About the Urban Land Institute

- The mission of the Urban Land Institute is to provide leadership in the responsible use of land and in creating and sustaining thriving communities worldwide.

- ULI is a member-driven organization with over 36,000 members worldwide

- ULI Colorado has robust membership and programming
Building Healthy Places Initiative & Rose Center for Public Leadership
About the Healthy Corridors Project

Across the U.S., communities aspire to become more economically vibrant, equitable, and sustainable places.

Corridors often impede this aspiration: can we reinvent them in healthier ways?

Supported by the Colorado Health Foundation and the Robert Wood Johnson Foundation
About the Healthy Corridors Project: Demonstration Corridors

Boise – Vista Avenue (ULI Idaho)

Nashville - Charlotte Avenue (ULI Nashville)

Los Angeles - Van Nuys Boulevard (ULI LA)

Denver - Federal Boulevard (ULI Colorado)
About the Healthy Corridors Project: Goals and Outcomes

- Spur equitable health, safety, transportation, and land use improvements along Demonstration Corridors
- Advance a new, healthier vision for corridors and surrounding land uses
- Help nurture and create a new community of practice for “corridor oriented development”
The National Study Visit Participants

Chair: **James Moore**, Jacobs Advance Planning Group, Tampa, Florida  
**Cece Gassner**, Boise State University, Boise, Idaho  
**Ed Icenogle**, Icenogle Seaver Pogue, P.C., Denver, Colorado  
**Alison Nemirow**, Strategic Economics, Berkeley, California  
**Khanh Nguyen**, The Colorado Health Foundation, Denver, Colorado  
**Karina Ricks**, Nelson\Nygaard, Washington, DC  
**Melani Smith**, Meléndrez, Los Angeles, California  
**Alan Thompson**, Ragan-Smith Associates, Nashville, Tennessee  
**Gary Toth**, Project for Public Spaces, New York, New York
Local Leadership Group

Chair: Dave Thorpe, Shaw Construction
J.J. Folsom, P.U.M.A.
Joe Knopinski, Development Planning and Financing Group, Inc. (DPFG)
Brice Leconte, iUnit
Sheila Lynch, Tri-County Health Department
Susan Powers, Urban Ventures, LLC
Josh Radoff, YR&G
Jay Renkens, MIG
Sandi Thomas, Sinclair McLean, Inc.
Cate Townley, Colorado Department of Public Health and Environment
Beth Vogelsang, OV Consulting
Presentation Overview

- The Study Area
- National Study Visit Assignment
- Defining a Healthy Corridors
- Federal Boulevard Assets and Challenges
- Big Ideas
  - Activity Nodes
  - Community and Economic Development
  - Infrastructure
  - Partnerships
  - Funding
  - Roles and Responsibilities
- Q&A
The Study Area

Length of Study Section: 2.5 miles
Average # of Lanes: 6-8 lanes of traffic
Average Vehicle Speed: 35-40 mph
Available Transit Options: Bus
Bike Lanes: 0 miles
Sidewalks: 59% of the corridor is missing sidewalks
Income Data: 53% of resident are low-income
Corridor Population: 13,978
Ethnicity: 61.9% Hispanic, 23.6% other people of color
Land Use: Dominated by strip land-uses such as cheap motels, used-car lots, fast-food restaurants, and poorly maintained mobile home parks
National Study Visit Assignment

- How can the three jurisdictions work together?
  - How can health be promoted?
- What are the opportunities for new retail along the corridor?
- What types of funding and partnership strategies would be best?
- How to address concerns about gentrification?
- What is the lead role for each entity?
A Healthy Federal Boulevard…

**What:**
- Provides living wage jobs and/or access to jobs
- Promotes physical activity and provides a range of transportation options
- Knits neighborhoods together
- Provides access for people of all ages and abilities to local amenities and services
- Provides healthy food options, health services, and healthy spaces
- Is safe, secure and low stress
- Values and preserves economic, cultural, generational, and racial diversity
- Celebrates the identity of residents, provides a sense of place, and promotes stewardship/ownership
A Healthy Federal Boulevard…

How:

