

# PLANNING MATTERS



American Planning Association  
**Colorado Chapter**

*Making Great Communities Happen*

A Publication of the Colorado Chapter of the American Planning Association

## LAND USE & TRANSPORTATION

Features

### 7 D'S OF MIXED USE

introducing MXD

### REDUCING CARBON EMISSIONS

A look at Boulder Neighborhoods

### Student Ambassadors

How they can help reach minority populations

# PRESIDENT'S MESSAGE

Welcome to the Spring 2016 Edition of Planning Matters, dedicated to issues surrounding transportation. Transportation and mobility represent a huge area of work for planners. We are often called upon to provide more accommodation for private vehicles, while at the same time seeking to encourage alternate transportation and the concept of Complete Streets. In the community where our office is located, there is frequent debate regarding how much parking should be provided as part of new developments, and whether transit and bike/ped alternatives should be considered sufficient. Two significant resources come to mind: in *The High Cost of Free Parking* (APA Planners Press, 2005), Donald Shoup discusses the burdens placed upon communities that try to maximize parking availability. In *Completing our Streets* (Island Press, 2013), Barbara McCann, the founder of the National Complete Streets Coalition, provides not only design guidance, but strategies and encouragement for starting an effective community discussion on providing streets that serve all modes. I hope, as well, that you enjoy and find these articles in this newsletter helpful in considering transportation issues.

A brief report on the National Planning Conference held in Phoenix last month has to include some significant recognition for Colorado planning. Three Colorado practitioners were given recognition as AICP Fellows: Julie Ann Woods, Community Development Director in Snowmass Village, Cindy Houben, Community Development Director for Pitkin County, and Kurt Culbertson, President of Design Workshop Inc. This is the first time in several years that Colorado planners have received this honor, so we are very proud of their achievements and recognition. Also, not to be left out, your own Colorado Chapter of APA received the Karen B. Smith Chapter President's



Council Award for "Outstanding Service to Members." In granting this award, the CPC cited our work with Emerging Planning Professionals, legislative activities, and the newly launched PlanFinder program available through our website. The conference was attended by over 4,000 participants, and offered an exciting range of programs along with some welcome relief from winter.

Best regards,

Stan Clauson, AICP, ASLA  
Colorado Chapter President

*The opinions expressed here are those of the author and do not necessarily reflect those of APA-Colorado or its Board of Directors.*



*Cover Photo: Downtown Denver, 1 mile plus 5,000 ft. 2004 by Ron Reiring*

# COLORADO MOUNTAIN REGION PLANNERS RENDEZVOUS

Don't miss this great opportunity to get together with planners and discuss topics affecting mountain communities such as:

- ♦ Creating affordable/attainable housing
- ♦ Aging in place
- ♦ Entrepreneurship/ Unique mountain town industries
- ♦ Place making
- ♦ Marijuana industry implications
- ♦ Community Health and Social Equity
- ♦ Addressing climate change and resiliency
- ♦ Effective public engagement techniques

[www.apacolorado.org/article/mountain-region-planners-rendezvous](http://www.apacolorado.org/article/mountain-region-planners-rendezvous)

## WHEN & WHERE

DATE: June 10, 2016

TIME: 9:30 a.m.—3:00 p.m.

Brewery Social Hour to Follow

WHERE: Carbondale Town Hall

COST: TBD (aprox \$15 pp)





Photo of Colorado Center TOD Project, courtesy of the Denver Infill (denverinfill.com)

# MIXED USE & THE SEVEN D'S

By Anne Bower, PE, PTOE - Fehr & Peers

Mixed-Use developments, Transit Oriented developments – whichever vogue terminology applied to the blend of residential, retail, and office land uses on one site or one building--has proven benefits to a community. The typical benefits include better walkability, short commutes to work and shopping, greater housing variety, bicycle and pedestrian-friendly environments, potential place making, and less sprawl. Another benefit, perhaps not as widely accepted or applied, is less traffic. Intuitively, it makes sense that if we are building higher density, and bicycle/pedestrian-friendly developments close to transit stations, there would be less vehicular traffic. However, the application of “vehicle trip reductions” has been underestimated due to the lack of accurate, valid supporting data. Underestimated, that is, until recently.

The methods most commonly used by traffic engineers to estimate the trip generation of proposed developments exaggerate the impacts of projects that have a balanced mix of land uses, compact design, good neighborhood connectivity and walkability, location efficiency, and the variety of offered transportation choices.

## What is Trip Generation?

- Automobile trips that are generated by a development, typically reported in both daily and peak hour;
- Trip generation estimates are the first step in transportation impact analyses for development projects
- The industry standard is the Institute of Transportation Engineers (ITE) Trip Generation manual methodology



## What are the limitations of the industry standard?

The ITE Methodology is .....

- based on suburban developments and does not work well for urban developments.
- based on single-use developments and does not work well for mixed-use developments.
- based on data primarily from 1960s and 1970s and does not represent generational change in travel behavior.
- concerned only with estimates on vehicle trips and does not estimate transit, walk, or bike trips

- at times guilty of false impression of accuracy--Small sample size, wide range of values, and large standard deviations
- dependent on the Trip Generation Handbook which provides high-level information on multi-use developments as supplemental information and results in slight reduction in vehicle trips

### What Influences Trip Generation?

Research conducted by Fehr & Peers for the Environmental Planning Agency has found Seven “D’s” that influence trip generation while ITE only includes one D (“development scale”). The Seven D’s include the following:

1. **Density:** dwellings, jobs per acre (e.g. shortens trip lengths, more walking/biking, supports quality transit)
2. **Diversity:** mix of housing, jobs, retail
3. **Design:** connectivity, walkability
4. **Destinations:** regional accessibility
5. **Distance to Transit:** rail proximity
6. **Development Scale:** acreage, population
7. **Demographics:** household size, income

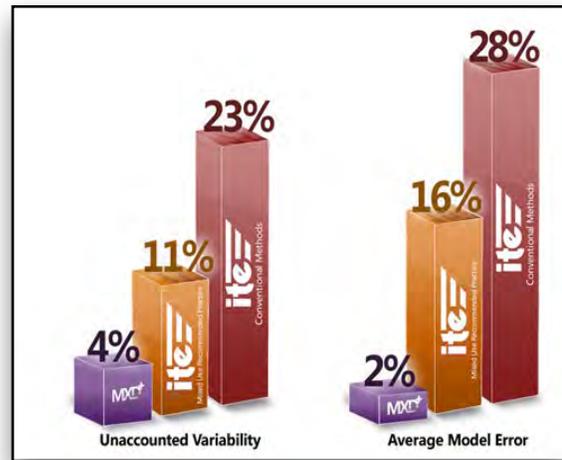


### Why is this Important?

Sensitivity to these Seven D’s means more accurate estimates for transportation investments. Estimating trip generation without fully considering the influencing factors that surround the site means that large overestimates of vehicular traffic volumes are likely to occur. Overestimates can lead to a variety of downstream problems such as increased development costs, maintenance costs for oversized infrastructure, errors in estimating emissions, and large off-site mitigation measures. MXD+ was developed to ensure that the Seven D’s were factored into trip generation for mixed-use developments.

