



# Northwest Corridor Profile and Recommendations Report:

A Guide to Implementing Sustainable Communities  
Along the Northwest Corridor



**Reconnecting America**  
People • Places • Possibility

**June 2014**

## About This Report

This report documents existing conditions and planning efforts along the Northwest Corridor as of December 2013. It also identifies opportunities and challenges to implementing the visions of these plans, and provides recommendations for achieving the vision and goals for sustainable, transit-oriented communities that the Northwest Corridor Working Group collectively identified.

This report was created as part of the corridor implementation activities of the Denver Regional Council of Governments (DRCOG) Sustainable Communities Initiative (SCI). In 2011, the Denver region was awarded \$4.5 million from the U.S. Department of Housing and Urban Development (HUD) to support regional, corridor, and site-level planning and implementation activities. The SCI is supporting a consortium of municipalities, counties, state agencies, housing authorities, nonprofits, corporate interests, philanthropic and academic organizations working together to further enhance and implement Metro Vision, the region's long-range plan for growth and development, while addressing one of our region's most pressing and exciting challenges: leveraging the region's multi-billion dollar expansion of the FasTracks transit system.

### Goals of the SCI:

- The consortium's overarching goal is to align investments, programs and policies to maximize the benefits that result from the region's investment in transit. We anticipate a region with:
- Greater access to job opportunities across the entire income spectrum
- Lower combined transportation and housing costs
- Reduced consumption of fossil fuels and strain on natural resources
- Development of mixed-use, pedestrian- and bicycle-friendly communities along transit lines that allow residents to easily access their daily needs without having to get into a car

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## Contents

<b>Introduction</b>	<b>4</b>
<b>Demographic &amp; Economic Characteristics</b>	<b>10</b>
<b>Review of Recent Station Area Planning Efforts</b>	<b>20</b>
<b>Opportunities and Challenges Assessment</b>	<b>35</b>
<b>Recommendations for Implementation</b>	<b>44</b>
<b>Appendix: Corridor Maps</b>	<b>53</b>

# Introduction

## Introduction

New fixed-guideway transit service on the Northwest Corridor presents an incredible opportunity for transit-oriented development (TOD) to leverage market momentum for new investment and community building. A focus on TOD will support growth near new transit stations, enhance access to opportunity, connect workers to jobs and training, preserve and enhance the supply of a range of housing choices, reduce the combined costs of housing and transportation, and support walking and biking to stations. The communities along the corridor recognize this and have been planning for TOD along the corridor for many years through station area plans, infrastructure studies and other processes. However, implementing TOD along the Northwest Corridor is not a quick or simple process. Partnerships are essential to making TOD happen along the corridor. Fortunately, through funding from the Denver Regional Council of Government's (DRCOG) Sustainable Communities Initiative (SCI), a working group of public, nonprofit and private partners with vested interests in the Northwest Corridor has been established. The Northwest Corridor Working Group (NWCWG) consists of the cities and counties along the corridor; their respective housing authorities and urban renewal authorities; 36 Commuting Solutions; and several other agencies that represent communities along the corridor (see page 2 for full list of participating agencies). The group recognizes the opportunity for TOD and necessity of a corridor-wide partnership and is coalescing around the objective to create a TOD implementation strategy for the corridor. By laying the foundation now through activities such as adopting appropriate policies, conducting studies of important issues and investing in high value catalytic projects, the Northwest Corridor Working Group can ensure that over time, the corridor can achieve the visions and goals set out in various community plans for the corridor.

This Corridor Profile report provides a comprehensive summary of relevant information and strategies for implementing successful TOD along the Northwest Corridor. 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 and opportunities and challenges and to implementing TOD. This document provides recommendations to the Northwest Corridor Working Group for moving from vision in the station area plans to reality in the corridor, including additional technical assistance needs that could be funded through the SCI.

## Primary Audience

This report provides recommendations to the Northwest Corridor Working Group (NWCWG) as it moves forward with implementation activities for transit-oriented development along the Northwest Corridor. The primary audience is working group members and their respective agencies. The goal is for the NWCWG to use the information, analysis and recommendations contained in the report to strategically prioritize investments, funding sources, and development opportunities to benefit the Northwest Corridor as a whole. The report also serves as evidence of the tremendous amount of work already done by the various agencies along the corridor to make TOD a reality along the Northwest Corridor.

