

# Northwest Corridor Blueprint

*Denver Region*  
Sustainable Communities Initiative

**SCI**  
SUSTAINABLE COMMUNITIES INITIATIVE  
DENVER REGIONAL COUNCIL OF GOVERNMENTS

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# Background

## Sustainable Communities Initiative

In November 2011, as part of a coordinated effort with 86 partner organizations, the Denver Regional Council of Governments (DRCOG) received a \$4.5-million Regional Planning Grant. The grant was part of the Sustainable Communities Partnership, a federal collaboration of the US Department of Housing and Urban Development (HUD), Department of Transportation (DOT), and Environmental Protection Agency (EPA). With this grant, a consortium of municipalities, counties, state agencies, economic groups, housing authorities, and corporate interests joined with nonprofit, philanthropic and academic organizations to address one of the region's most pressing and exciting challenges: leveraging the planned multi-billion dollar expansion of the FasTracks transit system to meet other local and regional needs and opportunities.

The overarching goal of the Sustainable Communities Initiative (SCI) is to align investments, programs and policies to maximize the benefits that result from the region's investment in transit. SCI anticipates a region with greater access to job opportunities across the entire income spectrum, lower combined transportation and housing costs, reduced consumption of fossil fuels, reduced strain on our air and water resources, and ultimately the development of concentrated, mixed-use, pedestrian- and bicycle-friendly “urban centers” along transit lines that allow residents to easily access their daily needs without having to get into a car.

## Corridor Planning

This Blueprint serves as the final report of the planning efforts conducted along the Northwest Rail Line and US 36 Bus Rapid Transit (BRT) route conducted through SCI. It is designed to support ongoing collaborative cross-jurisdictional and inter-agency planning and development. The corridor is defined as the area within one mile of these lines.

Specifically, these efforts are intended to help increase access to employment and educational opportunities, decrease combined housing and transportation costs (particularly for low-income households), support active living and healthy aging, reinvigorate existing neighborhoods, enhance economic competitiveness, reduce pollution, and improve the efficient use of natural resources including energy and water.

