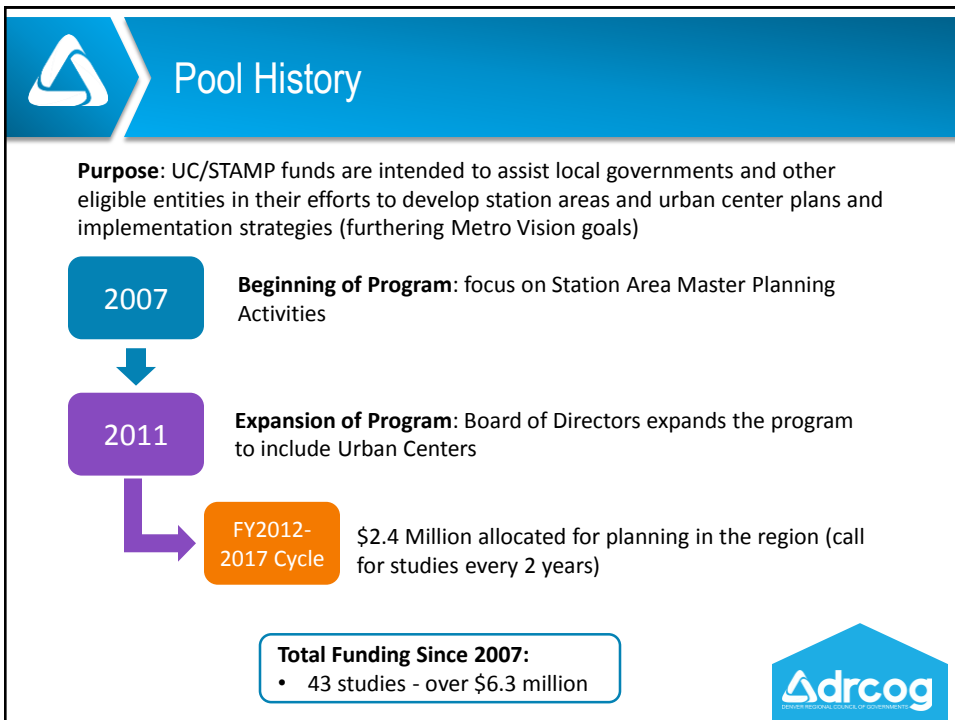




Presented by:  
**Derrick Webb, AICP**  
Regional Planning and  
Development

# Urban Center/Station Area Master Planning Grants

TIP Policy Work Group Presentation  
April 24, 2017



## Pool History

**Purpose:** UC/STAMP funds are intended to assist local governments and other eligible entities in their efforts to develop station areas and urban center plans and implementation strategies (furthering Metro Vision goals)


**2007** **Beginning of Program:** focus on Station Area Master Planning Activities

**2011** **Expansion of Program:** Board of Directors expands the program to include Urban Centers

**FY2012-2017 Cycle** \$2.4 Million allocated for planning in the region (call for studies every 2 years)

**Total Funding Since 2007:**


- 43 studies - over \$6.3 million







## UC/STAMP related performance measures in Metro Vision

| Measure  | Where are we today?<br>(Baseline) | Where do we want to be?<br>(2040 Target) |
|--|-----------------------------------|--|
| Share of the region's housing and employment located in urban centers    | Housing: 10 percent (2014)        | Housing: 25 percent                      |
|  | Employment: 36.3 percent (2014)   | Employment: 50 percent                   |
| Share of the region's housing and employment near high-frequency transit | Housing: 29.7 percent (2014)      | 35.0 percent                             |
|  | Employment: 48.4 percent (2014)   | 60.0 percent                             |



## Types of Studies

- Urban Center Study or Station Area Master Plan:**
  - Should include stakeholder engagement, placemaking, action plans and implementation strategies, and assessments and impact investigations
- Next Step Studies** (*identified in an existing UC/STAMP or similar effort*):
  - Planning activities related to transportation infrastructure
  - Examples: Parking assessment and management studies; Access management plans; Corridor redevelopment strategies, etc...
- Corridor-wide Studies** (*must involve all local jurisdictions and stakeholders*):
  - Studies that aim to maximize multimodal connectivity within transit corridors and at individual UC/STAMP areas along the corridor
  - Efforts to create corridor-wide implementation strategies
- Area Planning and Implementation Activities:**
  - Examples: Regional multi-use trail feasibility and alignment study; roadway corridor revitalization plans, strategies and design standards; and bike amenities and share programs