This report will also be a resource to:

- The internal staffs at the corridor cities and counties (planning, economic development, parks & recreation, etc.).
- The development and investment community, both private and nonprofit, looking to invest in station areas along the Northwest Corridor.
- The Regional Transportation District (RTD) and its Board of Directors.
- The Denver Regional Council of Governments (DRCOG).
- Potential government and foundation grantors.
- Other cities, housing authorities, transit agencies, and regional governing bodies around the U.S.
- Citizens of the Northwest Corridor communities.

# Introduction

## How to Use this Report

This report charts an initial course for the NWCWG and the other “partners” who will ultimately be responsible for implementing the station area plans and the additional goals identified by the NWCWG itself. In these transitional years when the corridor is still under construction and the market is very much in flux, most of the TOD implementation activities will likely be undertaken by the public sector or community-based entities. But to the extent that developers are aware of and clearly understand how this implementation strategy will be executed, this information will provide the certainty around which these private sector actors can begin to make their own investment decisions. Over time and as conditions change, this strategy will need to be updated. Even with what could easily be a 30-year process, there will always be a strong need for clear communication and partnership among the public sector, community development entities, developers and the community.

Because the Northwest Corridor will provide a major connection between the communities along the corridor, including Boulder, Superior, Louisville, Broomfield, Westminster and Denver, this corridor is high-profile and will set the tone for TOD elsewhere in the region and around the country. Catalytic projects will be critical to ensuring the success of TOD on future transit corridors and could make or break interest from developers, employers, community members, and buyers in this type of development. The opportunities for new development along the Northwest are extremely varied, but identifying the different building types that may be constructed along the corridor and how much new development is realistic are key steps in understanding how market momentum may be leveraged to create successful TOD.

## Organization of the Report

This report is organized into the following sections:

**Northwest Corridor Overview:** A brief overview of the Northwest Corridor and the Vision and Goals created by the Northwest Corridor Working Group.

**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 corridorwide opportunities and challenges.

**Corridorwide Recommendations for Implementation:** A matrix of recommendations for implementing TOD along the Northwest Corridor, including a priority list created by the Northwest Corridor Working Group to select an activity to fund with SCI Technical Assistance funds.

# Introduction

## About the Northwest Corridor

This report defines the “Northwest Corridor” as the first segment of the Northwest Rail Line up to the Westminster station, the U.S. 36 BRT line and the Boulder Junction station, as shown in Figure 1.

The first segment of the Northwest Rail Line, a 6.2-mile segment to the Westminster station, is currently under construction as part of the Eagle P3 project. It is expected to open in early 2016. Funding for the rest of the line is uncertain but is still part of the original FasTracks plan. The line is currently under review to determine the cost and feasibility of different transit technologies and possible route realignment. The Northwest Area Mobility Study kicked off in May 2013 and is expected to be complete sometime in 2014.

The U.S. 36 Bus Rapid Transit (BRT) Line will be an 18-mile express bus line with dedicated lanes along U.S. 36 between Downtown Denver and Boulder. It will run through six incorporated jurisdictions (Denver, Westminster, Broomfield, Superior, Louisville and Boulder) and portions of unincorporated Adams, Broomfield and Boulder Counties. There will be six stations along the line (jurisdiction in parentheses): Westminster Center (Westminster), Church Ranch (Westminster), Broomfield (Broomfield), Flatiron/96th (Broomfield), McCaslin (Superior) and Table Mesa (Boulder). The Express Lanes and a parallel bikeway are expected to open in 2016.

