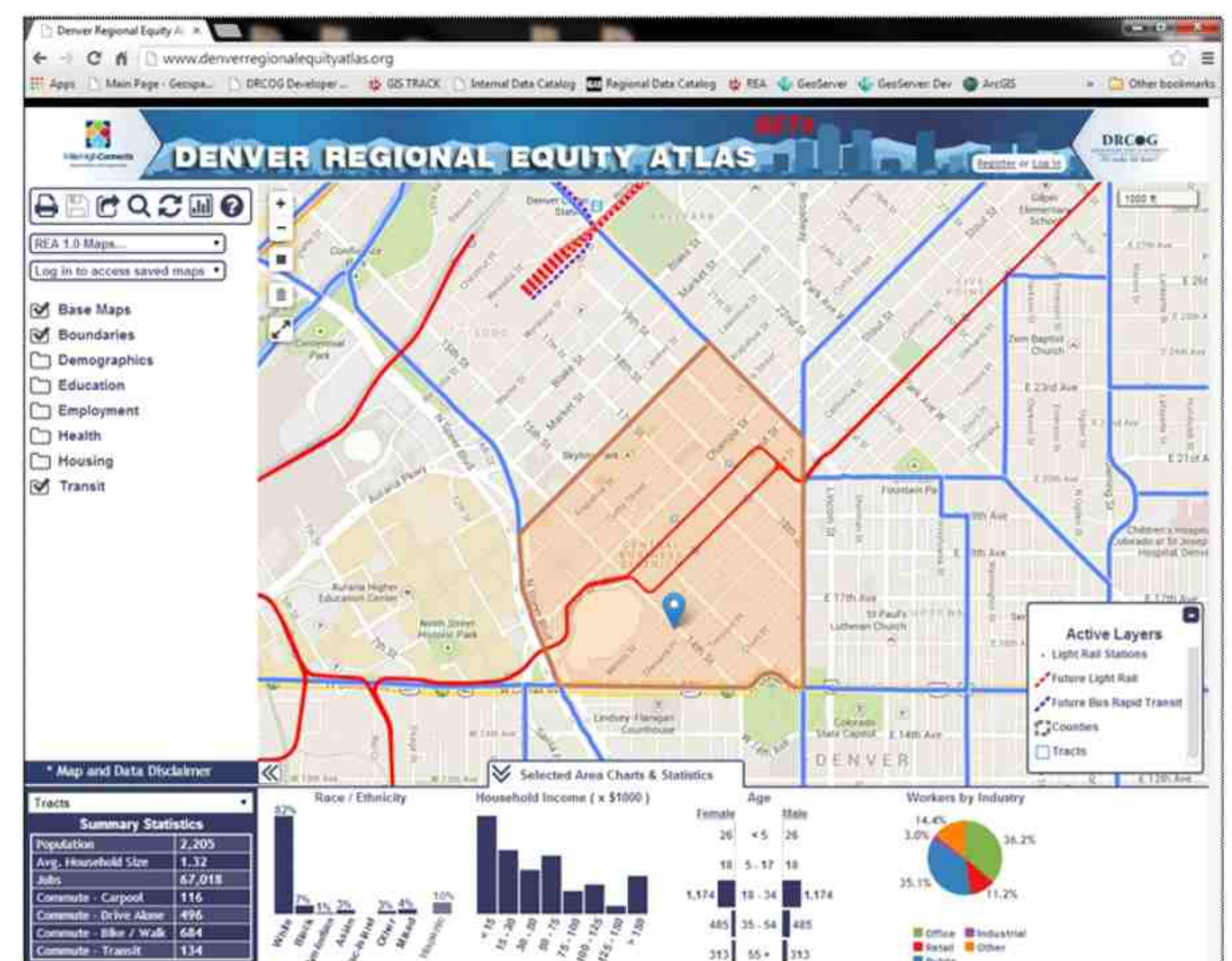
The Atlas emphasizes the need to ensure access to opportunity for everyone in the region, especially improving connections for the region's most economically disadvantaged residents. The future transit network will better connect people to jobs, health care providers, schools, grocery stores, parks and other essential destinations, but there are challenges in ensuring the people who use and need access to public transportation the most have the opportunity to live, work, learn and play in transit-oriented communities.

Contributors

- Colorado Data Engine - Piton Foundation
- Denver Regional Council of Governments (DRCOG)
- Mile High Connects

Stats

- More than 20,000 site visits
- Over 300 registered users
- National interest – there have been site visits from every state (except SD)





Corridor Planning

The Corridor Planning efforts were designed to support ongoing collaborative cross-jurisdictional and inter-agency planning and development along the three transit lines currently under construction as part of the Eagle P3 public-private partnership (Northwest Rail Line, East Rail Line, and the Gold Line), as well as US 36 Bus Rapid Transit (BRT). The corridors are defined as the area within one mile of these lines. Long-term desired outcomes for Corridor Planning include thoughtful planning for development along the new transit corridors that maximizes the benefits of the region's investment in FasTracks.

Benefits of Corridor Planning

1. Increases efficiency of planning and implementation across jurisdictions
 - Identifies shared challenges and opportunities
 - Identifies existing assets
 - Prioritizes limited resources
2. Creates momentum and enhances coordination of implementation
 - Ensures that development occurs where it is best needed/appropriate
 - Ensures needs of businesses, residents and visitors are met
 - Encourages continuing collaboration among jurisdictions in the corridor
3. Enhances stakeholder engagement

Corridor Working Groups

Each corridor established a Corridor Working Group (CWG) comprised of staff from jurisdictions along the transit lines including those representing planning, public works, economic development, and public health departments. The CWG also included housing authorities, transportation management associations, the Regional Transportation District (RTD), and other key stakeholder to conduct corridor planning activities. The CWG activities included:

- Developing a corridor vision and identifying a set of goals to achieve that vision
- Identifying a corridor-wide issue that would benefit from technical assistance funding available through the SCI grant to study potential opportunities, issues and strategies
- Selecting a site-specific Catalytic Project in the corridor for pre-development planning funded by the grant to stimulate transformational changes and serve as a model for similar projects
- Recommending specific actions based on all the activities conducted by the CWG to serve as guidance for future collaborative development efforts in the corridor



East Corridor Working Group

East Corridor Vision

The East Rail Line Corridor is a national model of a regional gateway, as it connects the unique, diverse neighborhoods of Denver and Aurora with the metro area and the world. The corridor stretches from Downtown Denver to Denver International Airport, with the commuter rail line linking employment centers and neighborhoods with a range of housing opportunities, and diverse destinations. All stations are easy to access by multiple modes and the rail line provides access to goods and services to support sustainable transit-oriented communities.



East Corridor Goals

- Connect workers to existing and new employment centers and connect large employment centers to each other.
- Leverage market momentum to create job opportunities.
- Encourage capital improvements to promote economic development around the stations.
- Improve connectivity to the stations to provide easy multimodal access by walking, bicycling, transit and driving.
- Preserve and enhance a range of quality housing choices for new and existing residents and neighborhoods throughout the corridor.
- Provide quality housing that is affordable for people who work at large employment centers along and near the corridor, including Downtown Denver, Denver International Airport and the Anschutz/Fitzsimons Medical Campus.
- Provide access to jobs and promote accessible services such as education, family and health services, healthy food options, jobs, retail, recreation and entertainment attractions, and cultural amenities, especially to areas where these community resources are missing.
- Develop regional destinations that build upon the history and culture of existing neighborhoods on the West end, while creating unique places in new neighborhoods on the East end.
- Advocate for green building to support sustainable transit-oriented communities along the corridor.



East Corridor Working Group

East Corridor Recommendations

These recommendations reflect the suggested priorities of the CWG based on the outcome of all activities undertaken as part of the corridor planning process including the Corridor Profile, stakeholder engagement efforts, and the outcomes of the Catalytic Project and technical assistance studies, as well as the expertise and experience of all the CWG members. The recommendations propose next steps for collaboration by the jurisdictions and other key partners in the corridor to continue work begun under the SCI grant and achieve the opportunities opened up by the buildout of the transit system.

