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# Community Policy Summaries

# Community Support Inventory

Questions 1-4 from FTA Capital Investment Grants (CIG)  
Program (New Starts/Small Starts/Core Capacity)

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## 1. Adams County

### Adams County Tier 2 Potential BRT Corridors

Potential Corridor	Location-Specific Policy Support
<b>State Highway 7</b>	<i>Imagine Adams County Transportation Plan</i> , 2012, identifies SH 7 for new routes around the North Metro Corridor.
<b>Sheridan Boulevard</b>	<i>Making Connections</i> 2016, identifies a BRT study from I-76 to US 36
<b>Federal Boulevard</b>	<i>Making Connections</i> 2016, identifies BRT Feasibility study
<b>Peoria Street</b>	N/A
<b>Havana Street</b>	N/A
<b>Chambers Road</b>	<i>Imagine Adams County Transportation Plan</i> , 2012, identifies Chambers Road for new routes around the East Corridor.
<b>North E-470</b>	<i>Imagine Adams County Transportation Plan</i> , 2012, identifies north E-470 for future transit corridor preservation.
<b>MLK/Green Valley Ranch</b>	N/A
<b>North I-25</b>	<i>Imagine Adams County Transportation Plan</i> , 2012, identifies north I-25 for providing incentives for alternative commute options during construction and for encouraging ridesharing and transit in managed lanes.
<b>120<sup>th</sup> Avenue</b>	N/A
<b>State Highway 2</b>	N/A

### References

Adams County. *Imagine Adams County Comprehensive Plan*. Adopted December 2012.

Adams County. *Imagine Adams County Transportation Plan*. Adopted December 2012.

Adams County. *Making Connections*. Adopted October 2016.

Adams County. *Development Standards and Regulations*. May 24, 2018.

Adams County. *County Balanced Housing Plan*. Adopted July 2018.

Adams County. *Transit Oriented Development and Rail Station Area Planning Guidelines*. July 2007.

Adams County. *The Federal Boulevard Framework Plan*. 2014.

Matrix Design Group, Ricker Cunningham, ALTA Planning + Design, and CRL Associates. 2014. *Federal Boulevard Framework Plan*. Final Draft. Prepared for Adams County Planning and Development Department. September 2.

# Community Support Inventory

Questions 1-4 from FTA Capital Investment Grants (CIG) Program (New Starts/Small Starts/Core Capacity)

## 1.1 Do **land use policies** promote transit supportive development?

*Imagine Adams County Comprehensive Plan, 2012*

**Policy 8.2: Encourage Sustainable Development Practices** – Encourage site development and building construction techniques that support sustainable use of the land and conservation of resources.

- Strategy 8.2.b. Compact Development – Encourage compact development near transit, employment and services, where possible, to allow for less dependence on automobiles and support for active travel demand management.

**Policy 14.6: Revitalize Existing Commercial Corridors** – Enhance the quality of existing commercial corridors along Federal Boulevard, Lowell Boulevard, Pecos Street, and Washington Street.

- Strategy 14.6.a. Commercial Development Standards – Add commercial development standards to the zoning and subdivision regulations to improve the visual appearance and quality of future development along major corridors in the southwest area and provide enhanced pedestrian and bicycle access from adjacent neighborhoods. Regulations should address, but not be limited to landscaping, streetscape requirements, sign controls, and access management standards.

**Policy 14.8: Support the Revitalization of Future Station Areas over time** – Support the redevelopment of the Clear Creek at Federal and Pecos Junction station areas consistent with the Clear Creek Valley TOD Plan.

- Strategy 14.8.a. Clear Creek at Federal Station – Support the creation of a new compact, mixed-use community that includes retail, employment, entertainment, and residences within walking distance of the transit station, consistent with the Clear Creek Valley TOD Plan.
- Strategy 14.8.c. Urban Center Designation – Continue to pursue the designation of both station areas as an urban center within DRCOG's Metro Vision planning efforts.
- Strategy 14.8.d. TOD Zoning – Develop a TOD zone district and development standards to support the mix of uses, development intensities, and character desired in both station areas. Apply the zone district and standards through rezoning request as well as through the PUD process as a foundation for more tailored standards.

**Policy 16.1: Preserve Development Opportunities** – Preserve future development opportunities associated with the E-470 highway in a manner that maintains and improves the quality of life for County residents, while enhancing economic opportunities.

- Strategy 16.1.d. Low Density Residential Development – Add provisions to County zoning regulations that restrict low density residential development within a specified distance from the E-470 proposed alignment in order to reduce the potential for land use conflicts, and to preserve future corridor-related development opportunities.

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## *Adams County Development Standards and Regulations, 2017*

### **3-27 Transit-Oriented Development District and Standards (TOD)**

Summary from *Federal Boulevard Framework Plan, 2014*

In January 2013 Adams County adopted detailed regulations for a TOD Zone District. The zoning designation applies to any property that is located within one-half mile of RTD FasTracks stations. The TOD District and Standards set forth in the regulations include a mix of uses such as multi-family residential, commercial and office. The lot sizes are dependent on the density for residential uses and the floor area ratio (FAR) for non-residential uses. The TOD standards notably provide more depth and description related to the form-based urban design including but not limited to the following:

- Street pattern, design and character
- Site layout and building/entrance orientation
- Common space design
- Architectural design, theme, massing and materials
- Parking locations and layout
- Multi-modal accommodations

## *Transit Oriented Development and Rail Station Area Planning Guidelines, 2007*

Transit Oriented Development (TOD) is a planning approach that calls for high-density, mixed-use business/residential neighborhood centers to be clustered around transit stations and corridors. Transit Oriented Development is designed to be served by transit rather than or in addition to the automobile. Networks of streets and multi-use paths are also created to provide a walkable and bikeable environment that is conducive to living, working, and shopping in the same area. TOD is focused within a one-half mile radius of transit stops, with the highest intensity and mix of land uses concentrated within one-quarter mile or adjacent to the station.

The Station Area designations provided in this document identify specific areas surrounding transit stations as a distinct type of place in Adams County. This designation applies generally to those areas within a five to fifteen minute walk, or one-half mile of a transit station. Actual boundaries will vary based upon the unique physical characteristics of each Station Area. Final boundaries will be determined through the development of Station Area Plans. To further define the form of TODs, a Station Area Core boundary will apply generally to those areas within one-quarter mile of a transit station. As with Station Area boundaries, actual boundaries of the Station Area Core will be determined through a Station Area planning process. Although the one-quarter mile boundary serves as a general guide, the highest intensity and greatest mix of uses will typically occur within a much more concentrated area immediately surrounding the transit station. These definitions, along with the Station Area designation, will ensure that the space surrounding transit stations are recognized as distinct planning areas, creating a clear frame of reference for the TOD policies and helping to guide future planning efforts for the Station Areas.

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In order to enhance the quality of transit corridors, certain measures need to be taken. New entitlements which do not meet the intent of this Comprehensive Plan Amendment will not be granted by the County in these areas until permanent Overlay District zoning is in place. This essential policy is necessary to discourage land use patterns that may preclude Transit Oriented Development and the promotion of the area as Adams County's Gateway.

## Planning in Context with Local Communities

**Policy:** Ensure that development patterns are compatible with both the established character of the county and the new framework provided in Station Area Plans..

### Strategies:

4. The County will discourage land use patterns in transit corridors and around transit stations that may preclude future Transit Oriented Development.

**Policy:** TOD should provide benefits to the local community. Through consultation with local communities, TOD should provide a range of supporting benefits for local communities including increased uses and services, a variety of housing, increased transportation options, and more walkable environments.

### Strategies:

2. New development in Station Areas should provide services and amenities needed by local communities. These might include new housing forms, safe places for social activities, outdoor recreation, retail and personal services.

3. Transitions between developed areas and new Station Areas should be provided.

## Infrastructure

**Policy:** Focus public infrastructure investments where development is most desirable to correct existing deficiencies and ensure capacity for high-intensity TOD.

### Strategies:

1. Ensure that adequate public facilities, including streets, drainage, pedestrian and bicycle amenities, are in place in advance of or can be completed concurrent with development in Station Areas.

2. Relocate or reconstruct existing facilities that are incompatible with desired Station Area development, such as utility sub-stations, abandoned freight rail spurs, overhead utility lines, or oversized streets or street layouts.

3. Coordinate capital improvement plans by the County, Metropolitan Districts and private developers to facilitate TOD development.

## Mix of Uses

**Policy:** Create an environment that meets a wide variety of needs within a compact space to increase transit use, extend hours of activity, and reduce traffic.

### Strategies:

# Community Support Inventory

Questions 1-4 from FTA Capital Investment Grants (CIG) Program (New Starts/Small Starts/Core Capacity)

1. Promote a mix of complementary and transit-supportive residential, employment, and retail uses within Station Areas.
2. Utilize a vertical mix of uses within the Station Area Core to facilitate higher development intensities.
3. Encourage the development of transit-supportive uses that provide a balance of service, entertainment, employment, and housing options that will make the Station Area a safe, inviting place to live, play and work.
4. Target uses towards an existing market demand within the context of the transit corridor and adjoining neighborhoods, rather than a pre-defined formula.
5. Concentrate mixed uses in centrally located, high-visibility areas.
6. Encourage active uses at the street level, such as shops and restaurants, where they can be easily viewed and accessed by pedestrians and transit patrons.
7. Facilitate the incorporation of public facilities, such as schools, libraries, government service centers, recreation centers, and police substations in the Station Area.

**Policy:** Discourage auto-oriented uses.

## Strategies

1. Discourage auto-oriented uses such as auto repair and service shops, “big box” retail, and drive-thru fast food within the Station Area.
2. Promote transit supportive design including smaller commercial footprints, reduced parking areas, and smaller building setbacks.
3. Give priority to pedestrians and bicycles in building design and street layout.

**Policy:** Incorporate a variety of housing types within Station Area Plans.

## Strategies

1. Incorporate a diversity of housing choices that includes a mixture of densities, styles, and price ranges.

## Development Intensity/Density

**Policy:** Development intensity and density should be significantly higher in Station Areas to provide a base for a variety of housing, employment, local services and amenities that promote transit usage, encourage pedestrian activity and support a vibrant station area community.

## Strategies

1. Establish residential density targets in Station Area Plans to provide flexibility and encourage a variety of development intensities and heights.
2. Enact minimum non-residential density and height requirements in Station Area Plans to ensure that development intensities in the Core Areas are transit supportive and that early phases of development are not built at exceedingly low densities.
4. Surface parking lots should be strongly discouraged adjacent to the transit station, except as a temporary or transitional use.

# Community Support Inventory

Questions 1-4 from FTA Capital Investment Grants (CIG) Program (New Starts/Small Starts/Core Capacity)

5. Provide a transition between the Core Area and the surrounding area by stepping down the height of structures, reducing lot coverage, increasing open space, increasing architectural detailing, reducing permitted maximum densities, changes in use, or a combination of these methods.
6. Encourage infill and redevelopment to achieve higher densities and a greater mix of uses.
7. Discourage low-intensity, land-consumptive uses related to agriculture or heavy industry such as outdoor storage or construction staging.

Provide an Integrated Public Transportation System

**Policy:** Establish a fully integrated system of functional street networks, pedestrian and bicycle paths, bus stops, sidewalks and station locations that accommodate and encourage the use of non-vehicular modes as preferred methods of travel within and between Station Areas.

## Strategies

1. An interconnected hierarchy of streets should be established to clearly define primary pedestrian, bicycle and vehicular travel routes between Station Area uses and to uses adjoining the Station Area.
2. Streets shall be designed and traffic signals timed to accommodate all modes of travel comfortably, but with an emphasis primarily for the convenience of walkers and bicyclists.
3. Cul-de-sacs or other dead end streets should be strongly discouraged.
4. Limit driveway access points along major thoroughfares and primary bicycle and pedestrian paths.
5. Encourage shared parking and driveway access wherever possible.
6. Provide clear, direct linkages between transportation modes.

Pedestrian and Bicycle Friendly Design

**Policy:** Create safe, convenient, connected, and inviting pedestrian and bicycle linkages to and from transit stations to provide walkable and bikable areas and to promote the use of transit.

## Strategies

1. Station Area block lengths should range between 400 and 660 feet to facilitate connectivity and pedestrian accessibility.
2. Develop primary and secondary bike and pedestrian paths connecting to the Station Area.
8. Install clear directional signs and safety warnings for bicycle traffic.
9. Provide sufficient bicycle security facilities where appropriate.
10. Utilize traffic calming techniques and pavement markings where appropriate.
11. Ensure adequate planning for ADA compatibility.

Site Layout and Design

**Policy:** Each Station Area should be designed as a distinct neighborhood center that is compatible with and well integrated into the existing neighborhood fabric. They should be unique, vibrant places that invite pedestrian and bicycle activity and maximize transit ridership, while acting as gateways into the surrounding communities.

## Strategies



# Community Support Inventory

Questions 1-4 from FTA Capital Investment Grants (CIG) Program (New Starts/Small Starts/Core Capacity)

2. Elements of site layout and design should include local gathering places, shopping, services and transit connections.

## 1.2 Do development **parking policies** promote transit supportive development?

### *TOD Overlay:*

- Parking prescriptions are reduced (compared to all other County parking requirements) when development is within ¼ mile of a FasTraks station. These prescriptions may be further reduced with a Transportation Demand Study.

### *Proposed Code Amendments (Currently Under Review):*

- In order to reduce parking requirements, a development has the option of providing a Transportation Demand Management Study and Plan that could include transit supportive design.
- Currently in the process of amending parking regulations to minimize the amount of pavement and parking developed to include flexibility and adjustments (reductions for transit supportive design and other transportation demand management techniques)

### *Transit Oriented Development and Rail Station Area Planning Guidelines, 2007*

#### Parking

**Policy:** Allow lower parking ratios within Station Areas as well as alternative parking solutions to achieve more intense development patterns.

#### **Strategies:**

1. Discourage surface parking within the Station Area, except as an interim use to “land bank” property should immediate development of the parcel not be feasible.
2. Parking management strategies should be developed to ensure efficient use of limited Station Area parking facilities.
3. Parking structures should be located near or adjacent to the transit station, and developed with street level retail and service uses where possible.
6. Utilize shared parking, trip reduction strategies, and transportation management to reduce off-street parking requirements between 25-50% where it is plausible that residents, employees, customers, or visitors will utilize alternative modes.
7. Encourage shared parking for multiple-use developments or adjacent uses with different peak parking demands.
8. Explore the use of parking districts or other financing tools to fund strategically located parking structures.
9. Minimize adverse impacts to pedestrian and bicycle movements from Park and Ride facilities through thoughtful location, size and design.

# Community Support Inventory

Questions 1-4 from FTA Capital Investment Grants (CIG) Program (New Starts/Small Starts/Core Capacity)

## 1.3 Do **financial incentives** promote transit supportive development?

*No policies found*

- Examples:
  - Regulatory and financial incentives to promote transit-supportive development

## 1.4 Do **affordable housing policies** promote transit supportive development?

*Imagine Adams County Comprehensive Plan, 2012*

**Policy 4.3: Improve the Labor Force Base** – Enhance, solidify, and diversify the Adams County labor force. Increase the percent of workers who live and work in the County through policies that support business development but also create attractive places to live.

- 4.3.b. Housing – Institute appropriate programs to provide a variety of housing options for County residents, as identified in the Balanced Housing Plan, including executive housing. Ensure land use plans and development regulations support the types of housing needed to attract businesses and new residents.

*Federal Boulevard Framework Plan, 2014*

Corridor planning should address housing affordability needs and work with Adams County Housing Authority (ACHA) and others to make appropriate accommodations for affordable housing within the corridor.

*2018 Adams County Balanced Housing Plan*

### **Goals:**

1. Improve and support housing opportunities for all residents in Adams County
2. Foster an environment that promotes “balanced housing”
3. Encourage connection and access between schools and housing
4. Promote the preservation of the County’s current housing stock
5. Integrate development practices that increase diversity in housing options

**Action:** County will identify and use infill development as a development method that uses existing hard and soft infrastructure investments in established communities.

**Action:** Encourage development convenient to schools and public transportation nodes. Provide housing options for individuals attending colleges and higher education facilities in the County. Expanding access and encourage growth of educational opportunities.

# Community Support Inventory

Questions 1-4 from FTA Capital Investment Grants (CIG) Program (New Starts/Small Starts/Core Capacity)

## 1.5 Do **transportation** policies support BRT?

*Imagine Adams County Comprehensive Plan, 2012*

### **Policy 3.3: Work with Municipalities to Pursue Funding for Transportation Improvements**

- Strategy 3.3.a. Transportation Funding Partners – The County will work with transportation planning partners at the municipal, regional, state, and federal levels to pursue transportation funding.

### **Policy 3.4: Work with Municipalities to Influence the Transportation Improvement Program and Regional Transportation Plan**

- Strategy 3.4.d. Coordinate Input for RTD Operations Plan—Adams County will coordinate input for RTD’s annual base system operations plan.

**Policy 3.5: Improve Public Transportation** – Coordinate with Adams County municipalities, the Regional Transportation District (RTD), and other transit providers to improve public transportation in Adams County, including rail transit, enhanced bus services and improved multi-modal connections to the transit.

- Strategy 3.5.a. Rights-of-Way – Obtain or reserve right-of-way for transit corridors designated on the County’s Transportation Plan and the FasTracks System map as the technology and needs are identified.
- Strategy 3.5.b. RTD Coordination – The County will work closely with RTD to advance FasTracks implementation.
- Strategy 3.5.c. Public Transit Network – The County will work closely with RTD to improve public transit service, including FasTracks feeder routes and bus service to developing parts of the County.
- Strategy 3.5.d. Human Service Transportation – The County will work closely with DRCOG, local human service transportation providers, and RTD to develop/improve transit service to special-needs individuals, like the elderly and disabled.
- Strategy 3.5.e. Bicycle/Pedestrian Connections to Transit – The County will work with RTD, municipalities, and developers to enhance bike/pedestrian connections to transit stations.
- Strategy 3.5.f. TOD and Rail Station Implementation – The County will implement multi-modal transportation infrastructure strategies identified in the Adams County TOD and Rail Station Area Planning Guidelines and Clear Creek Valley TOD Plan in appropriate areas.

### **Policy 3.9: Reduce Travel Demand**

- Strategy 3.9.c. Travel Demand Management Programs – The County will work with DRCOG to implement specific programs such as carpools, vanpools, and design guidelines that improve transit accessibility.
- Strategy 3.9.f. Sustainable Transportation Solutions – The County will seek transportation solutions that create economic, environmental and social benefits.

# Community Support Inventory

Questions 1-4 from FTA Capital Investment Grants (CIG) Program (New Starts/Small Starts/Core Capacity)

## **Policy 7.2: Improve Air Quality**

- Strategy 7.2.a. Vehicle Miles Traveled—Establish and support programs, including travel and demand management programs, mass transit, and bicycle trails and pathways, to reduce the growth of vehicle miles traveled by residents of the County. Refer to and coordinate with other regional transit studies that are relevant.

## *Making Connections, 2016*

**The Federal Connection:** The Federal Connection includes a comprehensive vision, design, and phased improvements for two miles of Federal Boulevard in unincorporated Adams County (also known as US 287/ SH 128) from 52nd Avenue on the south (border with Denver) to nearly 72nd Avenue on the north (Westminster border), and approximately one half mile on either side of Federal Boulevard.

- Federal Boulevard PEL, Bundled Projects:
- Comprehensive street design from 52nd to 88th
- BRT Feasibility study
- Walkshed analysis and sidewalk missing links installation
- Intersection improvements (60th, 64th, 70th, and 72nd)
- Little Dry Creek bridge
- I-76/Federal Ramp
- Elm Ct (61st to 67th)
- Clay St extension (Federal Blvd to Little Dry Creek)

**The Sheridan Connection:** The primary focus for the Sheridan Connection is filling in missing sidewalk and trail connections to/from the RTD G Line Sheridan Station, including connections to the RTD G Line Federal Station, to the Berkeley neighborhood to the south, and to the City of Arvada. The one motorized transportation component includes a study of Sheridan Boulevard (SH95) for multimodal and operational improvements including potential Bus Rapid Transit (BRT) service. This would be done in conjunction with the City of Arvada and CDOT.

The Sheridan Connection projects focus on mode shift—getting folks out of their cars, using transit, and assuring safe passage for non-motorized movement to and from the rail transit stations and along/across Sheridan Boulevard. The order-of-magnitude cost and effort to implement the items listed in The Sheridan Connection is much smaller than the other three geographic Connection areas identified in this Study.

- Lowell Boulevard/Jim Baker Trail: Connections from the Berkeley
- Neighborhood to the Sheridan Station Tennyson Street Trail: From Clear
- Creek to 68<sup>th</sup> 58th and 60th Avenues: Non- Motorized Connections to Station
- 64th Avenue: Non-Motorized Connections Between Sheridan Station and the Clear Creek Trail

# Community Support Inventory

Questions 1-4 from FTA Capital Investment Grants (CIG) Program (New Starts/Small Starts/Core Capacity)

- Multi-Modal Improvements from I-76 to 104<sup>th</sup> - Includes Bus Rapid Transit Study from I-76 to US 36

The proximity of the Sheridan and Federal Stations to each other and to Clear Creek provides significant opportunities for pedestrian and bicycle connections. Development opportunities take advantage of the Creek as an asset and provide residential, retail, and new locations for small businesses within walking distance of stations.

## *Federal Boulevard Framework Plan, 2014*

The focus of the Framework Plan has been defined as the 2.25 mile segment of Federal Boulevard between 52nd Avenue and 72<sup>nd</sup> Avenue in unincorporated Adams County (the north portion of the study area from 7Qth Avenue to 72nd Avenue is within the City of Westminster). The east/west limits of the study area are Zuni Street and Lowell Boulevard, respectively.

Federal Boulevard's role as a highway has historically led to changes in land use because of the access it provided to suburban growth areas. Now, the forthcoming introduction of the RTD commuter rail projects can be anticipated to lead to a new wave of further change in the land use and community context of the corridor.

In January 2013, Adams County adopted detailed regulations for a TOD Zone District. This recently developed zoning designation applies to any property that is located within one-half mile of the RTD FasTracks commuter rail stations at both the Federal and Pecos stations. Landowners within this area have the option to re-zone to the TOD designation upon approval of the rezoning application through the County's land use review process. The TOD District and Standards set forth in the regulations include mixed uses such as multi-family residential, commercial and office. The lot sizes are dependent on the density for residential uses and the floor area ratio (FAR) for non-residential uses. The TOD standards notably provide more depth and description related to the form-based urban design including but not limited to the following:

- Street pattern, design and character
- Site layout and building/entrance orientation
- Common space design
- Architectural design, theme, massing and materials
- Parking locations and layout
- Multi-modal accommodations

Currently, the majority of Federal Boulevard within unincorporated Adams County is not in conformance with the current County Design Requirements and Performance Standards. As redevelopment occurs within the corridor, properties will be brought into compliance with these standards creating opportunities for coordinated improvements to the public right-of-way to develop a more functional, attractive and multi-modal streetscape environment that enhances adjacent properties and improves community health.