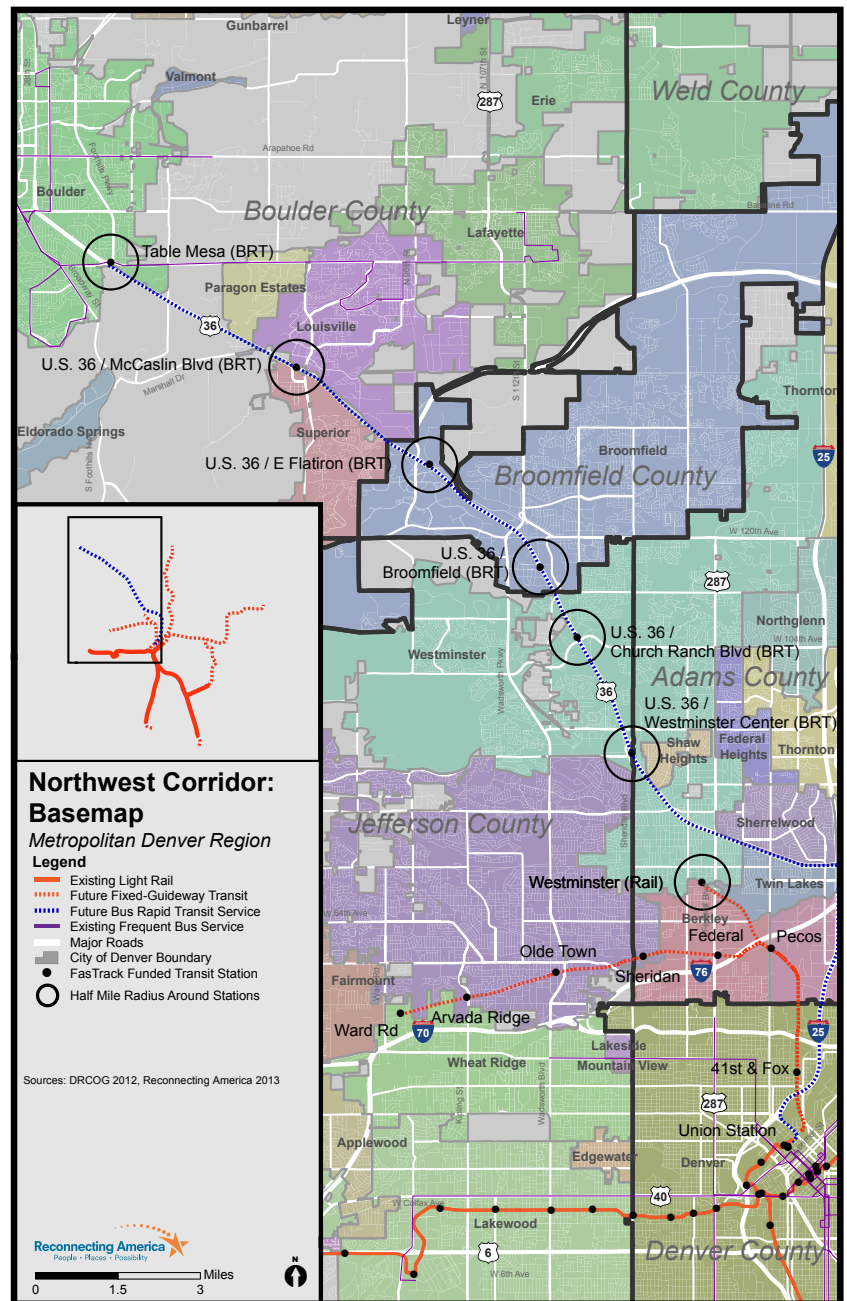


Figure 1: Northwest Corridor Basemap

# Introduction

## The Northwest Corridor Vision & Goals

The Northwest Corridor Working Group has come up with the following vision statement and guiding principles for the Northwest Corridor:

*The Northwest Corridor is a national 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 the 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.*

### Goals:

- Maintain a unique identity for the corridor that highlights the long term commitment to Northwest Rail while featuring US 36 BRT as the only BRT system in the Denver region.
- Become a national model of transit oriented development in a multimodal corridor.
- Prioritize improving mobility for all corridor stakeholders.
- 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.
- 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.
- Promote denser development near the stations 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 new and existing residents throughout the corridor that are responsive to the corridor's various demographics.
- 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.
- 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.

# Introduction

## Defining Transit-Oriented Development

The Center for Transit-Oriented Development (CTOD) defines transit-oriented development (TOD) as higher-density, mixed-use development within walking distance—or a half-mile—of transit stations. These types of developments should:

- Increase “location efficiency” so people can walk and bike and take transit.
- Boost transit ridership and minimize automobile traffic.
- Provide a rich mix of housing, shopping and transportation choices.
- Generate revenue for the public and private sectors and provide value for both new and existing residents.
- Create a sense of place.
- Connect residents and employers to job opportunities regionwide.

TOD is really about creating attractive, walkable, equitable and sustainable communities that allow residents to have housing and transportation choices and to live convenient, affordable, pleasant lives -- with places for our kids to play and for our parents to grow old comfortably.

TOD is commonly cited as “transit-oriented development.” However, TOD along the Northwest Corridor will not always entail new development, and therefore planners and political leadership in the city have coined many different terms for the types of places that will help to achieve these goals: Transit-Oriented Districts, Transit-Oriented Development, Sustainable Transit Communities, and Walkable Neighborhoods. All these terms refer to the same fundamental set of objectives that can be achieved through integrated transit planning, development, urban design, streetscape improvements, and reinvestment.