### Corridor Working Group Activities

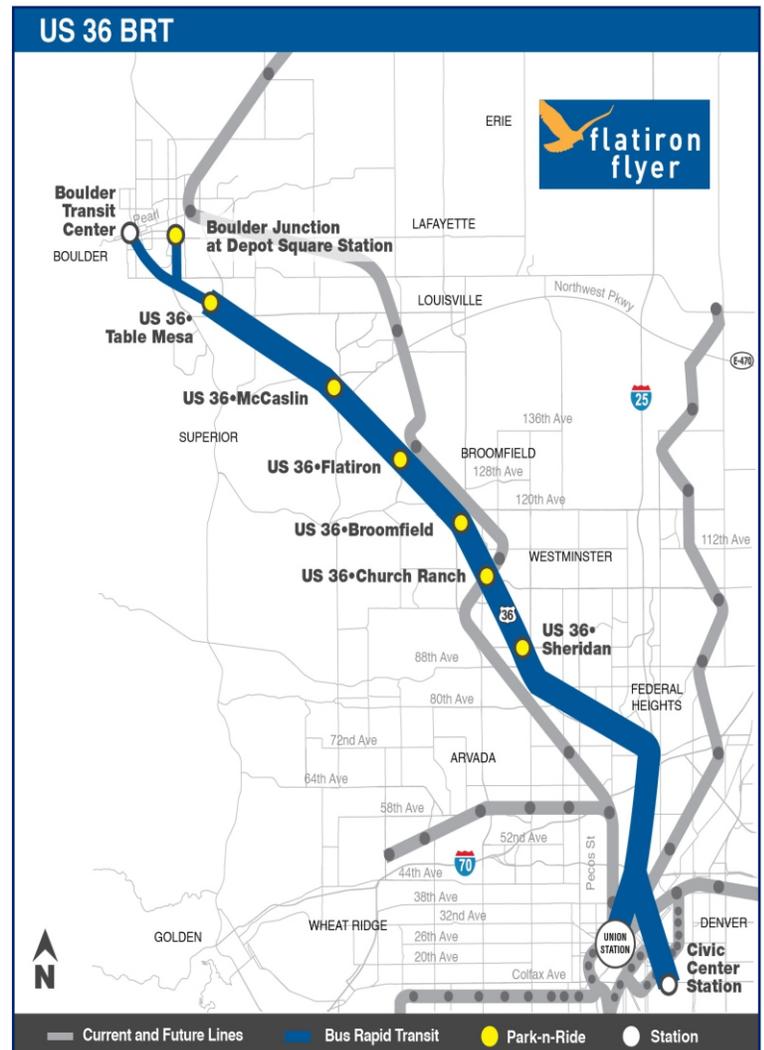
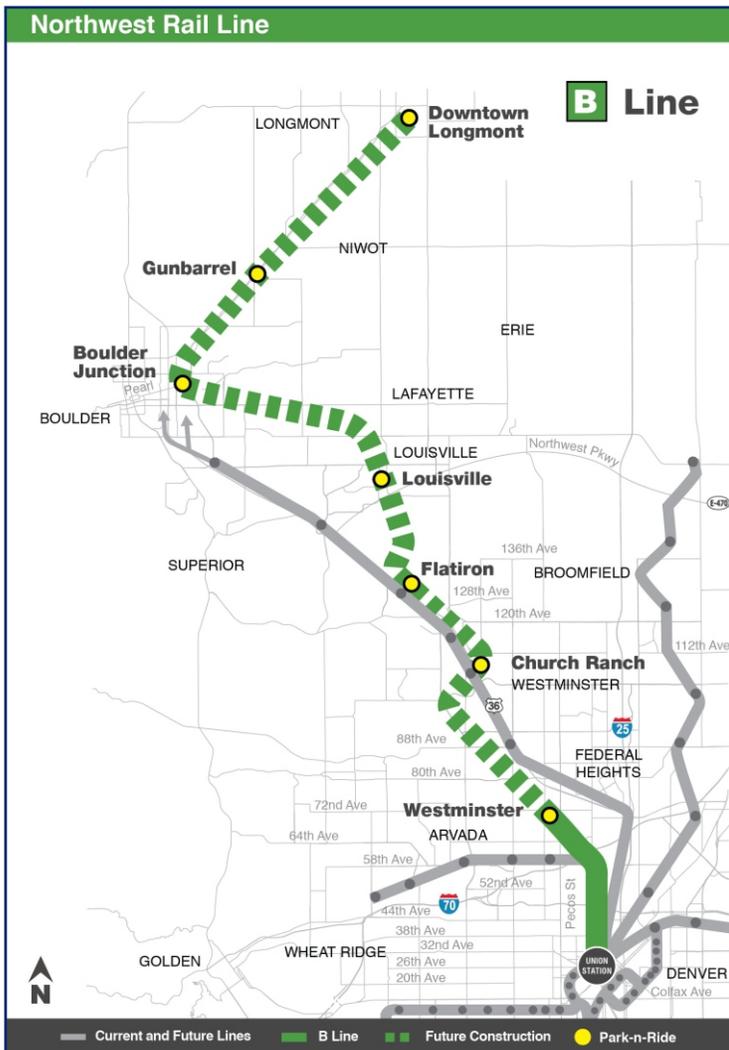
1. Develop a corridor vision and identify a set of goals to achieve that vision
2. Identify a corridor-wide issue that would benefit from technical assistance funding available through the SCI grant to study potential opportunities, issues and strategies
3. Select a site-specific Catalytic Project in the corridor for pre-development planning funded by the grant to stimulate transformational changes and serve as a model for similar projects
4. Recommend specific actions based on all the activities conducted by the CWG to serve as guidance for future collaborative development efforts in the corridor and in individual communities



This work was conducted by the Northwest Corridor Working Group (CWG) comprised of staff from jurisdictions along the corridor including those representing planning, public works, economic development, and public health departments. The CWG also included housing authorities, transportation management associations, the Regional Transportation District (RTD), and other key stakeholders.