- Create an Economic Development Marketing and Branding Plan based on the outcomes of the East Corridor Market Readiness Study to implement a strong, marketable brand to generate development interest for the East Corridor
- Build on existing city and RTD programs, and prepare a Multimodal Transportation Enhancement Study that focuses on the potential for multimodal infrastructure improvements that can better connect neighborhoods to transit stations
- Conduct a services assessment or market study of grocery stores, daycare, medical facilities and other community amenities
- Develop a cross-jurisdictional/inter-agency parking plan to implement recommendations and outcomes of the East Corridor Parking Study
- Conduct a Joint Development Study and Policy to promote joint development opportunities along the East Corridor where appropriate
- Prepare an Affordable Housing Creation and Preservation Strategy focused on creating and preserving affordable housing and promoting diverse, mixed-income housing options at each station along the East Corridor
- Continue collaboration among participants in the East Corridor Working Group



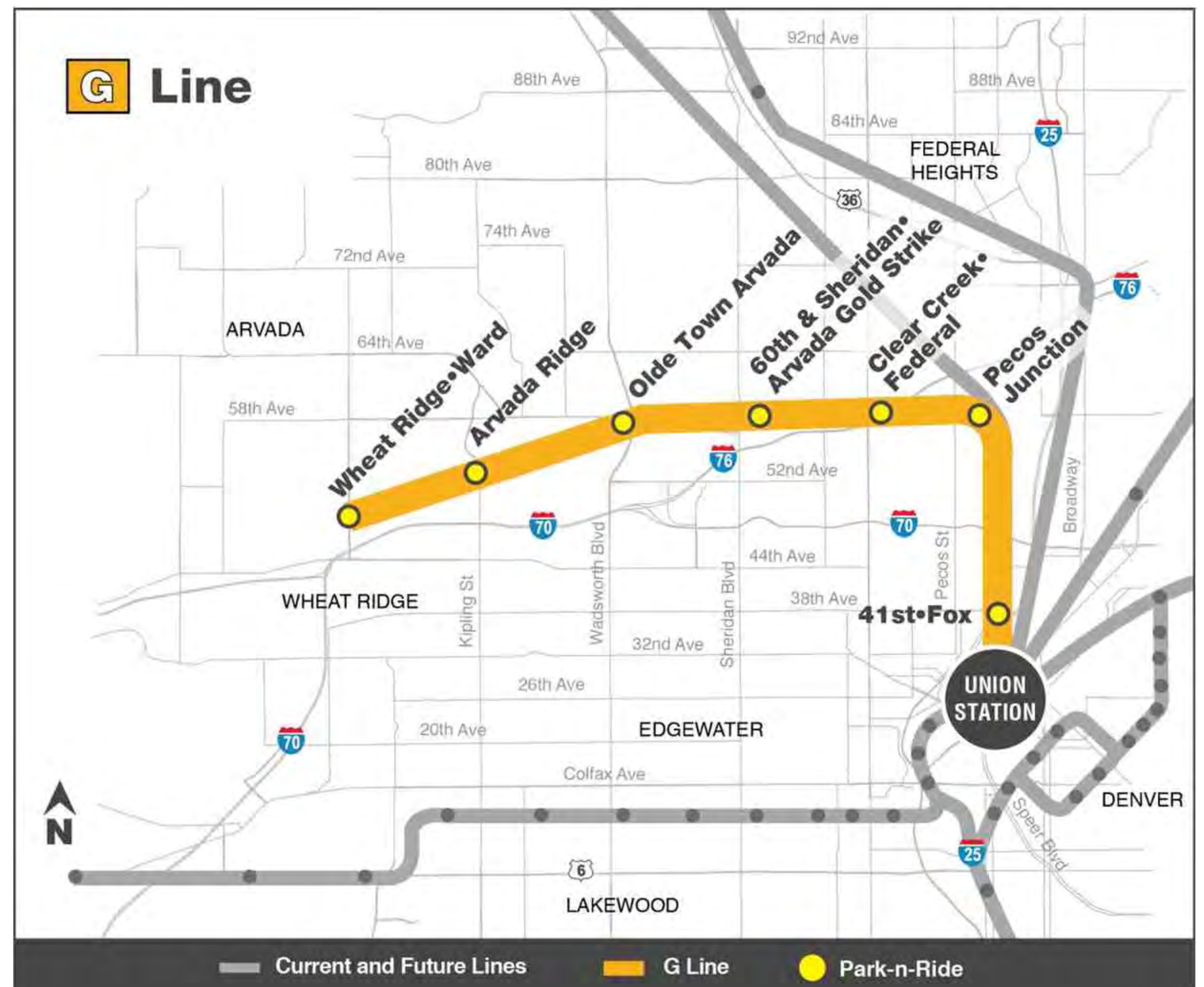
Gold Corridor Working Group

Gold Corridor Vision

The Gold Rail Line Corridor connects unique and historic transit-centered communities with a range of housing choices and easy access to job centers, recreation, educational and development opportunities. Served by diverse transportation modes for a wide range of socio-economic populations, the Gold Line Corridor supports active, healthy and sustainable lifestyles.

Gold Corridor Goals

- Improve connectivity to the stations and between transit service lines to provide safe, easy multimodal access for people of all ages and abilities.
- Create and preserve a range of quality housing choices throughout the corridor for new and existing neighborhoods and residents of all incomes, age groups and abilities.
- Identify, attract, sustain and expand a diverse and unique economic base of jobs along the corridor.
- Leverage public investment to attract private development along the corridor and create unique places.
- Attract and enhance access to amenities and services such as education, family and health services, and healthy food options.
- Provide and enhance access to parks, open space, recreation and community building opportunities along the corridor.
- Promote denser development near the stations to conserve resources and reduce the combined costs of transportation and housing.





Gold Corridor Working Group

Gold Corridor Recommendations

These recommendations reflect the suggested priorities of the CWG based on the outcome of all activities undertaken as part of the corridor planning process including the Corridor Profile, stakeholder engagement efforts, and the outcomes of the Catalytic Project and technical assistance studies, as well as the expertise and experience of all the CWG members. The recommendations propose next steps for collaboration by the jurisdictions and other key partners in the corridor to continue work begun under the SCI grant and achieve the opportunities opened up by the buildout of the transit system.

- Collaborate on strategies to create and expand primary jobs along the Gold Line corridor
- Implement the Affordable Housing Creation and Preservation Strategy focused on creating and preserving affordable housing and promoting diverse, mixed-income housing options at each station along the Gold Line Corridor
- Collaborate on strategies to address first-and final-mile connections
- Convene a Gold Corridor Healthy Living Coalition to address healthy food and health care access. With so many cities and counties along the Gold Line, a health coalition can help maximize scarce resources and promote cooperation on healthy community design across jurisdictions in a politically neutral setting
- Collaborate on locating needed community services at or near station areas
- Develop and implement a Gold Corridor Marketing Strategy based on the Gold Corridor Market Readiness Study to enhance visibility and attractiveness of the Gold Corridor to visitors, residents, business owners and developers

All jurisdictions within the Gold Corridor agree continued communication and coordination is integral to the success of the corridor as a whole. Using the Gold CWG as an initial framework, an inter-jurisdictional working group should be formed and work toward the best means by which to achieve shared goals including informal partnership, 501(c)(3), etc. This newly-formed entity should consider the following next steps to achieve its goals. Work could include prioritization based on type of group formed, goals, funding and timing.