### What is MXD+?

MXD+ is a trip generation methodology that estimates trip generation using the Seven D’s. MXD+ is based on both the ITE Handbook and MXD methods to account for both the internal mix of uses and the surrounding land use and transportation characteristics. The original research is based on 240 development sites from Seattle, Portland, Sacramento, Houston, Atlanta, and Boston with subsequent updated information for additional sites in California, Utah, Texas, Georgia, North Carolina, and Florida. The methodology has been peer reviewed and has appeared in the ITE Journal, American Planning Association literature, and has been approved for use by numerous public



agencies. It has also been successfully defended as part of environmental review litigation in California on multiple high-profile, controversial projects.

During PM peak hours ITE overestimates the impacts of development projects by up to 49% vs a 4% overestimate by MXD+. In a recent TOD development proposal in Colorado, conventional trip generation methods would have led to a recommendation for a five-lane roadway. Application of the MXD+ methodology allowed the client and jurisdiction confidence that a three-lane cross-section would provide sufficient capacity while better supporting neighborhood connectivity.



**Conclusion** In order to make sure all the benefits of mixed use developments, including a reduction in vehicle trips are realized, planners should be part of the traffic study scope development and report review and ask the questions about the tangible benefits relating to traffic impacts. Sensitivity to the Seven D's means more accurate estimates for transportation investments and more defensible recommendations about development patterns. Overestimates can lead to mitigation measures that don't mesh with community values for walkability and community.

“Sometimes your only available transportation is a leap of faith.”  
Margaret Shepard

You have got to connect your land use decisions with transportation decisions  
Tim Kaine

# PROGRESSIVE URBAN MANAGEMENT ASSOCIATES

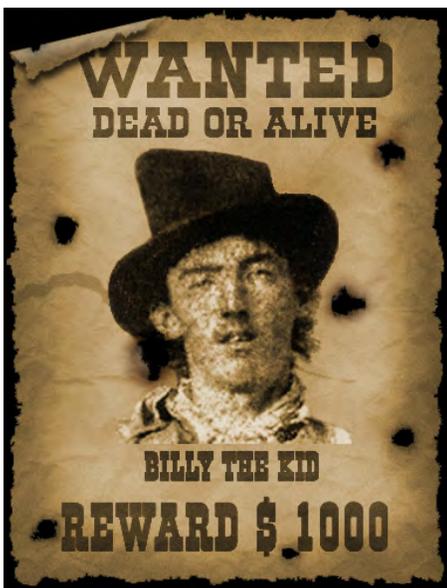
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# TRANSPORTING LAND USES





# THE NEXT WAVE OF ALFRED PACKERS RIDE BIKES IN TIGHT JEANS

By Carlos Hernandez, AICP: *Planner, Dad, 80027 Local*

Every Tuesday night in city council chambers across the Centennial State you can witness the front lines of change in Colorado. Promises of untracked powder days, world-class fishing, growing organic food, working in the craft beer industry, selling legal weed, escaping high taxes, and endless single track brought over 101,000 new people to Colorado in 2015. Take note that 280 people a day moved to Colorado last year. All of this is not a surprise to Colorado planners. We've been talking about this change in Colorado since our license plates had white snow and green mountains. However, this forecasted change seems to have caught our elected officials, citizen advisory boards, and long-term residents more off guard than Alferd Packer and Chief Ouray in the winter of 1874. So here are some quick thoughts to keep you going. Think of them as a cliff bar for your next planning commission meeting.

- *Don't overhaul your Comprehensive Plans:* Remember when you updated them when the economy was slow and you worked with the community to set goals and priorities for the next 20 years? Well it's go time. The forecast might be off, the graphics might be outdated like a Nirvana album, but the vision is probably there. They represent a time of cooler minds and raw ideas that give communities their unique identity. If your Comprehensive Plan is "out of date" don't get all Jay Plummer in the 4th quarter. Don't overreact to the great changes at hand. You knew they were coming...right?
- *Safety is always more important than "solving the traffic problem":* 1977 is tweeting you. They want to know if your parking standards, Level of Service based transportation plans, and traffic study requirements are going to "solve the traffic problem?" The heightened interest in transportation planning due to "more traffic" is your shining moment to talk about safety for all roadway users, integrated land uses that provide transportation choices, and transportation investments that build community not roads. Resist the temptation to "solve traffic problems" before saving lives.
- *Channel your inner 20-year old:* Remember when you were starting out in planning? You were empowered, tenacious, and slightly afraid of what was coming next. You used words like mixed-use, conservation boundary, parking reduction, and livable. APA has the resources and data to back you up.

Ready to go? Good. Because thousands of parents from the Midwest who visited Steamboat this winter bought their kids an iconic Billy Kidd poster. You know the one. Full powder day, in a Stetson, barn in the background and skis on his horse. As long as that poster is in print, get ready for long Tuesday night meetings for years to come. They are the next wave of Alferd Packers without your support.



Are you ready for the long Tuesday night meetings?



Alfred Packer; Monument sign at Alfred Packer massacre site; A child's vision for Broadway & Lincoln.

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# WHAT COMES FIRST?

*How we use the land or available transportation options?*



**By Lilly Hardin, PE, AICP**

**National Park Service, Denver Service Center Project Manager**

Does how we use the land dictate our transportation needs or do our transportation systems influence how we use the land? Actually it is both; and these functions need to be closely coordinated to promote smart growth and sustainable development. Increased development of the land leads to increased demand for transportation related development. If a remote parcel of land is developed for residential purposes, it would normally include transportation access to existing roadway systems. This residential development would generate a certain number of trips for work, shopping, school, pleasure, and other services. A viable development includes connections to existing regional

transportation networks. These connections make other land along the regional network more attractive for development which increases the traffic volumes, resulting in congestion, leading to additional roadway improvements, which can then encourage additional development and the cycle continues.

Certain types of transportation can generate demand for increased land use. For example a new light rail or other mass transit structure connecting the suburbs to the central business district can lead to “transit oriented development” creating demand for housing services and jobs along a transit corridor potentially displacing less dense development.