## **Recommendations:**

# Community Support Inventory

Questions 1-4 from FTA Capital Investment Grants (CIG) Program (New Starts/Small Starts/Core Capacity)

4. Corridor planning should address further vehicular, bicycle and pedestrian safety measures to improve the balance between vehicular and pedestrian/bicycle modes.
  5. Corridor planning should emphasize and enhance motorized and non-motorized transit connections with the proposed commuter rail stations.
  6. Corridor planning should strengthen pedestrian, bicycle and visual connections with existing and proposed open spaces and alternative mode transportation corridors to increase their presence, personal safety, and integration with the corridor, in order to decrease personal safety issues and crime.
- 
13. Corridor planning should consider potential Complete Street (vehicular/bike/pedestrian) upgrades to parallel, off-corridor, north-south streets, to provide safe alternative, parallel routes for neighborhood bike and pedestrian access to Transit Stations and Federal Boulevard Corridor destinations.

# Community Support Inventory

Questions 1-4 from FTA Capital Investment Grants (CIG) Program (New Starts/Small Starts/Core Capacity)

## 2. Arapahoe County

### Arapahoe County Tier 2 Potential BRT Corridors

Potential Corridor	Location-Specific Policy Support
Colorado Boulevard	N/A
Broadway/Lincoln	N/A
Federal Boulevard	N/A
Peoria Street	N/A
6 <sup>th</sup> Avenue	N/A
Alameda Avenue	N/A
Havana Street	N/A
Quebec Street	N/A
Speer/Leetsdale	N/A
South E-470	N/A
Mississippi Avenue	N/A
Evans Avenue	N/A
Arapahoe Road	<i>Arapahoe Road Corridor Study: I-25 to Parker Road</i> recommends overlaying the existing Local Route 66 with a limited stop route during peak hours with: <ul style="list-style-type: none"><li>• 15-20 minute frequency</li><li>• ½-3/4 mile stop spacing</li></ul>
Chambers Road	N/A
University Boulevard	N/A
C-470	N/A

### References

Arapahoe County. 2018. Comprehensive Plan. Approved by the Arapahoe County Planning Commission. Effective February 12.

David Evans and Associates, Inc. 2007. Arapahoe Road Corridor Study: I-25 to Parker Road. November.

David Evans and Associates, Inc. 2010. Arapahoe County 2035 Transportation Plan. Adopted December 7.

Felsburg Holt & Ullevig. 2017. Arapahoe County Bicycle/Pedestrian Master Plan. Adopted October 17.



# Community Support Inventory

Questions 1-4 from FTA Capital Investment Grants (CIG) Program (New Starts/Small Starts/Core Capacity)

## 2.1 Do land use policies promote transit supportive development?

### *Arapahoe County Comprehensive Plan, 2018*

- **Policy NL 1.1:** *Encourage Mixed Use Neighborhoods in Designated Growth Areas*
  - Strategy NL 1.1(b). The County will consider amending the zoning map to zone appropriate areas for mixed use.
- **Policy NL 1.2:** *Encourage Mixed Use Neighborhoods that Are Served by a Multi-modal Transportation System*
  - Strategy NL 1.2(a). During the development review process, the County will require the construction of complete streets to include facilities to accommodate walking, bicycling, transit users (where applicable), and mobility devices such as wheelchairs.
  - Strategy NL 1.2(b). As part of the capital improvement planning process, the County will identify existing streets providing access to schools or other community uses, commercial or employment centers, or transit stops/stations as candidates for conversion or retrofitting to complete streets.
- **Policy NL 1.3:** *Encourage Higher Density Development in New Neighborhoods within the Urban Area*
  - Strategy NL 1.3(a). The County will require an overall minimum average density of four (4) units per acre in the Urban Area where service capacity exists, with a mix of housing types that are master planned over a land area of size adequate to meet this minimum density.
- **Policy EH 3.1:** *Promote a High-Quality Urban Environment in all New and Redeveloped Employment Centers and Commercial and Industrial Development*
  - Strategy EH 3.1(c). The County has adopted Design Principles that need to be updated to address the provision of facilities for walking, bicycling, and creating a transit-supportive environment for all employment centers and commercial development.
- **Policy TM 1.1:** *Facilitate Development of a Multi-Modal Transportation System throughout the County*
  - Strategy TM 1.1(d). Although no light rail stations are currently located in unincorporated Arapahoe County, unincorporated areas lie within ½ mile of existing stations. Other transit corridors may be developed in the future. The County will develop standards for transit-oriented development to apply to land within ½ mile of existing and future transit stations along I-25, E-470 and I-70.
- **Development Framework and Land Use**
  - Development Framework
    - Urban Area: “New development in these areas will be well-designed and offer multi-modal connections to surrounding areas to increase mobility and create walkable neighborhoods.”
  - Land Use Categories



# Community Support Inventory

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- Multi-Family / Location: “Multi-Family areas should be located near major arterials and transit systems and should be in proximity to neighborhood services and employment.”
- Employment Centers / Location: “Employment Center sites should have direct access to existing or planned major transportation facilities (at least one major arterial and accessible to employment base with availability of public transit preferred).”
- Regional Commercial / Location: “Regional Commercial areas should have access to regional public transit service.”
- Public Facilities / Location: “Public Facilities should be accessible by the population served.”

## *Arapahoe County Bicycle and Pedestrian Master Plan, 2017*

- **THE BICYCLE AND PEDESTRIAN MASTER PLAN INCLUDES THE IDENTIFICATION OF PRIORITIZED PROJECTS TO DEVELOP A COMPREHENSIVE NETWORK OF ON-STREET AND BIKE AND TRAIL FACILITIES. KEY TRANSIT-RELATED PLAN ELEMENTS INCLUDE:**
  - **CONSIDERATION FOR PROVIDING BICYCLE AND PEDESTRIAN CONNECTIONS TO TRANSIT STATIONS DURING THE NETWORK DEVELOPMENT AND PRIORITIZATION PROCESSES.**
  - **IDENTIFICATION OF TRANSIT STATION AREA AS A LAND USE TYPOLOGY THAT PRIORITIZES EASY ACCESS TO TRANSIT. PEDESTRIAN IMPROVEMENT OPPORTUNITIES ARE IDENTIFIED FOR EACH TYPOLOGY WITH SUPPORTING DESIGN STANDARDS FOR PEDESTRIAN FACILITIES.**

## 2.2 Do development **parking policies** promote transit supportive development?

### *Arapahoe County Comprehensive Plan, 2018*

- **Policy TM2.1: Promote Strategies and Technologies to Reduce Travel Demand** - The County will encourage and support travel demand management (TDM) strategies and emerging technologies in coordination with transportation management associations operating in the County to reduce vehicular travel demand.
  - **Strategy TM2.1(a): Consider Incentives for Implementing TDM Strategies** - The County will consider amendments to the Land Development Code that create incentives for businesses or developers to implement TDM strategies, such as reduced parking requirements or increased buildable square footage.

### *Land Development Code*

- **Section 12-1200 Parking Regulations, 12-1207 General Provisions,**
  - **C. Parking Reduction Request:** As part of a land use application, the applicant may submit a request for a reduction in parking requirements to the Planning Manager. The Planning Manager may allow reductions up to 10% of total required parking through an administrative land use process.

# Community Support Inventory

Questions 1-4 from FTA Capital Investment Grants (CIG) Program (New Starts/Small Starts/Core Capacity)

## 2.3 Do **financial incentives** promote transit supportive development?

*No policies found*

## 2.4 Do **affordable housing policies** promote transit supportive development?

*Arapahoe County Comprehensive Plan, 2018*

- **Policy NL 4.2:** *Support New Affordable Housing Opportunities and Retain Existing Affordable Housing*
  - Strategy NL 4.2(a). The County will reduce local government barriers to construction of affordable units.
  - Strategy NL 4.2(b). The County will identify and use funding available through grants, private activity bonds and other funding mechanisms to reduce the cost of housing for lower income households and provide financial resources for building affordable housing.
  - Strategy NL 4.2(d). The County will integrate affordable housing into neighborhoods in a complementary way, so it is not segregated in separate development areas. Higher density affordable housing should be located within walking distance of transit stops, employment centers, shopping areas, and recreational opportunities, or along transit routes that provide access to these land uses.
  - Strategy NL 4.2(e). The County will support and encourage non-profit organizations and develops to increase the affordable housing supply. The County will evaluate and determine viable incentives for developing affordable housing.

## 2.5 Do **transportation** policies support BRT?

*Arapahoe County Comprehensive Plan, 2018*

- **Policy TM 2.1:** *Promote Strategies and Technologies to Reduce Travel Demand*
  - Strategy TM 2.1(A). The County will consider amendments to the Land Development Code that create incentives for businesses or develops to implement TDM strategies, such as reduced parking requirements or increased buildable square footage.
- **Policy TM 2.2:** *Support Public Transit*
  - Strategy TM 2.2(a). The County will coordinate with public transit providers to ensure that urban development areas have access to public transportation. The County will support the inclusion of new developing areas into the Regional Transportation District if inclusion is requested. The County should undertake appropriate measures to preserve existing corridors and rights-of-way for future implementation of long range transit improvements.

# Community Support Inventory

Questions 1-4 from FTA Capital Investment Grants (CIG)  
Program (New Starts/Small Starts/Core Capacity)

- Strategy TM 2.2(b). Collaboration with transit providers, other agencies and transportation management associations can provide efficient and convenient connections between public transit stops/stations and places of employment or residential areas. The County should work with transit providers to expand transit related amenities such as sidewalks, benches, shelters, and lighting at transit stops or stations.

# Community Support Inventory

Questions 1-4 from FTA Capital Investment Grants (CIG) Program (New Starts/Small Starts/Core Capacity)

## 3. The City of Arvada

### Arvada Tier 2 Potential BRT Corridors

Potential Corridor	Location-Specific Policy Support
<b>Sheridan Boulevard</b>	Comprehensive Plan – Transit Needs Map identifies Sheridan as “Bus Prioritization, Enhancements.”
<b>Wadsworth Boulevard</b>	Comprehensive Plan identifies Wadsworth Boulevard as an Enhanced Transit Corridor on the Future Land Uses Map, and the Transit Needs Map identifies Wadsworth as “Bus Prioritization, Enhancements, BRT Elements.”

### References

City of Arvada. 2014. Comprehensive Plan. Adopted September 16.

Charlier Associates, Inc. 2009. Pedestrian and Bicycle Access Plan for the Sheridan Boulevard, Olde Town Arvada, and Aravada Ridge Transit Oriented Development Sites. December 1.

Arvada Zoning Code. 2019. <https://arvada.org/city-hall/city-code/zoning>. Accessed January 9.

Focus Arvada. 2018. City Strategic Plan 2014 to 2019. Revised by Resolution R18-040. May 7.

# Community Support Inventory

Questions 1-4 from FTA Capital Investment Grants (CIG) Program (New Starts/Small Starts/Core Capacity)

## 3.1 Do land use policies promote transit supportive development?

### *Comprehensive Plan, 2014*

- **GOAL L-3:** Encourage development of transit-supportive, higher-density, mixed-use, pedestrian-oriented areas.
  - POLICY L-3.1: Designated Mixed-Use Areas  
The plan designates mixed-use areas in Arvada to provide a mix of land uses, services, retail and commercial development, employment, and in some cases, a diversity of higher density housing in close proximity to transit, bike, and pedestrian connections. Mixed-use areas should be focused in designated areas as shown on Figure 2-8:
    - **Map identifies Wadsworth Blvd as an Enhanced Transit Corridor and TOD Influence Areas around all of the Gold Line Stations**
  - POLICY L-3.2: Criteria for New and Redeveloping Mixed-Use Areas  
Mixed-use areas are envisioned as strategically located, high intensity, pedestrian-oriented activity areas providing a range of retail, business, civic, cultural, and residential opportunities for the surrounding trade area. Mixed-use areas should be located in urban centers or designated corridors and should create or demonstrate the following characteristics:
    - **Transit-supportive residential densities with a mix of housing types and affordability**
    - **Transit-supportive mix of retail and employment opportunities**
    - **Street or other physical features that help define the center**
    - **Public plazas, gathering spaces or amenities designed as a focal point**
    - **Transit service**
    - **Pedestrian-oriented site design**
    - **Interconnected network of multi-modal streets linking to surrounding areas**
- **GOAL L-4:** Promote mixed-use, transit-oriented development.
  - POLICY L-4.1: Transit-Oriented Development  
The City will plan for and encourage higher-intensity, mixed-use development near future transit station locations identified in the Land Use Plan. Transit-oriented projects should take into consideration factors such as mixed-use development, sustainable design, and design for pedestrians around transit facilities (see also Transit-Oriented Development Principles).
  - POLICY L-4.2: Community Involvement in Transit-Oriented Design  
The City will promote site-specific design and planning for each future transit site using methods to involve community members and other stakeholders (described in Transit-Oriented Development Principles).

# Community Support Inventory

Questions 1-4 from FTA Capital Investment Grants (CIG) Program (New Starts/Small Starts/Core Capacity)

## 3.2 Do development **parking policies** promote transit supportive development?

### *Comprehensive Plan, 2014*

- **GOAL N-4:** Provide opportunities for special needs and senior housing in Arvada.
  - **POLICY N-4.5: Affordable Senior Housing**  
Affordable senior housing in close proximity to services and transit should be promoted by exploring a variety of programs, including but not limited to: allowing higher densities in appropriate locations, land banking, increased awareness of reverse mortgage programs, changes to zoning regulations to allow accessory dwelling units, infrastructure incentives, and reduced parking requirements.

### *Pedestrian and Bicycle TOD Access Plan, 2009*

The plan focuses on access needs within one-half mile of three train station sites, including Arvada Ridge, Olde Town, and Sheridan. The objectives are to promote walkability, to provide intermodal linkages by bicycle, and to minimize parking requirements by increasing use of non-motorized modes to access transit.

### *Arvada Zoning Code*

- **6.16.1 B. 4. PUD Zoning Districts.** Reduced parking allowed in PUD zone based on unique land use types or combinations.

## 3.3 Do **financial incentives** promote transit supportive development?

## 3.4 Do **affordable housing policies** promote transit supportive development?

### *Comprehensive Plan, 2014*

- **GOAL N-2:** Encourage development of workforce or assisted housing throughout Arvada
  - **POLICY N-2.4: Exploring Creation of Additional Financial Assistance for Affordable Housing**  
The City will explore the creation of additional financial assistance for affordable housing by exploring such tools as a local housing trust fund, inclusionary zoning, local fee and tax incentives, tax increment financing and the Low Income Housing Tax Credit program.
  - **POLICY N-2.7: Transit Stations**  
The City will encourage workforce housing near transit stations where appropriate.
- **GOAL N-4:** Provide opportunities for special needs and senior housing in Arvada.
  - **POLICY N-4.5: Affordable Senior Housing**  
Affordable senior housing in close proximity to services and transit should be promoted by exploring a variety of programs, including but not limited to: allowing higher densities in appropriate locations, land banking, increased awareness of reverse mortgage programs,

# Community Support Inventory

Questions 1-4 from FTA Capital Investment Grants (CIG) Program (New Starts/Small Starts/Core Capacity)

changes to zoning regulations to allow accessory dwelling units, infrastructure incentives, and reduced parking requirements.

## *Focus Arvada, City Strategic Plan 2014 to 2019*

### **Priority: Growth and Economic Development**

The future of Arvada's prosperity and quality of life will be influenced largely by the City's ability to manage growth through intelligent economic development and strong fiscal policies. Good paying jobs, thoughtful transit-oriented development and new housing, together with long-term investments in the Wadsworth Corridor, will define managed growth in Arvada.

- Beginning in 2019, 25% of new housing is located in urban centers and corridors
- By 2019, facilitate the development of one [attainable senior housing](#) development containing at least 50 units.

## *Existing City Housing Programs*

- [Community Development Block Grant Funding](#)
- [Housing Choice Voucher Program \(Section 8\)](#)
- [Human Services Grant Funding](#)
- [Accessory Dwelling Units](#)
- [Homebuyer Assistance Program](#)

## 3.5 Do **transportation** policies support BRT?

### *Comprehensive Plan, 2014*

- **GOAL T-2:** Strengthen the linkage between land use and transportation in Arvada.
  - **POLICY T-2.1: Jointly Consider Land Use and Transportation Implications**  
The City will consider transportation implications when making land use decisions, and will evaluate how land use supports transit and affects travel demand and the levels of traffic and congestion on the major street system.  
Develop the vehicular, transit, bicycle, and pedestrian networks to fully connect the developing western parts of Arvada with established parts of the City. All City neighborhoods should have effective connections to the regional transit system, including the Gold Line and US 36 Corridor.
  - **POLICY T-2.2: Land Use Patterns to Support Transit**  
The City will plan future developments that support rail and bus transit along designated transit-supportive corridors. Development surrounding transit stations and corridors should have greater residential and employment density and a mix of uses.
  - **POLICY T-2.3: The Last Mile**  
The City's pedestrian and bicycle systems will address the "last mile" with safe, convenient, and inviting bicycle and pedestrian connections between the station and final destinations.

# Community Support Inventory

Questions 1-4 from FTA Capital Investment Grants (CIG)  
Program (New Starts/Small Starts/Core Capacity)

- **GOAL T-3:** Identify and implement traffic solutions to reduce and manage traffic congestion on arterial streets
  - POLICY T-3.1: Multi-modal Evolution  
The City will evolve strategic major arterials into multi-modal corridors to address forecasted long-term congestion. Rights of-way should be preserved and plans conducted to integrate enhanced transit, bicyclists, and pedestrians systems.



# Community Support Inventory

Questions 1-4 from FTA Capital Investment Grants (CIG) Program (New Starts/Small Starts/Core Capacity)

## 4. The City of Aurora

### Aurora Tier 2 Potential BRT Corridors

Potential Corridor	Location- Specific Policy Support
<b>6th Avenue</b>	1. <i>Northeast Area Transportation Study (NEATS)</i> , 2018, identifies 6 <sup>th</sup> Avenue as a Future High Frequency Transit Corridor.
<b>Alameda Avenue</b>	1. <i>NEATS</i> , 2018, identifies Alameda Avenue as a Future High Frequency Transit Corridor. 2. <i>Aurora Places</i> , 2018, identifies Alameda as a Future High Frequency Transit Corridor from Chambers south to Jewell (east of E-470). 3. Zoning updates, from <i>Aurora Places</i> , expand TOD Core at Alameda/I-225 and rename TOD to MU-TOD (Mixed Use TOD), emphasizing the ability to include mixed uses.
<b>Arapahoe Road</b>	N/A
<b>Evans Avenue</b>	N/A
<b>South E-470</b>	1. Identified as a Future High Frequency Transit Corridor in <i>Aurora Places DRAFT</i> , 2018.
<b>Chambers Road</b>	N/A
<b>Havana Street</b>	1. <i>Aurora Places</i> , 2018, did not identify Havana as being a High Frequency Transit Corridor, however, this was a technical error. <i>Aurora Places</i> is in the process of being administratively updated to reflect this technical error and will identify Havana Street as a Future High Frequency Transit Corridor.
<b>Mississippi Avenue</b>	N/A
<b>MLK/Green Valley Ranch</b>	N/A
<b>Peoria Street</b>	N/A
<b>Speer/Leetsdale</b>	1. <i>Aurora Places</i> , 2018, identifies Parker Road, the segment of the Speer/Leetsdale Corridor that is within Aurora, as a Future High Frequency Transit Corridor, from I-225 to Cherokee Trail High School (past E-470).

### References

City of Aurora. 2019. *Aurora Places*. January.

City of Aurora. 2018 *Northeast Area Transportation Study Refresh*. October.

City of Aurora. 2009. *Transit-Oriented Development (TOD) District*. February 21.

City of Aurora. 2009. *Iliff Station Area Plan: A Framework for Transit Oriented Development*. September.

# Community Support Inventory

Questions 1-4 from FTA Capital Investment Grants (CIG) Program (New Starts/Small Starts/Core Capacity)

City of Aurora. 2009. Abilene Station Area Plan: A Framework for Transit-Oriented Development. September.

City of Aurora. 2009. Fitzsimons-Colfax and 13<sup>th</sup> Avenue Station Area Plan: A Framework for Transit-Oriented Development. Final Draft. September.

City of Aurora. 2009. Peoria-Smith Station Area Plan. October.

City of Aurora. 2011. Florida Station Area Plan: A Framework for Transit-Oriented Development. November.

City of Aurora. 2012. Nine Mile Station Area Plan: A Framework for Transit-Oriented Development. Final Draft. December.

City of Aurora. 2015. City Center Station Area Plan. October.

City of Aurora. 2016. Fitzsimons Station Area Plan: A Framework for Transit-Oriented Development. August.

City of Aurora. 2018. Building and Zoning Code. Chapter 146 – Zoning, Article 15, Division 3, Parking and Loading Spaces Required. Accessed November 26, 2018, at

[https://library.municode.com/co/Aurora/codes/building\\_and\\_zoning?nodeId=BUZOCO\\_CH146ZO\\_ART15PA\\_DIV3PALOSP](https://library.municode.com/co/Aurora/codes/building_and_zoning?nodeId=BUZOCO_CH146ZO_ART15PA_DIV3PALOSP).

Clarion Associates. 2018. Aurora, Colorado: Unified Development Ordinance – Public Hearing Draft. October.

City of Aurora, David Owen Tryba Architects, Fehr & Peers, and EDAW, Inc. 2008. 40<sup>th</sup> Avenue & Airport Blvd – Gateway Park East Station Area Plan: A Framework for Transit-Oriented Development. December.

Clarion Associates and Winter and Company. 2018. Summary of Public Hearing Draft. October.

# Community Support Inventory

Questions 1-4 from FTA Capital Investment Grants (CIG) Program (New Starts/Small Starts/Core Capacity)

## 4.1 Do land use policies promote transit supportive development?

### *Comprehensive Plan – Aurora Places, 2019*

- Recommended Practices:
  - Identifies general locations of mobility hubs
  - Encourages bicycle and pedestrian circulation connectivity to mobility hubs
  - Create transit-oriented development (TOD) to provide better access to employment centers, particularly for residents who do not have easy access to a personal vehicle.
  - Promote and support the inclusion of senior housing options in urban districts, TODs, and other walkable neighborhoods.
  - Encourage TOD to provide alternatives to auto traffic and improve air quality.

### *Adopted TOD Station Area Plans*

- Recommend **increased corridor station area development** to enhance transit friendly character and pedestrian facilities
  - Nine Mile Station Area Plan
  - Iliff Station Area Plan
  - Florida Station Area Plan
  - Fitzsimons Station Area Plan
  - City Center Station Area Plan
  - Abilene Station Area Plan
  - 40<sup>th</sup> Avenue & Airport Boulevard Gateway Station Area Plan
  - Fitzsimons-Colfax and 13<sup>th</sup> Avenue Station Area Plan
  - Peoria Station Area Plan

### *Zoning Ordinances*

- **Proposed MU-TOD District** – “intended to foster special, sustainable and urban places near transit stations that include places to live, work, shop, and recreate, to reduce reliance on the automobile and encourage the use of public transit, encourage job creation and economic growth through proximity to transit... and provide citizens with new housing and lifestyle choices with a high level of amenities and social interaction.”
- **Existing – TOD District, 2009** – “mixed use zone that emphasizes urban form over land uses and provides a flexible approach to encourage development around transit stations.”

## 4.2 Do development parking policies promote transit supportive development?

### *Comprehensive Plan – Aurora Places, 2019*

- Plan states: “discourage or disallow parking lots along major street, particularly in city corridors, commercial hubs frontages and urban districts.”