## FY16/17 Studies - \$1.2 Million Available


**Approved Funding: FY16-17 Station Area Master Plan/Urban Centers Studies Set-Aside**


| Study  | Sponsor                   | FY16      |          | FY17      |          |
|--|---------------------------|-----------|----------|-----------|----------|
|  |                           | Federal   | Local    | Federal   | Local    |
| Northwest Corridor Bicycle and Pedestrian Final Wayfinding Plans and Signage Design            | 36 Commuting Solutions    | \$150,000 | \$37,500 |           |          |
| Gold Line Kipling Ridge Station  | City of Arvada            | \$80,000  | \$20,000 |           |          |
| National Western Center Parking and Transportation Management Study                            | City and County of Denver | \$200,000 | \$50,000 |           |          |
| Multi-Station Plan and Mobility Study: Colorado and University Stations                        | Transportation Solutions  | \$160,000 | \$40,000 |           |          |
| Aurora City Center Train/Traffic and Transportation Network Study                              | City of Aurora            |           |          | \$200,000 | \$50,000 |
| Main Street Corridor Plan  | City of Longmont          |           |          | \$200,000 | \$50,000 |
| SH 7 Arterial BRT Station Design, Multimodal Station Connectivity Recs. and Right-of-Way Needs | Boulder County            |           |          | \$160,000 | \$40,000 |
| North Capitol Hill/Cheesman/Capitol Hill/Colfax Urban Center Neighborhood Plan                 | City and County of Denver |           |          | \$50,000  | \$12,500 |

**Studies Not Selected for Funding**

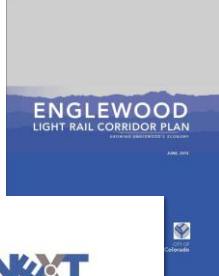
| Study                                    | Sponsor            | Federal   | Local    |
|--|--------------------|-----------|----------|
| Parking Structure Study                  | City of Louisville | \$76,000  | \$19,000 |
| Light Rail Corridor NSS II               | City of Englewood  | \$200,000 | \$50,000 |
| Light Rail Corridor NSS III              | City of Englewood  | \$100,000 | \$25,000 |
| UC Parking Implementation Strategic Plan | Town of Parker     | \$72,000  | \$18,000 |
| Arapahoe UC NSS                          | City of Centennial | \$150,000 | \$37,500 |
| First/Final Mile Strategic Plan          | RTD                | \$200,000 | \$50,000 |
| North Thornton/Hwy 7 TOD Master Plan     | Thornton           | \$160,000 | \$40,000 |

**Total Requested: \$2,158,000**






## Community Example – Englewood, CO



**ENGLEWOOD**  
LIGHT RAIL CORRIDOR PLAN  
JUNE 2013



**NEXT**  
LIGHT RAIL CORRIDOR  
NEXT STEPS  
A T O G O

**Prepared for:**  
City of Englewood  
1000 Broadway, Suite 1000  
Englewood, CO 80110



**Prepared by:**  
Adrcog  
1000 Broadway, Suite 1000  
Englewood, CO 80110

**2013 UC/STAMP – Original Study**

- Established guidelines for unified, high-quality development around stations
- Identified the functions, character, uses, and design elements and infrastructure needed to maximize connectivity in (and beyond) study area

**2015 UC/STAMP - Next Steps Study**

- Coordinated planning effort between Englewood and Sheridan to improve community-wide access to the stations...
- Evaluate previously proposed multi-modal transportation projects
- Identified complementary improvements to enhance connectivity, in addition to those previously recommended


## Urban Center Survey and Analysis 2013-2014

**2013 Survey (Responses from 84 urban centers)**

- Many weathered the recession well compared to other areas within communities
- Centers as considered successful, but also see potential for additional positive outcomes
- Long-term commitment is critical (political will and staff attention)
- Infrastructure improvements are key to attracting housing and employment

**2014 Analysis (Building off 2013 regional scenario analysis)**

- Urban Centers are successful because of multiple factors that work together to create a transit-friendly and/or walkable environment
- Transit alone can result modest improvements to travel behaviors, but the full complement of factors are needed to maximize results
- Urban Centers on the periphery may have positive design characteristics, but still not affecting overall travel behavior




## Peer regions with similar initiatives

|   |  |
|---|--|
|  <p>Chicago Metropolitan Agency for Planning</p>   | <p>Funding: FHA, FTA and IDOT<br/>           Studies/Projects: bike &amp; ped, downtown master plans, housing policy, neighborhood plans, HIA's, corridor plans, water conservations plans</p>   |
|  <p>ARC<br/>           ATLANTA REGIONAL COMMISSION<br/> <small>regional impact + local relevance</small></p> | <p>Funding: STP Metro<br/>           Studies/Projects: downtown district plan, bike share studies, plan updates, zoning updates, corridor visioning plans</p>  |
|  <p>Metropolitan Washington Council of Governments</p>   | <p>Funding: UPWP<br/>           Studies/Projects: bike/ped connectivity enhancements, solutions for growing activity centers, BID studies, policy guidance, design guidelines trail planning and design, TOD studies</p>                           |
|  <p>Metropolitan Transportation Commission</p>   | <p>Funding: STP, CMAQ<br/>           Studies/Projects: affordable housing &amp; commercial linkage studies, streetscape design, Safe Routes to Schools, priority development studies, climate initiatives, priority conservation area planning</p> |



## A few big picture observations...

- The region's urban centers and station areas remain priority growth areas in local plans and in Metro Vision
- The regional benefit of emphasizing growth and investments in these areas have been demonstrated over the past two decades
- Many stations and centers have received funding over the course of the pool, but they are also places that have continuously evolving planning and infrastructure needs
- Similar initiatives in other regions have made a more explicit link between studies and funding for needed infrastructure
- If there is support to retain this pool in the 2020-23 TIP the funding source should be changed to STP (from CMAQ)





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