As population and development densities increase, it is becoming more and more important for transportation systems to include multiple modes of transportation. Vehicles, bicycles, pedestrians and mass transit need to coexist and complement each other to create a complete system that meets the needs of a diverse growing society. Downtown areas once accessed solely by private automobiles with three lanes of traffic now may have one lane for traffic, one lane for buses, and a separated bikeway. The sidewalk is wider, the parking is more limited, and more people are able to traverse the area with less stress, and fewer emissions. Additional modes of transportation cater to different



types of development.

Federal Transportation Planning law for metropolitan transportation planning, 23 USC 134, requires consideration for strategies that protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and planned growth in economic development. This requires coordination and integration of land use and transportation planning and working with developers to promote smart growth and sustainable development. The Planning Assistance and Standards contained in 23 CFR 450 outlines planning factors and coordination requirements for long range transportation plans, congestion management processes and transportation management areas, as well as environmental mitigation factors and consultation with Federal, State

and Tribal land use management agencies. Again, coordination with land use planning and transportation planning is required to achieve these goals.

Corridor planning is one tool that can be used to accomplish these requirements. The plan should focus on universal access, traversing the corridor without a private vehicle, and overall vehicle, bicycle and pedestrian safety to accommodate mixed land uses and a growing population focused on healthy living.

Sketch scenarios can also be used as part of the coordinated planning process. Developing and comparing possible scenarios, can help the public and local governments understand the consequences of potential land use patterns and transportation systems. Conceptual designs that represent a range of possible futures for land use and transportation are intended to be



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“what if” illustrations, varying based on the location, density, and mix of new development and redevelopment, and transportation system development. Typically the sketch scenarios include one that continues current trends and several others with different levels of investment in the transportation system and different development patterns. These scenarios are intended to represent alternative futures which could achieve the goals outlined in 23 USC 134 and 23 CFR 450.

There are many other methods and tools that can be used to accomplish integrated planning. Among them are community design charrettes, value analysis tools to evaluate planning elements and development of comprehensive transportation, and land use and environmental analysis plans for small areas or regions. Your

planning effort may include one or several of the tools identified above. Whatever method(s) you choose it is important to involve a wide variety of experts and engage the public as much as possible. Land use and transportation planning accomplished together improves quality of life, reduces environmental impacts and promotes consistency between transportation improvements and planned growth in economic development.



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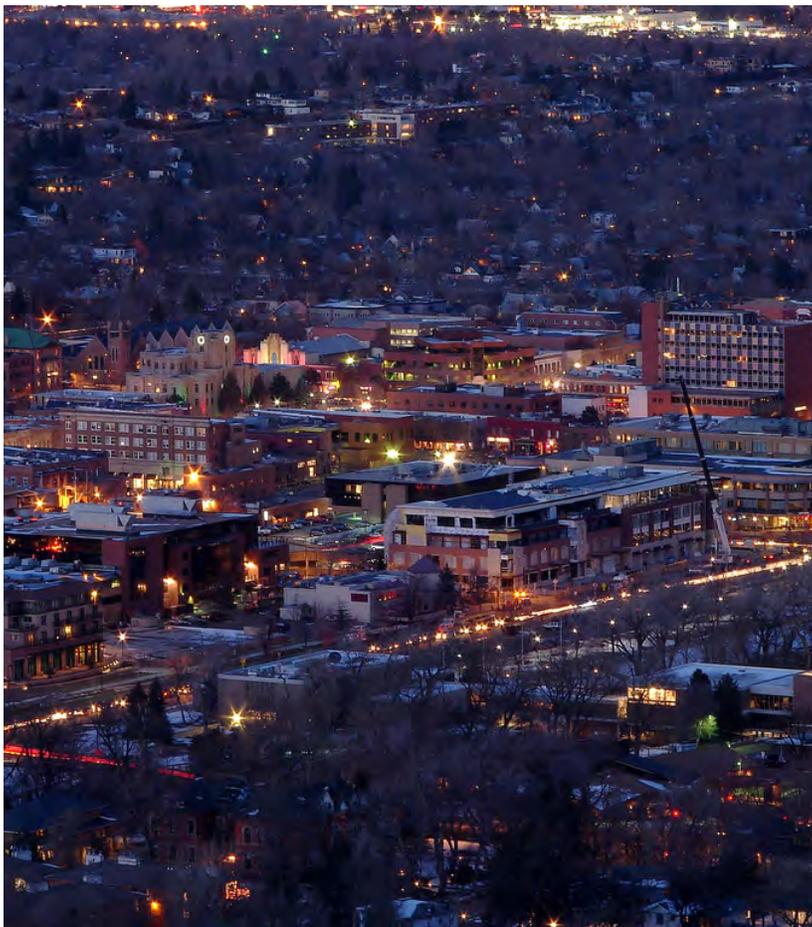
# REIGNING IN CARBON EMISSIONS THROUGH TRANSPORTATION AND LAND USE INITIATIVES

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## *15-minute neighborhoods and travel behavior in Boulder*

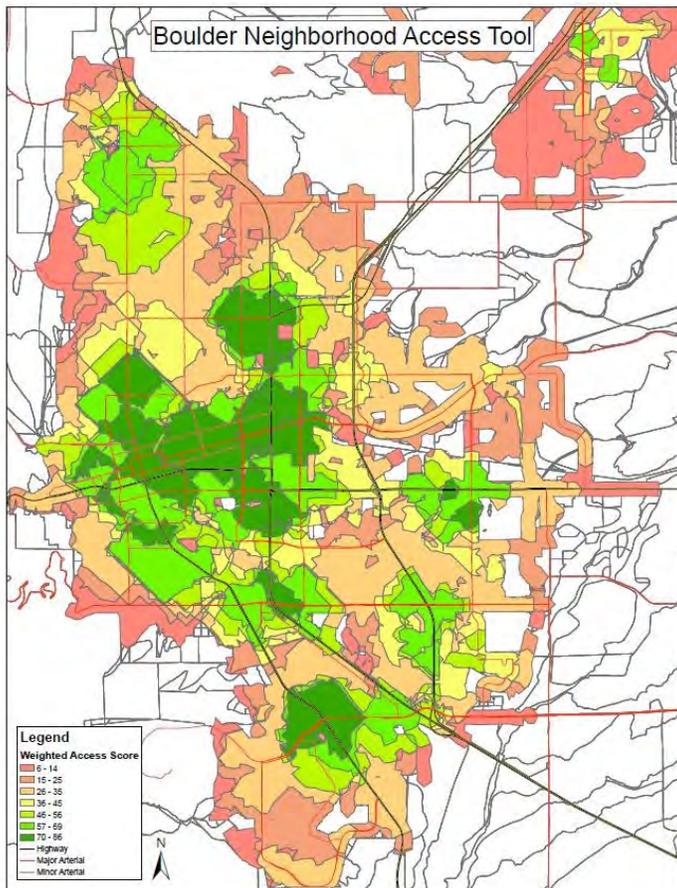
**By Eric Stonebraker**

*Eric Stonebraker is a travel behavior researcher who recently graduated with a master of engineering in transportation systems engineering and also holds a MURP from the University of Wisconsin –Madison. This article is excerpted from his master’s report. Eric’s professional interests relate to sustainable built environments through human-scaled development that enable active travel modes and healthy behaviors.*