# Community Support Inventory

Questions 1-4 from FTA Capital Investment Grants (CIG) Program (New Starts/Small Starts/Core Capacity)

## Zoning Ordinances

- Proposed Zoning Ordinance:
  - Parking maximum of four spaces per 1,000 square feet for primary buildings with more than 100,000 square feet/ground floor area.
  - Reductions in parking may be granted with provision of parking alternatives, including transit proximity, shared vehicles, carpool spaces, car and bicycle share, EV charging, bicycle parking and shared parking.
  - No off-street parking is required in the following circumstances:
    - **Core MU-TOD District**
    - **MU-C and MU-N districts in subarea A (older Aurora area)**
    - **Lots smaller than 5,000 sq. ft. and containing non single-family residences**
    - **Buildings in MU or non-residential districts with non-residential as the primary use and is less than 10,000 sq. ft.**
    - **If parking is provided in the MU-TOD district at least 90% be in a parking structure**
- Existing Zoning Ordinance:
  - Includes typical minimum requirements based on use
  - Parking reductions
  - Requests for 10 percent or less may be done administratively; the Planning Commission must approve requests over 10 percent
- Justification for reduction:
  - Non-residential requests required the citation of at least three comparable circumstances
  - Other reduction requests require one comparable circumstance and a traffic generation study

### 4.3 Do financial incentives promote transit supportive development?

- There is an [Infill Development Incentive Program](#) that includes Colfax and areas around I-225 (Havana to Tower and I-70 to Quincy); however, there is no mention of transit supportive design.
- There is no mention of incentives related to TOD or transit supportive development.

### 4.4 Do affordable housing policies promote transit supportive development?

#### Comprehensive Plan – Aurora Places, 2019

- Housing for All – Focus area of plan
- Principle: High-quality housing options enable people across all socioeconomic levels, cultural identities, and stages of life to establish and manage households.

# Community Support Inventory

Questions 1-4 from FTA Capital Investment Grants (CIG) Program (New Starts/Small Starts/Core Capacity)

## *Zoning Ordinances*

- Existing Zoning Ordinance:
  - Affordable housing is subject to lower parking requirements and is exempted from some building design requirements.
  - Building height incentives are given for developments that include affordable housing, in some districts.

## 4.5 Do transportation policies support BRT?

### *Comprehensive Plan – Aurora Places, 2019*

- **High Frequency Transit** (HTC) lines are recommended on the following corridors:
  - Smith
  - Colfax
  - Alameda/Jewel
  - Leetsdale/Parker
  - Smokey Hill
  - Buckley/Airport
  - E-470
  - Havana – to be added administratively
- Includes a network of **Future Transit Stations**
- Goals of the Mobility and Active Transportation Section:
  - Establish and maintain an integrated, multimodal transportation system.
  - Concentrate development in urban districts to connect them to neighborhoods and other nearby place types by public transit, bicycling, and walking.
  - Provide new street connections and alleviate the most critical points of congestion in developed areas.
  - Provide completely connected street networks in developing areas to avoid excessive traffic congestion and maximize mobility choices.
  - Develop and extend the local transit network, connecting concentrations of activity.
  - Provide comfortable and safe walking and biking routes connected to key locations.
  - Provide sidewalks and walking routes that meet the needs of senior and mobility challenged individuals and promote good access to various transit services.
- Complete Streets Policy
  - Recommended action item in plan is to develop policy and guidelines to foster mobility for all users – the City is actively developing a complete streets policy framework

# Community Support Inventory

Questions 1-4 from FTA Capital Investment Grants (CIG) Program (New Starts/Small Starts/Core Capacity)

## *Northeast Area Transportation Study, 2019 Update*

- Recommends a network of transit routes as follows:
  - 1 to 2 mile route spacing along major arterials as shown on the network map.
  - All routes connect to a park-n-ride, FasTracks station and/or mobility hub.
  - Most routes would meet RTD's "Suburban Local" classification with at least 20 riders boarding on average per hour.
  - All routes would have 15-minute peak hour services and at least 60-minute off peak service.
  - The possible ridership for each route would range from 170 to 2,400 rides per day based on comparable existing service ridership.
- Corridor's identified as a Future High Frequency Transit Corridor:
  - 64<sup>th</sup> Avenue
  - 56<sup>th</sup> Avenue, Imboden Road, and 48<sup>th</sup> Avenue
  - 48<sup>th</sup> Avenue and Powhaton Road
  - 38<sup>th</sup> Avenue
  - 26<sup>th</sup> Avenue and Watkins Road
  - Colfax Avenue
  - 6<sup>th</sup> Avenue
  - Jewell Avenue
  - Picadilly Road
  - E-470
  - Jackson Gap Street to DEN

# Community Support Inventory

Questions 1-4 from FTA Capital Investment Grants (CIG) Program (New Starts/Small Starts/Core Capacity)

## 5. City & County of Broomfield

### Broomfield Tier 2 Potential BRT Corridors

Potential Corridor	Location-Specific Policy Support
<b>120<sup>th</sup> Avenue</b>	<ol style="list-style-type: none"><li>1. Identified in the Northwest Area Mobility Study (NAMS) for BRT</li><li>2. <i>Broomfield Transportation Plan</i> includes 120th Avenue as:<ul style="list-style-type: none"><li>• A future BRT corridor</li><li>• A “Key Corridor” (1 of 8 in Broomfield) for economic development</li><li>• Corridor for mobility/micro-mobility hubs at 120th/Lowell, 120th/Sheridan, 120th/US 36</li></ul></li></ol>
<b>North I-25 Longmont</b>	<ol style="list-style-type: none"><li>1. Identified in the <i>Broomfield Transportation Plan</i> as “future I-25 Express Lanes/BRT”</li></ol>
<b>North I-25 Thornton</b>	<ol style="list-style-type: none"><li>1. Identified in the <i>Broomfield Transportation Plan</i> as “I-25 Express Lanes/BRT”</li></ol>
<b>State Highway 7</b>	<ol style="list-style-type: none"><li>1. Identified in the NAMS for BRT</li><li>2. Identified in the <i>Broomfield Transportation Plan</i> as a:<ul style="list-style-type: none"><li>• Potential BRT corridor</li><li>• “Key Corridor” (1 of 8 in Broomfield) for economic development</li><li>• Corridor for mobility/micro-mobility hubs at SH 7/Lowell, SH 7/Huron St, and SH 7/I-25</li></ul></li><li>3. Completed SH 7 Planning and Environmental Linkages (PEL) January 2018</li></ol>
<b>US 287</b>	<ol style="list-style-type: none"><li>1. Identified in the NAMS for BRT</li><li>2. Identified in the <i>Broomfield Transportation Plan</i> as a future BRT corridor</li></ol>
<b>Wadsworth Boulevard</b>	<ol style="list-style-type: none"><li>1. Identified in the NAMS for BRT</li><li>2. Identified in the <i>Broomfield Transportation Plan</i> as a:<ul style="list-style-type: none"><li>• Potential BRT corridor</li><li>• “Key Corridor” (1 of 8 in Broomfield) for economic development</li></ul></li></ol>

### References

City and County of Broomfield. 1999. I-25 Sub Area Plan. November.

City and County of Broomfield. 2004. West 120th Avenue Corridor Sub-Area Plan. November.

City and County of Broomfield. 2016a. Transportation Plan. Adopted November 1.

City and County of Broomfield. 2016b. Comprehensive Plan 2016 Update. Adopted November 1.

City and County of Broomfield. 2018a. Bicycle and Pedestrian Assessment. Draft July 31.

City and County of Broomfield. 2018b. Housing Authority Action Plan. Approved June 12.

# Community Support Inventory

Questions 1-4 from FTA Capital Investment Grants (CIG)  
Program (New Starts/Small Starts/Core Capacity)

BRT  
Regional BRT Feasibility Study

HNTB. 2014. Northwest Area Mobility Study (NAMS) Task 6 Final Report. Prepared for the Regional Transportation District. August 14.



# Community Support Inventory

Questions 1-4 from FTA Capital Investment Grants (CIG) Program (New Starts/Small Starts/Core Capacity)

## 5.1 Do **land use policies** promote transit supportive development?

### *Broomfield Comprehensive Plan, 11/1/16*

#### ■ **Goal LU-B: Mixed-Use Development**

*Encourage and support mixed-use developments that provide the benefits of more compact, denser development with a mix of living, shopping and working environments.*

- Policy LU-B.3: Encourage and support an acceptable minimum level of development compactness and density within mixed-use developments to increase opportunities for shared parking facilities, the creation of public gathering spaces and open lands.
- Policy LU-B.4: Focus new development surrounding State Highway 7 on Mixed-Use Commercial and TOD land uses, including industrial, commercial and residential.

#### ■ **Goal LU-D: Transit-Oriented Development (TOD)**

*Encourage and support development focused around major transportation areas that form vibrant pedestrian-oriented urban centers.*

- Policy LU-D.1: Encourage and support TOD in designated areas at U.S. Highway 36, at approximately W 116th Avenue, at U.S. Highway 36 and West Midway Boulevard, and at the southwestern corner of State Highway 7 and Interstate 25 (I-25), or as other opportunities arise.
- Policy LU-D.2: Ensure that TOD areas are designed appropriately through the zoning/planned unit development approval process by implementing the following principles:
  - Appropriate mix and intensity of land uses
  - Effective pedestrian and bicycle-oriented design
  - Effective site design and street pattern that facilitate the operation and the use of transit
  - Creation of an interesting commercial, entertainment, civic and/or residential core that encourages vibrant community life for residents, employees and visitors
  - Use of quality site planning, landscape and architectural design
  - Encourage a variety of commercial uses adjacent to transit facilities to increase convenient shopping opportunities for residents, visitors, and employees.
- Goal: LU-H: Town-Center District Create a northern Town Center District for Broomfield that will serve as an entertainment, cultural, and business hub. This may include auxiliary civic center uses.
  - Action Step LU-H.1.1: Support complementary transit-oriented development for the northern Town Center District. A well designed, vibrant community-gathering area facilitating community-based events should form the central focal point of this Town Center District.

# Community Support Inventory

Questions 1-4 from FTA Capital Investment Grants (CIG) Program (New Starts/Small Starts/Core Capacity)

## Land Use Plan

- Identifies *Transit-Oriented Development (TOD)* and *Mixed-Use Commercial* as land uses. The current areas identified for TOD are Arista, which is just south of US 36 and Wadsworth and North Park/Baseline, which is located at the southwest corner of State Highway 7 and Interstate 25.

## Broomfield Transportation Plan

- **Goal TS-D: Livable Streets**  
*Encourage livable streets that are accessible, safe, efficient, and enjoyable for all people.*
  - Policy TS-D.3: Incorporate best practices into streetscape design for existing and new streets, including the integration of transit, pedestrian and bikeway improvements.
- **Goal TS-F: Land Use and Transportation**  
*Integrate the multimodal transportation system to support and complement Broomfield's economic development plans and policies.*
  - Policy TS-F.1: Coordinate development and redevelopment to maximize and take advantage of regional and local transportation corridors.
  - Policy TS-F.2: Create compact and mixed-use development in targeted locations to provide options that reduce dependency on automobiles.
  - Policy TS-F.3: Advocate connecting the North Metro Rail/N Line to Broomfield at or near the Interstate 25/State Highway 7 interchange.

## I-25 Sub-Area Plan, 11/99

- Highlights of the Sub-Area Plan relative to land use include:
  - Establishing a transit center with adjacent transit-oriented development along the I-25 corridor, just south of Baseline Road (SH7) to support vehicular and non-vehicular access into and out of this core.
  - Providing a variety of mixed, high-quality land uses, supported by existing and proposed regional transportation networks, to maximize economic opportunities throughout the Sub-Area.

## 5.2 Do development **parking policies** promote transit supportive development?

### Broomfield Comprehensive Plan, 11/1/16

- **Goal LU-B: Mixed-Use Development**  
*Encourage and support mixed-use developments that provide the benefits of more compact, denser development with a mix of living, shopping and working environments.*
  - Policy LU-B.3: Encourage and support an acceptable minimum level of development compactness and density within mixed-use developments to increase opportunities for shared parking facilities, the creation of public gathering spaces and open lands.

# Community Support Inventory

Questions 1-4 from FTA Capital Investment Grants (CIG) Program (New Starts/Small Starts/Core Capacity)

## *West 120th Avenue Corridor Sub-Area Plan, 2004*

### ■ **Goal – Transit, Circulation, and Parking**

Vehicular and non-vehicular circulation shall emphasize safety, efficiency and connectivity. Circulation should accommodate a variety of transportation options including regional transit service. Street design shall encourage low traffic speeds, convenient on-street parking (additional parking provided behind the buildings), clear circulation routes, and safe and enjoyable pedestrian and bicycle routes and connections.

## *I-25 Sub-Area Plan, 11/99*

- Public Transit Facilities Policy/Standard-Shared parking arrangements
  - Access to public transit facilities should be provided within all developments consistent with the I-25 Sub Area goal of accommodating high volumes of transit patronage.
  - All commercial sites within projected employee numbers of 1,000 or more should designate specific locations for future transit boarding areas on internal or perimeter roadways.
  - Pedestrian sidewalk connections should be provided between building entrances and transit boarding areas.

## 5.3 Do **financial incentives** promote transit supportive development?

Broomfield City Council considers Development Agreements which are consistent with goals of the Comprehensive Plan.

## 5.4 Do **affordable housing policies** promote transit supportive development?

### *Broomfield Comprehensive Plan, 11/1/16*

- **Goal HO-B: Maintaining Housing Affordability/ Attainability**  
*Encourage an adequate supply of affordable/attainable housing for lower-income households.*
  - Policy HO-B.1: Plan for future affordable/attainable housing that meets the needs for the workforce and special populations. (Action Step HO-B.1.4: Locate affordable/attainable housing proximate to transit and community services and within mixed-income neighborhoods.)
- **Goal HO-D: Special Needs and Services Housing**  
*Increase the supply of housing that is accessible and functional for seniors, single-parent households, and other residents with special needs.*
  - Policy HO-D.1: Support housing that meets the health, access, childcare, transit, and social needs of households with special considerations, such as seniors, single-parent families, and people with special needs.

# Community Support Inventory

Questions 1-4 from FTA Capital Investment Grants (CIG) Program (New Starts/Small Starts/Core Capacity)

## *Broomfield Housing Authority Action Plan, 2018*

- **Recommendation 1:** Review Planning processes and zoning code to streamline affordable development and encourage housing diversity.

## 5.5 Do **transportation** policies support BRT?

### *Broomfield Transportation Plan, 11/1/2016*

- **Goal TS-A: People and Goods Moving Capacity**  
Optimize the capacity of the multimodal transportation system to handle existing and projected travel demands associated with moving people and goods.
  - Policy TS-A.1: Evaluate the need for additional multimodal capacity on Broomfield's streets to improve mobility and relieve congestion. Additional capacity could include general purpose lanes, bus-only lanes, tolled lanes, bike lanes, sidewalks, or shared-use paths.
  - Policy TS-A.3: Minimize and mitigate the barriers presented by major transportation corridors such as Interstate 25, U.S. Highway 36, and railroad corridors by providing safe and convenient multimodal crossings.
  - Policy TS-A.4: Maximize the existing capacity through operational improvements such as state-of-the art traffic signal systems and communication and emerging technologies.
- **Goal TS-B: Alternative Modes**  
*Promote and develop transportation alternatives to provide travel choices and mobility for people of all ages and abilities.*
  - Policy TS-B.7: Evaluate and prepare for the effect that new technologies (such as TNCs and driverless vehicles) will have on parking demands in Broomfield.
- **Goal TS-C: A Connected Transportation System**  
Create and collaborate on an interconnected transportation system that facilitates safe travel for all modes, allows for seamless connections between modes, and provides linkages between neighborhoods and to neighboring communities.
  - Policy TS-C.1: Identify and complete "missing links" in the bike and pedestrian infrastructure.
  - Policy TS-C.4: Facilitate connections between travel modes and improve first- and last-mile access to transit.
- **Goal TS-B: Alternative Modes**  
*Promote and develop transportation alternatives to provide travel choices and mobility for all people of all ages and abilities.*
  - Policy TS-B.1: Continue working the RTD and neighboring jurisdictions to implement commuter rail and BRT to serve Broomfield's major corridors and employment centers.
- **Goal TS-C: A Connected Transportation System**  
*Create and collaborate on an interconnected transportation system that facilitates safe travel*

# Community Support Inventory

Questions 1-4 from FTA Capital Investment Grants (CIG) Program (New Starts/Small Starts/Core Capacity)

*for all modes, allows for seamless connections between modes, and provides linkages between neighborhoods to neighboring communities.*

- Policy TS-C.6: Provide leadership to collaborate with neighboring jurisdictions to ensure compatibility between multimodal transportation improvements and connectivity of the regional trail and transit networks.

## ■ **Goal TS-E: Regional Transportation Planning**

Participate in and influence regional transportation planning efforts and Broomfield's accessibility to the regional multimodal network, while coordinating with neighboring communities to promote an efficient and integrated transportation system.

- Policy TS-E.2: Proactively work with regional and state transportation agencies to encourage completion of regional transportation infrastructure projects. Key projects include Jefferson Parkway, Interstate 25/State Highway 7 interchange, U.S. Highway 36/State Highway 128 (120th Avenue) interchange and Interstate 25/Sheridan Parkway interchange. Seek to influence the final configurations of the Northwest Rail/B Line and North Metro Rail/N Line. These projects will shape future land use and regional connectivity in Broomfield.

## *Broomfield Bicycle and Pedestrian Assessment, 2018*

- **THE BICYCLE AND PEDESTRIAN ASSESSMENT INCLUDES THE IDENTIFICATION OF PRIORITIZED PROJECTS TO DEVELOP A COMPREHENSIVE NETWORK OF ON-STREET AND BIKE AND TRAIL FACILITIES. KEY TRANSIT-RELATED PLAN ELEMENTS INCLUDE:**
  - **DEVELOPMENT OF A BICYCLE NETWORK; THE EVALUATION PROCESS INCLUDED HOW EACH SEGMENT OF THE PROPOSED BICYCLE NETWORK PROVIDES ACCESS TO TRANSIT AND PROPOSED MOBILITY/MICRO-MOBILITY HUBS IDENTIFIED IN THE TRANSPORTATION PLAN. A PRIORITIZED LIST OF PROJECTS RESULTED FROM THE EVALUATION, AND SUPPORTING BICYCLE FACILITY/INTERSECTION DESIGN STANDARDS ARE INCLUDED IN THE PLAN.**
  - **A PEDESTRIAN TOOLBOX THAT IDENTIFIES TRANSIT STATION AREAS AS A LAND USE TYPOLOGY THAT CONSIDERS ACCESS TO TRANSIT. PEDESTRIAN IMPROVEMENT OPPORTUNITIES ARE IDENTIFIED FOR EACH TYPOLOGY WITH SUPPORTING DESIGN STANDARDS FOR PEDESTRIAN FACILITIES.**

## *Municipal Code*

- **17-32-040 – Off-Street Parking; Required Spaces**
  - Spaces required identified in code, no parking maximums.
  - 17-38-010 – Planned Unit Development, Intent
    - (D) To encourage a more efficient use of land and of public services, or private services in lieu thereof, and to reflect changes in the technology of land development so that resulting economics may insure to the benefit of those who need homes.
    - (F) to lessen the burden of traffic on streets and highways.

# Community Support Inventory

Questions 1-4 from FTA Capital Investment Grants (CIG)  
Program (New Starts/Small Starts/Core Capacity)

BRT  
Regional BRT Feasibility Study

- (G) To encourage the building of new neighborhoods incorporating the best features of modern design.

# Community Support Inventory

Questions 1-4 from FTA Capital Investment Grants (CIG) Program (New Starts/Small Starts/Core Capacity)

## 6. City of Centennial

### Centennial Tier 2 Potential BRT Corridors

Potential Corridor	Location-Specific Policy Support
<b>Arapahoe Road</b>	<ol style="list-style-type: none"><li><i>Centennial Transportation Master Plan</i> identifies Arapahoe Road as a future BRT corridor from Broadway to Liverpool.<ul style="list-style-type: none"><li>Park-n-rides recommended at University and Parker</li><li>Transit signal priority recommended at intersections from Havana to Jordan</li></ul></li><li><i>Arapahoe Road Corridor Study</i> ongoing</li></ol>
<b>Broadway/Lincoln</b>	N/A
<b>C-470</b>	N/A
<b>Quebec Street</b>	N/A
<b>University Avenue</b>	<i>Centennial Transportation Master Plan</i> recommends a park-n-ride at University & Arapahoe

### References

City of Centennial. 2013. Centennial Transportation Master Plan. Prepared by Felsburg Holt & Ullevig, in association with Fehr& Peers, UrbanTrans, and TwoHundred. Adopted December 2013.

City of Centennial. 2007. Arapahoe Urban Center Sub-Area Plan. Adopted by City of Centennial Planning and Zoning Commission, October 10, 2007. Ratified by City Council October 15, 2007.

City of Centennial. 2018. Centennial NEXT 2040 Comprehensive Plan. July 25, 2018 (DRAFT).



# Community Support Inventory

Questions 1-4 from FTA Capital Investment Grants (CIG) Program (New Starts/Small Starts/Core Capacity)

## 6.1 Do **land use policies** promote transit supportive development?

### *Centennial NEXT, 2018 DRAFT*

- **Goal Places - 3:** *Promote social, physical, and economic health by allowing an efficient, diverse, and integrated land use mix.*
  - **Policy Places – 3d.** Support Transit-Oriented Development (TOD) near the City's urban centers (generally within one mile of transit hubs).
- **Goal Places - 4:** *Provide opportunities for new housing options that meet market trends and the evolving needs of current and future residents.*
  - **Policy Places – 4a.** Support increased residential densities within Transit Oriented Developments (TODs).
- **Goal Innovations - 3:** *Ensure Centennial's built environment supports technological change in transportation.*
- **Goal Community - 1:** *Continue to improve and expand a balanced, connected, and sustainable multi-modal transportation system.*
  - **Policy Community – 1a.** Ensure all applications for development are reviewed against the Transportation Master Plan and Capital Improvement Program for compliance with its adopted goals and policies.
  - **Policy Community – 1d.** Update the Land Development Code (LDC) to include an analysis of multi-modal infrastructure when conducting traffic impact studies.

### *Centennial Transportation Master Plan, 2013*

- **Goal 1** Provide a Balanced, Connected, and Sustainable Multi-Modal Transportation System
  - **Policy 1.5-** Promote sustainability by encouraging land use patterns that capitalize on the efficient use of the transportation system to reduce vehicular tripmaking, using recycled materials in transportation improvement projects, and encouraging the use of renewable energy sources for transportation
- **Goal 2** Develop a safe and convenient roadway system that balanced mobility and accessibility needs with community preservations
  - **Policy 2.2-** Preserve right-of-way for future capacity enhancements, particularly on the east side of the City where new development is likely to occur
- **Goal 3** Develop strategies to use the Transportation System more efficiently
  - **Policy 3.3-** Require transportation demand management programs be developed at designated and future Activity Centers as they develop and redevelop through the planning and implementation process
- **Goal 9:** *Encourage Development that Supports and Enhances the Transportation System*
  - **Policy 9.1-** Use planning standards for identified Activity Centers to require transportation infrastructure supportive of the uses in each area



# Community Support Inventory

Questions 1-4 from FTA Capital Investment Grants (CIG) Program (New Starts/Small Starts/Core Capacity)

- **Policy 9.2.** Focus multiple transportation mode connections and transportation infrastructure improvements toward designated and future Activity Centers.
- **Policy 9.3.** Encourage transit-oriented development as a framework for future development in designated and future Activity Centers.
- **Policy 9.4.** Promote pedestrian and bicycle facilities/amenities with all new development particularly at identified nodes/Activity Centers.
- **Policy 9.5.** Promote the use of transportation/traffic studies that consider impacts to all modes of transportation to a proposed development.