In addition to the Corridor Working Group, SCI took steps to ensure all constituents with a stake in the outcome were engaged in the corridor planning process. The CWG received input from a broader Corridor Stakeholder Committee (CSC). The CSC provided feedback from the resident perspective at key decision points in the planning process including the vision, goals and recommendations.

For a list of Northwest CWG and CSC members please see the Acknowledgments section at the end of this Blueprint.



## Northwest Corridor Visions and Goals

### Northwest Corridor Vision

*The Northwest Corridor is an example of how multiple modes of transportation can connect a region and support the development of transit-oriented communities. The multimodal corridor not only links Denver and Boulder, but more so connects all communities in between to major employment, education recreation and housing choices by a variety of transportation options. The corridor strives to be a model of innovation and creativity while promoting sustainable practices focused on economic development, environmental conservation, and social equity. With stunning views of the Flatirons, a strong local economy and a diverse mix of housing choices for a broad demographic, the Northwest Corridor is truly unique.*

### Northwest Corridor Goals

- Maintain a unique identity for the corridor that highlights the long-term commitment to Northwest Rail while featuring US 36 BRT.
- Provide and enhance access to employment centers, schools, educational institutions, retail, parks, open space, recreation and community resources for all populations along the corridor and throughout the region by improving mobility options and infrastructure.
- Support strong first- and final-mile connections to and from the stations and transportation systems; with an additional focus on connectivity between systems and transportation facilities.
- Promote transit-oriented development (TOD) near the stations that incorporates high-density/mixed-use development to improve walkability and bicycle accessibility with the goal to conserve resources, accommodate affordable housing choices and reduce the combined costs of transportation and housing.
- Preserve and enhance a range of quality housing choices for residents throughout the corridor that are responsive to the corridor's existing and anticipated demographics and needs.
- Encourage economic development and attract private investment around the stations.
- Continue to foster a strong sense of collaboration and equity among the Northwest Corridor communities. Collaboration is especially important to seek funding as a region for the implementation of corridor improvements.
- Sustainably develop the corridor in a manner that protects or improves the economic, social and natural environments.
- Support the development of integrated transportation, land use and parking demand strategies.
- Preserve the stunning views of the Flatirons and the Front Range.



## Northwest Corridor Profile Overview

The Corridor Profile report provides a comprehensive summary of relevant information and strategies for implementing successful TOD along the Northwest Corridor. The goal was for the CWG to use the information, analysis and recommendations contained in the report to strategically prioritize investments, funding sources, and development to benefit the corridor as a whole.

At the beginning of the corridor planning process in 2013, Reconnecting America examined all station area plans and other relevant studies along the corridor, as well as demographic, economic and real estate conditions at each station and throughout the Northwest Corridor, to create a summary report of existing conditions, opportunities and challenges to implementing TOD. The report was updated in June 2014. It provides a “snapshot in time” or baseline; as conditions change, it must be updated.

The Corridor Profile is intended to be a resource for:

- Internal staff and elected officials in jurisdictions along the corridor
- 36 Commuting Solutions and its member organizations
- The development and investment community, both private and nonprofit
- RTD and its Board of Directors
- DRCOG and its Board of Directors
- Local and regional economic development agencies
- Potential government and foundation grantors
- Residents of the Northwest Corridor communities

The full Corridor Profile can be found on [www.drcog.org](http://www.drcog.org) in the Sustainable Communities Initiative resources.