***When discussing carbon emissions reduction efforts, policy experts consider the relative contribution from buildings (39%), industry (29%) and transport (33%) and explore means to reduce emissions from each. The transportation-land use nexus may be an area that could yield significant reductions in both transport- and buildings-related carbon emissions. This article recounts the results of a study of neighborhood access and associated trip generation and daily miles traveled in Boulder, Colorado.***

Boulder, Colorado’s 2014 Transportation Master Plan (TMP) update establishes ambitious goals to increase the population living within 15-minute walkable neighborhoods to 80 percent from 26 percent and reduce resident per-capita vehicle miles traveled (VMT) to 7.3 miles from the 2014 average of 11.2 miles by 2035. These efforts will largely be achieved through increasing destinations in closer proximity to households. This study provides a snapshot of Boulder’s progress based on the results from the Boulder travel diary survey with all trips

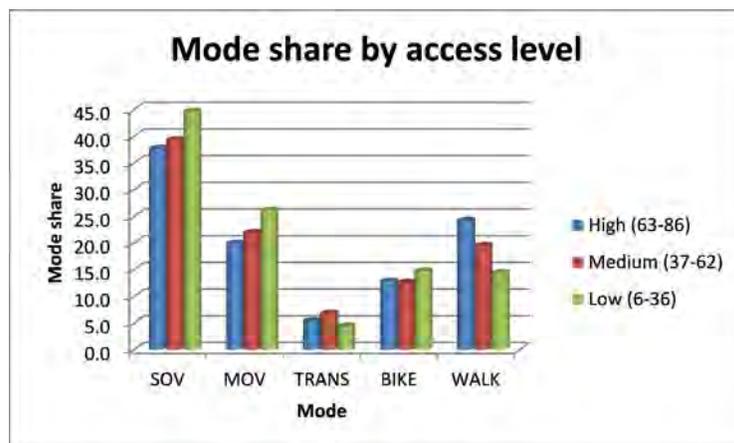


from 2000 to 2012.

Extensive academic literature has focused on the relationship between the built environment and vehicle miles traveled (VMT). Increases in land use mix and intensity will reduce the need for long trips and make multi-modal travel more feasible, though the built environment has greater effect on trip distances than frequencies (Kockelman 1996). We also know that socio-economic status affects mode choice as much by socio-economic status as the built environment in most settings (Ewing and Cervero 2001). The concept of the 15-minute neighborhood, and related quarter- or half-mile walkshed, comprises the idea that within smaller geographic areas, the distribution of amenities that serve people's basic needs (i.e., parks, food, etc.) are easily accessible by walking, biking or transit.

The city of Boulder's recently developed GIS-based neighborhood access tool allows us to locally confirm the value of the 15- minute neighborhood to travel behavior. This tool comprises land use measures such as the presence of a variety of amenities (schools, libraries, social attractions, shopping, bus stops, population density, slopes, etc.). Paired with five iterations of Boulder's household travel diary data, we are now able to provide a preliminary snapshot of how Boulder's

infrastructure performs. I use a subset of the collected, residential travel data that is geo-referenced to the nearest intersecting streets with 5,379 respondents and 24,702 trips. I investigate differences in modal split and daily miles traveled (DMT) for all trips in relation to



neighborhood access score.

The results reveal that neighborhood access score is a statistically significant and positively correlated predictor of DMT. DMT varied significantly between low, medium, and high NA scores. Median DMT increases from high to low neighborhood access level from 10.96 miles (High), 11.36 (M) and 14.17 (Low). As you move from low to high neighborhood access, SOV mode share decreases from 44.6% to 37.7%, for a relative decrease of 36.7%.

While the household surveys do not capture attitudes toward travel modes, city of Boulder goals to increase the proportion of the population living within 15 minute walkable neighborhoods, are liable to shift more trips to lower carbon emitting modes and reduce trip distances. Combined with vehicle technology, the emerging role of ride sharing (i.e., Lyft and Uber), the nexus between land use and transportation is one of many options toward mitigating carbon emissions.



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ARRIVING  
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BRT.....

*while taking advantage of incremental bus stop improvements in a busy corridor with limited right of way and competing interests*

**By Tim Baldwin, AICP - Rocky Mountain West Planning**

After almost four years of study and extensive public involvement, the City and County of Denver is moving forward with a Bus Rapid Transit solution for its most-used bus corridor, East Colfax Avenue. The Colfax Corridor Connections project (a joint project of Denver, RTD, and Aurora) evaluated a large number of alternatives (including a modern streetcar) but came to the conclusion that BRT was the most cost-effective way to increase person-trip capacity in that congested 10-mile corridor between the Auraria campus on the west and Anschutz Medical Campus in Aurora on the east without adding new travel lanes or taking property or right-of-way. The project would provide exclusive bus-only lanes during peak periods for roughly half the corridor, providing more frequent service and better travel time and reliability over the entire 10-mile corridor. It is projected to more than double bus ridership to around 50,000 riders per day (at a quarter the cost of a similar streetcar alternative) while

providing the opportunity for new bicycle/pedestrian connections and urban design improvements that could promote new economic development along the corridor. The project would be the Denver area's first move toward an urban corridor BRT solution and should be a strong, competitive candidate for Federal Small Starts or similar funding. Similar to the peak-period peak-direction bus-only lanes on Broadway and Lincoln, the lanes would still allow right turns for autos and access to parking along the corridor. The BRT service would use low-floor buses and would have 'branded' vehicles and stops with unique, distinctive designs and color schemes, with stops having off-vehicle

ticketing to promote quick boarding and real-time bus information, and with most stops being built on 'bulb-outs' in existing parking lanes so that buses can stay in travel lanes for passenger boarding and alighting.