## Why Do Corridor Scale Planning for TOD

Planning for TOD at the corridor level can create more efficient pathways to achieving the goals of TOD. Corridor planning can be more cost-effective, as when multiple stations along a corridor face similar challenges and opportunities for TOD implementation. One example of a shared challenge along the Northwest is the need for new infrastructure investment, especially for pedestrian improvements to make the station areas more walkable places. Instead of doing separate infrastructure plans, a coordinated plan for street and streetscape improvements could help ensure that public investments are phased to support and attract private investment.

The corridor is also the best scale to predict the long-range impacts of transit on the market for new development, on commuter travel behavior and on where the potential for displacement may be greatest. National research has shown that for new transit corridors, the private market does not necessarily follow the supply of land. Instead, other factors, including the proximity of major employment centers, combine to determine which station areas may have the highest market demand.

The excitement surrounding new transit investment presents an enormous opportunity to engage stakeholders. Presenting the corridor as one coherent opportunity to developers, despite the many jurisdictions and station area plans, could make it easier to engage with them on where different building types would be most appropriate. Moreover, residents living near the Northwest may understand the implications of the transit investment on their community, but engaging them at the corridor scale can broaden their understanding of the benefits the transit will provide not only to their own access to downtown Denver, major job and shopping centers, the airport and other destinations in the region, but the broader benefits of being connected to the regional rail network.

# Introduction & Overview of the Project Purpose and Study Area

The cities and counties along the Northwest Corridor, as well as their housing authorities, urban renewal authorities, economic development agencies and private developers, have done excellent work in creating station-specific visions and development goals. These plans are essential to pinpointing and planning for local hopes, values, fears, and concerns, but at the same time, accomplishing the vision detailed in each of those plans simultaneously would be a costly and overwhelming process. The Assessment portion of this report presents a path to achieving that vision.

## Destination Connector

Like Denver's West Corridor, the Northwest Corridor is an example of a "destination connector" corridor. Destination connectors link residential neighborhoods to multiple activity centers, including employment, medical and commercial centers and academic campuses.

Recent transit investments in destination corridors have resulted in consistently higher ridership than estimated, creating a "win" for transit agencies while building regional support for future transit investments. Destination connectors encourage ridership in both directions at the same times of the day by linking to employment centers as well as other destinations. Some destination connectors also serve as commuter corridors. The Hiawatha line in Minneapolis, for example, is a destination corridor that connects downtown at one end to the airport and Mall of America on the other end. Other examples include the Rosslyn-Ballston Corridor, which connects a series of job centers in Arlington County, Virginia, to Washington D.C.'s urban core; Phoenix's light rail line, which connects the city's downtown to Arizona State University; and Houston's Red Line, which connects downtown Houston to the Medical Center and Rice University.

Broadly, the implications of this corridor type for TOD include:

- The demand for new development will likely be highest in station areas identified as destinations, especially those that are walkable, higher-intensity, and well-connected to residential neighborhoods.<sup>2</sup>
- Destinations outside of downtowns have a stronger potential market for new development if they are centers that people want to visit regularly.
- Auto-oriented job centers or malls along the corridor may require new pedestrian-oriented street and building design before they become truly transit accessible, even if they are physically near stations.
- Walking and biking access to stations is important to encourage transit ridership, especially on the job end of the trip, where people are less inclined to walk long distances.<sup>3</sup>

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Corridor planning is a critical component in leveraging investments in public transit and maximizing the potential for TOD success, but it cannot be done without integrating both the regional context and station area planning.

The next section provides a detailed overview of the population demographic and economic characteristics of the Northwest Corridor station areas in order to gain a better understand of who lives there and what types of jobs are available on the Northwest Corridor.

## Demographic & Economic Characteristics

The following section provides detailed information on the demographic and economic characteristics of those living and working along the Northwest Corridor. This data comes from the National TOD Database, which provides demographic and economic information for every existing and proposed fixed guideway transit station in the U.S. as of 2011. A “station area” is defined as the half-mile radius surrounding the transit station. The “Northwest Corridor” is defined as the Westminster rail station, the stations on the U.S. 36 BRT corridor and the Boulder Transit Village (Boulder Junction). The “transit shed” is the sum of all of the transit stations on each line for which data is available. While we recognize that the station locations and transit technologies may change as a part of the Northwest Area Mobility Study, this data represents a snapshot of the year 2011, and at the time these were the selected stations.