### Corridor Profile Contents

- **Northwest Corridor Overview:** A brief overview of the Northwest Corridor and the draft Vision and Goals created by the Northwest CWG
- **Importance of Corridor Planning:** A summary of the benefits of corridor planning and how this report can help inform decisions made on the Northwest Corridor
- **Reconnaissance Summary:** An overview of demographics and economic characteristics of the Northwest Corridor and a review of station area and other relevant plans along the corridor, with accompanying maps
- **Opportunities and Challenges Assessment:** A review of the opportunities and challenges to implementing TOD along the Northwest Corridor, with information on each station area and corridor-wide opportunities and challenges
- **Corridor-wide Recommendations for Implementation:** A matrix of recommendations for implementing TOD along the Northwest Corridor, including an initial priority list created by the Northwest CWG to select activities to fund with SCI Technical Assistance funds



# Northwest Corridor Catalytic Project & Technical Assistance Overview

## Catalytic Project

The Catalytic Project study involved detailed pre-development planning intended to encourage new development and/or redevelopment at a specific site that offers the potential for transformational change. The long-term desired outcome of Catalytic Projects is the creation of tangible, proven models for effectively and efficiently achieving economic, housing, transportation, and environmental objectives at the site level. Based on the existing conditions, market potential, needs assessment, station area typology and associated implementation strategies, the CWG identified several sites as potential catalytic projects. The CWG then set up a process for selecting one specific catalytic project to receive grant funding, with input from the stakeholder committee. The CWG considered the following criteria when selecting catalytic projects:

- Furtherance of *Metro Vision* goals
- Addresses multiple Federal Livability Principles
- Replicability
- Potential for additional regional benefits
- Viability – technical and financial
- Inclusive grassroots resident leadership (existing or potential)
- Likelihood of spurring additional private-sector development
- Other criteria to be determined by the CWG

Upon selecting a site, the CWG developed a detailed scope of work (SOW) for specific activities at that site and determined the need for consultant support. DRCOG integrated the statement of work into a request for proposals, which was reviewed by the CWG prior to being issued publicly. A representative sub-group of the CWG reviewed all proposals and selected a final set of consultants among those who responded to the Request for Proposals. The sub-group interviewed the finalists and selected a consultant to conduct the work described in the SOW. DRCOG issued and managed the contract. A Project Steering Committee comprised of representatives of the CWG provided oversight of the work. The entire CWG was briefed periodically during the project and reviewed the draft study.



## Northwest Corridor Catalytic Project:

### Westminster Station/Adams County Housing Authority Properties

The Westminster Station area provides an excellent opportunity for development based on Adams County Housing Authority (ACHA) properties that can serve as an anchor for the site and bring needed density. This project meets a primary community goal by linking residential neighborhoods to multiple activity centers including employment, medical services, commercial centers and academic campuses. A primary objective is the need to accommodate affordable housing choices.

#### **Key Outcomes:**

- Under the City of Westminster's draft Station Area Plan, the sites at Westminster Station provide a significant opportunity for developing affordable and market-rate housing in an urban neighborhood context.
- The market analysis found uncertainty regarding the potential for a turnaround of the Westminster Station Area based solely on providing transit.
- ACHA's site nearest the proposed City-owned garage, developed as affordable or affordable senior housing with a modest amount of ground floor retail space, provides an opportunity to catalyze new development around the station.
- The technical review found no major obstacles for site development.
- As city plans (in this case the Station Area Plan) transition from the planning stage to implementation, they need the flexibility to adapt to economic and physical realities that may not have been anticipated in the process. Regular communication between all parties allows for these adjustments while the intent of the plan remains intact.
- The shared vision for the properties' full buildout may not be feasible for immediate implementation due to current market conditions, but can still progress in a reasonable manner by phasing the projects.
- To meet the vision, the local jurisdictions need to help drive the market by adopting proactive policies and programs that support TOD and associated development including zoning flexibility.



## Technical Assistance

In addition to the Catalytic Project, the CWG received funds to conduct a study of a corridor-wide need, opportunity, challenge, or development strategy. This study could incorporate several topics including housing opportunity, economic development and resilience, public health and active living, and transit accessibility. The selection and contract management processes for a consultant to conduct work related to the identified technical assistance topic were identical to that described above for the Catalytic Project.