The project is entering the design and funding phase, and Denver anticipates moving forward with construction in 3-4 years, with implementation proposed in the



2021-2022 timeframe. In the meantime, RTD (which is a major partner in the project) is moving forward with early upgrades to existing Route 15L stops along Colfax (which the BRT system would ultimately replace), including upgraded shelters and bulb-outs in many locations, all of which can be incorporated into the BRT project when it is implemented in the future.

The City of Denver is taking a bold step forward in planning for its transportation future with the implementation of the Colfax Corridor Connections project. With growing community support, the BRT project can be a transformational project for East Colfax, helping it evolve into a more vibrant, walkable, equitable transit corridor (without losing its essential urban nature) that can be a good template for other congested corridors in the Denver metro area for decades to come.



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- Albert Einstein**

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# “PROSPERITY PLAYBOOK”

By Susan Wood, AICP - RTD

AICP Commission Liaison, APA Chapter President's Council

Recently, the U.S Housing and Urban Development (HUD), with APA National as a partner, launched the “Prosperity Playbook” initiative to identify best practices that support economic mobility, expanding housing affordability and increasing access to opportunity-rich neighborhoods, education and jobs. These best practices will be included in an online toolkit that can be used community planners and leaders. Denver was selected as one of five cities to participate in this effort. The four other cities selected include Atlanta, Minneapolis, Kansas City, and San Francisco. On Friday, March 22nd, Denver Mayor Michael Hancock, HUD Secretary Julian Castro, and U.S. Congresswoman Diana DeGette brought together a group of regional representatives from transportation, housing, planning, and others to discuss best practices to add to the “Prosperity Playbook.”

Transportation, in particular linking transportation with land use in order to provide economic resilience and a pathway to prosperity, is a big piece of this puzzle. Studies have shown a strong link between transportation and social mobility or prosperity. In a May 7, 2015 New York Times article, Mikayla Bouchard describes several case studies that demonstrate that the lack of reliable and efficient

transportation presents a huge barrier to upward mobility. Her piece highlights the utility offered by both mass transit and travel by personal vehicle and offers conclusions that support the title premise that transportation is crucial to escaping poverty. Further noted in the article is that areas that lack sufficient access to transportation had the highest rates of unemployment and the lowest incomes. Ms. Bouchard’s is indicative of the growing recognition of the link between mobility and prosperity. This link will undoubtedly become a crucial part of the ongoing discussion generated by HUD and the “Prosperity Playbook.”

Be sure to check out the blog on the APA website for more information and more specifics on the work going on in individual cities, including Denver; to monitor the progressing dialogue; and to learn about tools that emerge as a result of this effort.

## APA Blogs:

[www.planning.org/content/content/9100660/](http://www.planning.org/content/content/9100660/)

[www.planning.org/content/content/9100274/](http://www.planning.org/content/content/9100274/)



Brian Welch

# INTERVIEW WITH A PLANNER

*Brian T. Welch, AICP  
RTD*

**By Susan Wood, AICP**



## **What is your degree and where did you get it?**

Undergraduate (A.B. in Urban and Economic Geography) and Graduate (Master's in City Planning) degrees from the University of California, Berkeley.

## **How did you get into transportation planning and what is your area of interest and/or expertise?**

I began my undergraduate studies as an architecture major, but quickly discovered that (1) I lacked the graphic arts talent I to draw things the way my classmates did; and (2) I was actually more interested in the built environment and transportation than individual buildings. That led to a heavy land use/transportation focus during both undergraduate and graduate school. I also seem to have a built-in passion to serve people, and transportation planning provided opportunities to bring things to fruition that add value and improve quality of life. It's pretty cool to listen to citizens quote (approvingly!) from a transportation plan that you helped develop, or watch passengers board a new service you helped plan and implement. I have been fortunate, in both the public and private sectors, to have a multi-decade focus on the relationship between the built environment and travel behavior, which is my area of interest and expertise.

## **Tell us about your career path and what advice would you give to planners today who are interested in pursuing a career in transportation?**

Early in my career, I crystallized my professional approach on what we call the triple bottom line: people/planet/prosperity, also known as equity/environment/economy. The most important component of the triple bottom line is people, and during my career I've always focused on projects by asking the question "how does this choice impact people?" My work at public agencies and consulting firms has included projects and programs that hopefully have impacted people in a positive manner.

Transportation planning is a very broad field featuring multiple modes (surface, air, water, etc.) with extensive opportunities to specialize, plus a plethora of other professions to partner with (health, security, economics, land use, etc.). Martin Luther King Jr. did not say "I have a plan", he said "I have a dream." Figure out what really excites you and motivates you, focus on that area, but also become well-versed in the breadth of the profession. Why? Because you will add a lot more value to the extent that you bring a diverse perspective to any conversation or project. I was recently very impressed by a bicycle planning expert who not only spoke knowledgeably about bikeway planning and design, but also demonstrated a thorough understanding of traffic signal operations, pavement construction and maintenance, different types of signing and marking materials and applications, and detailed strategies to maintain public facilities in a variety of environmental conditions. On the other hand, I am frequently frustrated by

transportation planners who obviously lack a clear understanding of how transit, bicycle, pedestrian, and vehicular traffic operates in real world conditions – basic concepts such as flow, key safety factors, important data sources, how to observe transportation conditions, ADA considerations, peak hour travel characteristics, multi-modal trip generation characteristics of various land uses, etc. Don't skip the link between transportation planning and transportation operations because you call yourself a planner! Finally, dive into both quantitative and qualitative aspects of transportation planning – while our profession is ultimately tied to “human factors,” there is a solid quantifiable/measurable underpinning to much of what we do. That objective underpinning can be helpful in advising elected and appointed officials on the merits of conflicting alternatives in our either/or world.

**Who do you consider to be notable contributors to transportation and transportation planning, past and present?**

I will miss some important people for sure, especially internationally, but here goes: Donald Appleyard, Daniel Burnham, Peter Calthorpe, Robert Cervero, Alan Danaher, Dwight D. Eisenhower, William Phelps Eno, Reid Ewing, Susan Handy, Jane Jacobs, Allan B. Jacobs, Janette Sadik-Khan, Gabe Klein, Kara Kockelman, Major L'Enfant, Abraham Lincoln, Adolf D. May, Jr., Robert Moses, Elon Musk, Donald C. Shoup, Jerry Walters, The Wright Brothers, Alan M. Voorhees.