## *Arapahoe Urban Center Sub-Area Plan, 2017*

- **Goal UD1-1:** *Develop a mixed-use, urban, walkable transit-oriented development (TOD) activity center around the Arapahoe Light Rail Station that is consistent with Major Urban Center station typology.*
  - **Policy UD1-1.1.** Encourage a mix of uses including office, residential, entertainment, and retail, both vertically and horizontally, with higher residential densities to support transit and surrounding detail.
- **Goal LU1-1:** *Promote the Transit Oriented Development (TOD) area as a destination spot for social, cultural, commercial, entertainment, and civic activities.*
  - **Policy LU1-1.2.** Sensitively integrate residential uses into the transit oriented development area to create a vibrant mixed-use district where residents will have easy access to local goods and services.
- **Goal LU1-2:** *Organize land uses that create an environment that supports public transit.*
  - **Policy LU1-2.1.** Locate appropriate building densities and land uses within walking distance of the light rail station, permitting public transit to become a viable alternative to the automobile.

## 6.2 Do development **parking policies** promote transit supportive development?

### *Centennial NEXT, 2018 DRAFT*

- **Goal Community - 1:** *Continue to improve and expand a balanced, connected, and sustainable multi-modal transportation system.*
  - **Policy Community -1c.** Update the Land Development Code to reflect minimum/maximum parking demands and their relation to changing market needs (reduced for Transit-Oriented Development or capped for large office complexes).

### *Centennial Transportation Master Plan, 2013*

- Recommends developing a Travel Demand Management toolkit that includes parking management techniques.

# Community Support Inventory

Questions 1-4 from FTA Capital Investment Grants (CIG) Program (New Starts/Small Starts/Core Capacity)

## *Arapahoe Urban Center Sub-Area Plan, 2017*

- **Goal UDA-1:** *Create sustainable, urban, mixed use, and pedestrian friendly districts.*
  - **Policy UDA -1.1c.** Encourage shared parking for all districts.
  - **Policy UDA-1.1d.** Allow on-street parking in all districts along all roads except I-25, Arapahoe Road and Quebec. Count on-street parking toward parking requirements for all districts.
- **Goal UD1-1:** *Develop a mixed-use, urban, walkable Transit-Oriented Development (TOD) Activity Center around the Arapahoe Light Rail Station that is consistent with Major Urban Center station typology.*
  - **Policy UD1-1.1.** Eliminate parking requirements and allow parking on the street.

### 6.3 Do **financial incentives** promote transit supportive development?

#### *No policies found*

- Examples:
  - Regulatory and financial incentives to promote transit-supportive development

### 6.4 Do **affordable housing policies** promote transit supportive development?

#### *No policies found*

- Examples:
  - Plans and policies to preserve and increase affordable housing in the region and/or corridor
  - Adopted financing tools and strategies targeted to preserve and increase affordable housing in the region and/or corridor

### 6.5 Do **transportation** policies support BRT?

#### *Centennial NEXT, 2018 DRAFT*

- **Goal Places - 1:** *Support enhanced connections between Centennial's neighborhoods and nearby commercial centers and Neighborhood Activity Centers (NAC).*
  - **Policy Places - 1a.** Provide and/or improve connections between different modes of transportation within NACs.
  - **Policy Places - 1b.** Create and preserve desired connection opportunities through easements or rights-of-way dedication.
  - **Policy Places - 1c.** Coordinate with transportation providers on transit studies to identify appropriate transit modes, stops, and connections within the City at NACs and other areas of interest.

# Community Support Inventory

Questions 1-4 from FTA Capital Investment Grants (CIG) Program (New Starts/Small Starts/Core Capacity)

- **Policy Places – 1d.** Require transportation infrastructure that supports and enhances the overall vitality and accessibility of mixed-use developments and NACs.
- **Goal Community – 1:** *Continue to improve and expand a balanced, connected, and sustainable multi-modal transportation system.*
  - **Policy Community – 1b.** Create and implement policies and programs that provide complete and connected pedestrian and bicycle infrastructure.
  - **Policy Community – 1d.** Update the Land Development Code (LDC) to include an analysis of multi-modal infrastructure when conducting traffic impact studies.
  - **Policy Community – 1e.** Participate in Denver Regional Council of Government's (DRCOG) regional transportation plan to specifically identify future transportation connections and create a plan to preserve rights-of-way for said connections.
  - **Policy Community – 1f.** Explore alternate transportation options along East Arapahoe Road and other major corridors (Ex: light rail/street car and bus rapid transit).
- **Goal Community – 3:** *Implement non-infrastructure methods of reducing traffic congestion in partnership with regional transportation management organizations or associations.*
  - **Policy Community – 3a.** Promote education and information about alternative transportation options to reduce travel demand.

## Centennial Transportation Master Plan, 2013

- **Goal 1:** *Provide a Balanced, Connected, and Sustainable Multi-Modal Transportation System*
  - **Policy 1.1.** Provide diverse transportation options, including transit, carpooling, walking, and bicycling for a more sustainable multi-modal transportation system and to reduce fossil fuel consumption.
  - **Policy 1.2.** Identify critical connections between different modes of transportation and ensure that these connections are well maintained and provide amenities that promote modal transfers.
- **Goal 2:** *Develop a safe and convenient roadway system that balanced mobility and accessibility needs with community preservations*
  - **Policy 2.3-** Define the function/character of streets and the desired cross-section based on their role in the roadway network and adjacent land use and promote the appropriate use of the street system based on designated functional classification
- **Goal 4:** *Improve and Expand Public Transit Access and Service*
  - **Policy 4.1.** Promote the use of transit, both bus and rail.
  - **Policy 4.2.** Influence the choices available for public transit to increase usage and viability of the existing and future system.
  - **Policy 4.3.** Identify and prioritize major transportation corridors that could benefit from transit improvements.
  - **Policy 4.4.** Develop and foster relationships with regional agencies that provide transit planning, including RTD, CDOT, and DRCOG.

# Community Support Inventory

Questions 1-4 from FTA Capital Investment Grants (CIG) Program (New Starts/Small Starts/Core Capacity)

- **Policy 4.5.** Work with RTD and other transit service providers to consider local bus routes to improve access to regional transit service and enhance mobility options with the City.
- **Goal 7** Maintain and Improve the Existing Transportation System
  - **Policy 7.4-** Increase operational efficiency through intelligent transportation systems (ITS) infrastructure

## *Arapahoe Urban Center Sub-Area Plan, 2017*

- **Goal TA-2:** *Enhance the existing network of blocks and streets to encourage walking and bicycling and reduce congestion.*
  - **Policy TA-2.2.** Encourage alternative modes of travel by incorporating a network of alternative circulation features, such as pedestrian sidewalks, trails, bicycle lanes, and transit facilities.
  - **Policy TA-2.3.** Create pedestrians routes that provide clear, comfortable, direct and safe access to, from and between residential, commercial, schools, parks, and transit stops.

# Community Support Inventory

Questions 1-4 from FTA Capital Investment Grants (CIG) Program (New Starts/Small Starts/Core Capacity)

## 7. Cherry Hills Village

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### Cherry Hills Village Tier 2 Potential BRT Corridors

Potential Corridor		Location-Specific Policy Support
<b>Colorado Boulevard</b>	N/A	
<b>University Avenue</b>	N/A	

### References

City of Cherry Hills Village. 2008. Cherry Hills Village Master Plan. August.

# Community Support Inventory

Questions 1-4 from FTA Capital Investment Grants (CIG) Program (New Starts/Small Starts/Core Capacity)

## 7.1 Do **land use policies** promote transit supportive development?

### *Cherry Hills Village Master Plan, 2008*

- Land uses do not promote transit supportive development.
  - “The existing low-density development pattern and semi-rural character makes Cherry Hills Village a unique community in the Denver metropolitan area, the state of Colorado and the nation. Future development and land use in Cherry Hills Village should reflect the existing land use pattern, respect current zoning regulations and be sensitive to the impact of development on surrounding properties.”

## 7.2 Do development **parking policies** promote transit supportive development?

### *Zoning Code*

- Section 16-16-10 (C)
  - (c) Parking reduction. The City Manager, or City Council pursuant to approval under Article XX of this Chapter, may grant a parking reduction up to fifty percent (50%) of the required parking if the City Manager or City Council finds:
    - (1) The parking needs of the use will be adequately served; and
    - (2) If joint use of the parking areas is proposed, varying time periods of use will accommodate proposed parking needs, and the applicant has provided adequate assurances that the time periods of use will not change; and
    - (3) If grass or other non-hardened surface area parking is proposed, the use has a minimum of fifty percent (50%) of required parking complying with the hard-surface requirements

## 7.3 Do **financial incentives** promote transit supportive development?

### *No policies found*

- Examples:
  - Regulatory and financial incentives to promote transit-supportive development

## 7.4 Do **affordable housing policies** promote transit supportive development?

### *No policies found*

- Examples:
  - Plans and policies to preserve and increase affordable housing in region and/or corridor

# Community Support Inventory

Questions 1-4 from FTA Capital Investment Grants (CIG) Program (New Starts/Small Starts/Core Capacity)

- Adopted financing tools and strategies targeted to preserve and increase affordable housing in the region and/or corridor

## 7.5 Do **transportation** policies support BRT?

### *Cherry Hills Village Master Plan, 2008*

#### ■ **Alternative Travel Modes**

Opportunities to walk, bicycle and take public transit are important choices to many residents of Cherry Hills Village. In many cases the Village provides adequate opportunities to walk or ride a bike, but in certain areas these facilities are either non-existent or unsafe. Currently, transit is available from routes located on the major perimeter roads and University Boulevard, as well as a circulator route that serves the northeastern portion of the Village along Happy Canyon Road.

- **Goal:** Promote opportunities for all travel modes, including the personal automobile, public transit, bicycle and pedestrian, while preserving the semi-rural character of Cherry Hills Village.

#### **Strategies:**

1. Investigate a local program that emphasizes bicycle and pedestrian facilities for transportation purposes. Such programs should be sensitive to the semi-rural character of Cherry Hills Village.
2. Work with Colorado Department of Transportation on state-controlled roadways to investigate a similar policy and system emphasizing multi-modal transportation opportunities as a component of these roadways.
3. Actively partner in regional transit discussions and recognize the role transit has in the regional system, particularly in serving non-automobile travelers such as youth and the growing elderly population.
4. Continue to expand off-street pedestrian and bicycle connections to get to various destination points.
5. Explore ways to address connections to commercial and institutional properties, as well as other service areas or destination points.

# Community Support Inventory

Questions 1-4 from FTA Capital Investment Grants (CIG) Program (New Starts/Small Starts/Core Capacity)

## 8. The City and County of Denver

### Denver Tier 2 Potential BRT Corridors

Potential Corridor	Location-Specific Policy Support
<b>6th Avenue</b>	<ol style="list-style-type: none"> <li>1. <i>Blueprint Denver</i> identifies 6<sup>th</sup> Avenue as being a future transit priority street.</li> <li>2. <i>Denver Moves: Transit</i> identifies 6<sup>th</sup> Avenue as being a speed and reliability (enhanced bus) corridor.</li> </ol>
<b>Alameda Avenue</b>	<ol style="list-style-type: none"> <li>1. <i>Blueprint Denver</i> identifies parts of Alameda Avenue as a Mixed-use Street Type.</li> <li>2. <i>Blueprint Denver</i> identifies Alameda Avenue as being a future transit priority street.</li> <li>3. <i>Denver Moves: Transit</i> identifies Alameda Avenue as being a medium-capacity (rapid transit to full BRT) transit corridor.</li> </ol>
<b>Broadway/Lincoln</b>	<ol style="list-style-type: none"> <li>1. <i>Blueprint Denver</i> identifies Broadway/Lincoln Boulevard as being a future transit priority street.</li> <li>2. <i>Denver Moves: Transit</i> identifies Broadway/Lincoln as being a high-capacity (full BRT or rail) transit corridor.</li> <li>3. <i>Denver Moves: Broadway/Lincoln Study</i> <a href="https://www.denvergov.org/content/dam/denvergov/Portals/Transportation-Mobility/documents/broadway/BroadwayLincoln_Phase1-Report.pdf">https://www.denvergov.org/content/dam/denvergov/Portals/Transportation-Mobility/documents/broadway/BroadwayLincoln_Phase1-Report.pdf</a></li> </ol>
<b>Colorado Boulevard</b>	<ol style="list-style-type: none"> <li>1. <i>Blueprint Denver</i> identifies parts of Colorado Boulevard as a Mixed-use Street Type.</li> <li>2. <i>Blueprint Denver</i> identifies Colorado Boulevard as being a future transit priority street.</li> <li>3. <i>Denver Moves: Transit</i> identifies Colorado Boulevard as being a medium-capacity (rapid transit to full BRT) transit corridor.</li> </ol>
<b>Evans Avenue</b>	<ol style="list-style-type: none"> <li>1. <i>Blueprint Denver</i> identifies Evans Avenue as being a future transit priority street.</li> <li>2. <i>Denver Moves: Transit</i> identifies Evans Avenue as being a medium-capacity (rapid transit to full BRT) transit corridor.</li> </ol>
<b>Federal Boulevard</b>	<ol style="list-style-type: none"> <li>1. <i>Blueprint Denver</i> identifies Federal Boulevard, south of 23<sup>rd</sup> Avenue, as a Mixed-use Street Type.</li> <li>2. <i>Blueprint Denver</i> identifies Federal Boulevard as being a future transit priority street.</li> <li>3. <i>Denver Moves: Transit</i> identifies Federal Boulevard as being a high-capacity (full BRT or rail) transit corridor.</li> <li>4. <i>Federal Boulevard Corridor Study</i> - <a href="https://www.denvergov.org/content/denvergov/en/denver-department-of-public-works/projects/2017-archive/federal-corridor.html">https://www.denvergov.org/content/denvergov/en/denver-department-of-public-works/projects/2017-archive/federal-corridor.html</a></li> </ol>
<b>Havana Street</b>	<ol style="list-style-type: none"> <li>1. <i>Blueprint Denver</i> identifies Hampden part of the Havana Street route as being a future transit priority street.</li> </ol>



# Community Support Inventory

Questions 1-4 from FTA Capital Investment Grants (CIG) Program (New Starts/Small Starts/Core Capacity)

	2. <i>Denver Moves: Transit</i> identifies the Hampden part of the Havana route as a speed and reliability (enhanced bus) corridor.
<b>Mississippi Avenue</b>	<ol style="list-style-type: none"> <li>1. <i>Blueprint Denver</i> identifies parts of Mississippi Avenue as a Mixed-use Street Type.</li> <li>2. <i>Blueprint Denver</i> identifies Mississippi Avenue as being a future transit priority street.</li> <li>3. <i>Denver Moves: Transit</i> identifies Mississippi Avenue as being a medium-capacity (rapid transit to full BRT) transit corridor.</li> </ol>
<b>MLK/Green Valley Ranch</b>	<ol style="list-style-type: none"> <li>1. <i>Blueprint Denver</i> identifies MLK/Green Valley Ranch as being a future transit priority street.</li> <li>2. <i>Denver Moves: Transit</i> identifies MLK as being a medium-capacity (rapid bus to full BRT) transit corridor and Green Valley Ranch as being a speed and reliability (enhanced bus) corridor.</li> </ol>
<b>Monaco Parkway</b>	N/A
<b>North E-470</b>	N/A
<b>North I-25 (Thornton)</b>	N/A
<b>Park/38th</b>	<ol style="list-style-type: none"> <li>1. <i>Blueprint Denver</i> identifies Park/38<sup>th</sup> Street as being a future transit priority street.</li> <li>2. <i>Denver Moves: Transit</i> identifies Park Avenue as being a high-capacity (full BRT or rail) transit corridor and 38th as being a medium-capacity (rapid bus to full BRT) transit corridor.</li> </ol>
<b>Peoria Street</b>	<ol style="list-style-type: none"> <li>1. <i>Blueprint Denver</i> identifies Peoria Street as being a future transit priority street.</li> <li>2. <i>Denver Moves: Transit (Final Draft – Speed and Reliability)</i></li> </ol>
<b>Quebec Street</b>	<ol style="list-style-type: none"> <li>1. <i>Blueprint Denver</i> identifies Quebec Street as being a future transit priority street.</li> <li>2. <i>Denver Moves: Transit</i> identifies Quebec Street as being a speed and reliability (enhanced bus) corridor.</li> </ol>
<b>Sheridan Boulevard</b>	<ol style="list-style-type: none"> <li>1. <i>Blueprint Denver</i> identifies Sheridan Boulevard as being a future transit priority street.</li> <li>2. <i>Denver Moves: Transit</i> identifies Sheridan Boulevard as being a speed and reliability (enhanced bus) corridor.</li> </ol>
<b>South E-470</b>	N/A
<b>Speer/Leetsdale</b>	<ol style="list-style-type: none"> <li>1. <i>Blueprint Denver</i> identifies most of the Speer/Leetsdale corridor as either Mixed-use or Downtown Arterial Street Type.</li> <li>2. <i>Denver Moves: Transit</i> identifies Speer/Leetsdale as being a high-capacity (full BRT or rail) transit corridor.</li> <li>3. <i>Go Speer Leetsdale Study</i> - <a href="https://www.denvergov.org/content/denvergov/en/denver-department-of-public-works/projects/2017-archive/speer-leetsdale.html">https://www.denvergov.org/content/denvergov/en/denver-department-of-public-works/projects/2017-archive/speer-leetsdale.html</a></li> </ol>

# Community Support Inventory

Questions 1-4 from FTA Capital Investment Grants (CIG) Program (New Starts/Small Starts/Core Capacity)

## University Boulevard

1. *Blueprint Denver* identifies University Boulevard as being a future transit priority street.
2. *Denver Moves: Transit* identifies University Boulevard as being a medium-capacity (rapid transit to full BRT) transit corridor.

## References

City and County of Denver. PUBLIC REVIEW DRAFT #2 January 7, 2019a. *Blueprint Denver: A Blueprint for an Inclusive City*. Accessed 1/17/2019.

City and County of Denver. PUBLIC REVIEW DRAFT #2 January 7, 2019b. *Comprehensive Plan 2040*. Accessed 1/17/2019.

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City and County of Denver. 2014. *Transit Oriented Denver: Transit Oriented Development Strategic Plan*.

# Community Support Inventory

Questions 1-4 from FTA Capital Investment Grants (CIG) Program (New Starts/Small Starts/Core Capacity)

## 8.1 Do land use policies promote transit supportive development?

### *Draft Comprehensive Plan 2040, 2019*

- **Goal 3.8** Strengthen multimodal connections in mixed-use centers and focus growth near transit.

### *Draft Blueprint Denver, 2019*

- **Land use and Built Form: General – Policy 1:** Promote and anticipate planned growth in major centers and corridors and key residential areas connected by high- and medium-capacity transit corridors.
- **Land use and Built Form: General – Policy 2:** Incentivize or require efficient development of land, especially in areas with high transit connectivity
- **Land Use and Built Form: Housing - Policy 8:** Capture 80 percent of new housing growth in regional centers, community centers and corridors, high-intensity residential areas, greenfield residential areas and certain districts.
- **Land Use and Built Form: Economics - Policy 1:** Capture 90 percent of job growth in regional centers, community centers and corridors, certain districts and high-intensity residential areas in downtown and urban center contexts. Of the 90 percent job growth, focus 30 percent downtown.
- **Land Use and Built Form: Design Quality & Preservation - Policy 4:** Ensure an active and pedestrian-friendly environment that provides a true mixed-use character in centers and corridors.
- **Land Use and Built Form: Mobility - Policy 1:** Encourage mode-shift — more trips by walking and rolling, biking and transit — through efficient land use and infrastructure improvements.
- **Land Use and Built Form: Mobility - Policy 2:** Align the impacts of private development with transportation infrastructure and promote development that creates walkable, transit-friendly communities.
- **Land Use and Built Form: Mobility - Policy 12:** Implement transit priority corridors as a strategy to support growth.

### *Transit Oriented Denver, 2014*

- Community Planning and Development Policies
  - 2.2 Explore Opportunities for Non-Rail Station TOD Planning
- Department of Public Works
  - 3.1 Evaluate Denver's role in transit planning and implementation

# Community Support Inventory

Questions 1-4 from FTA Capital Investment Grants (CIG) Program (New Starts/Small Starts/Core Capacity)

## 8.2 Do development parking policies promote transit supportive development?

### *Draft Comprehensive Plan 2040, 2019*

- 3.9 Advance innovative curb lane management and parking policies.

### *Draft Blueprint Denver, 2019*

- **Mobility – Policy 11:** Maximize the use of curb space — often used for on-street parking, loading and drop-offs — according to land use context.
- **Land Use and Built Form: Housing – Policy 6:** Increase the development of affordable housing and mixed-income housing, particularly in areas near transit, services and amenities.
  - (B) Implement additional parking reductions for projects that provide income-restricted affordable units

### *Transit Oriented Denver, 2014*

- Department of Public Works
  - 3.2 Apply parking management strategies at TODs

### *Denver Strategic Parking Plan, 2010*

- Parking strategies are customized depending on context, including the presence of high frequency transit service

## 8.3 Do financial incentives promote transit supportive development?

### *Draft Blueprint Denver, 2019*

- **Land Use and Built Form: Housing – Policy 8:** Capture 80 percent of new housing growth in regional centers, community centers and corridors, high-intensity residential areas, greenfield residential areas and certain districts.
  - In order to capture 25 percent of housing growth within the downtown neighborhood context, the city's largest regional center:
    - **Study and implement zoning incentives and other tools to attract high-density mixed-use development downtown, especially for vacant and underutilized land.**
- **Land Use and Built Form: Economics – Policy 1:** Capture 90 percent of job growth in regional centers, community centers and corridors, certain districts and high-intensity residential areas in downtown and urban center contexts. Of the 90 percent job growth, focus 30 percent downtown.
  - (A) Encourage and preserve opportunity for office development within regional centers by allowing high density employment. Study and implement requirements and/or incentives for high density development in regional centers including vacant and underutilized land in downtown.

# Community Support Inventory

Questions 1-4 from FTA Capital Investment Grants (CIG) Program (New Starts/Small Starts/Core Capacity)

## *Transit Oriented Denver, 2014*

- Department of Finance
  - 4.2 Utilize Denver TOD financing mechanisms
  - 4.3 Create station area financing plans for designated “catalyze” stations
- Office of Economic Development
  - 5.1 Business recruitment strategies for TOD areas
  - 5.2 Housing and neighborhood development strategies for TOD areas
  - 5.3 Strategic Lending Tools for TOD areas
  - 5.4 Key strategic projects that impact TOD

## 8.4 Do affordable housing policies promote transit supportive development?

### *Draft Comprehensive Plan 2040, 2019*

- **Goal 1.3** Develop housing that is affordable to residents of all income levels.
- **Goal 1.4** Preserve existing affordable housing.