### Northwest Corridor Technical Assistance: Implementation of Bicycle/Pedestrian Accessibility Recommendations in US 36 First and Final Mile Study

The CWG established a goal to become a national model for multimodal transportation that connects a region. Prior to the initiation of SCI, 36 Commuting Solutions commissioned a study to examine the opportunities and challenges related to first- and final-mile connections to transit (specifically bus rapid transit) in the corridor. This technical assistance study investigated options for implementing the bicycle and pedestrian aspects of that study including signage to improve wayfinding to the stations from origin points throughout the corridor (and conversely to destinations from the stations), bicycle shelters at stations to support alternative commuting, improvement of connections to transit stations on priority routes, and potential strategies for bicycle sharing programs. An important aspect of this was to promote consistency in design throughout the corridor to enhance and improve the experience of people using alternative forms of transportation.



### **Key Outcomes:**

- First- and final-mile strategies are intended to create connected, safe, and easy to navigate communities around each station.
- CWG members supported a single option as the preferred design for corridor branding and way-finding because:
  - It is simple and legible
  - The single color tones help minimize varying design elements throughout the corridor
  - The mountain silhouette and blue color link to the Flatiron Flyer RTD bus rapid transit branding
  - The landscape element provides a sense of place
- The placement and design of signage outside the station area will be determined by the individual jurisdictions.
- The bike and pedestrian station connections identified through this report are intended to be “easy wins,” projects that can be implemented quickly due to their relatively low cost and low level of controversy or complexity.
- As facilities transition to BRT Stations, it is important to provide high-quality and secure bicycle parking to complement, and potentially replace, some share of existing bicycle parking. The Boulder County Bus then Bike shelters were the basis for the designs.
- For the Northwest Corridor, bicycle share would be primarily intended to complement and extend the reach of transit, support commuting trips, grow bicycling in the corridor, and support economic development. Recommendations for bicycle share are made on a station-by-station basis, not on a corridor-wide basis. Initially there is an emphasis on employer bicycle share strategies.
- Effective involvement of the CWG was particularly critical due to the less-than-six-month project schedule. The stakeholder process was designed to:
  - Build upon previous work;
  - Gain buy-in early and throughout the process;
  - Discuss coordination and implementation considerations amongst the group; and
  - Produce useful products that can be advanced to the next design phase.
- 36 Commuting Solutions is a resource agency/organization that can effectively support carrying out next steps or further coordinating among local governments to advance the study outcomes towards implementation.

Full reports for the Catalytic and Technical Assistance Projects can be found on [www.drcog.org](http://www.drcog.org) in the Sustainable Communities Initiative resources.



# Northwest Corridor Stakeholder Profile

## Corridor Stakeholder Committee

The Corridor Stakeholder Committee (CSC) was critical to achieving broader stakeholder engagement goals for the corridor planning process. Each CSC was comprised of 10-20 community members representing residential and business interests from communities in the corridor. The CSC helped design activities for a large public workshop, identified additional opportunities for public education and participation, and recruited participants. Representation and areas of interest on the CSC included:

- All ages, incomes and abilities
- Low-income communities or those at-risk of displacement
- Person(s) with limited English proficiency (LEP)
- Communities of color
- Small business ownership
- Housing (mixed-income/affordable/workforce)
- Transportation access or alternatives (multimodal--trails, cycling, walkability)
- Public health and/or safety
- Education and training
- Job creation/retention or economic development
- Arts/cultural resources

## Stakeholder Engagement Goals

Stakeholder engagement is a critical component of the SCI and corridor planning process. Overarching stakeholder engagement goals include:

- Engage all of the relevant constituencies – people who have a stake in the process and who may be impacted by the outcome
- Equip all constituencies with the tools and knowledge they need to effectively participate in the planning process
- Integrate stakeholder engagement into all of the proposed planning and implementation activities, to ensure stakeholders have meaningful opportunities to influence the outcomes of these activities
- Create long-term capacity for continued engagement at the regional, corridor and catalytic project-level scales
- Effectively and meaningfully engage communities typically underrepresented in planning processes, including low-income individuals and families, people with limited English proficiency, and communities of color



## Stakeholder Engagement Team

A multidisciplinary stakeholder engagement team was used to support DRCOG staff in achieving the goals for the corridor planning process. These organizations have significant experience in leadership development, capacity building, outreach to traditionally underrepresented communities, working with advocacy organizations, and meeting facilitation (including the effective use of innovative tools and technologies), and were indispensable to the process.