Northwest Corridor Working Group

Northwest Corridor Vision

The Northwest Corridor is an example of how multiple modes of transportation can connect a region and support the development of transit-oriented communities. The multimodal corridor not only links Denver and Boulder, but more so connects all communities in between to major employment, education recreation and housing choices by a variety of transportation options. The corridor strives to be a model of innovation and creativity while promoting sustainable practices focused on economic development, environmental conservation, and social equity. With stunning views of the Flatirons, a strong local economy and a diverse mix of housing choices for a broad demographic, the Northwest Corridor is truly unique.

Northwest Corridor Goals

- Maintain a unique identity for the corridor that highlights the long-term commitment to Northwest Rail while featuring US 36 BRT.
- Provide and enhance access to employment centers, schools, educational institutions, retail, parks, open space, recreation and community resources for all populations along the corridor and throughout the region by improving mobility options and infrastructure.
- Support strong first- and final-mile connections to and from the stations and transportation systems; with an additional focus on connectivity between systems and transportation facilities.
- Promote transit-oriented development (TOD) near the stations that incorporates high-density/mixed-use development to improve walkability and bicycle accessibility with the goal to conserve resources, accommodate affordable housing choices and reduce the combined costs of transportation and housing.
- Preserve and enhance a range of quality housing choices for residents throughout the corridor that are responsive to the corridor's existing and anticipated demographics and needs.
- Encourage economic development and attract private investment around the stations.
- Continue to foster a strong sense of collaboration and equity among the Northwest Corridor communities. Collaboration is especially important to seek funding as a region for the implementation of corridor improvements.
- Sustainably develop the corridor in a manner that protects or improves the economic, social and natural environments.
- Support the development of integrated transportation, land use and parking demand strategies.
- Preserve the stunning views of the Flatirons and the Front Range.



Northwest Corridor Working Group

Northwest Corridor Recommendations

These recommendations reflect the suggested priorities of the CWG based on the outcome of all activities undertaken as part of the corridor planning process including the Corridor Profile, stakeholder engagement efforts, and the outcomes of the Catalytic Project and technical assistance studies, as well as the expertise and experience of all the CWG members. The recommendations propose next steps for collaboration by the jurisdictions and other key partners in the corridor to continue work begun under the SCI grant and achieve the opportunities opened up by the buildout of the transit system.

- Implement the recommendations from the First- and Final-Mile Study and Northwest Corridor Bicycle/Pedestrian Accessibility Study (Near-term)
- Create US 36 Metro District to catalyze development and necessary improvements in the corridor (Near-term)
- Conduct planning for the implementation of a bicycle-sharing system (Near- to Mid-term)
- Develop a funding program for non-transportation infrastructure needs (Mid-term)
- Conduct a Corridor-wide Market Study (Mid- to Long-term)
- Understand lessons learned and outcomes from corridor housing studies/projects for applicability in other areas throughout the corridor to meet affordable housing needs (Mid- to Long-term)
- Continue to collaborate in implementing identified recommendations to achieve the corridor vision and goals



Corridor Catalytic Projects & Technical Assistance Studies

Catalytic Projects

The Catalytic Projects involved detailed pre-development planning intended to encourage new development and/or redevelopment at a specific site that offers the potential for transformational change. The long-term desired outcome of Catalytic Projects is the creation of tangible, proven models for effectively and efficiently achieving economic, housing, transportation, and environmental objectives at the site-level. Based on the existing conditions, market potential, needs assessment, station area typology and associated implementation strategies, the Corridor Working Groups (CWG) identified several sites as potential catalytic projects. The CWG then set up a process for selecting one specific catalytic project to receive grant funding, with input from the stakeholder committee. The CWG also developed a statement of work, conducted a process for selecting a consultant to perform the identified tasks, and provided guidance on the project.

The CWG considered the following criteria when selecting catalytic projects:

- Furtherance of Metro Vision goals
- Addresses multiple Federal Livability Principles
- Replicability
- Potential for additional regional benefits
- Viability – technical and financial
- Inclusive grassroots resident leadership (existing or potential)
- Likelihood of spurring additional private-sector development
- Other criteria to be determined by the CWG

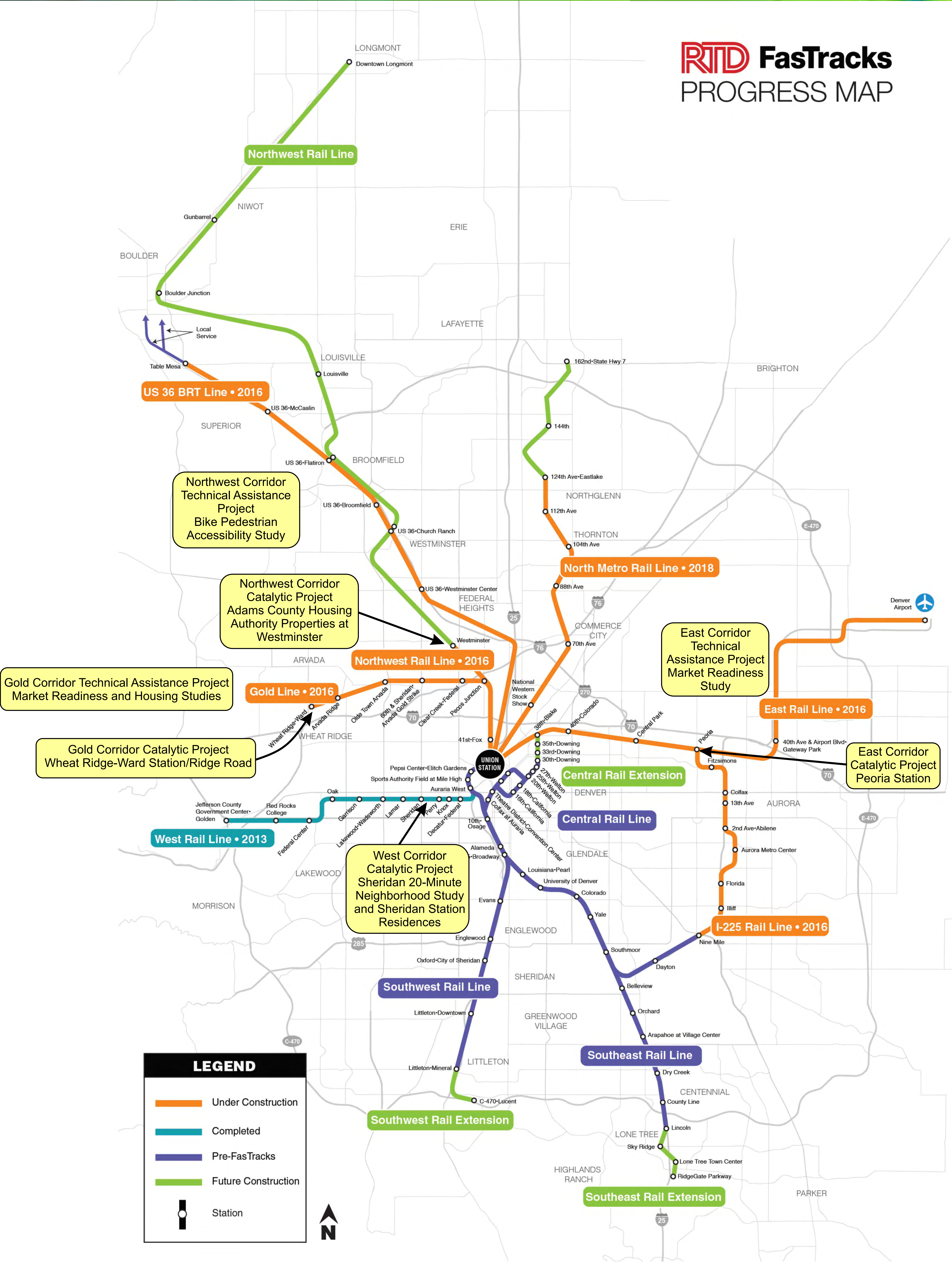
Technical Assistance Projects

In addition to the Catalytic Project, the CWG received funds to conduct a study of a corridor-wide need, opportunity, challenge, or development strategy. This study could incorporate several topics including housing opportunity, economic development and resilience, public health and active living, and transit accessibility. The selection and contract management processes for a consultant to conduct work related to the identified technical assistance topic was identical to that described above for the Catalytic Project.