### Population Characteristics

The table on the following page displays a summary of demographic information for people living within a half-mile of Northwest Corridor stations. There are a total of 13,155 people living within Northwest Corridor station areas today, with about a quarter living in the Boulder Junction station area. A majority of the population (61%) is White and 28% is Hispanic. Approximately 65% of the population is under 40 and 12% are over 60 years old. Educational attainment is high compared with other corridors, with over 38% of the population having a college degree. The medium household income is \$59,364. About 32% of households earn less than \$25,000 per year. The majority of people living within station areas rent their units (59%). Most also commute to work by car (81.6%) but 7.2% use public transportation as their primary mode. The average number of vehicles per household is 1.36 and about 40% of households own one car or less. Average housing and transportation costs are 50%, higher than the 45% threshold.



# Demographic & Economic Characteristics

Figure 2: Demographic Table for the Half-Mile Around Northwest Corridor Stations

Station	Total	Westminster (Rail)	Westminster Center (BRT)	US 36 & Church Ranch	Broomfield	Flatiron/96th	US 36 & McCaslin	Table Mesa	Boulder Junction
<b>Population</b>	13,155	2,666	1,889	369	733	114	517	3,705	3,162
<b>Households</b>	5,876	1,034	670	132	401	64	207	1,801	1,567
<b>Race/Ethnicity</b>									
% African American	1.14%	1.35%	1.43%	1.36%	1.77%	2.63%	0.58%	0.78%	1.08%
% Asian	5.59%	3.53%	5.45%	4.61%	2.73%	4.39%	10.83%	8.10%	4.43%
% Other	4.60%	2.25%	3.76%	2.98%	5.87%	7.89%	8.32%	5.48%	5.22%
% White	61.03%	29.11%	63.42%	73.98%	72.71%	79.82%	69.63%	78.03%	60.31%
% Hispanic	27.64%	63.77%	25.94%	17.07%	16.92%	5.26%	10.64%	7.61%	28.97%
<b>Age Characteristics</b>									
% Under 18	19.21%	28.27%	23.91%	24.75%	9.13%	9.47%	23.92%	12.00%	18.44%
% 18-24	15.72%	11.52%	11.47%	8.52%	26.25%	13.87%	11.42%	21.44%	14.27%
% 25-39	29.83%	25.93%	20.26%	16.52%	42.06%	43.64%	24.23%	30.51%	37.17%
% 40-59	22.96%	23.78%	28.10%	33.27%	18.73%	23.47%	28.24%	21.82%	19.46%
% Over 60	12.28%	10.51%	16.25%	16.94%	3.83%	9.56%	12.19%	14.23%	10.66%
<b>Educational Attainment</b>									
High school or less	33.31%	69.86%	40.27%	20.68%	37.87%	14.16%	12.29%	12.07%	23.15%
Some college	28.06%	21.04%	39.72%	38.83%	35.91%	45.34%	25.36%	18.92%	24.21%
Bachelor's degree or higher	38.63%	9.09%	20.01%	40.50%	26.22%	40.50%	62.36%	69.01%	52.64%
<b>Household Income</b>									
Median Household Income	\$ 59,364.00	\$ 29,649.00	\$ 57,149.00	\$ 83,904.00	\$ 32,488.00	\$ 59,737.00	\$ 80,410.00	\$ 42,497.00	\$ 38,222.00
Less than \$25,000	32.15%	46.91%	14.85%	12.65%	41.05%	15.29%	12.40%	31.28%	33.49%
\$25,000-\$50,000	28.83%	29.68%	26.55%	16.21%	38.62%	23.67%	16.91%	26.81%	31.94%
\$50,000-\$75,000	15.50%	13.48%	25.02%	16.70%	8.69%	20.12%	16.52%	12.31%	17.72%
Over \$75,000	23.52%	9.93%	33.58%	54.44%	11.64%	40.92%	54.17%	29.60%	16.85%
<b>Housing Tenure</b>									
% Renters	59.39%	73.40%	26.72%	21.43%	94.23%	35.48%	45.41%	62.58%	57.56%
% Homeowners	40.61%	26.60%	73.28%	78.57%	5.77%	64.52%	54.59%	37.42%	42.44%
<b>Commuting</b>									
Auto	81.58%	84.45%	91.13%	85.78%	85.23%	77.78%	87.08%	66.36%	62.75%
Transit	7.23%	5.35%	3.85%	5.10%	0.62%	9.76%	1.98%	13.98%	11.76%
Walking	1.66%	3.40%	1.25%	1.91%	13.52%	4.99%	1.58%	1.31%	5.42%
Biking	3.41%	1.82%	0.79%	0.00%	0.00%	1.47%	0.64%	9.94%	13.45%
<b>Vehicle Ownership</b>									
% 0-1 car households	39.17%	48.92%	30.77%	24.42%	47.68%	46.72%	33.55%	51.88%	60.59%
Avg # of vehicles/household	1.36	1.1	0.99	2.08	0.24	1.59	1.69	1.54	1.41
Avg Housing/Transp. Costs	50.44%	46.70%	45.66%	54.27%	49.21%	62.21%	50.85%	40.45%	37.46%