### **FRESC: Good Jobs Strong Communities**

FRESC is a nonprofit organization with expertise in grassroots community organizing. FRESC community organizers played a pivotal role in recruiting, building capacity, and effectively and meaningfully engaging traditionally underrepresented populations. Staff organizers continually communicated with and fostered relationships with newly developed community organizers and leaders throughout the three-year process. They also assisted with the following tasks:

- Providing food, childcare, translated materials and interpretation services at stakeholder meetings and other engagement events
- Conducting door-knocking in station areas along the corridor
- Recruiting and mobilizing diverse constituents to actively participate in the planning and decision-making process
- Training grassroots leaders to advocate in advisory community meetings for relevant outcomes such as affordable housing, job standards, healthy living, and transit access
- Conducting one-on-one education and quarterly training to help people understand the links between local and regional issues impacting these populations, including housing, public health, transit, jobs, training and economic development.

### **The Denver Foundation**

Colorado's oldest and largest community foundation, The Denver Foundation inspires people and mobilizes resources to strengthen the community. Complementing the efforts of FRESC, The Denver Foundation committed funding for small grants to emerging resident leaders and technical assistance to resident leaders in low-income areas involved in station-area or corridor-level decision-making. This funding supported the provision of food, childcare, translated materials and interpretation services at stakeholder meetings and other engagement events.

### **Transit Alliance**

Transit Alliance is a public-advocacy organization that works to enhance communities and people's lives by supporting transit, active transportation and increased mobility to cultivate a healthy, resilient and more sustainable lifestyle. Transit Alliance modified and conducted its successful Citizens' Academy for each of corridors. The Corridor Academy provided community leaders with a fundamental working knowledge of how to engage in the process of regional transit and better communicate its benefits. The academy also sought to ignite a passion for public transit, community building around transit and fuel community interest in the overall benefits. Academy participants were encouraged to take their new knowledge and put it in action by designing an implementable personal action plan.



## PlaceMatters

PlaceMatters is a Denver-based non-profit think tank for civic engagement and process in planning whose work creates opportunities for informed, inclusive decision making in the planning of vibrant cities and communities. PlaceMatters conducted stakeholder interviews with municipal staff and community leaders who had been involved in previous planning efforts in the corridor, like station area planning. They provided recommendations, which were instrumental in designing the process, activities and tools for the stakeholder committees. PlaceMatters also helped design a large-scale interactive public forum for each corridor and synthesized feedback received. Further, they provided training to stakeholders on engagement tools like WALKscope and the Denver Regional Equity Atlas, building long-term capacity among community leaders in the corridor.

## Stakeholder Feedback

While stakeholder engagement in each SCI corridor (East, Gold and Northwest) provided unique input to the planning process, some concerns were universal. First- and final-mile connectivity, in particular bicycle, pedestrian and bus modes, and access to opportunities like transit, employment and housing rose as top challenges throughout the region.

DRCOG and the Stakeholder Engagement Team conducted several activities in the corridor designed to elicit feedback from residents, business owners and other members of the community. Several common topics were identified through these activities (see text box). In addition, participants in each activity identified specific issues, needs and opportunities.

### Northwest Corridor Stakeholder Committee (CSC)

The Northwest CSC met eight times between November 2013 and January 2015 primarily at the College Hill Library in Westminster. Through its participation in activities designed to identify important issues and opportunities in the Northwest Corridor, the CSC provided the following feedback.