### *Draft Blueprint Denver, 2019*

- **Land Use and Built Form: Housing - Policy 2:** Diversify housing options by exploring opportunities to integrate missing middle housing into low- and low-medium residential areas.
- **Land Use and Built Form: Housing - Policy 3:** Incentivize the preservation and reuse of existing smaller and affordable homes.
- **Land Use and Built Form: Housing - Policy 5:** Remove barriers to constructing accessory dwelling units and create context-sensitive form standards.
- **Land Use and Built Form: Housing - Policy 6:** Increase the development of affordable housing and mixed-income housing, particularly in areas near transit, services and amenities.
  - (A) Incentivize affordable housing through zoning, especially in regional centers, community centers and community corridors adjacent to transit. This could include creating citywide height bonuses in the zoning code, where additional height is allowed in exchange for income restricted units. Incentives for affordable housing are particularly important for areas that score high in Vulnerability to Displacement and score low in Housing Diversity.
  - (C) Implement other incentives for affordable housing, such as lower building permit fees for projects that commit to a certain percentage of income-restricted units onsite.

# Community Support Inventory

Questions 1-4 from FTA Capital Investment Grants (CIG) Program (New Starts/Small Starts/Core Capacity)

## 8.5 Do transportation policies support BRT?

### *Draft Comprehensive Plan 2040, 2019*

- **Goal 3.1** Deliver a multimodal network that encourages more trips by walking, rolling, biking and transit
- **Goal 3.5** Ensure the development of a frequent, high-quality, and reliable transit network.

### *Draft Blueprint Denver, 2019*

- *Blueprint Denver* identifies many of the corridors as being future transit priority streets, see location specific information on page 1.

### *Draft Denver Moves: Transit, 2019*

- *Denver Moves: Transit* identifies many of the corridors as being high- or medium-capacity transit corridors or speed and reliability transit corridors, see location specific information on page 1.

### *Denver 50 X 80 Climate Action Plan, 2018*

- Interim Carbon Reduction Goals
  - Transportation Goals by 2030
    - Meet Mobility Action Plan Goals:
      - 16% of commuters will use public transit
      - 9% of commuters will walk to work
      - 8% of commuters will bike to work
      - 7.5% of commuters will telecommute

### *Denver's Mobility Action Plan, 2017*

- Community Lead Actions:
  - Deliver a Multi-Modal Network that Encourages Mode Shift
    - Reduce single-occupant vehicle (SOV) commuters by 50 percent and increase the percentages of bike and pedestrian commuters to 15% and transit commuters to 15%. Today, 73% of Denver commuters drive alone.
- Tactical Actions:
  - Transportation Demand Management
    - Develop and deploy policy and regulatory innovations to encourage employers, business centers and building owners to incentivize employees and tenants to use transit and alternative transportation modes.
    - Integrate programs for transportation demand management, trip reduction, and active parking management and optimization into new and existing developments.
  - Transit

# Community Support Inventory

Questions 1-4 from FTA Capital Investment Grants (CIG) Program (New Starts/Small Starts/Core Capacity)

- Buoyed by the success of FasTracks, strengthen our partnership with RTD to increase frequency and build ridership along key transit corridors and enhance intra-city services by:
  - Analyzing a possible “buy up” of transit service.
  - Supporting efforts to enhance service and reduce fares for low-income users and vulnerable community members.
  - Enhancing service and convenience, while reducing cost, for Denver students.
  - Creating a transit pass program that makes the use of transit more simple, intuitive and cost-effective for more people, and more easily engaged by employers, major employment centers and large residential building owners
- Implement bus rapid transit with RTD on Colfax Avenue and other major corridors. On Colfax alone, BRT is projected to double the number of daily riders from 20,000 to 40,000 or more.
- Partner with RTD to identify at least five additional high-frequency corridors for operational enhancements like managed lanes and transit signal prioritization, which make transit faster and more convenient.
- Work with RTD and local, regional, state and federal partners to analyze and implement enhancements to the 16th Street Mall and the Free MetroRide.

# Community Support Inventory

Questions 1-4 from FTA Capital Investment Grants (CIG) Program (New Starts/Small Starts/Core Capacity)

## 9. Douglas County

### Douglas County Tier 2 Potential BRT Corridors

Potential Corridor		Location-Specific Policy Support
<b>Broadway/Lincoln</b>	N/A	
<b>South E-470</b>	N/A	
<b>University Boulevard</b>	N/A	
<b>C-470</b>	N/A	

### References

Douglas County, Colorado. 2009. 2030 Transportation Plan. Adopted by Douglas County Planning Commission November 9, 2009.

Douglas County, Colorado. 2014. 2035 Comprehensive Master Plan. Douglas County Department of Community Development, Planning Services Division. Adopted by the Douglas County Planning Commission, June 16, 2014.

Douglas County, Colorado. Under Development. 2040 Transportation Master Plan. Accessed at <https://www.douglas.co.us/2040-transportation-master-plan/>.

Douglas County, Colorado. Under Development. 2040 Comprehensive Master Plan. Draft anticipated early 2019. Accessed at <https://www.douglas.co.us/land/2040cmp/>.



# Community Support Inventory

Questions 1-4 from FTA Capital Investment Grants (CIG) Program (New Starts/Small Starts/Core Capacity)

## 9.1 Do land use policies promote transit supportive development?

### 2035 Comprehensive Master Plan, 2014

- **Objective 2-6F:** *Ensure nonresidential building design, scale, and orientation are compatible with the natural and built environment.*
  - **POLICY 2-6F.3** Design nonresidential development to emphasize human scale and create pedestrian and transit connections, where appropriate.
- **Objective 2-7B:** *Promote development patterns and community design that meet the needs of residents as they age.*
  - **Policy 2-7B.1.** Support community form that provides access to services and transportation that meets the needs of all residents.
- **Objective 2-14B:** *Design Pedestrian-Oriented Activity Centers.*
  - **Policy 2-14B.4.** Establish minimum densities for community activity centers.
- **Objective 2-14C:** *Promote a multimodal transportation network that provides access to major collectors and arterial highways, transit, sidewalks, and trails and links activity centers.*
  - **Policy 2-14C.2.** Locate community centers on primary transit corridors, integrate them into the regional transportation system, and provide bicycle parking and storage facilities.
  - **Policy 2-14C.6** Support the creation of corridors for public transit and light rail.
- **Objective 7-3B:** *Incorporate transit facilities within development in urban areas.*
  - **Policy 7-3B.1.** Support land development patterns and practices that strengthen and create multimodal transportation options and transit-oriented development within the Primary Urban Area, and in the Separated Urban Area, as appropriate.
- **Objective 7-4B:** *Use land-use planning to reduce travel by automobile and improve access to community resources.*
  - **Policy 7-4B.1.** Ensure all new development and redevelopment projects incorporate bicycle and pedestrian facilities that connect community uses and destinations, including employment centers, residential areas, shopping, parks, transit facilities, schools and other community activity centers, where possible.
  - **Policy 7-4B.2.** Encourage mixed-use development, with appropriate scale and pattern of uses, that supports a variety of travel options and connects community uses and destinations.

### 2030 Transportation Plan, 2009 (Related to the goals and objectives of the 2035 Comprehensive Master Plan)

- **Comp Plan Objective 7-3B:** *Incorporate transit facilities within development in urban areas.*
  - **Transportation Plan Policy:** Short- and long-term transit for urban Douglas County will consist of both specialized demand responsive transit service and some limited fixed route service. The specialized demand responsive transit service does not require specialized facilities, such as transit centers or hubs, but rather a small loading and

# Community Support Inventory

Questions 1-4 from FTA Capital Investment Grants (CIG) Program (New Starts/Small Starts/Core Capacity)

- unloading area within close proximity to the trips origin and destinations. The fixed route service stops will require a more formal stop facility with transit information signage, benches, and in some cases, shelters and even parking areas for Park-n-Ride. As larger development proposals are submitted, it should be the policy of planning and engineering staff to review these proposals for possible transit facilities. These requirements should be included in the County's zoning ordinance and development code.
- **Comp Plan Goal 7-4:** *Coordinate transportation and land-use planning design, programs, and policies to reduce traffic congestion, provide alternatives to automobile use, improve air quality, and create healthy, desirable living environments.*
    - **Transportation Plan Policy:** In developing a land use and transportation plan that meets this goal, it shall be a policy of the County in urbanizing areas to promote multimodal travel through:
      - **DIVERSITY:** The future planning area must have a wide-range of land use uses and trip types. This area would include residential land uses from where the trip begins and commercial and service areas where a resident may then walk or ride a bicycle to retail or service destination. Residential areas without retail, service, and employment will require the resident to get in their car and drive to their destination.
      - **DENSITY:** The planning area must have higher densities to create internal opportunities for trips. If there is limited commercial and services within the area, there will be limited trips served. Density is also necessary to reach the critical mass to support transit service.
      - **DISTANCE:** The planning area must also be small enough to where a person could walk or ride a bike from one location to another. If the distance is greater than one-quarter of mile, then the probability for walking drops significantly.
      - **DESIGN:** The transportation network must include "Complete Streets," which have bike lanes and sidewalks that are direct, continuous, have easy street crossings, are visually interesting, and are safe and secure. In addition, to reduce rail and highway noise on new development, the Plan practices smart land use planning principles by not proposing noise sensitive land uses in close proximity to major highways and railroads.
  - **Comp Plan Objective 7-4B:** *Use land-use planning to reduce travel by automobile and improve access to community resources.*
    - **Transportation Plan Policy:** The Douglas County 2030 Transportation Plan incorporates bicycle lanes and sidewalks within urban areas and shoulders in rural areas to provide opportunities for walking and bicycling in Douglas County. To promote walking and bicycling, it shall be the policy of the County to require connections to employment centers, shopping, parks, transit Douglas County 2030 Transportation Plan – November 2009 11 Chapter 1: Introduction facilities, schools, and other community activity centers, where possible. These bicycle lanes, sidewalks, and shoulders will be coordinated with mixed-use centers and the County's regional trails system. These requirements should be included in the County's zoning ordinance and development code. Zoning ordinances and

# Community Support Inventory

Questions 1-4 from FTA Capital Investment Grants (CIG) Program (New Starts/Small Starts/Core Capacity)

development codes will also be updated to require connectivity through road and off-street path design to reduce trip lengths, provide multiple alternative travel routes between community uses and destinations, and provide alternatives to automobile

## 9.2 Do development **parking policies** promote transit supportive development?

*No policies found*

- Examples:
  - Parking policies (allowances for reductions in parking and traffic mitigation for development near station areas, plans for park-n-rides, parking management)
  - Zoning allowances for reduced parking

## 9.3 Do **financial incentives** promote transit supportive development?

*No policies found*

- Examples:
  - Regulatory and financial incentives to promote transit-supportive development

## 9.4 Do **affordable housing policies** promote transit supportive development?

*2035 Comprehensive Master Plan, 2014*

- **Objective 6-1D:** *Promote the development of attainable housing.*
  - **Policy 6-1D.1** Locate attainable housing in proximity to employment, transportation, and services.

## 9.5 Do **transportation** policies support BRT?

*2035 Comprehensive Master Plan, 2014*

- **Objective 6-5C:** *Ensure all residents have access to adequate transportation, to the maximum extent possible.*
  - **Policy 6-5C.1** Create a comprehensive transportation services system.
- **Objective 7-3A:** *Facilitate an integrated transit plan as a component of the Douglas County Transportation Plan.*
  - **Policy 7-3A.1.** Coordinate and support existing and future transit services provided by other agencies to fulfill service demands of County residents, including seniors and people with disabilities.
- **Objective 7-4A:** *Reduce traffic congestion through implementation of Transportation Demand Management (TDM) and land planning principles.*

# Community Support Inventory

Questions 1-4 from FTA Capital Investment Grants (CIG) Program (New Starts/Small Starts/Core Capacity)

- Policy 7-4A.1. Encourage employers to establish programs that include the use of staggered work hours that support off-peak travel, four-day work weeks, telecommuting, nontypical work shifts, formal van pool or company ridesharing programs, and transit passes.
- Policy 7-4A.2. Provide incentives to businesses to reduce employee commuting and automobile use, if supported by adopted TDM policies and/or programs, as described in the Transportation Plan.

## *2035 Transportation Plan Policies, 2014 (Related to the goals and objectives of the 2035 Comprehensive Master Plan)*

- **Comp Plan Goal 7-1:** *Develop an efficient, multi-functional transportation network that is designed to ensure safety, promote user access, and facilitate cost-effective operations and maintenance.*
  - **Transportation Plan Policy:** The Douglas County 2030 Transportation Plan incorporates all transportation modes. The Plan includes a multi-phased Bicycle Vision Plan with objectives to add shoulders when practical during normal maintenance overlays or widening projects to improve capacity and safety and to provide opportunities for bicyclists. The Transit Vision Plan for rural Douglas County focuses on specialized transit needs for a growing senior population and those with special needs. This Transit Vision Plan integrates with existing RTD service. The Douglas County 2030 Transportation Plan targeted cost-effective roadway improvements for improved operations.
- **Comp Plan Objective 7-3A:** *Facilitate an integrated transit plan as a component of the Douglas County Transportation Plan.*
  - **Transportation Plan Policy:** The Transit Vision Plan chapter provides both the initial steps for implementing transit in Douglas County and a long-range transit vision plan to address future needs through coordination with other existing agency service providers. The transportation plan policy is to continue cooperative relationships with all service providers and stakeholders.
- **Comp Plan Objective 7-3B:** *Incorporate transit facilities within development in urban areas.*
  - **Transportation Plan Policy:** Short- and long-term transit for urban Douglas County will consist of both specialized demand responsive transit service and some limited fixed route service. The specialized demand responsive transit service does not require specialized facilities, such as transit centers or hubs, but rather a small loading and unloading area within close proximity to the trips origin and destinations. The fixed route service stops will require a more formal stop facility with transit information signage, benches, and in some cases, shelters and even parking areas for Park-n-Ride. As larger development proposals are submitted, it should be the policy of planning and engineering staff to review these proposals for possible transit facilities. These requirements should be included in the County's zoning ordinance and development code.
- **Objective 7-4A:** *Reduce traffic congestion through implementation of Transportation Demand Management (TDM) and land planning principles.*

# Community Support Inventory

Questions 1-4 from FTA Capital Investment Grants (CIG)  
Program (New Starts/Small Starts/Core Capacity)

- **Transportation Plan Policy:** Transportation Demand Management is a program based solution for addressing transportation demand. These programs include alternative work hours, carpool/vanpool programs, transit passes, and parking strategies, etc. Successful TDM programs usually require a Transportation Management Organization (TMO) to organize and implement the program. These TMO's are also organized at major employment center locations such as the Downtown Denver Partnership or Southeast Business Partnership at the Denver Tech Center. Unincorporated Douglas County will not see the magnitude of nonresidential development to warrant a TMO, but encouraging businesses to coordinate with DRCOG's RideArrangers for carpool/vanpool coordination would be desirable.

# Community Support Inventory

Questions 1-4 from FTA Capital Investment Grants (CIG) Program (New Starts/Small Starts/Core Capacity)

## 10. The City of Englewood

### Englewood Tier 2 Potential BRT Corridors

Potential Corridor	Location-Specific Policy Support
<b>Broadway/Lincoln</b>	1. <i>Englewood Forward</i> discusses the Broadway corridor as a Catalyst Activity location for high density commercial and residential development.
<b>Evans Avenue</b>	N/A
<b>Federal Boulevard</b>	N/A
<b>Havana (Hampden)</b>	1. <i>Englewood Forward</i> discusses the Englewood Station, adjacent to Hampden) area as being a mixed-use, Catalyst Activity location where the retail street should be strengthened.
<b>University Boulevard</b>	N/A

### References

City of Englewood. 2016. Englewood Forward: Comprehensive Plan. December.

City of Englewood. 2012. Complete Streets Toolbox, 2011. February.

City of Englewood. 2013. Light Rail Corridor Plan. September.

City of Englewood. 2004. Unified Development Code.

# Community Support Inventory

Questions 1-4 from FTA Capital Investment Grants (CIG) Program (New Starts/Small Starts/Core Capacity)

## 10.1 Do **land use policies** promote transit supportive development?

### *Englewood Forward, 2016*

- **Goal Live - 3:** *Recognize and enhance the relationships between land use and the transportation system.*
  - **Objective Live – 3.1.** Capitalize on opportunities for redevelopment associated with obsolescent land uses in proximity to major transportation investments.
  - **Objective Live – 3.2.** Facilitate a range of pedestrian-oriented, mixed-use development that includes residential, industrial, office, and supporting retail along primary mass transit routes, such as the light rail corridor and Broadway bus routes.
  - **Objective Live – 3.3.** Encourage land use patterns and urban designs that reduce dependency on automobiles.
- **Goal Work - 3:** *Encourage a regional balance of jobs to housing in order to reduce vehicle miles traveled, traffic congestion, and commuting times, and to improve air quality.*
  - **Objective Live – 3.1.** Encourage mixed-use developments that include both housing and business employment opportunities where appropriate.
- **Neighborhood Policy – DT1:** *Promote infill development with appropriate sized retail, high density housing products and re-establishment of grid through CityCenter.*

### *Light Rail Corridor Plan, 2013*

- **Station Area Zones/Overlays** - Zone/overlay districts recommended for the corridor include the following designations:
  - Mixed-Use-Transit Station Area (MX-TSA)
  - Designation Mixed Use-Industrial (MX-IND)
  - Designation Mixed Use Business (MU-B1), (MU-B-2) Designation

## 10.2 Do development **parking policies** promote transit supportive development?

### *Englewood Forward, 2016*

- **Goal Move-1:** Enhance multi-modal mobility and accessibility for all residents through maintenance and improvement of all transportation corridors.
  - **Objective Move-1.7.** Maintain an appropriate parking supply for mixed-use districts.

### *Light Rail Corridor Plan, 2013*

- **Parking** - Private and public parking needs within the station area will be met through on-street parking, within existing structures and existing or new park-n-Ride facilities.



# Community Support Inventory

Questions 1-4 from FTA Capital Investment Grants (CIG) Program (New Starts/Small Starts/Core Capacity)

- Private Parking - Although transit is provided within the corridor, parking will nevertheless be required for new development. To ensure that new development is competitive with similar uses outside the corridor and existing adjacent uses are not adversely impacted by overflow parking, all new development parcels have been planned to accommodate parking, at the following minimum ratios:
  - **Residential - 1 space per residential dwelling unit**
  - **Retail/Commercial -3 spaces per 1000 square feet**
  - **Employment- 3 spaces per 1000 sf**
  - **Wherever parking is constructed, it should be:**
    - **Screened from sidewalks and bikeways**
    - **Built behind, to the side or within buildings**
    - **Shared wherever viable**
    - **Reduced**
    - **Maximums rather than minimums should be encouraged but not required**

*Englewood Unified Development Code, 2004*

- Alternative Parking Plans are allowable in the Transit Station Area Zone District

## 10.3 Do **financial incentives** promote transit supportive development?

None found

## 10.4 Do **affordable housing policies** promote transit supportive development?

*Englewood Forward, 2016*

- **Goal Move - 1:** Promote a balanced mix of housing opportunities serving the needs of current and future Englewood citizens.
- **Objective Live – 1.1** Allow for housing that meets the needs of all income groups, including appropriate type and location of housing.

## 10.5 Do **transportation** policies support BRT?

*Englewood Forward, 2016*

- **Goal Move - 1:** Enhance multi-modal mobility and accessibility for all residents through maintenance and improvement of all transportation corridors.
- **Objective Move – 1.2.** Develop a timeline and seek funding for implementing Complete Streets on identified corridors to ensure vehicular, transit, bicycle, and pedestrian mobility.



# Community Support Inventory

Questions 1-4 from FTA Capital Investment Grants (CIG) Program (New Starts/Small Starts/Core Capacity)

- **Objective Move – 1.3.** Support new regional transportation system enhancements, capacity improvements, and corridor studies through the DRCOG planning process.
- **Objective Move – 1.5.** Ensure access to multi-modal transportation networks for all groups with special needs including the elderly, children, and disabled.
- **Objective Move – 1.6.** Coordinate street, intersection and transit stop improvements with regional transportation patterns to increase availability of and access to public transit.
- **Goal Move – 2:** *Improve environmental quality and safety as it relates to the transportation system.*
- **Goal Move – 2.3.** Promote use of alternative transportation modes to improve air quality.

## *Complete Streets Toolbox, 2012*

- **Transportation Goals:**
  - 1. Enhance both the mobility and the accessibility of the transportation system
    - 1-2. Recognize the limitations of increasing arterial road capacity by emphasizing capacity improvements to pedestrian, bicycle, and transit modes
    - 1-4. Maximize travel mode choice opportunities both within and between residential, commercial, recreational, and civic areas
    - 1-5. Build a transportation system that ensures universal access to historically underserved or disadvantaged groups including the elderly, children, the disabled, minorities, and low-income groups
  - 4. Promote a quality of life transportation philosophy that seeks to create an environmentally attractive, pedestrian-friendly community
    - 4-1. Create continuous transit and non-motorized connections between City Center and downtown Englewood, as well as the surrounding residential and business community

# Community Support Inventory

Questions 1-4 from FTA Capital Investment Grants (CIG) Program (New Starts/Small Starts/Core Capacity)

## 11. The City of Federal Heights

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### Federal Heights Tier 2 Potential BRT Corridors

Potential Corridor	Location-Specific Policy Support
Federal Boulevard	N/A

### References

City of Federal Heights, Colorado. 1997. Comprehensive Plan. September.

# Community Support Inventory

Questions 1-4 from FTA Capital Investment Grants (CIG) Program (New Starts/Small Starts/Core Capacity)

## 11.1 Do **land use policies** promote transit supportive development?

### *Comprehensive Plan, 1997*

- *Safe, habitable, and affordable housing is a fundamental human need. Neighborhoods are the basic building blocks of a city and provide a sense of belonging. This small-scale sense of belonging can lead to a sense of community for the entire City. The important aspects of neighborhoods should be recognized and protected. Because residential development occupies the greatest percentage of the City's area, the quality of residential development is of key importance in determining the image of the City.*

## 11.2 Do development **parking policies** promote transit supportive development?

### *No policies found*

- Examples:
  - Parking policies (allowances for reductions in parking and traffic mitigation for development near station areas, plans for park-n-rides, parking management)
  - Zoning allowances for reduced parking

## 11.3 Do **financial incentives** promote transit supportive development?

### *No policies found*

- Examples:
  - Regulatory and financial incentives to promote transit-supportive development

## 11.4 Do **affordable housing policies** promote transit supportive development?

### *Comprehensive Plan, 1997*

- **Goal:** The City will promote an affordable, safe and pleasant environment for all residential neighborhoods. Adequate public services will be available to all neighborhoods. Special attention will be given to upgrade neighborhood appearance and property maintenance. The City will make every available effort to inspire privacy and limit adverse impacts of adjacent commercial development and prevent or reduce crime through residential design.