**What's the Next Best Thing in transportation planning right now?**

We're going to see more and more “disruption” of the transportation planning profession from individuals and organizations outside the traditional framework. We've already seen this, for example, with smart growth and the new urban network (land use planners), health impacts (medical professionals), climate change (environmental scientists), transportation network companies (entrepreneurs such as Uber and Lyft) connected and autonomous vehicles (computer scientists and programmers) transportation websites and blogs (journalists), and social equity (attorneys and social scientists). These are all professionals that were not necessarily trained as transportation planners, but are making invaluable contributions to the transportation planning profession. This is a good thing!

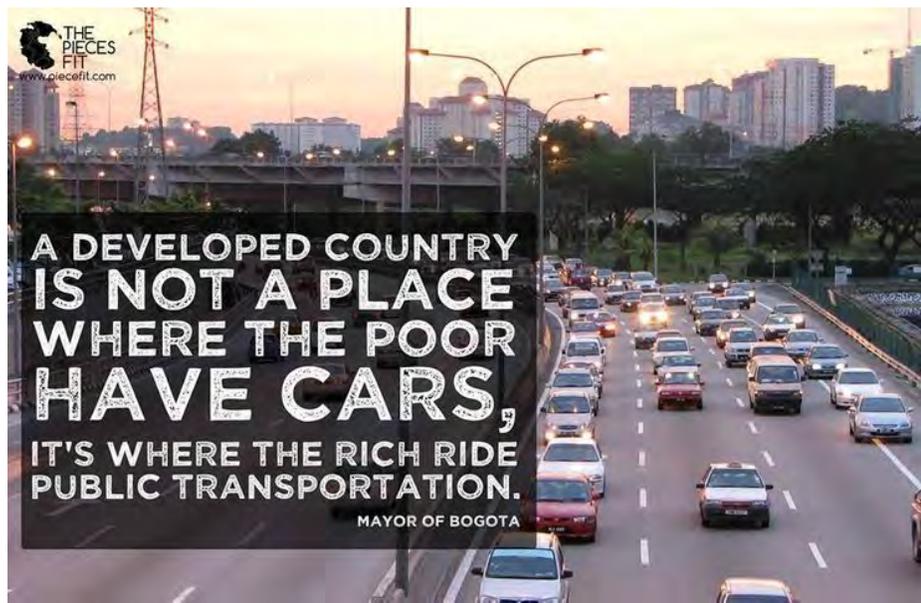


*From the top: Donald Appleyard, Robert Cervero, William Phelps Eno, Jane Jacobs and Elon Musk*

**The newsletter is about Land Use and Transportation. What do you think is the biggest positive influence that transportation has on land use (or vice versa) and negative impact?**

One of the first books assigned at the College of Environmental Design was Schaeffer and Sclar's Access for All. The central thesis of that book is that the quality of human life depends on how much access we have to each other, with the understanding that mobility and access are not the same. Another important part of the curriculum was Melvin Webber's monograph entitled The BART Experience – What Have We Learned? Webber made the point (and things may be different now) that "the rich are riding and the poor are paying." The biggest positive influences in the transportation /land use interaction occur when we provide living and mobility choices to people that don't limit options, and benefit people from all walks of life. The reverse is also true – transportation/land use interactions that limit choices and options are going to have negative impacts. For example, if the only living options you provide people are sprawling low density single-family neighborhoods walled off from all other uses, you are going to effectively eliminate mass transit, walking, and bicycling as viable mobility options – dooming the people to reliance on private vehicles and limiting access for zero car households. And it will probably require construction of multi-lane arterial streets feeding major freeway facilities, with all the collateral impacts. On the other hand, if you pursue a purposeful integration of land use and transportation options – such as a mixed-use, transit-oriented development that includes a variety of residential and non-residential uses proximate to transit – you are generally going to achieve positive results, from both a mobility and access perspective. In fact, the transportation planning profession has accumulated significant evidence over the past 25 or so years on the positive benefits of purposeful land use/transportation interactions related to climate change, public health, livability, equity, and other key measures. While I would not argue that we should arbitrarily ban certain land uses or mobility solutions, I do argue that transportation planners fall short when we don't provide people with living options and mobility choices.

*Mr. Welch has over 33 years of multi-modal transportation planning experience including four and one-half years with the Regional Transportation District (RTD); 12 years of public sector service with Danville, California; and 11 years with Fehr & Peers in California and Colorado. His career has been characterized by key leadership roles for complex, inter-jurisdictional, high-profile public and private sector work. Public sector accomplishments include authority and responsibility for the completion and implementation of agency-wide transportation planning and programming efforts. Private sector work includes project management and direction for on-time, on-budget, consulting projects including award-winning efforts in California and Colorado. Recognized for his expertise on the relationship between transportation and the built environment, he has authored papers and spoken at professional conferences on a range of topics including innovations in transit-oriented, mixed-use development and organizational leadership.*



# NOW YOU'RE SPEAKING MY LANGUAGE



*Students discuss planning process at Denver's North High School*

## *Reaching minority and bilingual populations through student ambassadors*

**By Shannon McGuire - HDR**

It's a sunny day in March and our project team is sitting in a classroom with 45 high school student council members. We're talking about urban design - pedestrian bridges, sidewalks, and bus stops. Switching topics one high school junior asks, "What about the signal timing?" Suddenly, giggling erupts from the back of the room as students review words gathered from a survey describing the street we're adjacent to - Federal Boulevard.

Federal Boulevard is known as a corridor of opportunity in Denver because of its potential for development. It is home to commercial businesses, schools, churches, and some of the most diverse neighborhoods in the City. The City and County of Denver is

currently completing a visioning study of the 9-mile Federal Boulevard corridor to develop priorities for making the roadway function better within the city while enhancing its cultural attributes. By the end of the study, the City will have an implementation plan to guide improvements made to the Boulevard. Throughout the study process, high schoolers will help our team gather needed public input from their communities though our student ambassador program.

Projects like the Federal Boulevard Corridor Wide Study often have difficulty engaging bilingual and minority populations in the planning process. These groups can be structurally left out

of the conversation in many ways, but the City and its consulting engineering firm, HDR, are working to change that. Through the Student Ambassadors Program, our project team is reaching into area high schools to leverage bilingual students in the schools and gather feedback from historically underrepresented communities such as the Spanish, Somali, and Vietnamese-speaking groups found in the Denver metropolitan area.