- Employment – Additional employment opportunities
- Housing – Provide more housing opportunities, particularly affordable housing
- Affordable Fares and Incentives
  - Incentives for the public to use public transportation, including from local businesses
  - More affordable bus fare, more liberal bus transfer rules

### Northwest Corridor Key Themes

In the Northwest Corridor, the most frequently identified themes and opportunities included:

- First- and final-mile challenges/connectivity
  - Bicycle, pedestrian
  - Access to/from BRT stations
- Public education
- Placemaking
- Access to opportunity
  - Employment
  - Housing
  - Affordable fares and incentives to increase ridership
  - TOD/economic opportunity



- Placemaking
  - Highlight unique features of each station/new and improved placemaking
  - Create inviting opportunities for people to visit, shop, and recreate
  - Increase diversity and density
- Multimodal Transportation – Multimodal connections, particularly walking and biking access
  - Easy access to transportation
  - Better coordinated access at and to the stations for motorists, bicyclists, and pedestrians
  - First- and last-mile connections (potential feeder routes, car and bike sharing)
- Connecting Communities – Connection to the entire region
- Development
  - Quality mixed-use TOD and redevelopment
  - Strong retail/more local businesses

### **FRESC Outreach**

FRESC staff conducted outreach from summer 2012 through spring 2015 primarily in Westminster and unincorporated Adams County. FRESC organizers worked extensively with residents living in mobile home parks, particularly along Sheridan and Federal Boulevards between 50th and 70th Avenues.

Through its work in all three SCI corridors, FRESC heard common themes including the need for greater access to jobs and more affordable transit fares. Stakeholders voiced the following concerns in the Northwest Corridor:

- Access to city planning processes for Spanish-speaking residents (Westminster station area)
- Physical access to the station area (Westminster station)
- Rising rents and displacement fears (Westminster station, particularly in mobile home parks along Sheridan and Federal between 50th and 70th Avenues)
- Concern about NW rail's impact on current bus routes and potential loss or changes to service
- Access to police services, parks and recreation opportunities, and health facilities
- Cultural tension, maintaining Mexican culture
- Pedestrian safety – both being able to walk around station areas and cross heavily traveled corridors near station areas

### **Active Organizations in the Northwest Corridor**

- Tri-County Health Department
- Faith Bible Chapel
- Impacto de Fe Ministry
- The Action Center
- 36 Commuting Solutions
- Colorado Refugee Services Program
- Lao-Hmong American Coalition
- United Communities of Adams County
- Westminster United Methodist Church
- Iglesia de Nazareno
- ATU 1001
- Community Enterprise
- The MAC
- Progressive Homeowners' Association
- Westminster Arts Group
- Goat Hill Neighborhood Association



## Transit Alliance Northwest Area Corridor Academy

Twenty-two participants completed the Northwest Area Corridor Academy at an intensive one-day workshop Saturday, October 25, 2014 at Regis University. Attendees were all recruited by FRESC from traditionally underrepresented populations, including low-income, communities of color and limited English proficiency. FRESC staff also attended the workshop to assist with translation and mentor participants as they developed Individual Action Plans (IAP).



The following is a brief description of the participants' IAPs:

- Change personal habits of driving by starting to rideshare and bikeshare
- Understand alternative commuting methods from home to downtown
- Introduce my son to transit options so he can help me to be less intimidated by the process
- Bring the neighborhood EcoPass program to my neighborhood
- Understand connections between affordable housing and transit along light rail lines
- Decrease monthly rate for transit pass
- Bike more
- Provide affordable fares for residents of affordable housing developments
- Implement a community outreach plan to encourage more communities of color and low-income communities to engage in public transit
- Visit Denver and surrounding communities by only using public transit, biking, and walking
- Raise awareness about fare equity
- Encourage my teenage classmates to use public transit to get around Denver

## Northwest Corridor Public Forum

The US 36 Bus Rapid Transit Station Area and Connectivity Open House was held November 1, 2014 at the Arista Broomfield development and attracted nearly 30 participants. The open house, co-hosted by DRCOG and 36 Commuting Solutions, provided a mix of high- and low-tech activities encouraging both education and engagement. The open house offered a chance for residents to learn about the US 36 BRT corridor and provide feedback on first- and final-mile connections and bicycle and pedestrian access to station areas. Common themes among feedback received included the need for new and improved connections to existing trails, safe trail crossings, shuttle services, bicycle and pedestrian access to station areas, and better bus connections to the BRT system.



