

A banner for the Denver Region Sustainable Communities Initiative. It features a background image of a modern residential building and a park area with a paved path and trees. The text "Denver Region Sustainable Communities Initiative" is written in a white, cursive font across the top. Below the text, there are logos for SCI (Sustainable Communities Initiative) and DRCOG (Denver Regional Council of Governments) with the tagline "We make life better!".

Denver Region Sustainable Communities Initiative



West Corridor Working Group Corridor Vision, Goals and Recommendations for Implementation

The following information was provided in the *Connecting the West Corridor Communities:*

An Implementation Strategy for TOD along the Denver Region's West Corridor. Since this report was developed, the West Line Corridor Collaborative (WLCC) was formed as a 501(c)3 to implement the strategies. The report and current information about the WLCC is available at: <http://www.westlinecorridor.org>.

The SCI East, Gold and Northwest Rail/ Bus Rapid Transit Corridor Working Group process is modeled after the experience on the West Corridor. Each corridor has a unique vision, opportunities and barriers. This information is meant to serve as an example as each corridor develops its own Corridor Vision, Goals and Recommendations for Implementation.

West Corridor Vision

The West Corridor is a collection of dynamic, transit-centered communities with a range of housing choices and easy access to jobs, recreation, and educational opportunities. Served by diverse transportation modes and with neighborhood scale retail and services, the West Corridor will support active, healthy, and sustainable lifestyles.

West Corridor Goals

- Leverage market momentum by facilitating regional growth and demand closer to new transit stations.
- Enhance regional access for residents to important destinations, including employment centers, educational and medical campuses, healthy food opportunities, and cultural, retail, and entertainment destinations and districts.
- Preserve and enhance the supply of a range of housing choices.
- Reduce the combined costs of housing and transportation.
- Support walking and biking to stations and within station areas to enhance healthy living and sustainable communities.
- Serve as a model for how new transit investment can support TOD in the rest of the Denver metropolitan region.
- Identify resources of funding for planning and implementation activities.



West Corridor-Wide Recommendations for Implementation

Create a permanent West Corridor Collaborative. A formalized partnership will ensure regular meetings and a commitment to the implementation strategies. In addition, West Corridor Working Group participants should promote the WCWG process and technical work through attendance and presentations at regional and national conferences.

Engage new partners in the implementation activities of the West Corridor.

The West Corridor Working Group should establish a broader set of partners (such as RTD, DRCOG, ULI and the BIDs) to embrace the vision and actions to implement TOD in the corridor. There should also be a public process on corridor planning and information sharing that includes co-hosted corridor-wide workshops. Offering communities the opportunity to learn from nearby communities could help them understand how the light rail line will better connect them to community resources and opportunities.

Coordinate funding sources and development activities to promote TOD implementation within each city.

A wide range of actors are responsible for implementation, including a number of separate departments within each city (Planning, Public Works, Economic Development) and other governmental agencies such as RTD, DRCOG, the mayors' offices, city councils and county commissions. Establishing interdisciplinary staff teams – with involvement from corridor leadership – would help facilitate better coordination of limited resources and decisions related to development activities and approvals in the West Corridor. This group might support a streamlined development process for the corridor as well as track the public and private investments made in the corridor.

Create new implementation tools to support effective and sound decision-making on implementation activities within each jurisdiction.

WCWG should coordinate with the City of Wheat Ridge, which received a Smart Growth Implementation Assistance grant from the EPA to study infrastructure finance at transit stations. The EPA has hired a team of experts to analyze the infrastructure needs of the Ward Road station area on the Gold Line and come up with financing tools that will be applicable in other station areas in the Denver region's transit system. WCWG should also coordinate with other jurisdictions on the development of new tools and funding sources that will aid in project implementation, such as corridor-wide tax increment financing districts.

Develop a marketing and branding plan to promote the West Corridor.

A branding and marketing process would help create an identity for the West Corridor in order to generate interest among potential retail, commercial and residential developers, and to attract the public to the West Corridor as a place to live, work and play. A one-stop website for anyone interested in development, employment, retail or entertainment should be created.

Continue to work on bike and pedestrian connections in the corridor for the “last mile.” Explore joint funding opportunities to continue the system during the next DRCOG TIP cycle, future TIGER II funding and FTA discretionary dollars. Explore extending the B-Cycle program to Lakewood and look for sponsorship opportunities from Wadsworth businesses and RMCAD. Consider applying car-share programs in select station areas.

Convene an affordable housing strategy session for both preservation and new production. Work with WCWG partners and others involved with affordable housing in the region to develop a more detailed plan. The plan should examine the transition of some existing housing stock in all station areas from private



market ownership to another ownership structure that would permanently preserve affordable housing; identify targeted opportunities for additional new affordable housing production for three specific market niches: seniors, families with children, and students; evaluate possible strategies for expanding the Denver TOD Fund to the entire West Corridor; and evaluate various HUD programs to demonstrate ways that they could be modified to better support affordable housing near transit by adding proximity to transit in HUD's evaluation criteria.

Emphasize Colfax as the retail corridor in both cities. Continue to focus on Colfax as the retail corridor in both cities with strong physical and visual connections from the West Corridor stations to Colfax. Examine a multijurisdictional business improvement district (BID) and explore the creation of a linear urban renewal district for both jurisdictions.