Denver Region Sustainable Communities Initiative



RTD **FasTracks** PROGRESS MAP





East Corridor Catalytic Project Peoria Station

Worked to catalyze investment and transform the area to a more transit-oriented and supportive development pattern.



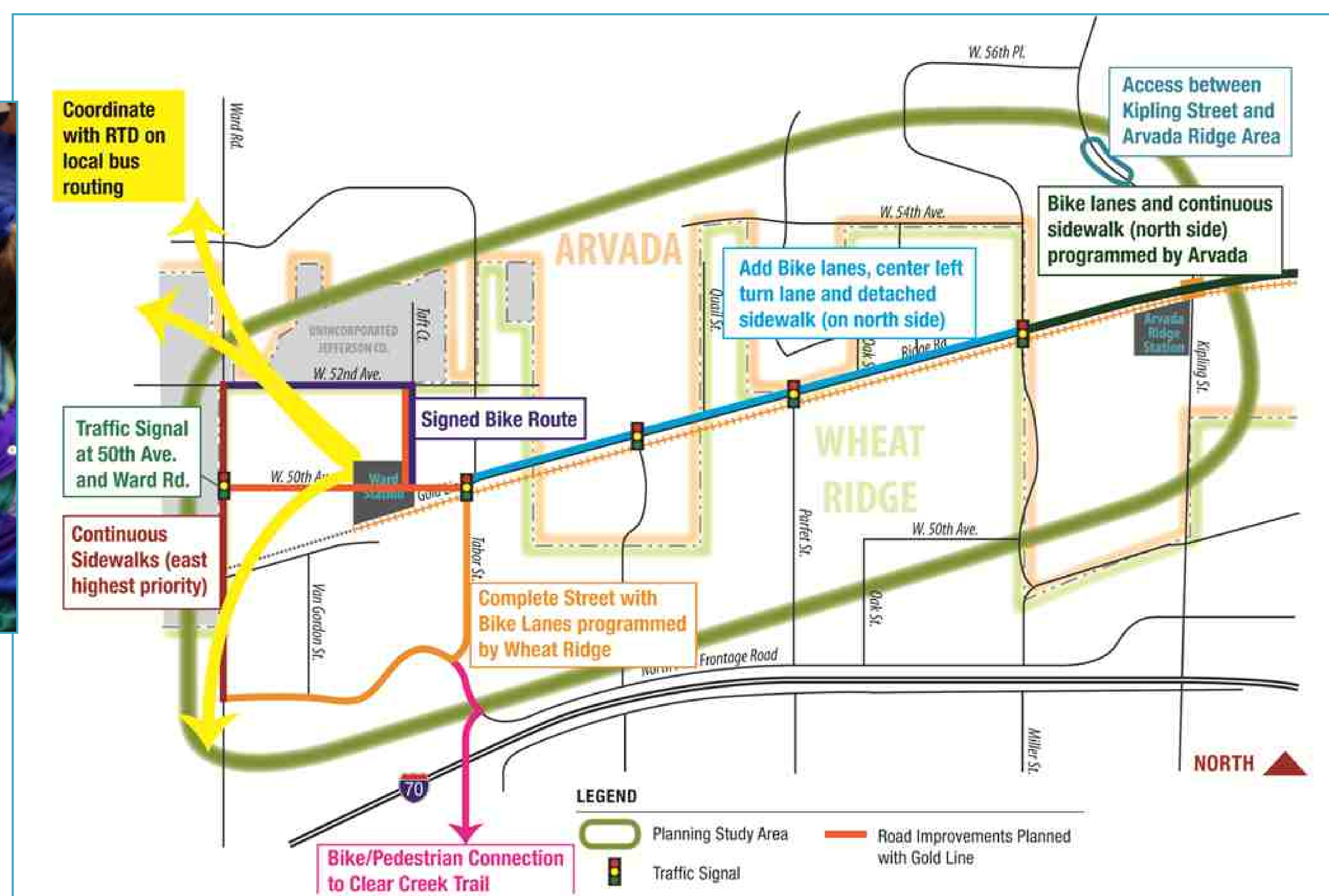
Key Outcomes

- Catalyzing this station could provide economic vitality, enhanced livability, a strong sense of place, and a recognizable identity for the community.
- The project generated a development plan for 5.5 acres of Aurora Housing Authority (AHA) land within one-half mile of the station. This plan was presented to the AHA Board of Directors, which provided approval to move forward with a design-build RFP that incorporates modest areas of retail and community service elements that were not initially anticipated.
- Numerous strategies developed through the parking strategies analysis/tool kit can meet potential shifts in parking demand along the corridor while providing TOD development opportunities.
- The current market does not support additional residential development in the station area (TOD development). The primary development is anticipated to be continued industrial and light industrial uses and new commercial with potential future adaptive redevelopment.
- Fully leveraging the significant increase in transit connectivity to the region will require the participation and key actions by a variety of stakeholders including the jurisdictions and RTD.



Gold Corridor Catalytic Project Wheat Ridge • Ward Station/Ridge Road

Provided multimodal connections between the Ward Station and the surrounding major arterial streets, and identifying future improvements to Ridge Road between Miller Street and Tabor Street.



Key Outcomes

- Ridge Road has great potential as a key access for the Ward Station and a connector between the Ward and Arvada Ridge Stations. Improvements have been identified that would provide a complete street in the short-term, with on-street bike lanes, continuous sidewalks on the north side of the street and some of the ultimately desirable turn lanes with only very limited additional right-of-way needed.
- Several additional improvements were identified that Wheat Ridge and Arvada plan to pursue to enhance multimodal access to the two transit stations and to help spur transit-oriented development, including:
 - Bike accommodations along Ridge Road, Tabor Street, 52nd Avenue, the North I-70 Frontage Road
 - Improved sidewalks on Ward Road, Lee Street (connecting to Red Rocks Community College), and the streets listed above
 - A traffic signal at Ward Road/50th Avenue
 - A traffic signal on Kipling Street north of the Gold Line underpass
 - Coordination with RTD on bus route modifications coinciding with the Gold Line opening



Northwest Corridor Catalytic Project Adams County Housing Authority Properties at Westminster

Redevelop the Adams County Housing Authority (ACHA) properties as mixed-income housing with a significant affordable housing component.