## OUR Shared Vision

DRCOG launched a civic engagement website to garner additional feedback from the community using the MindMixer platform. The site encourages idea generation and social interaction among participants. OUR Shared Vision published three topics related to the Northwest Corridor covering corridor vision and goals. Common themes in feedback included connectivity along the corridor and throughout the region and promoting the Bus Rapid Transit (BRT) system to increase ridership.



## Northwest Corridor Recommendations

The Northwest Corridor Recommendations reflect the suggested priorities of the CWG based on the outcome of all activities undertaken as part of the corridor planning process including the Corridor Profile, stakeholder engagement efforts, and the outcomes of the Catalytic Project and technical assistance studies, as well as the expertise and experience of all the CWG members. The recommendations propose next steps for collaboration by the jurisdictions and other key partners in the corridor to continue work begun under the SCI grant and to achieve the opportunities opened up by the buildout of the transit system.

### **Implement the recommendations from the First- and Final-Mile Study and Northwest Corridor Bicycle/Pedestrian Accessibility Study (Near-term)**

Develop an action/implementation plan to address the following near-term priorities and recommendations identified in the study:

- Wayfinding System – final design, locations, funding, maintenance and integration strategies
- Bicycle Parking/Shelters – roles, responsibilities, funding, maintenance and operations
- Proposed Connectivity Improvements – next steps for implementing improvements including potential funding resources
- Employer Provided Bike Share – 36 Commuting Solutions will pursue engaging businesses in providing bike share for their workplace.



### **Create US 36 Metro Districts to catalyze development and necessary improvements in the corridor (Near-term)**

36 Commuting Solutions is exploring political and private-sector interest in creating metro districts surrounding the six US 36 BRT stations. Funding would be used to finance the implementation of US 36 First and Final Mile Study Recommendations. Funding is also sought to further Transportation Demand Management programs (including a corridor-wide EcoPass) as well as other transportation-related projects of interest to the local governments and land owners.

### **Conduct planning for the implementation of a bicycle sharing system (Near- to Mid-term)**

Work with companies in the corridor to identify and implement bicycle sharing programs while continuing to investigate potential corridor-wide bike sharing strategies. Additional planning work, siting locations, system-comparisons and corridor-wide coordination can occur in the near-term, while implementation of a program is a mid-term goal.

### **Develop a funding program for non-transportation infrastructure needs (Mid-term)**

Develop a regional funding program for necessary non-transportation needs related to public infrastructure necessary for implementing transit-oriented development in the corridor. Needs would include water, sewer, storm water, parks, recreational facilities, parks and open space infrastructure. This would also create an inventory of (1) gaps in amenities, (2) access and connectivity improvements, and (3) other improvements that can increase the use of public facilities and transportation.



### **Conduct a corridor-wide market study (Mid- to Long-term)**

Conduct an in-depth study of the market strength and development readiness of the corridor including an analysis of opportunities and challenges around station areas (including infrastructure needs, accessibility and existing and potential land uses). The study would look at different land uses and product types such as affordable housing, commercial development, services, and other uses that make the most sense for all communities in the Northwest Corridor.

### **Understand lessons learned and outcomes from corridor housing studies/projects for applicability in other areas throughout the corridor to meet affordable housing needs (Mid- to Long-term)**

Understand the lessons learned, outcomes and applicability of findings and recommendations from the Westminster Station Catalytic Site project as well as the City of Boulder's housing study to determine the affordable housing needs in the corridor and how housing can be phased and implemented near stations.

### **Continue to collaborate in implementing identified recommendations to achieve the corridor vision and goals**

Continue collaborative efforts within the context of 36 Commuting Solutions and other existing cross-jurisdictional and inter-agency efforts with supplemental activities as necessary.



## Acknowledgments

It is important to acknowledge the following individuals and organizations whose contributions directly resulted in the success of this work and the quality of its outcomes.

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# Northwest Corridor Blueprint