The program introduces students to the planning process, provides letters of recommendation to them for future opportunities, and helps to engage the next generation in planning and community development, while garnering valuable feedback for projects like

*Continued on page 25*

# BOARD & COMMITTEE UPDATES



The infamous Kissing Camels at Garden of the Gods. Photo courtesy visitCOS.com

## Chapter Administrator Update

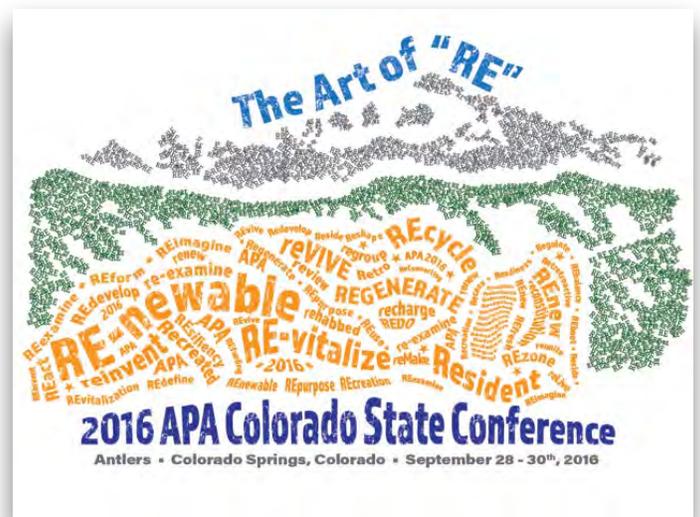
by: Shelia Booth, AICP

I know, the calendar says its Spring, but as I look out my window.....I see second winter. I keep thinking summer is just around the corner, but then that cold chilly Arctic blast hits again and I'm indoors building a fire once more.

I think transportation is having a second coming as well. Registration at the 13th Annual Springs Transportation Symposium in Denver had record attendance. Proposed Chapter webinars, session proposals, and events seem to be full of transportation issues. Seems everyone agrees that you can't separate transportation and land use. Sometimes, the two seem to blend into one. For instance, the new wave of food trucks, mobile clinics, and who can go 24 hours without seeing something about tiny houses.

- They're all on wheels;
- They can all fall into a land use definition;
- They all challenge our regulations.

So, come to the conference and learn more about the collision of transportation and land use. Register for the webinars. Check the Chapter events calendar for events in your area.



Check the website May 23rd  
for the preliminary program.  
Plan to attend; Stay to play!

Get Involved. Join a Committee. [WWW.APAColorado.org/committee-home](http://WWW.APAColorado.org/committee-home)

## Emerging Professional Planners (EPP) Update

by: Anthony Avery & Jonathan Cappelli, Committee Co-Chairs

The Emerging Planning Professionals Group has been holding monthly events throughout the year. A few of the highlights include:

### Resume and Portfolio Workshop:

In April, EPP hosted a resume and coversheet workshop at the Blair-Caldwell Library in Denver. The event was for both those in the middle of a job search and those that hadn't dusted their resume off in sometime. After an overview of best practices, participants were broken up into small groups. Within these small groups participants were given feedback from their peers and were able to share successes and challenges.

### Planning Trivia Night:

Hosted at the Denver Bicycle Care in February, EPP members met to show off their planning trivia knowledge. Categories included general city facts, AICP, planning and policy history, and Denver city facts. The event had a great turnout and EPP is looking forward to hosting the event again.

### Future Events:

April 30, 2016 – Train to the Plane Tour

Discover RTD's new commuter rail line and what it means for sustainability in Denver. Please purchase your own Regional Day Pass and meet at Union Station on the pedestrian bridge next to the red "Lola" sculpture over the platform. We'll get a chance to see some of the forthcoming development and what the rail line means to Central Park Station as described by the Vice President of the Northeast Transportation Connections TMA, Angie Malpiede.

May 4, 2016 – Meet the Dark Side

Emerging Planning Professionals join the International Interior Design Association, AIA, and other young professional organizations for a social event at Stoney's Bar and Grill. This is a great opportunity for emerging planners to network and collaborate with other professionals in related fields.

Doors open at 5:30; check out the

EPP Facebook Page for event details!

TBD June, 2016 – Water Panel and Discussion

Water professionals from Aurora and Denver share their experience in water regulations, what it means for cities and counties in Colorado, and what efforts are being made to conserve this resource. The panel will talk about how water conservation and the zoning code can go hand in hand. Time for questions and answers will be provided to address issues specific to your jurisdiction or projects.

*Emerging Planning Professionals (EPP), part of APA-Colorado, cultivates a vibrant community of entry- to mid-level planning professionals by offering and promoting opportunities for professional development, service, and meaningful, innovative contributions to an evolving, diverse profession.*

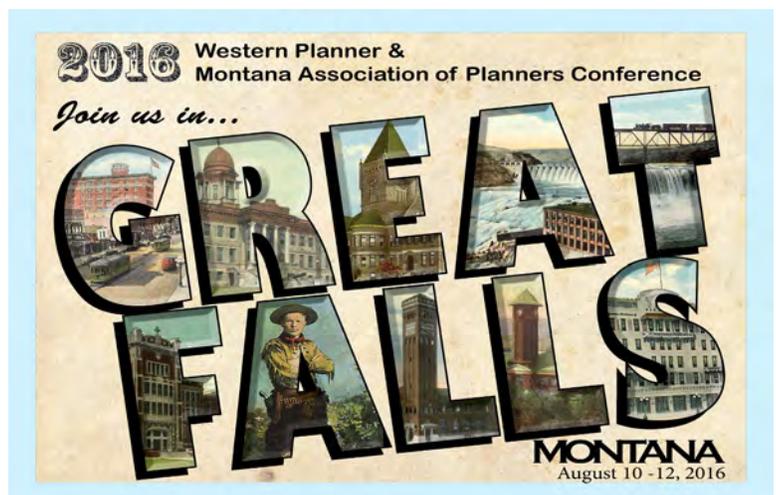
*Dedicated to serving planning professionals across Colorado with eight or fewer years of experience in the field, EPP inspires and supports emerging planners to become community leaders today and tomorrow.*

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## Western Planner Update

by: Julio Iturreria, Western Planner Representative

Update from the APA CO/Western Planner Representative: 2106 Western Planner & Montana Association of Planners Joint Conference in Great Falls Montana on August 10-12, 2016, at the Civic Center in Great Falls. Please refer to the Western Planner web-site: <http://westernplanner.org>.