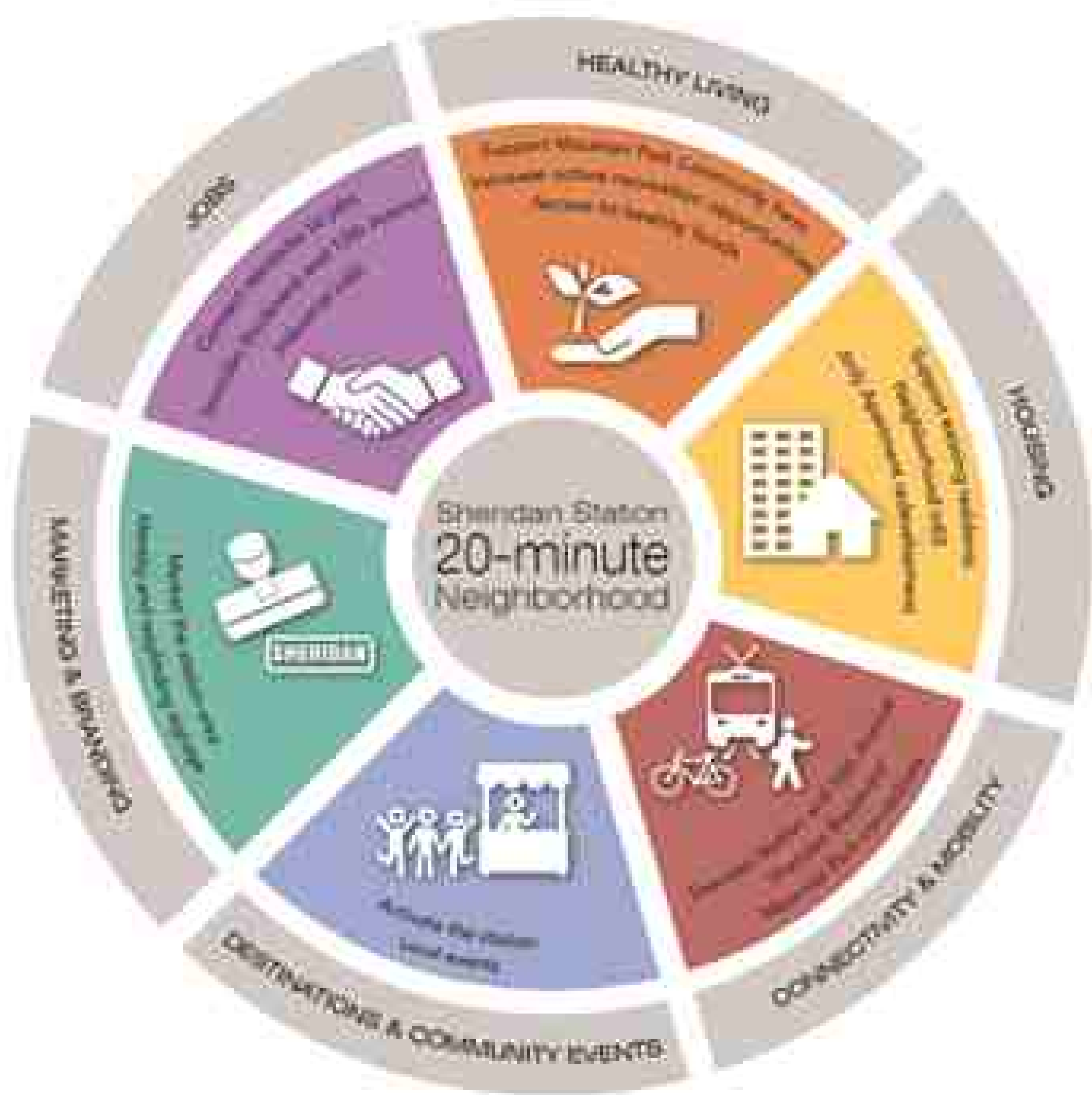
Key Outcomes

- Under the City of Westminster's draft Station Area Plan, the sites at Westminster Station provide a significant opportunity for developing affordable and market-rate housing in an urban neighborhood context.
- ACHA's site nearest the proposed City-owned garage, developed as affordable or affordable senior housing with a modest amount of ground floor retail space, provides an opportunity to catalyze new development around the station
- The technical review found no major obstacles for site development.
- As city plans transition from the planning stage to implementation they need the flexibility to adapt to economic and physical realities that may not have been anticipated in the process. Regular communication between all parties allows for these adjustments while the intent of the plan remains intact.
- The shared vision for the properties' full buildout may not be feasible for immediate implementation due to current market conditions, but can still progress in a reasonable manner by phasing the projects.
- To meet the vision of the local jurisdictions there is need to help drive the market by adopting proactive policies and programs that support TOD and associated development including zoning flexibility.



West Corridor Catalytic Project

The Sheridan Station 20-Minute Neighborhood Implementation Strategy builds upon the adopted Lakewood and Denver Sheridan Station area plans and takes them to the next level for implementation. The redevelopment of the existing Jody Apartment site near the station will open the way for the Sheridan Station Residences, which will provide 62 units of affordable housing.



Key Outcomes

- The Mountair Park Community Farm, created just blocks from the Sheridan Station, provides residents access to fresh, locally grown produce and serves as a gathering place for community festivals and educational events.
- Newly installed bike signage will guide bicyclists and pedestrians between the Sheridan Station, Mountair Park and the West Line bike trail.
- An RTD utility box at the Sheridan Station was wrapped with art depicting the 20-Minute Neighborhood concepts and brand.
- The plan calls for sidewalks on the west side of Sheridan Boulevard between 6th and 9th Avenues to increase accessibility and pedestrian safety.
- Sheridan Station Residences is intended to be the first of four apartment properties or mixed-use properties in a 3-acre master planned community at this light rail station.
- Partners will develop and operate the first two phases of the master planned community, based on schematic design drawings and 50% design development drawings created using grant funds.



East Corridor Technical Assistance Project Market Readiness Study

Expand economic development along the Corridor to benefit the metro Denver region, the cities of Denver and Aurora, and to increase access to jobs and opportunity for Corridor residents.



Key Outcomes

- Given the existing framework, the East Line can be one of the best airport-to-downtown transit connections in the U.S., giving metro Denver increased exposure to business and tourists through their positive experience.
- The East Corridor generally lags metro Denver in key economic and socioeconomic health metrics, although some areas are changing rapidly. Gaps in community development assets and infrastructure barriers contribute to lagging economic vitality and the need for economic and community development.
- While there are expected to be corridor-wide and regional benefits with the opening of the East Line, its effects on station area land use, real estate development, and economic opportunity are highly variable and station-specific given the variety of land uses and market conditions present.
- Affordable housing developers and interests are actively pursuing sites and projects along the Corridor to get ahead of rising property values.
- It would be beneficial to brand and market the corridor to attract new employers and retain/expand existing businesses.



Gold Corridor Technical Assistance Project Market Readiness Study

Assist the Gold Line Corridor communities by attracting new transit-oriented development and businesses to the Corridor, and connecting residents to these jobs and community services.



Key Outcomes

- There is existing demand for transit-oriented housing.
- Many station areas have vacant property or redevelopment opportunity sites.
- I-70, I-76, and I-25 provide directional automobile and trucking access enabling businesses to easily access customers and suppliers anywhere in metro Denver.
- The existing land use pattern for much of the corridor is predominantly industrial with larger building footprints and sites, uses that are not compatible with TOD.
- Key opportunity sites are generally outside the ½ mile radius of the station areas and require multimodal connectivity improvements.
- Essential services will not likely be provided at all station areas because of existing land uses, availability/cost of land, state of infrastructure, and timing considerations.
- Improved education/communication approaches may be needed to help developers think at a corridor-scale.
- TOD in the corridor and at some station areas may not occur in the short-term due to several existing issues.
- There are key opportunities for substantive partnerships with education, health and other institutions for maximizing development in the corridor.
- There is a need for greater coordination among jurisdictions on corridor-wide issues.
- The situation in the corridor is changing quickly requiring assessment and rapid action. Policies will need to be enacted to make sure that those who rely the most on transit access can afford to live near current and future transportation investments.



Gold Corridor Technical Assistance Project Housing Study

The Gold Corridor Housing Study was developed to address housing needs and opportunities along the Gold Line. The plan includes:

- Existing conditions and future demand with focus on existing affordable housing and pressures from new development.
- Opportunities that highlight potential development sites and ways to improve future accessibility between existing and future housing, amenities, and station areas.
- Evaluation mechanisms broken into Goals, Policies, Actions, and Measures.