• Provides north-south/east-west connections for bicycles, pedestrians, and vehicles
• Invites new development while preserving and protecting existing residents
• Has distinct identities for distinct neighborhoods
• Provides a range of housing options
• Collaboration between and shared vision among diverse jurisdictions
• Shared and equitable mechanisms for funding and implementation
• Welcomes and encourages compatible development with a range of uses
• Buildings face the street, creating sense of place and defining public spaces
Federal Boulevard Assets

- Two rail transit stations/lines to come
- Heavily used bus line
- Three key developments planned
- Regis University as an anchor institution
- Access to two interstates
- Multiple trails
- Strong projected growth
- Multiple parks, schools, and community assets
- Views of mountains
Federal Boulevard Challenges

- Corridor divides local neighborhoods
- Water capacity constraints
- Auto-dominated environment – few pedestrian and bicycle amenities
- Perceived safety and security issues
- Limited funding
- Dispersed land use patterns
  - Lack of community serving commercial
- High poverty rate
- Community distrust – barriers to community engagement
- Poor health outcomes
- Split jurisdictions- Three local governments and a state highway
Activity Nodes

- A place to start!
  - Focus development on four nodes
  - One in Denver, two in Adams County, one in Westminster City
- Craft separate identities for four nodes
- Coordinate public investment around nodes
- Concentrate private development
- Bring buildings to the street
Activity Nodes

Westminster Station TOD

64th Street crossroads

Clear Creek Transit Village/ Federal Station

Regis Square/Aria
Community and Economic Development

Goals

- Lift people up who are already here
- Provide services that residents and students need
- Leverage Regis University and Aria, TOD, etc. to serve community needs
- Recognize this will be a slow and steady transition
  - May be a gap between what people want and what the market can achieve
  - Slow and steady has its benefits
- Light industrial uses can help generate jobs
Community and Economic Development
Community Engagement

- Continue and coordinate community engagement
  - Build local leadership

- New perspective on the role of community:
  - Community members are part of the implementation – eyes and ears on the street
  - Citizen academies for planning and development
  - Engage community in collecting data

- Engage groups where they gather and in groups that they feel comfortable
  - Meet with business owners at their place of business or with other businesses.

- Example: Promotoras
Community and Economic Development
Regis University

- Build on commitment to health and wellness for the community
  - Cultivate Health
- Encourage students and faculty to reach out to the community. E.g.:
  - Senior/class project: What would it take to build a grocery co-op?
  - Technical assistance for local businesses
- Housing
  - Build more student housing to benefit the whole community
  - Continue to explore opportunities to partner with private developers as appropriate
Community and Economic Development
Regis University

- Other short and medium term actions:
  - Fill vacancies in Regis Square with community services
    - E.g., health services, childcare, financial services, adult education, library
  - Improve the sidewalks to the northern property line
  - Consider a shuttle to the transit station

- Long term:
  - Master Plan should embrace Federal Boulevard
    - Create a place and a gateway
    - Consider a two-lane roundabout at Federal and 50th
  - Provide space for services and dining/retail
Community and Economic Development
Retail

- Get the data on resident spending patterns
- Plan for future retail uses at nodes (retail = location, location, location)
- Between the nodes – have a vision for land uses/design
- Adams County
  - May not have the right zoning for this district
  - Current zoning prohibits housing
Infrastructure Goals

- Reconceive the corridor for many users and as a front door
- Embrace Federal Boulevard
- Design the corridor to lower vehicle speeds
- Connect neighborhoods across the corridor through infrastructure & amenities
- Focus improvements on the nodes
- Present unified vision for CDOT to help implement
- Build water capacity
Infrastructure
Utilize Development-Oriented Street Design
Infrastructure
Provide Diverse Networks for Diverse Users
Infrastructure
Use Multiple Design Approaches
Infrastructure
Consider Traffic Economics (use LOS with caution)
Infrastructure
Consider Traffic Economics (use LOS with caution)
Infrastructure
Speed and Capacity

Source: Federal Highway Administration
Infrastructure Speed and Safety

Effects of Speed on Pedestrian Fatalities
http://humantransport.org/sidewalks/SpeedKills.htm
Infrastructure
Match Design Speed to Desired Speed

“Design speed…should be logical with respect to topography, anticipated operating speed, the adjacent land use, and the functional classification…”

Infrastructure
Speed, Volume, and Social Cohesion

Livable Streets
Donald Appleyard
Infrastructure
Strive for Self-Enforcing, Self-Explaining Design

If you need a sign to tell people to slow down, you designed the street wrong.