# Community Support Inventory

Questions 1-4 from FTA Capital Investment Grants (CIG) Program (New Starts/Small Starts/Core Capacity)

## 11.5 Do **transportation** policies support BRT?

### *Comprehensive Plan, 1997*

- The Federal Heights Comprehensive Plan does not specifically promote BRT, but does identify a goal to have a safe and efficient transit network in the following section:
  - *Federal Heights will maintain and improve the transportation system by providing for adequate, safe and efficient routes of transit. The City will encourage a more balanced transportation system that assures access and safe mobility for all residents and minimizes the dependency for auto trips by providing a range of viable transportation alternatives. The City will promote energy efficient transportation to reduce air, water, and noise pollution from vehicles.*
  - **Explore ways to increase mass transit ridership and pedestrian/bicycle trips for short commutes.**

# Community Support Inventory

Questions 1-4 from FTA Capital Investment Grants (CIG) Program (New Starts/Small Starts/Core Capacity)

## 12. The City of Glendale

### Glendale Tier 2 Potential BRT Corridors

Potential Corridor	Location-Specific Policy Support
<b>Colorado Boulevard</b>	The <i>Land Use Master Plan</i> identifies Colorado as a Principle Arterial Street.
<b>Mississippi Avenue</b>	N/A
<b>Speer/Leetsdale</b>	The <i>Land Use Master Plan</i> identifies Leetsdale as a Principle Arterial Street.

### References

City of Glendale, Colorado. Municipal Code. Accessed on January 15, 2019, at <https://www.codepublishing.com/CO/Glendale/>.

City of Glendale, Colorado. 1996. Land Use Master Plan. May.

City of Glendale, Colorado. 2010. Creekfront Entertainment District Master Plan. November 22. Prepared by The Antero Group, Design Studios West, Shears Adkins + Rockmore Architects, and Wright Water Engineers.

# Community Support Inventory

Questions 1-4 from FTA Capital Investment Grants (CIG) Program (New Starts/Small Starts/Core Capacity)

## 12.1 Do **land use policies** promote transit supportive development?

### *Land Use Master Plan, 1996*

- The plan discusses the desire to move toward a “urban village concept” that:
  - *Sidewalks allow people to walk from one destination to another. It means that the ground level of buildings must be open and accessible. It means that while parking lots are necessary, they must be accessory to the mix of uses within each building – uses that accommodate people not cars.*
  - *Includes a mix of housing types and prices, a system of interconnected local streets, and neighborhood centers that serve as focal points for community activities.*

## 12.2 Do development **parking policies** promote transit supportive development?

### *Land Use Master Plan, 1996*

- The plan discusses the desire to move toward a “urban village concept” that:
  - *Sidewalks allow people to walk from one destination to another. It means that the ground level of buildings must be open and accessible. It means that while parking lots are necessary, they must be accessory to the mix of uses within each building – uses that accommodate people not cars.*

## 12.3 Do **financial incentives** promote transit supportive development?

### *No policies found*

- Examples:
  - Regulatory and financial incentives to promote transit-supportive development

## 12.4 Do **affordable housing policies** promote transit supportive development?

### *No policies found*

- Examples:
  - Plans and policies to preserve and increase affordable housing in the region and/or corridor
  - Adopted financing tools and strategies targeted to preserve and increase affordable housing in the region and/or corridor

# Community Support Inventory

Questions 1-4 from FTA Capital Investment Grants (CIG)  
Program (New Starts/Small Starts/Core Capacity)

## 12.5 Do **transportation** policies support BRT?

### *Land Use Master Plan, 1996*

- The plan discusses the desire to move toward a “urban village concept” that:
  - Ensures that more services are within safe walking distance of residential developments. As an urban village concept is implemented, it is anticipated that residents will rely less on their cars and more on walking, bicycling and public transit.

# Community Support Inventory

Questions 1-4 from FTA Capital Investment Grants (CIG) Program (New Starts/Small Starts/Core Capacity)

## 13. The City of Greenwood Village

### Greenwood Village Tier 2 Potential BRT Corridors

Potential Corridor		Location-Specific Policy Support
Quebec Street	N/A	
Arapahoe Road	N/A	
University Boulevard	N/A	
C-470	N/A	

### References

City of Greenwood Village, Colorado. 2015. Greenwood Village Comprehensive Plan. Adopted by Greenwood Village City Council on November 11, 2015.

City of Greenwood Village, Colorado. 2018. Greenwood Village Comprehensive Plan Update: Draft Village Goals. Accessed 1/17/2019.



# Community Support Inventory

Questions 1-4 from FTA Capital Investment Grants (CIG) Program (New Starts/Small Starts/Core Capacity)

## 13.1 Do **land use policies** promote transit supportive development?

*Greenwood Village Comprehensive Plan Update: Draft Village Goals, 2018*

- Land Use Goals:
  - Ensure that new development is consistent with the transportation goals.

## 13.2 Do development **parking policies** promote transit supportive development?

*No policies found*

- Examples:
  - Parking policies (allowances for reductions in parking and traffic mitigation for development near station areas, plans for park-n-rides, parking management)
  - Zoning allowances for reduced parking

## 13.3 Do **financial incentives** promote transit supportive development?

*No policies found*

- Examples:
  - Regulatory and financial incentives to promote transit-supportive development

## 13.4 Do **affordable housing policies** promote transit supportive development?

*No policies found*

- Examples:
  - Plans and policies to preserve and increase affordable housing in the region and/or corridor
  - Adopted financing tools and strategies targeted to preserve and increase affordable housing in the region and/or corridor

## 13.5 Do **transportation** policies support BRT?

*Greenwood Village Comprehensive Plan, 2015*

- **Overall Village Goal 7:** *Promote Interstates 25 & 225 and public transit as the primary accessways to the higher density areas of the Village and discourage traffic in residential areas.*
- **Overall Transportation Goal 7:** *Encourage implementation of mass transit systems and other alternatives to single occupant vehicles.*

*Greenwood Village Comprehensive Plan Update: Draft Village Goals, 2018*

- Promote and maintain a well-organized, easily traveled and accessible Village by having a well-planned transportation system that is consistent with community values.

# Community Support Inventory

Questions 1-4 from FTA Capital Investment Grants (CIG) Program (New Starts/Small Starts/Core Capacity)

## 14. Jefferson County

### Jefferson County Tier 2 Potential BRT Corridors

Potential Corridor		Location-Specific Policy Support
<b>Park/38<sup>th</sup></b>	N/A	
<b>Alameda Avenue</b>	N/A	
<b>Evans Avenue</b>	N/A	
<b>Sheridan Boulevard</b>	N/A	
<b>Wadsworth Boulevard</b>	N/A	
<b>Arapahoe Road</b>	N/A	
<b>120th Avenue</b>	N/A	
<b>C-470</b>	N/A	

### References

Jefferson County Transportation and Engineering Division. 2014. Countywide Transportation Plan Addendum. Adopted in 1998. Addendum issued 2014.

Jefferson County. 2017. Comprehensive Master Plan. Amended November 8, 2017.

# Community Support Inventory

Questions 1-4 from FTA Capital Investment Grants (CIG) Program (New Starts/Small Starts/Core Capacity)

## 14.1 Do land use policies promote transit supportive development?

### *Countywide Transportation Plan, 1998*

- Bicycle / Pedestrian: [Provide] connections to park-n-Ride lots to encourage strong ties to transit

### *Jefferson County Comprehensive Master Plan, 2017*

- Many communities are encouraging mixed-use neighborhoods to maximize the potential of land and to create neighborhoods that promote multiple options of transportation such as, walking, bicycling and mass transit use which improves health and air quality by reducing vehicle trips and emissions.
- Encourage design that promotes walking and bicycling to and from parks, schools, work, shopping, places of worship, and transit stops. This may be accomplished through appropriate arrangement of land uses and utilization of Complete Streets.
- Transit Oriented Developments (TODs)
  - Encourage neighborhood infill that includes a mix of uses, usually including residential, retail and Office, which result in focused, high-quality compact development, and incorporates pedestrian and bicycle oriented design, at high speed rail and transit station locations.
  - TODs should be integrated with surrounding land uses.
  - TOD development should minimize auto-oriented and drive-thru retail.
- Around heavy rail corridors, plan appropriate uses that will take advantage of the corridor.

## 14.2 Do development parking policies promote transit supportive development?

### *Jefferson County Comprehensive Master Plan, 2017*

- Housing: Ways to encourage construction of affordable units
  - Provide flexible design standards (i.e. reduced parking requirements, reduced street widths, flexible sidewalk standards, such as only on one side of the street),

## 14.3 Do financial incentives promote transit supportive development?

### *Countywide Transportation Plan, 1998*

- Countywide TCM & Alternative Mode Strategy: Provide employer shuttles
- Cab companies voucher system: Incorporate cab companies into transit x service options for transit dependent populations through a voucher system

# Community Support Inventory

Questions 1-4 from FTA Capital Investment Grants (CIG) Program (New Starts/Small Starts/Core Capacity)

## 14.4 Do affordable housing policies promote transit supportive development?

*Jefferson County Comprehensive Master Plan, 2017*

- Senior Housing: The preferable location for senior housing is near transit and Services that provide for everyday needs.

## 14.5 Do transportation policies support BRT?

*Countywide Transportation Plan, 1998*

- Transit: Support future regional transit plans to develop a regional rapid transit network and serve as a foundation for an increased transit mode split, in Jefferson County as well as the rest of the region.
- Transit: Develop a detailed transit plan for the County
- Transit: Work with RTD to provide service to local destinations surrounding the activity centers in Jefferson County, and augment the transit network in northern and southern Jefferson County
- Transit: Address the issue of additional financing for local transit services which cross jurisdictional boundaries. The financing issue needs to be addressed jointly by the County and its municipalities.
- GOAL: Provide a coordinated system that integrates all modes of transportation (motor vehicles, transit, bicycle, pedestrian).
- GOAL: Support of future regional transit planning efforts and supplemental transit offers choices for transportation to major activity and employment centers.
- Additional park-n-Ride lots: In West Jeffco & mountain areas, in general, to meet 20-year needs, lots are needed further west and additional capacity is needed in the mountain communities to encourage both use of transit and other shared ride services, (e.g., in the vicinity of C-470 or I70/Morrison Rd.)

*Jefferson County Comprehensive Master Plan, 2017*

- Encourage the completion of the entire Regional Transportation District (RTD) FasTracks project.
- Encourage public transportation and other viable transportation alternatives to reduce air pollution and congestion.
- Encourage RTD to expand service near higher density development, such as Activity Centers.

# Community Support Inventory

Questions 1-4 from FTA Capital Investment Grants (CIG) Program (New Starts/Small Starts/Core Capacity)

## 15. The City of Lakewood

### Lakewood Tier 2 Potential BRT Corridors

Potential Corridor	Location-Specific Policy Support
<b>Alameda Avenue</b>	1. <i>Lakewood 2025: Moving Forward Together</i> recommends exploring dedicated transit lanes on Alameda Avenue.
<b>C-470</b>	N/A
<b>Evans Avenue (Jewell Avenue)</b>	N/A
<b>Mississippi Avenue</b>	N/A
<b>Sheridan Avenue</b>	1. <i>Lakewood 2025: Moving Forward Together</i> recommends transforming the area around the Sheridan Boulevard West Rail Station Area into a mixed-use neighborhood promoting transit-oriented principles.
<b>Wadsworth Boulevard</b>	1. <i>Lakewood 2025: Moving Forward Together</i> recommends exploring dedicated transit lanes on Wadsworth Boulevard. 2. <i>Downtown Lakewood Connectivity and Urban Design Plan</i> recommends considering BRT on Wadsworth Boulevard.

### References

City of Lakewood, Colorado. 2014. Downtown Lakewood Connectivity and Urban Design Plan. Adopted January 2014.

City of Lakewood, Colorado. 2015. Lakewood 2025: Moving Forward Together Comprehensive Plan. Adopted on March 18, 2015 and approved on April 27, 2015.

# Community Support Inventory

Questions 1-4 from FTA Capital Investment Grants (CIG) Program (New Starts/Small Starts/Core Capacity)

## 15.1 Do land use policies promote transit supportive development?

### *Lakewood 2025: Moving Forward Together, 2015*

States that transit-oriented development principles should be applied to all identified Growth Areas, including multiple locations along Wadsworth Blvd.

- **Goal I-GA2:** Transform the Sheridan Boulevard West Rail Station Area into a mixed-use neighborhood center with a predominately residential focus in accordance with the Growth Area Land Use Map and transit-oriented development principles.
- **Goal I-GA2:** Transition the Lamar Street West Rail Station Area into a dynamic community that creates place, connects community, and celebrates history in accordance with the Growth Area Land Use Map and transit-oriented development principles.
- **Goal I-GA4:** Transform the Lakewood-Wadsworth Boulevard West Rail Station Area into a mixed-use urban village with lively commercial, employment, and residential districts in accordance with the Growth Area Land Use Map and transit-oriented development principles.
- **Goal I-GA5:** Maintain the Garrison Street West Rail Station Area as a smaller-scale, neighborhood oriented district in accordance with the Growth Area Land Use Map and transit-oriented development principles.
- **Goal I-GA6:** Transform the Oak Street West Rail Station area into a mixed-use center, with an emphasis on research and development and retail opportunities in accordance with the Growth Area Land Use Map and transit-oriented development principles.
- **Goal I-GA7:** Transform the areas along Union Boulevard and along the western portion of the Denver Federal Center into a high-density mixed-use urban corridor in accordance with the Growth Area Land Use Map and transit-oriented development principles.
- **Goal I-GA11:** Increased pedestrian friendliness and enhance the multi-modal transportation options in Downtown Lakewood Growth Area.
- **Goal I-GA14:** Transform the Jewell Avenue and Wadsworth Boulevard area into a mixed-use activity center for southeast Lakewood.
- **Goal M-FI7:** Coordinate and support future transportation improvements with the city's land use vision.
  - **Action Step M-FI7a.** Develop criteria to ensure that a link between increased transportation options and higher density land use is made when reviewing site plans. A greater variety of transportation options should be available in denser, mixed-use areas to minimize the need for single-occupant vehicle trips.

# Community Support Inventory

Questions 1-4 from FTA Capital Investment Grants (CIG) Program (New Starts/Small Starts/Core Capacity)

## 15.2 Do development **parking policies** promote transit supportive development?

*Lakewood 2025: Moving Forward Together, 2015*

- **Goal I-GA6** – Transform the Oak Street West Rail Station area into a mixed-use center, with an emphasis on research and development and retail opportunities in accordance with the Growth Area Land Use Map and transit-oriented development principles.
- **Action Steps** - Develop a specific land use plan for the Station Core area that evaluates mixed-use development opportunities for the existing RTD surface parking facility adjacent to the station platform, the automobile dealership property south of Colfax Avenue, and other surrounding properties. The plan should also include the development of a green street, or tree lined parkway, concept between the rail station and Colfax Avenue as identified on the Growth Area Land Use Map.

## 15.3 Do **financial incentives** promote transit supportive development?

*Lakewood 2025: Moving Forward Together, 2015*

- **Goal I-CS1:** Encourage investment in Lakewood that creates new employment opportunities and advances the City's economic goals.
- **Action Step I-CS1h.** Continue the targeted use of economic incentives for projects that significantly enhance employment opportunities in Lakewood, particularly in Growth Areas identified in this chapter.

## 15.4 Do **affordable housing policies** promote transit supportive development?

*Lakewood 2025: Moving Forward Together, 2015*

- **Goal L-H1:** Provide an adequate mix of housing to meet the needs of all segments of the community.
- **Action Step L-H1a.** Develop marketing tools that promote mixed-use, mixed-income, transit-oriented development.
- **Action Step L-H1e.** Develop incentives for developers to include affordable housing in residential developments.
- **Goal L-H2:** Promote housing rehabilitation programs for Lakewood's low-income and special needs residents.

# Community Support Inventory

Questions 1-4 from FTA Capital Investment Grants (CIG) Program (New Starts/Small Starts/Core Capacity)

## 15.5 Do **transportation** policies support BRT?

### *Lakewood 2025: Moving Forward Together, 2015*

- **Goal I-GA15:** *Improve the multi-modal access to the Jewell Avenue and Wadsworth Boulevard Growth Area.*
- **Goal M-MT3:** *Improve transit connections between neighborhoods and growth and activity areas, as well as between growth and activity areas.*
  - **Action Step M-MT3a.** Identify and prioritize potential routes for shuttle bus or rail circulator systems for specific areas of the city to connect neighborhoods and destinations, such as West Rail Line stations, Downtown Lakewood, the Union Boulevard corridor and Academy Park as densities in these areas increase.
- **Goal M-MT4:** *Educate residents about, and encourage the use of, alternatives to the automobile.*
  - **Action Step M-MT4b.** Promote RTD transit pass discounts and incentives, such as the Eco-pass, to Lakewood employers and businesses.
  - **Action Step M-MT4c.** Evaluate and prioritize opportunities for the City to support transit through subsidies or bulk purchase of transit passes for residents at a discount.
- **Goal M-MT6:** *Ensure that adequate transit service and schedules are provided within the city.*
  - **Action Step M-MT6a.** Communicate with RTD as the agency evaluates current bus routes and route schedules to provide the best service possible to Lakewood residents, visitors, and businesses.
- **Goal M-MT7:** *Strategically provide additional capacity and operational efficiencies on roadways to limit congestion and expand multi-modal options.*
  - **Action Step M-MT7a.** Continue to pursue funding for capacity improvements to Wadsworth Boulevard and the reconstruction of the US 6 and Wadsworth Boulevard interchange.
  - **Action Step M-MT7d.** Identify and prioritize opportunities to implement Complete Street improvements along arterial and major collector streets within Lakewood to increase multi-modal travel options.
- **Goal M-FI2:** *Ensure that transportation options are available for all citizens regardless of age, physical ability, or economic status.*
  - **Action Step M-FI2a.** Work with RTD and accessibility organizations to identify routes that provide a maximum amount of accessibility to citizens and visitors.
- **Goal M-FI3:** *Promote a holistic view of future transportation connectivity improvements.*
  - **Action Step M-FI3b.** Coordinate all street or intersection improvements with regional transportation partners to ensure that expanded public transit options can be accommodated in the future.



# Community Support Inventory

Questions 1-4 from FTA Capital Investment Grants (CIG) Program (New Starts/Small Starts/Core Capacity)

- **Goal M-FI5:** *Consider all types of public transit options within the city for future mobility.*
  - **Action Step M-FI5a.** Evaluate all existing and new transit alternatives when determining the best public transit options for the residents of Lakewood when developing and updating the multi-modal transportation plan.
  - **Action Step M-FI5b.** Develop and implement a method for evaluating the impact of various public transportation options on the built environment prior to operation. Make sure options have a positive impact on the built environment by allowing for, and supporting, greater densities and mixed-use development in the designated growth areas.
- **Goal M-CS1:** *Promote the development of roadways that are designed to safely accommodate street function for all users including pedestrians, bicyclists, drivers, and transit riders.*
  - **Action Step M-CS1a.** Evaluate and determine how Complete Street efforts can be fully implemented on arterial and major collector streets, unless significant physical constraints exist. Kipling Street, Garrison Street, Alameda Avenue and Colfax Avenue should be the highest priorities for improvements. Evaluate opportunities for additional secondary pedestrian and bicycle routes parallel to arterials streets such as Wadsworth Boulevard.
- **Goal M-CS3:** *Consider long-term options for exclusive transit lanes and facilities along arterial streets.*
  - **Action Step M-CS3a.** Evaluate the possibility of dedicated transit lanes on Alameda Avenue, Colfax Avenue and Wadsworth Boulevard. Consider all transit options including bus rapid transit (BRT), streetcar, light rail and urban gondola.
  - **Action Step M-CS3b.** Coordinate with regional partners to determine the public and multi-modal transportation needs along Wadsworth Boulevard.

## *Downtown Lakewood Connectivity and Urban Design Plan, 2014*

- **Goal 3:** *Balance mobility options in Downtown Lakewood: bicycle, pedestrian, transit and auto and increase multi-modal connections to W Line stations and neighboring destinations.*

# Community Support Inventory

Questions 1-4 from FTA Capital Investment Grants (CIG) Program (New Starts/Small Starts/Core Capacity)

## 16. The City of Littleton

### Littleton Tier 2 Potential BRT Corridors

Potential Corridor		Location-Specific Policy Support
<b>Broadway/Lincoln</b>	N/A	
<b>Arapahoe Road</b>	N/A	
<b>C-470</b>	N/A	

### References

City of Littleton, Colorado. 2018. Envision Littleton. December.

City of Littleton, Colorado. 2014. Citywide Plan: A Section of the City of Littleton Comprehensive Plan. Adopted January 21, 2014.

City of Littleton, Colorado. 2018. Bellevue Avenue Corridor Vision. Adopted July 17, 2018.

City of Littleton, Colorado. 2019. Revitalization Incentive Grant 2019.

City of Littleton, Colorado. 2016. Economic Incentive Policy.

City of Littleton, Colorado. 2013. Littleton Housing Overview.

City of Littleton, Colorado. 2017. Littleton Housing Study.

City of Littleton, Colorado. 1988. Broadway Corridor Study. Adopted October 24, 1988.

Littleton City Code (LCC)

*The City of Littleton is currently working on an update to the Comprehensive Plan and a first ever Transportation Master Plan, both of which are expected to be adopted in October 2019.*

# Community Support Inventory

Questions 1-4 from FTA Capital Investment Grants (CIG) Program (New Starts/Small Starts/Core Capacity)

## 16.1 Do **land use policies** promote transit supportive development?

### *Envision Littleton, 2018*

- **Shared Concerns** (though these aren't policies – they lay the ground work for policies to come through in the Comprehensive Plan Update)
  - Growth impacts
  - Compatibility of redevelopment

## 16.2 Do development **parking policies** promote transit supportive development?

### *LCC Section 10-4-9 (A)4(z)*

- Parking Policy in the Main Street Historic District, located in direct proximity to the Littleton Light Rail Station, allows for a 50% reduction in required parking spaces for new buildings.

## 16.3 Do **financial incentives** promote transit supportive development?

### *Economic Incentive Policy (2016)*

- **Commercial/Mixed-Use Annexation** (See the Comprehensive Plan) – Littleton may provide incentives to enable the annexation of developed, partially developed, or vacant land that is commercial or mixed-use in nature if the project/property:
  - Is contiguous to the city limits and is a geographically logical addition, and
  - Is reasonably served by the city and its service/infrastructure providers
- **Redevelopment/Revitalization** – A redevelopment and/or revitalization project may be considered for an incentive agreement if the proposed project:
  - Improves the financial performance and viability of the existing property, and
  - Enhances the area and reflects the character of the community

### *Revitalization Incentive Grant (2019)*

- The program offers up to \$20,000 in matching funds to business tenants and property owners within the City of Littleton proposing projects that improve the appearance of existing buildings. Applications for consideration involve improvements visible from the public right of way and include architectural/design assistance, façade, landscape, parking areas, exterior lighting and Americans with Disabilities Act (ADA) and signage.

# Community Support Inventory

Questions 1-4 from FTA Capital Investment Grants (CIG) Program (New Starts/Small Starts/Core Capacity)

## 16.4 Do **affordable housing policies** promote transit supportive development?

### *Envision Littleton, 2018*

- **Shared Concerns** (though these aren't policies – they lay the ground work for policies to come through in the Comprehensive Plan Update):
  - Affordability

### *Littleton Housing Study (2017)*

- Based on the strengths and challenges of the housing market in Littleton BBC recommends the following considerations for the city's land use, zoning and transportation planning:
  - Use transit corridors and TOD sites to increase housing choice and encourage appropriately dense mixed use development that helps address identified housing needs and preserves community character.

## 16.5 Do **transportation policies** support BRT?

### *Envision Littleton, 2018*

- **Guiding Principles:**
  - Littleton will be an increasingly CONNECTED and accessible place. From a physical and mobility standpoint, it will continue to have regional ties via highways and arterials, transit services, long-distance trails, and the Mary Carter Greenway. Evolving technology and network speeds will link it even more to the nation and world. It will be an inclusive and neighborly community that provides opportunities for youth, seniors, and residents in need to thrive, including through more mobility options. Littleton will also remain a fun and eventful locale throughout the year, bringing residents together for leisure and volunteer activities, and drawing visitors from near and far.