SOURCE: 2007 SF3/2007-2011 ACS

# Demographic & Economic Characteristics

## Race & Ethnicity Characteristics

**Figure 3** shows the race/ethnicity distribution along the Northwest Corridor while **Figure 4** breaks it down by station area. While 61% of all Northwest Corridor residents are White and 28% are Hispanic, these percentages vary considerably across station areas.

**Race/Ethnicity Distribution Along the Northwest Corridor**

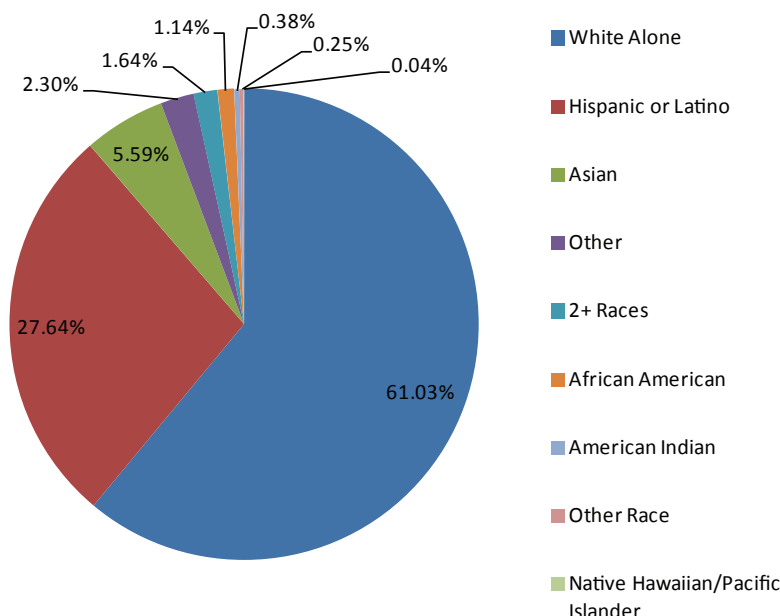


Figure 3: Race Distribution Along Northwest Corridor

Source: 2000/2010 Census SF1

**Race/Ethnicity Distribution by Station Area**

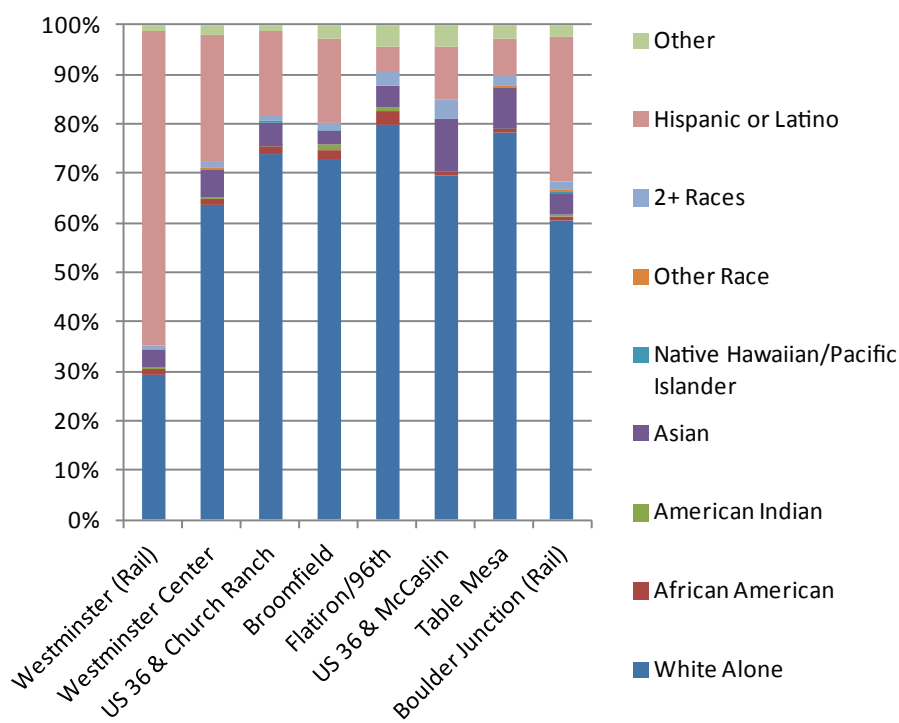


Figure 4: Race Distribution by Station Area

Source: 2000/2010 Census SF1

# Demographic & Economic Characteristics

## Age Distribution

**Figure 5** shows the age distribution along the Northwest Corridor while **Figure 6** breaks it down by station area. Each station area has a similar age distribution, and so does the corridor as a whole. There's no real concentration of any specific age group along the corridor, other than 25-39 year olds topping 40% in the Broomfield and Flatiron/96th stations.