## Professional Development Committee Update

by: Sarah R. Davis, AICP - Professional Development Officer & Committee Chair

### Thank You, Professional Development Committee!

I'd like to recognize this year's Professional Development Committee:

- Melissa Antol
- Shelia Booth, AICP (Chapter Administrator)
- Scott Bressler, AICP
- Dara Braitman
- Allison Crump
- Sarah R. Davis, AICP (Professional Development Officer)
- Erin Fosdick, AICP
- Summer Frederick, AICP
- Josh Olhava, AICP
- Alison Pienta, AICP
- Ken Schroepel, AICP
- Gabby Voeller
- Peter Wysocki, AICP (Local Host Committee)

These folks spent hours reviewing, ranking, and ultimately selecting the sessions that will make this year's state conference a success! Thank you for all of your hard work- we can't wait for Colorado Springs in September!

### AICP Prep

On behalf of the APA Colorado Chapter I want to wish all of the May examinees GOOD LUCK! This past March I hosted a Saturday AICP Prep Session (Thank you, Andrea Davis, for assisting me!).

For those planning to take the exam in November 2016, I will be hosting a fall session at this year's state conference in Colorado Springs on Thursday, September 29th. Keep an eye out for conference registration later this year!

### Already AICP- Don't Forget to Log Your CMs

I sent an email out to folks who have entered the grace period for the 2014-2015 reporting period, but if you still need credits there are plenty of affordable and even free options for online training and local events to get your CM credits while expanding your breadth of knowledge. For a list of upcoming events, please visit the APA Colorado Events Calendar at: [apacolorado.org/event-calendar](http://apacolorado.org/event-calendar).

For other training opportunities, visit the APA National training and workshops page at:

[planning.org/education/training/](http://planning.org/education/training/).

Perhaps you earned credits but haven't logged them yet. You can go to your personal CM log to record all the credits you've earned at: [planning.org/cm/log/](http://planning.org/cm/log/).

\*\*\*

I'm looking forward to working with all of you towards meeting your professional development goals. If you have questions about AICP or CMs, or just want to provide feedback on how the Chapter can improve our professional development offerings, please don't hesitate to reach out to me!

Sarah R. Davis, AICP, LEED Green Associate

Professional Development Officer  
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303.830.2890 x 23

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## Outreach & Communication Committee Update

by: Jessica Ibanez, AICP Committee Co-Chair

### Open Recruitment for Outreach & Communication Committee

We are looking to fill 5 open seats for a 1 year term starting in June. Specifically seeking skills in social media, communications, website management, and graphic design. This important committee helps support the foundation of APA Colorado by managing the internal and external communication and leading special projects such as the quarterly newsletter, website

redesign, and management of PlanFinder. Being involved in this committee is a great way to build your resume and network with planning leaders across the state.

Commitment: One 1-hour committee conference call per month plus time to volunteer on special projects based your current work load and our needs.

To Apply: Submit a statement of interest to:

[VPExAffairs@APAColorado.org](mailto:VPExAffairs@APAColorado.org)  
by May 22, 2016.

Jessica Ibanez, AICP  
VP External Affairs  
Community Planning Consultant

## Sustainability Committee Update

by: Conor Merrigan, Committee Co-Chair

The Sustainability Committee has been supporting continued engagement in the larger chapter and national discussions on sustainability, offering comments on the APA national Draft Water Policy Guide, supporting events including an energy planning panel put on by the Student APA chapter on April 14th, submitting a session proposal for the Colorado APA

conference, and coordinating with partners for future events. Topics of interest in the group have evolved to include social equity, affordable housing, and transportation, and there is a current focus on vetting these topics for future events and webinars. Committee meetings are typically the third Tuesday of the month at the Alliance Center in downtown Denver with a call-on

option, though May's meeting will be on the 24th due to a conflict with the Live.Ride.Share conference on May 17th(which will be well worth postponing the meeting for!). For more information on the committee, please see the Sustainability Committee webpage on the APA Colorado website.

### Student Ambassadors - Continued from page 21

the Federal Boulevard Corridor Wide Study.

"Hopefully this will inspire some the students to pursue a career in planning, or at the very least become more engaged in visioning for their communities throughout their lives, not just for this project" said Karen Good, Denver Public Works project manager.

During the first phase of the student ambassadors program, the project team received 130 surveys from the student ambassador program, 1/3 of of which were

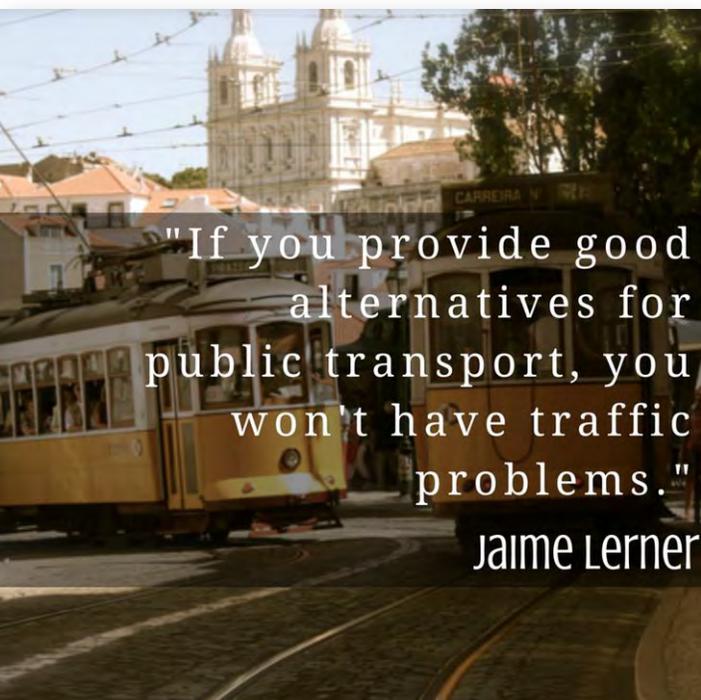
completed in Spanish.

"We received great feedback from the students," said Kathryn Weismiller, HDR's strategic communications manager, who spearheaded the student ambassador program. "Students came back with data about signal timing, bike lanes and making the roadway friendlier for pedestrians."

"We're excited to dig into the data the student ambassador program provided," said Jason Longsdorf, Senior Transportation Planner. "The program provided valuable

feedback from a culturally diverse cross section of the public who we may not have heard from otherwise."

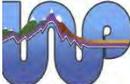
This summer the project team will be using public feedback received by the student ambassador program, online surveys, and a public meeting to develop priorities for the corridor. The student ambassadors program will continue into the fall as the project team prepares an implementation plan for improvements on Federal Boulevard.



"If you provide good alternatives for public transport, you won't have traffic problems."

Jaime Lerner

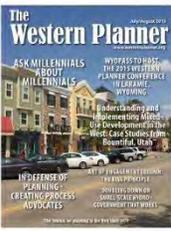
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*Continued on page 25*

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