### *Citywide Plan, 2014*

- **Goal 3:** Enhance local, regional, and global linkages – physical, social, and technological.
  - **Policy 3.1.** Incorporate the concept of complete streets into the city's efforts to better accommodate and reduce conflicts among multiple modes of traffic and to help make the city more pedestrian, bicycle, and vehicle-friendly.

### *Broadway Corridor Study, 1988*

- Policy 3-1: Install public transit shelters at bus stops when feasible.
- Policy 3-2: Encourage the integration of public transportation facilities into the design of both public and private land development when applicable.

# Community Support Inventory

Questions 1-4 from FTA Capital Investment Grants (CIG) Program (New Starts/Small Starts/Core Capacity)

## 17. The City of Northglenn

### Northglenn Tier 2 Potential BRT Corridors

Potential Corridor		Location-Specific BRT Policy Support
North I-25	N/A	
120 <sup>th</sup> Avenue	N/A	

### References

City of Northglenn. 2010. Comprehensive Plan. Imagine Northglenn: The Next 40 Years. September.

City of Northglenn. 2017. 112<sup>th</sup> Avenue Station Area Master Plan. March.

City of Northglenn. 2018. Connect Northglenn Bicycle and Pedestrian Master Plan. January.

City of Northglenn. 2018. Northglenn Unified Development Ordinance (UDO). Adoption Draft UDO and Public Draft.

# Community Support Inventory

Questions 1-4 from FTA Capital Investment Grants (CIG) Program (New Starts/Small Starts/Core Capacity)

## 17.1 Do **land use policies** promote transit supportive development?

### *City of Northglenn Comprehensive Plan, 2009*

- **Policy 7B4.** Leverage RTD's regional investment in the FasTracks project to provide greater transportation choice to citizens of the city and greater access to other parts of the region.
  - **Strategy 7B4.5 Investigate sub-area transit plans and strategic Transit Oriented Development zoning** where applicable.
- **Policy 7B10.** Work cooperatively with Adams County to pursue methods to finance transportation improvements identified in the transportation element of the Comprehensive Plan and ensure that private development pays its fair share of improvements to the transportation network.
  - **Strategy 7B10.2** Amendments to the Zoning/Subdivision Ordinances to **require private developments to implement the transportation element of the Comprehensive Plan.**
- **Policy 5B2.** Diversify housing stock and encourage the development of new housing products in Northglenn. A diverse, high-quality housing stock may help Northglenn attract and retain residents.
  - **Strategy 5B2.3 Provide zoning on critical vacant parcels that encourages the development of a variety of housing types.**
- **Policy 5B5.** Where applicable, encourage the mixing of housing with commercial uses to provide greater proximal access to goods, services, and transportation access.
  - **Strategy 5B5.1** Examine appropriate areas for mixed use zone changes.
- **Policy 5B6.** Recognize the transportation/land use connection with regard to new housing developments and redevelopments within the city.
  - **Strategy 5B6.1 Complete and adopt a draft corridor master plan.**

### *Northglenn Unified Development Ordinance (UDO) Public Draft, 2018*

#### 4.5 Access and Circulation

**4.5.1 Purpose:** The purpose of Section 4.5 is to provide for a highly connected system serving multiple modes of transportation for automobiles, transit, bicycles, and pedestrians that:

- A. Connects Northglenn neighborhoods;
- B. Connects neighborhoods to destinations;
- C. Reduces vehicle miles traveled and travel times;
- D. Improves air quality;
- E. Mitigates traffic impacts caused by new development;
- F. Improves the effectiveness of local service delivery; and
- G. Avoids the creation of large, isolated tracts.

# Community Support Inventory

Questions 1-4 from FTA Capital Investment Grants (CIG) Program (New Starts/Small Starts/Core Capacity)

## 4.5.7 Pedestrian and Bicycle Circulation: B. On-Site Pedestrian Connections Required

All new nonresidential, mixed-use, and multifamily development shall provide a network of on-site pedestrian walkways with a minimum width of five feet to and between the following areas:

1. The primary entrance or entrances to each building, including pad site buildings;
2. Any sidewalks, walkways, or multi-use paths on adjacent properties that extend to the boundaries shared with the development.
3. Any parking areas intended to serve the development;
4. **Any public transit stations and/or stops** on or along an adjacent street;
5. Any adjacent residential neighborhoods; and
6. Any adjacent public parks, trails, open spaces, or other public uses or amenities.

### 112th Avenue Station Area Master Plan, 2017

#### 1.4 Key Goals: City of Northglenn

- Provide good **access to the station** from the surrounding established neighborhoods and ridershed.
- Ensure a good transition of existing industrial properties along 112th Ave. to better uses.
- Develop a strategy for the **opportunity property closest to the station** (5.4 acres).
- Focus on the creation of a “place.”

## 17.2 Do development **parking policies** promote transit supportive development?

### 2009 City of Northglenn Comprehensive Plan

- **Policy 5B6.** *Recognize the transportation/land use connection with regard to new housing developments and redevelopments within the city.*
  - **Strategy 5B6.2** Examine city ordinances regarding parking standards to maximize developable land and development flexibility.

### Northglenn Unified Development Ordinance (UDO) Public Draft 2018

#### 4.6.7 Parking Alternatives

##### C. Proximity to Transit

Except for single-family detached, single-family attached, and duplex dwelling uses, the minimum number of required off-street parking spaces required in Table 4.6-A: **Minimum Off-Street Parking for uses on any portion of a site that is within one-half mile of a fixed transit station or served by frequent bus service, may be reduced by up to 25 percent.**

# Community Support Inventory

Questions 1-4 from FTA Capital Investment Grants (CIG) Program (New Starts/Small Starts/Core Capacity)

## 17.3 Do **financial incentives** promote transit supportive development?

*No policies found*

- Examples:
  - Regulatory and financial incentives to promote transit-supportive development

## 17.4 Do **affordable housing policies** promote transit supportive development?

*Northglenn Unified Development Ordinance (UDO) Public Draft 2018*

### 4.6.7 Parking Alternatives

#### D. Affordable and Senior Housing

The minimum number of off-street parking spaces required in Table 4.6-A: **Minimum Off-Street Parking shall be reduced by 25 percent for multifamily residential** structures that satisfy the following:

1. Have a **minimum of 10 dwelling units**; and
2. At least **25 percent of the dwelling units are restricted for purchase or occupancy at below-market rate levels** approved by the Director; or
3. At least **75 percent of the dwelling units are restricted for purchase or occupancy by persons 65 years of age or older.**

## 17.5 Do **transportation** policies support BRT?

*Complete Street Policy, 2018 – an implementation step of Connect Northglenn*

The City of Northglenn implemented a complete streets policy in 2018. The Policy intends to “provide comfortable and convenient access and mobility upon, along, and across our right-of-ways, trails, and transit systems in new construction, reconstruction, or the redesign of streets in such a manner that provides a comprehensive and integrated multimodal transportation system.”

*2009 City of Northglenn Comprehensive Plan*

- **Policy 7B3.** *Improve public transportation in the city and make it a higher priority.*
  - **Strategy 7B3.2 Work closely with RTD to provide public transportation services that are more responsive** to the conditions found in suburban communities such as Northglenn.
- **Policy 7B5.** *Fully participate in the decision making process regarding future upgrades to the I-25 corridor.*



# Community Support Inventory

Questions 1-4 from FTA Capital Investment Grants (CIG) Program (New Starts/Small Starts/Core Capacity)

- **Strategy 7B5.1** Consider enhanced **participation in the North I-25 Environmental Impact Statement** process.
- **Strategy 7B5.2** Continue **participation in the North Area Transportation Alliance (NATA)** to ensure sub-regional coordination and advocacy.
- **Strategy 7B5.4** Continue to **work with RTD to provide robust transit service from the Wagon Road park-n-ride.**
- **Policy 5B6.** *Recognize the transportation/land use connection with regard to new housing developments and redevelopments within the city.*
  - **Strategy 5B6.3** Consider the **development of special studies regarding transit within the city.**

## *Connect Northglenn Bicycle and Pedestrian Master Plan, 2018*

- **Connectivity and Convenience** – Expand transportation choices by making bicycling and walking for transportation easy, efficient, and comfortable for all types of trips.
  - **Integrate transportation and land use policies** to encourage development that facilitates walking and bicycling.
  - Continue safe routes to school improvements so that all children can easily walk and bike to school.
  - **Adopt a Complete Streets policy**, helping to ensure the needs of bicyclists and pedestrians are accommodated in all capital improvement and development projects.
  - Provide **bike racks and other end of trip facilities for bicyclists in accordance with industry best practices at transit hubs** and destinations in the City.

# Community Support Inventory

Questions 1-4 from FTA Capital Investment Grants (CIG) Program (New Starts/Small Starts/Core Capacity)

## 18. The City of Sheridan

### Sheridan Tier 2 Potential BRT Corridors

Potential Corridor	Location-Specific Policy Support
<b>Federal Boulevard</b>	<ol style="list-style-type: none"><li>1. The <i>Sheridan Comprehensive Plan</i> recommends an increased level of transit service on Federal Boulevard.</li><li>2. The <i>Sheridan Comprehensive Plan</i> recommends several pedestrian and access control improvements to Federal Boulevard.</li><li>3. The <i>Sheridan Boomer Bond Summary Report</i> recommends coordination with CDOT and RTD to determine the responsibility of bus and light rail stop upgrades (specifically on Federal Blvd.).</li><li>4. The <i>Sheridan Boomer Bond Summary Report</i> recommends the creation of design guidelines and encourages future corridor planning on Federal Boulevard.</li></ol>

### References

City of Sheridan, Colorado. 2015. *Sheridan Comprehensive Plan*.

City of Sheridan, Colorado. 2017. *Sheridan Boomer Bond Summary Report*.

# Community Support Inventory

Questions 1-4 from FTA Capital Investment Grants (CIG) Program (New Starts/Small Starts/Core Capacity)

## 18.1 Do **land use policies** promote transit supportive development?

### *Sheridan Comprehensive Plan, 2015*

- **Objective CLU 1.1:** *Provide a zone district which allows for a mix of commercial and residential properties on one parcel of land.*
  - **Action CLU 1.1.2.** Create a mixed use zone district which allows for both commercial and residential uses in one building or in multiple buildings on one piece of property.
  - **Action CLU 1.1.3.** Ensure all new mixed use zone districts create walkable and well connected neighborhoods.
- **Objective CLU 1.3:** *Focus commercial development along arterial roadways and other major thoroughfares in Sheridan, such as Santa Fe and Federal.*
  - **Action CLU 1.3.2.** Rezone portions of major thoroughfares to Business-1, Commercial, or Mixed Use to allow for more intense commercial development where feasible.
- **Objective CLU 4.4:** *Ensure that the new growth areas and redevelopment plans incorporate transportation access and active transportation options into the overall vision for the area.*
  - **Action CLU 4.4.1.** Work with the Regional Transportation District (RTD) and South Suburban Parks and Recreation District (SSPRD) to provide access to transit and active transportation opportunities in new growth and redevelopment areas.

### *Sheridan's Mixed-Use Commercial (MX-C) Zone District (Ordinance 1-2017)*

- During the creation of this new zoning district, potential locations were identified for future rezoning to MX-C. These included several parcels along S. Federal Boulevard.

## 18.2 Do development **parking policies** promote transit supportive development?

### *Sheridan's Mixed-Use Commercial (MX-C) Zone District (Ordinance 1-2017)*

- Provides for parking reductions and credits, if certain requirements are met.

## 18.3 Do **financial incentives** promote transit supportive development?

### *No policies found*

- Examples:
  - Regulatory and financial incentives to promote transit-supportive development

# Community Support Inventory

Questions 1-4 from FTA Capital Investment Grants (CIG) Program (New Starts/Small Starts/Core Capacity)

## 18.4 Do **affordable housing policies** promote transit supportive development?

### *Sheridan Comprehensive Plan, 2015*

- **Objective CLU 2.2:** *Where feasible, integrate housing for different income levels within new and infill projects.*
  - **Action CLU 2.2.1.** Consider the use of development incentives for incorporating affordable units into development projects.
- **Objective CLU 2.3:** *Ensure the development of housing is closely coordinated with the planning of transit stops, recreational amenities and community services in order to promote a more accessible and walkable city.*
  - **Action CLU 2.3.1.** Work with the Regional Transportation District (RTD) and South Suburban Parks and Recreation District (SSPRD) to provide access to transit and recreational opportunities when new housing is created.

## 18.5 Do **transportation policies** support BRT?

### *Sheridan Comprehensive Plan, 2015*

- **Objective CLU 5.5:** *Identify and prioritize pedestrian and bicycle infrastructure investments that get people from where they live to places they want to go like businesses, schools, recreation centers, parks, and transit stops.*
- **Objective CT 1.2:** *Consider a “Complete Streets” approach to street design and construction decisions to create a safe and inviting environment for all ages and abilities to walk, bicycle, and use public transportation.*
  - **Action CT 1.2.2.** Adopt a Complete Streets policy that establishes a process for balancing the use of streets rights-of-way to accommodate pedestrian and bicycle needs, as well as transit, trucks, and personal vehicles in all infrastructure projects.
- **Objective NH 1.2:** *Update the Old Hampden streetscape.*
  - **Action 1.2.5.** Work to encourage the existence and use of public transportation in the area by working with RTD and other organizations to increase levels of service along Hampden Avenue, Federal, and Zuni Streets.
- **Objective NC 1.1:** *Improve streets, sidewalks and curbs in this neighborhood, to include missing segments of sidewalks.*
  - **Action NC 1.1.1.** Develop an access control plan for Federal designed to increase driver safety by decreasing the number of access points and creating shared access for businesses.
  - **Action NC 1.1.2.** Add wider sidewalks, benches, landscaping and pedestrian friendly signage along Federal to create a more walkable streetscape.

# Community Support Inventory

Questions 1-4 from FTA Capital Investment Grants (CIG)  
Program (New Starts/Small Starts/Core Capacity)

- **Objective NEF 2.1:** *Work to develop opportunities for “live-work” developments along Federal in order to increase the “24-7” presence of people in the corridor.*
  - **Action NEF 2.1.1.** Change zoning along Federal from Bus-1 and Com-C to mixed use to encourage more residential opportunities.

# Community Support Inventory

Questions 1-4 from FTA Capital Investment Grants (CIG) Program (New Starts/Small Starts/Core Capacity)

## 19. The City of Thornton

### Thornton Tier 2 Potential BRT Corridors

Potential Corridor	Location-Specific Policy Support
<b>State Highway 7</b>	Identified for transit improvements in the <i>SH 7 PEL Study, 2014</i> . The Recommended Alternative includes transit priority treatments and transit amenities throughout the corridor.
<b>North E-470</b>	N/A
<b>North I-25</b>	The North I-25 PEL identifies BRT on I-25.
<b>120<sup>th</sup> Avenue</b>	The Northwest Area Mobility Study and Northeast Area Transit Study identify 120 <sup>th</sup> Avenue for BRT service.

### References

City of Thornton. Amended 2016 (C.D. 2016-044) the 2009. Transportation Plan (C.D. No. 2009-121). July.

City of Thornton. 2010 (amended July 2011). Housing Master Plan.

City of Thornton, Colorado. 2012 Update. Comprehensive Plan: Visualize the Future, Imagine the Possibilities.

- *Note: The City is rewriting the Thornton Comprehensive Plan - Phase 1, Visioning, of the 2019 Comprehensive Plan "Thornton Tomorrow Together" has been completed and Phase II, the technical document update is underway. The 2019 Comprehensive Plan is anticipated to be adopted in Q4 2019.)*

City of Thornton, Colorado, 2017 Eastlake Subarea Plan (C.D. 2017-026), February 28, 2017

Colorado Department of Transportation (CDOT). 2014. State Highway 7 Planning and Environmental Linkages (PEL) Study. February.

CDOT. 2014. North I-25, US 36 to SH 7 Planning and Environmental Linkages Study (PEL). Updated December 2014.

City of Thornton. 2015. Original Thornton at 88<sup>th</sup> Station Area Master Plan. January 13.

City of Thornton. 2015. Thornton Crossroads at 104<sup>th</sup> Station Area Master Plan. January 13.

City of Northglenn and City of Thornton. 2017. 112<sup>th</sup> Avenue Station Area Master Plan. February 18.

City of Thornton. 2015. Eastlake at 124<sup>th</sup> Station Area Master Plan Update. October 17.

City of Thornton. 2018. Code of Ordinances. Accessed at [https://library.municode.com/co/thornton/codes/code\\_of\\_ordinances](https://library.municode.com/co/thornton/codes/code_of_ordinances)

# Community Support Inventory

Questions 1-4 from FTA Capital Investment Grants (CIG)  
Program (New Starts/Small Starts/Core Capacity)

BRT  
Regional BRT Feasibility Study

[Need to add SH 7 BRT Feasibility Study. Boulder County was the lead and City of Thornton contributed financially and with staff to the study.](#)

# Community Support Inventory

Questions 1-4 from FTA Capital Investment Grants (CIG) Program (New Starts/Small Starts/Core Capacity)

## 19.1 Do land use policies promote transit supportive development?

Thornton is anticipating adoption of the new Comprehensive Plan ‘Thornton Tomorrow Together’ by the end of 2019 that will provide further guidance for transit supportive land uses around various transit stations.

### *City of Thornton Comprehensive Plan, 2012*

#### 5.2 Important Needs

Variety – A variety and balanced distribution of housing and neighborhood types should be available to serve all stages of a person’s life. This includes expanding the supply of affordable housing, higher-end executive housing, and senior housing as identified in the 2009 Thornton Housing Needs Assessment, as well as **planning for mixed-use and transit-oriented neighborhoods**.

- **Policy 5.5.5: Facilitate the development of well-designed and integrated mixed-use developments** at anticipated future FasTracks stations and ensure suitable pedestrian connections with surrounding neighborhoods.
- Thornton’s Future Land Use map (FLUM), which is a material component of the Comprehensive Plan identifies Future Land Use designations for all parcels within the city’s future growth boundary. The FLUM designates land near the North Metro Line stations as “Urban Village”. Per Section 3.1 of the Comprehensive Plan, the Urban Village category allows high intensity mixed-use development in a compact, pedestrian-oriented environment. The Urban Village is characterized by retail, office, restaurant, educational, civic, and entertainment uses on the street level, with residential uses on upper floors. Pedestrian activity is of the highest priority, so buildings would be located close to the street and sidewalks are wide and feature street furnishings, lighting, and other amenities. Buildings would typically be two to five stories with floor area ratios of 1.0 or greater, exclusive of parking. Parking generally would be located in parking structures or to the rear of buildings. Streets would be narrow, with no more than two lanes and some on-street parking. Density would not be prescribed, but would result from the allowable floor area.

### *Station Area Master Plans*

Guiding Principles:

- L1: Create a Mix of Uses
  - Focus on residential land uses nearest the station
  - Promote community-scaled commercial uses at targeted locations
- L3: Create a Gradient of Densities
  - **Focus highest density around station**
  - Reduce density as development approaches established neighborhoods or employment centers



# Community Support Inventory

Questions 1-4 from FTA Capital Investment Grants (CIG) Program (New Starts/Small Starts/Core Capacity)

- L5: Create Transit-Supportive, Walkable Employment Areas
  - Provide good access for employees from station
  - Include multimodal improvements throughout all development areas, including employment areas

## *Thornton Code of Ordinances 2018*

Sec. 18-98. – Transit Oriented Development (TOD) District

- (a) *Purpose.* The "TOD" district is a **mixed-use category which requires a diverse mix of uses generally within one-half mile of transit stations** in the city in locations consistent with the Comprehensive Plan. There are two types of subdistricts that will be defined for each TOD district, the Core Subdistrict, which extends approximately one-fourth mile from the transit station, and the Transition Subdistrict, which extends another one-fourth mile beyond the Core Subdistrict. The TOD district encourages residential development patterns with sufficient density to support transit use and neighborhoods for residents, as well as commercial and retail uses to serve the shopping and service needs of TOD district residents, employees, and commuters.
- (b) Developers may choose to apply to rezone property around a transit station to Thornton's Transit Oriented Development Zone District.

## 19.2 Do development **parking policies** promote transit supportive development?

### *Station Area Master Plans*

Guiding Principles:

- P1: Reduce Parking Ratios Currently Required by City Code
  - **Parking requirements for development within the station area should be reduced by 20-50% from the current City Code standards.**
- P2: Utilize Effective Parking Minimums and Maximums
  - Use parking maximums when possible to encourage developers from providing too much parking
- P3: Utilize Shared Parking Where Possible
  - Provide proper balance of temporal use of parking
  - Consider sharing transit parking
- P4: Unbundle Parking from Development
  - Give residents the choice to use parking if needed
  - Encourage use of alternative modes
- P5: Utilize Paid Parking if Appropriate
  - Regulate usage and provide a potential revenue source

# Community Support Inventory

Questions 1-4 from FTA Capital Investment Grants (CIG) Program (New Starts/Small Starts/Core Capacity)

- Coordinate with neighborhood parking strategy

## *Eastlake Subarea Plan*

- Appendix 3: Parking Management Study, Phase I implementation recommendations regarding on-street parking restrictions in Eastlake:
  - a. Install “No RTD Parking” signs to preserve parking for businesses and residents.
  - b. If needed, move to a more restrictive on-street parking management program.
  - c. Review parking policies, standards, and City Code for possible changes to the parking requirements in Old Town Eastlake.
- Appendix 4: Parking Management Study, Phase II implementation recommendations:
  - a. Further develop parking concepts into implementation plans for on-street parking.
  - b. Revise parking requirements and codes for shared mixed use parking.
  - c. Allow innovative parking solutions, for example:
    - Developers could contribute toward building (or build outright) the city lots on west side of First Street.
    - Create an off-street parking credit system using on-street parking if changing from parallel to diagonal (angled) configuration.
  - d. Construct the parking lot south of 124th Ave and east of York Street in such a way that it can be expanded in the future. Screen this parking from surrounding uses particularly to the east.
  - e. Reconfigure York Street between Birch Street and 124th Avenue to accommodate on-street parking.
  - f. Consider changes to alley width to allow for parking, as development occurs.
  - g. Consider additional local businesses and neighborhood parking between the railway line and First Street funded by public and private entities.

## *Thornton Code of Ordinances 2018*

Thornton is anticipating adoption of the new Comprehensive Plan ‘Thornton Tomorrow Together’ by the end of 2019, which will provide guidance for future amendments to the Thornton Development Code that will likely result in more transit-oriented development appropriate parking.

Sec. 18-98. – Transit Oriented Development (TOD) District

(10) *On-street parking.* **On-street parking may be credited toward required parking in the TOD district.**

- a. On-street parking in residential areas may be credited toward the required guest parking spaces for the buildings directly adjacent to the on-street parking spaces.

# Community Support Inventory

Questions 1-4 from FTA Capital Investment Grants (CIG) Program (New Starts/Small Starts/Core Capacity)

- b. On-street parking in areas that include nonresidential uses may be credited toward the parking requirements of the ground-floor use directly adjacent to the on-street parking spaces.