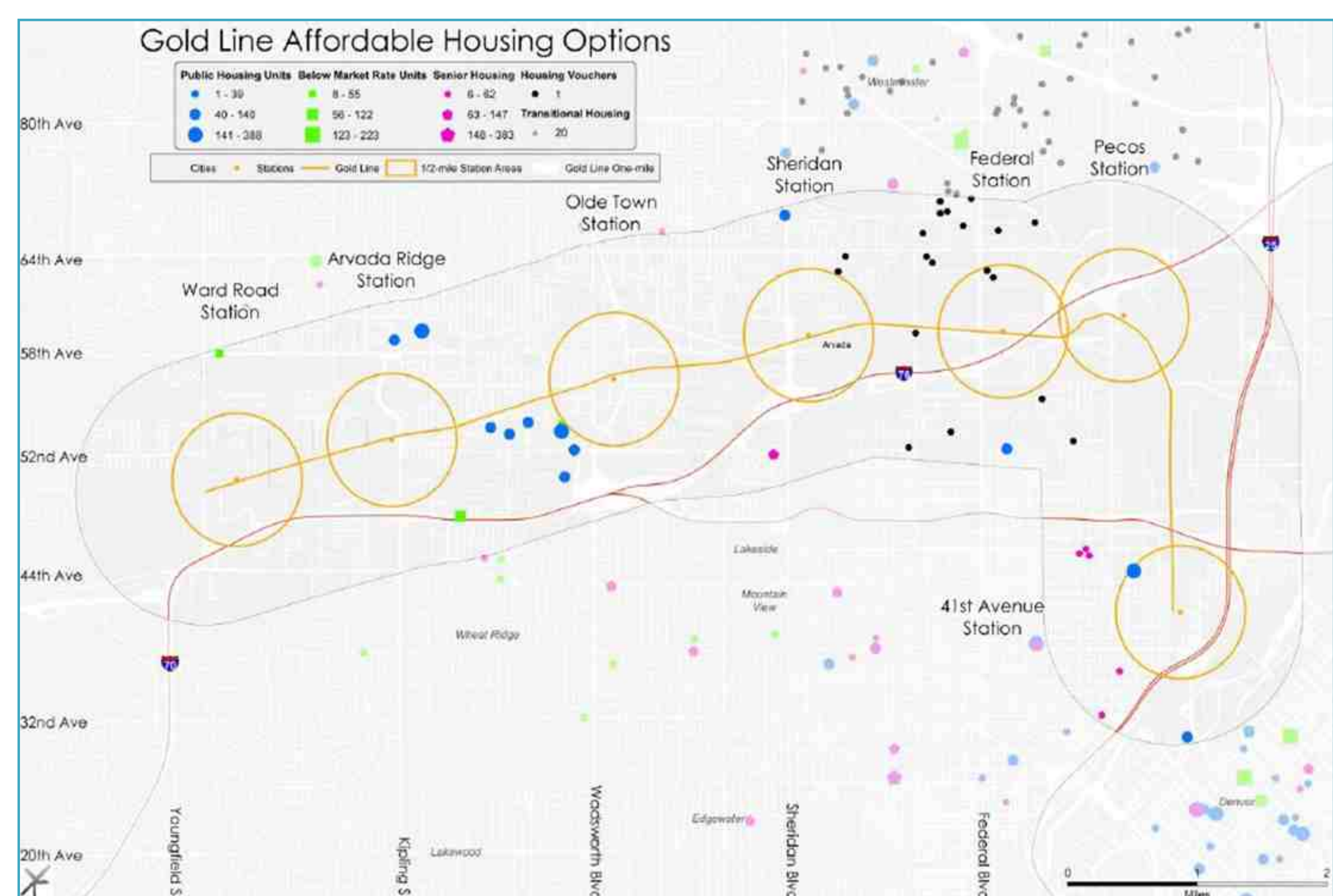
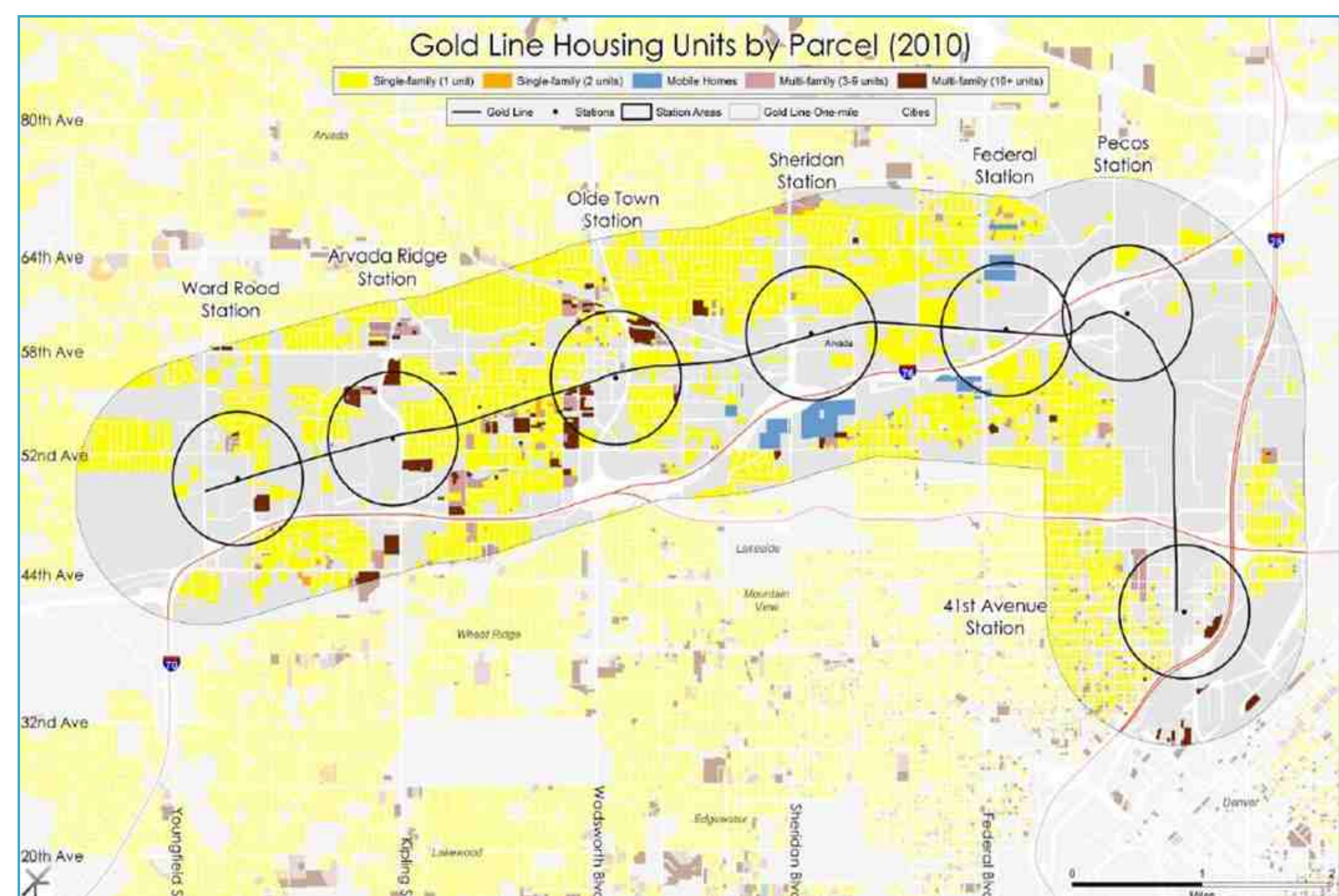
Overarching Goals

Land Use and Development Patterns: The Gold Corridor will focus growth within walkable, transit-oriented communities that maintain unique local character. Centers and station areas will continue to be a focus of housing and economic development.

Housing: The housing stock will be preserved, improved, and expanded to provide a range of housing types and choices to all people. An adequate supply of housing within transit station areas and adjacent communities, with good access to jobs and services, will be provided to support job creation and economic growth.

Mobility & Accessibility: The Gold Corridor will have clean, seamless, and highly efficient multimodal transportation that supports housing and jobs in transit communities, promotes economic and environmental vitality, and contributes to better public health.

Environment Goal: The Gold Corridor will care for the environment by protecting and restoring natural systems, conserving habitat, improving water quality, reducing greenhouse gas emissions and air pollutants, and addressing potential climate change impacts.





Northwest Corridor Technical Assistance Project Bike Pedestrian Accessibility Study

Enhance bicycle and pedestrian access and mobility within the first and last mile of new transit stations.