**Age Distribution Along the Northwest Corridor**

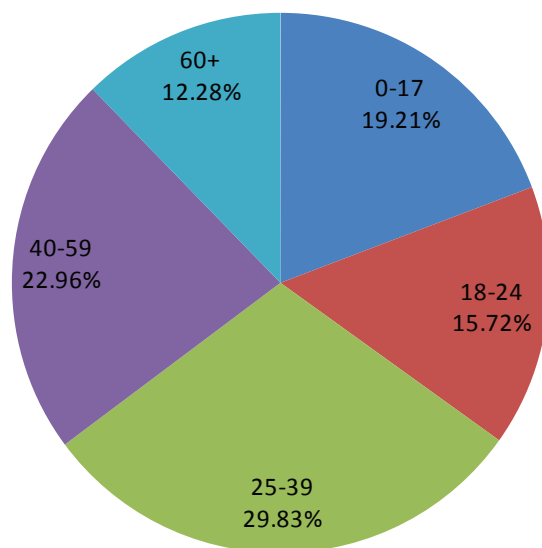


Figure 5: Age Distribution Along Northwest Corridor  
Source: 2000/2010 Census SF1

**Age Distribution by Station Area**

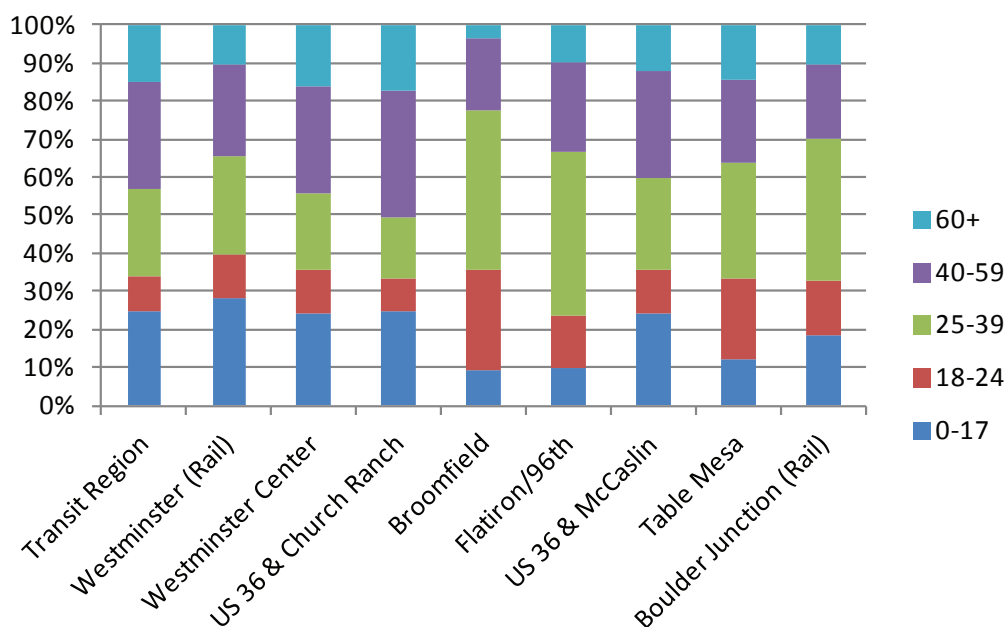


Figure 6: Age Distribution by Station Area  
Source: 2000/2010 Census SF1

# Demographic & Economic Characteristics

## Educational Attainment

**Figure 7** shows educational attainment along the Northwest Corridor while **Figure 8** breaks it down by station area. The Northwest Corridor has a highly-educated population, with 38% of the residents having a four-year college degree or higher. However, the corridor also has a high percentage of people with a high school diploma or less (33%). Looking at each individual station area, the lowest educational attainments are at the first couple southernmost stations—Westminster and Westminster Center. The rest of the stations are comparable to the corridor averages.