#slowthecars
Infrastructure
Tactics

- Assume Federal will not drop below four lanes
- Improve:
  - Medians
  - Roadway edge
  - Enhanced transit stations
  - Sidewalks
  - Crossings
- Get multiple benefits (environmental, stormwater)
- Embrace culture of surrounding neighborhoods
  - Public art
  - Use infrastructure to showcase local identity
- **Lighter, quicker, cheaper** approaches work well
- Add links to regional trails
Medians
Roadway Edge

Active and Connected Edges
Enclosure

Camden, Maine
Roadway Edge

Active and Connected Edges
Low Enclosure

Denver, Colorado
Roadway Edge

Active and Connected Edges
Enclosure

Bozeman, Montana
Active and Connected Edges
Low Enclosure

Sandpoint, Idaho
Reverse Frontage Road: Limit Curb Cuts
Enhanced Transit Shelters
Sidewalks
Improve Safety at Intersections
Bridgeport Way, University Place, Washington
Bridgeport Way, University Place, Washington
Roundabouts
Identity and Image

- Showcase local assets to create a distinct sense of place
- Businesses, pedestrians and drivers raise their behavior (conform, respect) to this vision
Mural honoring local history and special events

Hawthorne Square – Philadelphia, PA
Infrastructure
Trail Connections

- Add neighborhood links to Clear Creek and Little Dry Creek Trails
Infrastructure
Lighter, Quicker, Cheaper Solutions
Infrastructure
Lighter, Quicker, Cheaper Solutions
Infrastructure

Water

- Water capacity constraints limit new development
- Development projects can’t solve problem alone
- Need comprehensive approach and upfront capital
- Not just an Adams County problem
- Options:
  - Water Improvement District
  - Revolving loan fund
  - Infrastructure bank
  - Impact fee
  - Energy impact fees in Adams County
  - Others…
Partnerships

- Partnerships are critical for moving forward
- Partnering will help to:
  - Align common interests
  - Develop a coordinated voice to work with CDOT, other state and federal entities, and private sector
  - Develop a coordinated plan for community engagement
  - Avoid single purpose investments and maximize impact of strategic investments
Partnerships: How To

- Convene county and cities to work toward intergovernmental arrangement or entity
- Organize into two levels:
  - Elected officials – role is to set policy
  - Technical group – role is to implement
- First issues to tackle should include:
  - Vision and design standards to promote safety and health and sense of place along the corridor
  - Demonstration projects
  - Strategies to preserve and develop affordable housing
  - Measuring impacts
- Examples:
  - C-470 coalition – 3 counties and 8 municipalities
Funding

- Private developers can contribute to public realm, but can only do part
- Sidewalks create value but do not generate revenue
  - Utility fee can be used for sidewalk improvements in Westminster City
  - Sales tax can be used in Adams County
  - Improvements can be phased
- Focus regional grants on first and last mile connections
- Make it easy for private sector to contribute money
- Regis University and other institutions could commit to transit enhancements
- CDOT funding
Roles and Responsibilities

- **Cities & Counties** – Agree on a vision for the corridor; forge a partnership to implement
- **City of Westminster** – Maximize potential of transit station and TOD
- **Adams County** – Reconsider zoning along corridor
- **Regis University** – Continue to implement Cultivate Health; embrace Federal Boulevard; develop Regis Square; build student housing
- **RTD** – Address first and last mile challenges; partner with private partners on bus stops
- **CDOT** – Be a national leader in implementing the FAST Act and supporting corridor’s goals
- **Water Districts** – Find opportunities for multiple outcome investments
- **Private Developers** – Embrace Federal as your front door
- **Non-profits and agencies** – Support programming around health and food; build support for active transportation investments
Discussion, Comments, and Questions