Key Outcomes

- CWG members supported a single option as the preferred design for corridor branding and way-finding because it is simple and legible, and provides a sense of place
- The placement and design of signage outside the station area will be determined by the individual jurisdiction.
- The bike and pedestrian station connections identified through this report are intended to be “easy win” projects that can be implemented quickly due to their relatively low cost and low level of controversy or complexity.
- As facilities transition to BRT Stations, it is important to provide high-quality and secure bicycle parking to complement, and potentially replace, some share of existing bicycle parking. The Boulder County Bus-Then-Bike shelters were the basis for the designs.
- For the Northwest Corridor, bicycle share would be primarily intended to complement and extend the reach of transit, support commuting trips, grow bicycling in the corridor, and support economic development. Recommendations for bicycle share are made on a station-by-station basis, not on a corridor-wide basis. Initially there is an emphasis on employer bicycle-share strategies.



Outcomes Assessment and Knowledge Sharing (OAKS)

A key goal of SCI and transit-oriented development is to bring riders to stations by having station areas meet the needs of the riders

Tasks

1. Document conditions and outcomes along existing corridors (Central, Southwest, Southeast, and West) and at stations along the lines
2. Identify issues, concerns, opportunities and challenges in these corridors in the four key areas: housing, transit access, economic development and workforce, and station area site development
3. Assess best practices, tools and metrics used in other urban regions to promote transit-oriented communities
4. Develop recommendations, including implementation actions and evaluation measures



Themes

Housing: More people living near transit

Accessibility: More people can easily get to transit

Jobs & Economic Development: More people working near transit

Site development: Attractive, convenient, healthy, mixed-use places that meet the needs of people



OAKS Key Findings

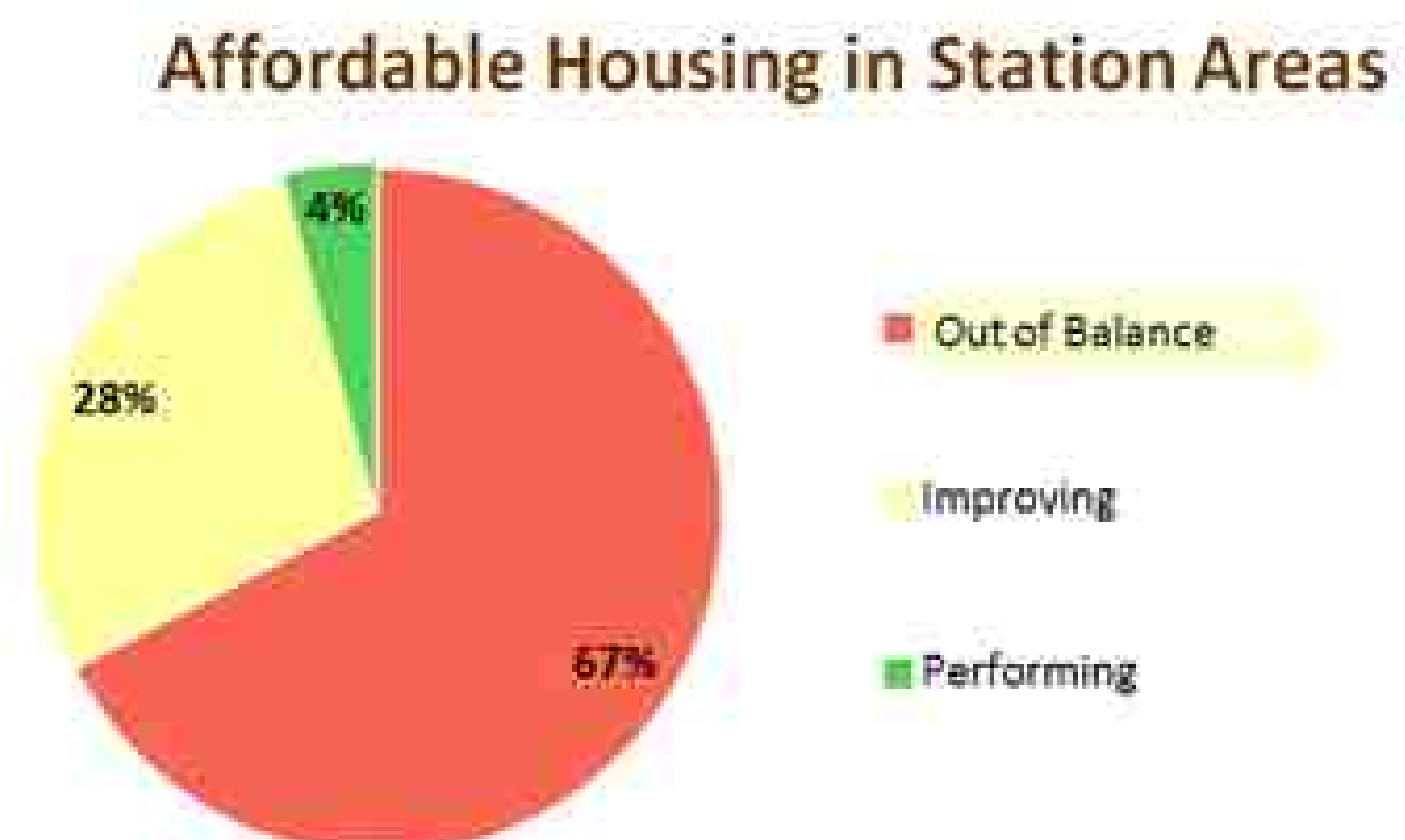
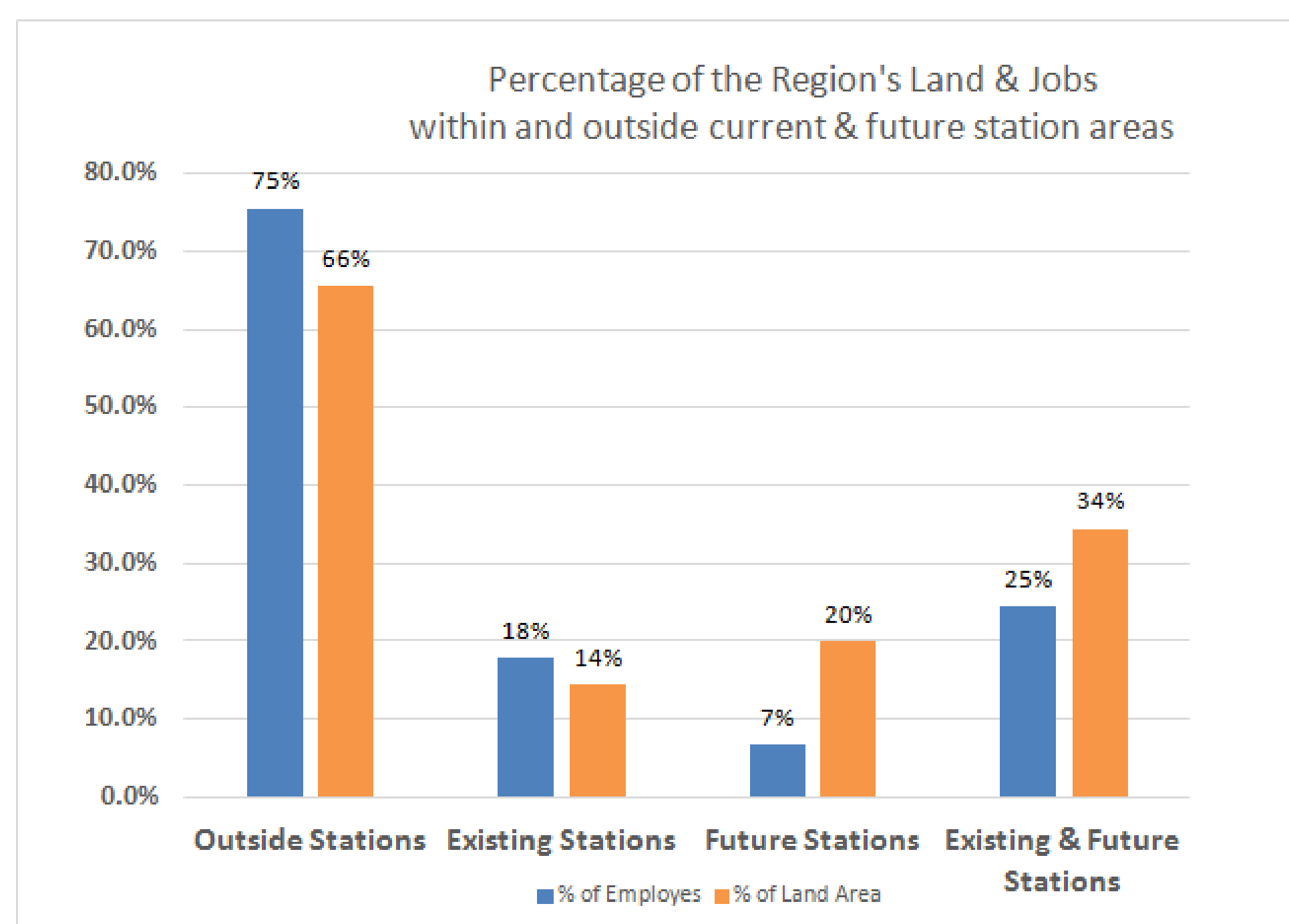
Overall Findings