## (11) Off-street parking standards

- c. Parking reductions.
  - 1. The director may approve up to a **ten percent reduction in the required parking for transit oriented developments** that include shared parking for multiple uses.
  - 2. As part of a development permit, the applicant may request a reduction to or waiver of parking standards beyond the ten percent reduction allowed in subsection (i) above based on a trip generation analysis derived from the most recent Institute of Transportation Engineers (ITE) Trip Generation manual. The analysis allows the applicant to propose a reduced parking standard based on estimated peak services, likelihood of car pool use, availability of adjacent on-street parking for potential overflow, or other relevant data. The trip generation analysis is subject to review and approval or modification by the city.
  - 3. In addition to any parking reduction granted based on the standards allowed in [subsections] 1 and 2 above, the director may approve up to an **additional ten percent reduction in the required parking for developments within one-fourth mile of an operational transit station**.

(13) *Maximum parking ratio*. Surface parking shall not exceed 125 percent of the minimum parking requirement.

## 19.3 Do **financial incentives** promote transit supportive development?

### *Station Area Master Plans*

Development Incentives: The City should consider various incentive tools for developers who propose development consistent with the Preferred Alternative and Guiding Principles set forth in the approved STAMP, including but not limited to:

- Rebate of development fees.
- Rebate of a portion of new sales taxes.
- Rebate of a portion of use taxes on construction.
- Rebate of the City's real property taxes paid on a new facility.
- Rebate of the City's personal property taxes paid on a new facility.
- Expedited reviews
- Other incentives as appropriate given the proposed development.

# Community Support Inventory

Questions 1-4 from FTA Capital Investment Grants (CIG) Program (New Starts/Small Starts/Core Capacity)

## *Metropolitan Districts*

- The city offers a streamlined review process for developers who request to organize a metropolitan district within Thornton's boundaries. A metropolitan district can be organized to issue debt and levy taxes to pay for infrastructure improvements required for transit supportive development. The city will also consider requests for other types of special districts that can be used for financing improvements.

## 19.4 Do **affordable housing policies** promote transit supportive development?

### *City of Thornton Comprehensive Plan, 2012*

#### 5.2 Important Needs

Location Efficiency – The combined **housing-transportation cost burden of lower-income families can be reduced by encouraging the development of affordable housing in close proximity to public transit** and basic services, as identified in the City's 2011 Affordable Housing Policy.

### *Station Area Master Plans*

Guiding Principles:

- **L2: Integrate Mixed-Income Housing**
  - Provide a choice of residential sizes and price points
  - Cater to people at all stages of life, particularly seniors

### *Housing Master Plan, 2010*

\*The City is currently completing a Housing Needs Assessment with anticipated approval in April 2019. The findings of the Housing Needs Assessment could lead to future updates to housing policy that further promote transit supportive development.

- Affordable Housing Policy Statement

The City of Thornton is **committed to working to expand the supply and distribution of safe and decent “affordable housing” throughout the City**. The term “affordable housing” commonly refers to dwelling units in which the total cost of housing is affordable to those that are below the median income of the area. The City is focused on expanding the supply of “affordable housing” for those that are at 40% Area Median Income or below.

The City believes that housing should be delivered in a fair manner, such that there is a balance of housing types for people of different income levels throughout the City. The City will seek to **prevent the concentration or isolation of housing for specific income groups** in any one area and promote the development of multifamily affordable housing units in areas where this concentration does not exist.

# Community Support Inventory

Questions 1-4 from FTA Capital Investment Grants (CIG) Program (New Starts/Small Starts/Core Capacity)

Access to public transit (bus stops or FasTracks stations) plays a critical role for those who are served by “affordable housing.” The City desires that **new “affordable housing” construction be located within a quarter of a mile of public transit** and in close proximity to basic services such as schools, child care facilities, grocery stores, pharmacies, and medical services.

The City encourages the use of energy efficiency measures or improvements in all “affordable housing” projects.

In order to facilitate the development or redevelopment of housing that serves people at or below 40% Area Median Income, the City may consider providing financial support on a case-by-case basis. The City has the discretion to determine the type and level of support, if support is warranted. The City may set conditions on any financial support including, but not limited to, requiring the property developer/manager to maintain a specific level of affordability for a set period of time or construct a certain number of units that serve families of lower income levels, as well as meet federal funding requirements for affordability.

## 19.5 Do transportation policies support BRT?

The City is starting a major update of the Transportation Master Plan in 2019 that will be the Transportation and Mobility Master Plan. The vision is a transportation network and mobility plan that expands transportation options to enable a resident to access all areas of Thornton in a timely manner without using a private vehicle.

### *City of Thornton Transportation Plan 2009*

The overall goals of the Transportation Plan are as follows

- Develop a **safe, effective and sustainable multi-modal transportation system** for people, goods and services.
- Locate and design transportation systems in harmony with existing neighborhoods and the natural features of the City while **promoting connectivity between neighborhoods**.
- Educate the public about transportation choices and opportunities.
- Recognize the important relationship between land use and transportation.
- Follow the Comprehensive Plan and other long range plans for future transportation planning
- Recognize the transportation ramifications when making decisions on new development
- **Maximize the location of high intensity uses near multi-modal transportation nodes, such as interchanges and transit stations.**
- Enhance existing and encourage new relationships between all agencies impacting and being impacted by transportation decisions i.e. the Federal Government, State Government, Counties, School Districts, RTD and surrounding cities.
- Complete Streets Policy – ensure that roadways are designed and operated to be safe, comfortable, and convenient for drivers, bicyclists, transit vehicles and users, trail users and pedestrians of all ages and abilities.

# Community Support Inventory

Questions 1-4 from FTA Capital Investment Grants (CIG) Program (New Starts/Small Starts/Core Capacity)

- The City did a minor update in 2016 to the Transportation Master Plan to incorporate the I-25 PEL and SH 7 PEL studies that recommend BRT and to “express busses”.

## *Station Area Master Plans*

Guiding Principles:

- U3: Incorporate Multimodal Street Design
  - Give priority to pedestrians and bicyclists where possible
  - Use effective traffic calming measures to improve pedestrian safety

## *State Highway 7 Planning and Environmental Linkages (PEL) Study, 2014*

Several planned regional transit projects will bring **high frequency and regional transit service to the SH 7 area in the future.**

The Recommended Alternative includes **transit priority treatments and transit amenities throughout the corridor.** The conceptual plans include transit queue jumps at most major intersections along the corridor that are currently signalized or are anticipated for future signalization.

## *North I-25, US 36 to SH 7 Planning and Environmental Linkages Study (PEL), 2014*

Phasing Scenario, Transit (listed in order of priority):

- New Park-n-Ride at 124<sup>th</sup> Ave and Claude Ct at Eastlake
- Convert tunnel at Wagon Road Park-and-Ride to bi-directional tunnel (related to ramp meter SB 120<sup>th</sup> Ave)
- Construct inline median 88<sup>th</sup> Ave station (coordinate with additional GP lanes segment between 84<sup>th</sup> Ave and Thornton Pkwy)
- New Park-and-Ride at 144<sup>th</sup> Ave and I-25
- New Park-and-Ride at SH 7 and I-25
- New Park-and-Ride at 128<sup>th</sup> Ave and I-25
- New Park-and-Ride at 136<sup>th</sup> Ave and I-25
- Shoulder busway north of 120<sup>th</sup> Ave

# Community Support Inventory

Questions 1-4 from FTA Capital Investment Grants (CIG) Program (New Starts/Small Starts/Core Capacity)

## 20. The City of Westminster

### Westminster Tier 2 Potential BRT Corridors

Potential Corridor	Location-Specific Policy Support
<b>Sheridan Boulevard</b>	<ol style="list-style-type: none"><li>1. Downtown Specific Plan, 2014, identifies need for grade separated connection between US 36/Sheridan PnR, and Downtown.</li><li>2. Downtown Westminster TDM Plan included improved connections to PnR.</li><li>3. Downtown Westminster Mobility Study identifies key connectivity to PnR,</li></ol>
<b>Federal Boulevard</b>	<ol style="list-style-type: none"><li>1. Westminster Comprehensive Plan, 2015 identifies Federal Boulevard between 104<sup>th</sup> Avenue and 84<sup>th</sup> Avenue as an express RTD bus route.</li></ol>
<b>Wadsworth Boulevard</b>	N/A
<b>120<sup>th</sup> Avenue</b>	<ol style="list-style-type: none"><li>1. Identified in the RTD Northwest Area Mobility Study as one of 6 Arterial BRT Corridors</li></ol>

### References

Atkins and Alta Planning and Design. 2017. MAP Westminster: Westminster's Mobility Action Plan. Spring.

BWR. 2008. Westminster Comprehensive Roadway Plan Update. March.

City of Westminster. 2014 Downtown Specific Plan. Adopted November 2014, Updated September 2015.

City of Westminster. 2015. Westminster Comprehensive Plan. Issued November 11, 2013 and amended August 10, 2015.

City of Westminster. 2016. City Ordinances and Appeals. Accessed at <https://www.cityofwestminster.us/PublicSafety/PoliceDepartment/CodeEnforcement> on January 10, 2019.

URBANTRANS, City of Westminster, Downtown Westminster Transportation Demand Management Plan, November 2016

City of Westminster. 2017. Station Area Specific Plan. City Council Adopted Plan. March 13, 2017.

City of Westminster. 2017. Strategic Plan. Adopted July 24, 2017.

City of Westminster, Downtown Westminster Mobility Study, August 2017

RTD Northwest Area Mobility Study, January 2014

# Community Support Inventory

Questions 1-4 from FTA Capital Investment Grants (CIG)  
Program (New Starts/Small Starts/Core Capacity)



*Note: The City is in the process of developing a Transportation and Mobility Plan. The Federal Boulevard Multimodal Study is a joint planning effort with Adams County which will be underway in 2019.*



# Community Support Inventory

Questions 1-4 from FTA Capital Investment Grants (CIG) Program (New Starts/Small Starts/Core Capacity)

## 20.1 Do **land use policies** promote transit supportive development?

### *Westminster Comprehensive Plan, 2013*

- Land Use Policies
  - **LU-P-6** Encourage the establishment and intensification of activity centers that provide a mix of uses, transit and attractive, walkable environments.
  - **LU-P-9** Foster a close relationship between land use and transportation planning to promote use of transit as part of development plan review and implementation, capital improvements programming and preparation of specific and area plans.
- Employment Policies
  - **LU-P-17** Promote the development of employment uses in areas with convenient access to everyday commercial and business services, transit, and mixed use-activity centers to foster a synergistic, attractive working environment.
  - Retail Development Policies
  - **LU-P-26** Focus new higher density residential development in areas within walking distance of neighborhood services and shopping, employment and transit. Typically, this distance should be no more than a quarter mile, or five-minute walk along safe, direct pedestrian paths and streets.
- Residential Development and Housing Availability Policies
  - **LU-P-27** Focus the majority of higher density residential development in mixed-use neighborhoods and transit-oriented development areas.
- Activity Center Policies
  - **LU-P-34** Allow mixed use activity center to be established along major commercial corridors in the city including Wadsworth Parkway, Sheridan Boulevard and Federal Boulevard to support revitalization and redevelopment of aging, underutilized shopping centers. Ensure these activity centers are integrated into surrounding development, promote walkability, orient development to the corridor and have improved access to transit.
  - **LU-P-35** Locate higher intensity mixed-use districts within walking distance to transit. Typically, the highest intensity of use should be located within a quarter-miles, or five-minute walk from major transit stations.
  - **LU-P-36** In higher intensity mixed-use districts, ensure a range of uses are provided to support transit ridership (such as high density residential and employment uses) and to reduce vehicle trips within and outside of the district.

### *Westminster Station Area Specific Plan, 2017*

- Land Use Goals and Policies
  - **SP-G-2** Foster a mix of land uses that support and encourage transit ridership, with a mix of commercial, residential, employment and civic uses.

# Community Support Inventory

Questions 1-4 from FTA Capital Investment Grants (CIG) Program (New Starts/Small Starts/Core Capacity)

- **SP-P-17** Encourage the creation of an urban street edge along Federal Boulevard

## 20.2 Do development **parking policies** promote transit supportive development?

*Westminster Station Area Specific Plan, 2017*

- Parking Goals and Policies
  - **SP-P-102** Modify the WMC to allow for a cash in-lieu of parking fee to help fund a public parking structure and/or district.

## 20.3 Do **financial incentives** promote transit supportive development?

*No policies found*

- Examples:
  - Regulatory and financial incentives to promote transit-supportive development

## 20.4 Do **affordable housing policies** promote transit supportive development?

*Westminster Comprehensive Plan, 2013*

- Residential Development and Housing Availability Policies
  - **LU-P-28** Encourage the provision of a range of affordability and housing types within new neighborhoods and throughout the city.
  - **LU-P-29** Encourage the location of market-rate housing in the South Westminster area while also striving to improve and redevelop existing affordable rental and ownership housing.
  - **LU-P-30** Maintain and improve the city's stock of affordable housing.
  - **LU-P-31** Ensure that new affordable housing has access to transit and key public and everyday services.

*City of Westminster 2017 Strategic Plan*

- **Objective III:** Advance strategies that demonstrate Westminster is a regional leader in providing affordable/workforce housing.
  - III.10: Pursue workforce and affordable housing throughout the City.

# Community Support Inventory

Questions 1-4 from FTA Capital Investment Grants (CIG) Program (New Starts/Small Starts/Core Capacity)

## 20.5 Do **transportation** policies support BRT?

### *Westminster Comprehensive Plan, 2013*

- **Transportation and Circulation – Public Transit**  
“The city will continue to work collaboratively with RTD to ensure that adequate service, route additions or modifications, and facility improvements are provided in concert with new development and to address existing deficiencies.”
- **Public Transit Policies**
  - **T-P-20** Support existing public transit to regional destinations, promoting improved accessibility, functionality and frequency of facilities and services.
  - **T-P-21** Foster transit use by developing high quality transit hubs and stations with amenities such as plazas, benches, traveler information systems, shelters, bike parking and public art.
  - **T-P-23** Work with the Regional Transportation District to maximize provision of reliable and accessible transit service in the city, including commuter rail and bus transit. Advocate for frequent, direct bus service to all points in Westminster, especially to areas planned for higher intensity development.

### *City of Westminster 2017 Strategic Plan*

- **Objective XV:** Improve mass-transit options throughout Westminster.
  - XV.33: Promote connectivity of regional transportation and the “last mile” to connect commuters with places of employment and residences.
  - XV.34: Bring commuter rail to Westminster and promote commuter rail extension beyond Westminster Station along U.S. 36.

### *MAP Westminster, 2017*

**Goal 1: Experience** – Deliver a walking, bicycling, transit and driving environment that is attractive and low-stress for all modes of transportation.

**Goal 3: Connectivity** – Develop a balanced transportation system that includes convenient mobility options that enable citizens of all ages and abilities to access community and regional destinations easily and comfortably.

**Goal 5: Programs** - Create a culture that supports walking, bicycling, transit and ridesharing use by increasing the awareness and value of these modes through education, encouragement, enforcement, evaluation, and equity programs.

**Goal 6: Regional Collaboration** - Prioritize the leveraging of funding for multimodal infrastructure, and combine multimodal improvements with other capital improvement projects to continually implement the plan’s recommendations to immediately enhance multimodal options in Westminster.

### **Recommendations:**

# Community Support Inventory

Questions 1-4 from FTA Capital Investment Grants (CIG)  
Program (New Starts/Small Starts/Core Capacity)

3. Formalize the adoption, recommendation, and benchmarking of citywide mobility policies, including:
  - Complete Streets – Policies that enable the safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities.

# Community Support Inventory

Questions 1-4 from FTA Capital Investment Grants (CIG) Program (New Starts/Small Starts/Core Capacity)

## 21. The City of Wheat Ridge

### Wheat Ridge Tier 2 Potential BRT Corridors

Potential Corridor	Location-Specific Policy Support
<b>Park/38<sup>th</sup> Avenue</b>	<ol style="list-style-type: none"><li>1. The <i>38<sup>th</sup> Avenue Corridor Plan</i> recommends transforming 38<sup>th</sup> Avenue between Wadsworth and Sheridan into a mixed-use, pedestrian-oriented corridor with:<ul style="list-style-type: none"><li>• Enhanced transit amenities</li><li>• Enhanced bicycle and pedestrian connectivity</li><li>• Fewer curb cuts</li></ul></li><li>2. <i>Envision Wheat Ridge</i> identifies 38<sup>th</sup> Avenue as a targeted infill and redevelopment area.</li></ol>
<b>Sheridan Boulevard</b>	<ol style="list-style-type: none"><li>1. <i>Envision Wheat Ridge</i> recommends Sheridan Boulevard/38<sup>th</sup> Avenue as a community gateway and activity center that should have a mix of uses and serve as a neighborhood and community destination.</li></ol>
<b>Wadsworth Boulevard</b>	<ol style="list-style-type: none"><li>1. <i>Envision Wheat Ridge</i> recommends transforming Wadsworth between 38<sup>th</sup> and 44<sup>th</sup> into a mixed-use Town Center and as a targeted redevelopment area.</li></ol>

### References

City of Wheat Ridge, Colorado. 2009. *Envision Wheat Ridge: A Plan For A Bright Future*. Adopted October 2009.

City of Wheat Ridge, Colorado. 2011. *38<sup>th</sup> Avenue Corridor Plan*. Adopted October 2011.

City of Wheat Ridge, Colorado. No date. *Code of Laws of the City of Wheat Ridge*. Accessed January 16, 2019, at [https://library.municode.com/co/wheat\\_ridge/codes/code\\_of\\_ordinances](https://library.municode.com/co/wheat_ridge/codes/code_of_ordinances).

# Community Support Inventory

Questions 1-4 from FTA Capital Investment Grants (CIG) Program (New Starts/Small Starts/Core Capacity)

## 21.1 Do land use policies promote transit supportive development?

### *Envision Wheat Ridge, 2009*

- **Policy ELU 6.2:** *In collaboration with economic development partners and organizations, the City will guide the development of a mixed-use Town Center, located along Wadsworth between 38<sup>th</sup> and 44<sup>th</sup> Avenues.*
  - **Strategy A.** Seek to remove height and density limitations from the City Charter in the future Town Center area.
  - **Strategy C.** Provide multi-modal transportation connections and options to activity centers (especially bicycle and pedestrian connections).
- **Policy T 4.2:** *The City will emphasize transit-supportive development patterns in major transit corridors to promote and increase transit use.*
  - **Strategy A.** Partner with private developers to incorporate transit into the design and function of future mixed-use activity centers (such as the future transit station area, Crossing at Clear Creek site, and Kipling civic area).
  - **Strategy B.** Seek removal of the City Charter restrictions on height and density to allow higher density and multi-story development near transit stations and along high-frequency bus corridors.

### *38<sup>th</sup> Avenue Corridor Plan, 2011*

- **Identity** - Redevelop 38th Avenue with a strong identity as Wheat Ridge's Main Street.
  - Design the street as a unique, pedestrian-oriented, safe, comfortable, and economically viable place that people go to repeatedly for an unparalleled experience.
  - Build and sustain support for the vision among public officials, corridor businesses, and area residents. • Create four distinct districts - the Wadsworth Town Center, Main Street, the Residential District, and the Sheridan Commercial District.
  - Allow for a mix of uses throughout the corridor, with specific standards for each district.
  - Apply to each sub-district a unique, timeless, easily maintainable materials palette to each district with enough overlap among the palettes to convey a unified image.
  - Capitalize on existing and historic assets.
  - Provide adequate and consistent signage, wayfinding, marketing materials, and streetscape amenities to brand 38th Avenue and its districts.
  - Continue to encourage architecturally appropriate building facade renovations as well as new infill development that supports a Main Street environment.
- **Mobility** - Develop a complete street that better accommodates pedestrians, cyclists, and transit riders while maintaining adequate vehicular access and parking.
  - Reduce the number of vehicular travel lanes on 38th Avenue where feasible.

# Community Support Inventory

Questions 1-4 from FTA Capital Investment Grants (CIG) Program (New Starts/Small Starts/Core Capacity)

- Consolidate and reduce curb cuts to minimize conflicts among pedestrians, bicyclists and motorists.
- Embrace shared parking strategies and restrict off-street parking to the sides and backs of buildings along 38th Avenue.
- Create an unobstructed walkway at least 6 feet wide that is detached from 38th Avenue with an amenity zone.
- Clearly identify and improve pedestrian crossings across 38th Avenue as well as crossings along 38th Avenue from block to block.
- Consider developing bulb-outs at feasible intersections to help further traffic calming, reduce the pedestrian crossing distance, and increase the visibility of pedestrians by motorists.
- Provide adequate amenities as feasible, including benches, trash cans, pedestrian lighting, and bicycle racks.
- Enhance visibility of and amenities at transit stops working closely with RTD.

## 21.2 Do development **parking policies** promote transit supportive development?

### *Code of Laws of the City of Wheat Ridge*

- **Section 26-1109** allows for minimum parking requirements to be reduced by 20 percent in areas zoned for transit-oriented development.
  - **Strategy A.** Seek to remove height and density limitations from the City
  - Mixed use zone districts, which are located on Wadsworth and 38<sup>th</sup> Avenue, have reduced parking minimums compared with other zone districts in the rest of the City. In addition, these parking regulations (in Section 26-1109), also allow for the minimum requirements to be reduced by 20 percent in areas zoned for transit-oriented development.

## 21.3 Do **financial incentives** promote transit supportive development?

### *No policy support found*

- Examples:
  - Regulatory and financial incentives to promote transit-supportive development

# Community Support Inventory

Questions 1-4 from FTA Capital Investment Grants (CIG) Program (New Starts/Small Starts/Core Capacity)

## 21.4 Do **affordable housing policies** promote transit supportive development?

*Envision Wheat Ridge, 2009*

- **Policy N 2.1:** *The City will direct the development of new housing types such as townhomes, condos/lofts, and senior living units (especially in Neighborhood Revitalization, Neighborhood Buffer and other mixed-use areas) to meet market demand.*
  - **Strategy A.** Revise zoning requirements to require new residential and/or mixed use developments to provide a range of housing options (including price points and/or dwelling unit types) to meet the changing needs of existing and future residents.
  - **Strategy B.** Promote traditional neighborhood development with a variety of housing types (possibly including accessory dwelling units, multi-family, and senior housing units) as a component of infill/redevelopment sites.

## 21.5 Do **transportation policies** support BRT?

*Envision Wheat Ridge, 2009*

- **Policy T 1.3:** *The City will coordinate with Colorado Department of Transportation (CDOT) to establish roadway design criteria that ensure safe, attractive, and comfortable access and travel for all users (also commonly referred to a “complete streets”).*
  - **Strategy A.** Develop new road cross sections for principal corridors that meet the needs of all modes of transportation.
  - **Strategy B.** Review and revise development regulations to require new development to construct or enhance segments of pedestrian and bicycle systems.
- **Policy T 2.1:** *The City will coordinate with regional communities and transportation organizations to identify and create multi-modal connections.*
  - **Strategy A.** Establish bus to serve future commuter rail stops and activity centers (with RTD and other regional transportation organizations).
- **Policy T 3.1:** *The City will collaborate with regional partners, developers, and motorists to improve traffic flow and traffic congestions in order to improve air quality and reduce vehicle hours traveled.*
  - **Strategy C.** Develop and continue programs that promote carpooling and alternative mode commuting.
  - **Strategy A.** Revise zoning requirements to require new residential and/or mixed