- Collaboration and partnerships are key
- Integrate planning in station areas | housing + accessibility + economic development + environmental planning + health + design
- Establish a process to acquire real estate
- Addressing housing requires a regional approach
- Education and outreach are key to getting public support and leveraging investment

Corridor-by-Corridor Analysis

45 Station Area Evaluations | Central, Southwest, Southeast, West lines

- Existing and future station areas represent 34% of region's urban area (14% currently), 5% of current population, and 25% of existing jobs
- Affordable housing under stress and little being built | currently a regional shortage of more than 58,000 units
- Current built environment in most station areas remains auto-centric | station areas vary in how walkable they are
- Planning for transit-oriented development is inconsistent
- Nearly ½ of the existing station areas have densities lower than what is needed to support rail transit



Interviews

65 total | planners, elected officials, financiers, developers, community leaders, housing advocates

- Managing parking in station areas is needed
- More investment is needed in sidewalks, bicycle facilities, and transforming roads into complete streets
- Designated urban centers and station areas sometimes match up, but not always | there are too many urban centers in Metro Vision
- RTD's fare structure is a barrier to attracting new riders
- Local jurisdictions need additional technical assistance and tools for transit-oriented development

Case Studies

Dallas | Portland | San Diego



College of Architecture and Planning
UNIVERSITY OF COLORADO DENVER



OAKS Recommendations

Housing

- Enhance Funding for Housing
- Expand Real Estate Acquisition
- Integrate Changing Demographics into Planning
- Develop a Regional Approach to Housing



Accessibility



- Prioritize First- and Final-Mile Connections
- Reduce Fare Rates as an Obstacle to Ridership
- Manage Parking in Station Areas

Jobs and Economic Development

- Market Transit-Oriented Communities as Economic Catalysts



Site Development



- Streamline Development Review
- Leverage Funding for Necessary Infrastructure

General

- Embrace Collaboration as a Foundation for Success
- Clarify Relationship between Urban Centers and Station Areas
- Develop and Make Available Best Practices & Tools
- Monitor Investment and Development
- Plan for Station Areas as Complete Communities
- Adopt Holistic, Integrated Planning Approach
- Integrate Adjacent Neighborhoods in Station Area Planning
- Expand Education, Outreach and Community Engagement
- Plan Future Corridors



Stakeholder Engagement

Goals

- Engage all relevant constituencies – people who have a stake in the process and who may be impacted by the outcome
- Equip community members with the tools and knowledge they need to effectively participate in the planning process
- Integrate stakeholder engagement with all proposed planning and implementation activities to ensure that stakeholders have meaningful opportunities to influence the outcomes of these activities
- Create long-term capacity for continued engagement at the regional, corridor and catalytic project-level scale
- Effectively and meaningfully engage communities typically underrepresented in planning processes, including low-income families, people with limited English proficiency, and communities of color

Corridor Stakeholder Committees (CSC)

To ensure all constituents with a stake in the outcome were engaged in the corridor planning process, each Corridor Working Group received input from the CSC. Each CSC was comprised of community leaders representing residential and business interests from communities in the corridor. While stakeholder engagement in each SCI corridor (East, Gold and Northwest) provided unique input to the planning process, some concerns were universal. These included:

- First- and last-mile connectivity
 - o Bicycle
 - o Pedestrian
 - o Bus
- Access to opportunities
 - o Transit
 - o Employment
 - o Housing

Citizens Advisory Committee (CAC)

The CAC served in an advisory role to the Metro Vision Planning Advisory Committee on the most efficient ways to involve residents in the Metro Vision update planning process. The committee met between April 2013 and December 2014 and discussed topics including housing, economic vitality, community health and wellness, and infill development.

Communications

Staff began sending out OUR Shared Vision monthly newsletter in October 2012 to keep stakeholders apprised of SCI grant and Metro Vision update activities. The OUR Shared Vision civic engagement website using the MindMixer platform launched in November 2013 providing a forum for community members to share ideas.





Corridor Stakeholder Engagement Team

PlaceMatters

PlaceMatters is a Denver-based non-profit think tank for civic engagement and process in planning whose work creates opportunities for informed, inclusive decision making in the planning of vibrant cities and communities. Placematters' activities for SCI included:

- Conducted stakeholder interviews with municipal staff and community leaders who had been involved in previous planning efforts in the corridor including station area planning
- Provided recommendations that supported process design, activities and tools for the stakeholder committees
- Helped design a large-scale interactive public forum for each corridor and synthesized feedback received
- Provided training to stakeholders on engagement tools such as WALKscope and the Denver Regional Equity Atlas



The Denver Foundation

Colorado's oldest and largest community foundation, the Denver Foundation inspires people and mobilizes resources to strengthen the community. Complementing the efforts of FRESC, the Denver Foundation committed funding for small grants to emerging resident leaders and technical assistance to resident leaders in low-income areas involved in station-area or corridor-level decision-making. This funding supported the provision of food, childcare, translated materials and interpretation services at stakeholder meetings and other engagement events.



THE DENVER FOUNDATION



Corridor Stakeholder Engagement Team

FRESC: Good Jobs Strong Communities

FRESC is a nonprofit organization with expertise in grassroots community organizing. FRESC community organizers played a pivotal role in recruiting, building capacity, and effectively and meaningfully engaging traditionally underrepresented populations. FRESC supported the following SCI stakeholder engagement activities:



- Providing food, childcare, translated materials and interpretation services at stakeholder meetings and other engagement events
- Conducting door-knocking to inform and engage residents in station areas about issues related to transit
- Recruiting and mobilizing diverse constituents to actively participate in planning and decision-making process
- Training grassroots leaders to advocate in advisory community meetings for relevant community and regional outcomes such as affordable housing, job standards, healthy living, and access to transit
- Conducting one-on-one education and quarterly training to help people understand the links between local and regional issues impacting these populations, including housing, public health, transit, jobs, training and economic development.

Transit Alliance

Transit Alliance is a public-advocacy organization that works to enhance communities' and people's lives by supporting transit, active transportation and increased mobility to cultivate a healthy, resilient and more sustainable lifestyle. Transit Alliance conducted the following activities under the SCI grant:

- Modified and conducted its successful regional Citizens' Academy for each of the corridors
- Worked with DRCOG staff and other members of the SCI Stakeholder Engagement team to integrate additional elements into the program for its regional Citizens' Academy, including how transit can increase opportunities for all members of the community.