### Educational Attainment Along the Northwest Corridor

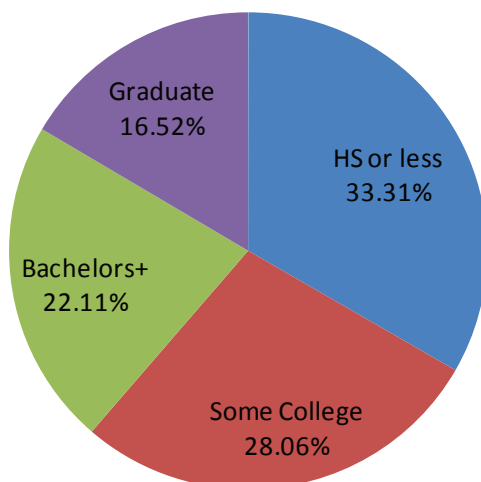


Figure 7: Educational Attainment Along Northwest Corridor

Source: 2000 SF3/2005-2010 ACS

### Educational Attainment by Station Area

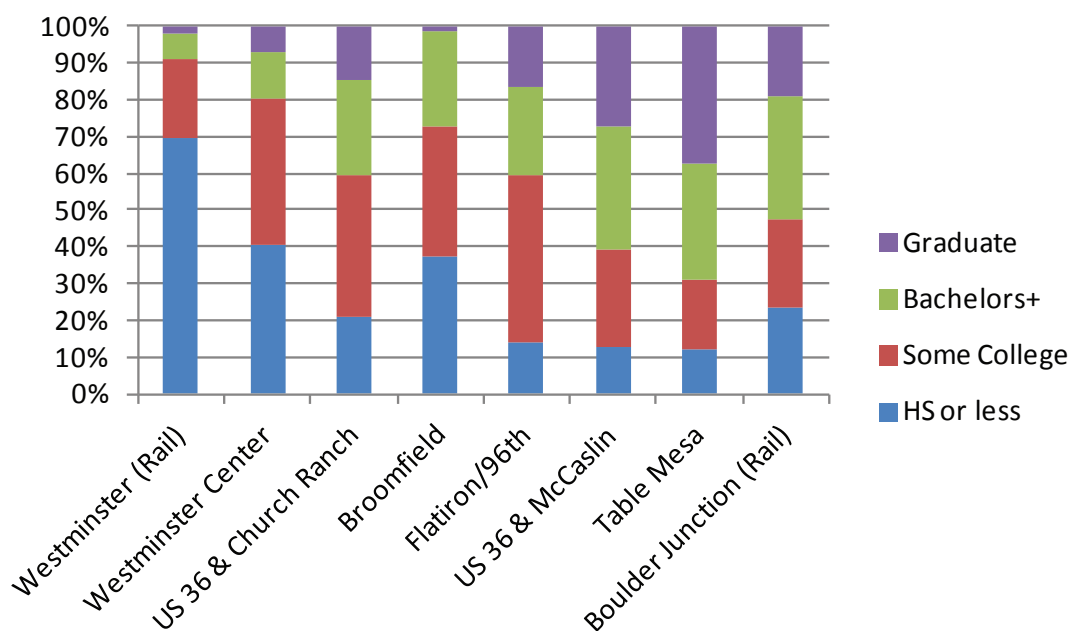


Figure 8: Educational Attainment by Station Area

Source: 2000 SF3/2005-2010 ACS

# Demographic & Economic Characteristics

## Household Income

**Figure 9** shows the income distribution along the Northwest Corridor while **Figure 10** breaks it down by station area. Income is broken down into four quartiles: less than \$25,000 per year, between \$25,000 and \$50,000 per year, \$50,000 to \$75,000 per year and over \$75,000 per year. In the Northwest Corridor, over 23% of households earn more than \$75,000 per year and 32% earn less than \$25,000 per year. The least affluent stations are the Westminster, Broomfield, and Boulder Junction stations, while the most affluent are the Church Ranch, Flatiron/96th and McCaslin station areas.

### Household Income Along the Northwest Corridor

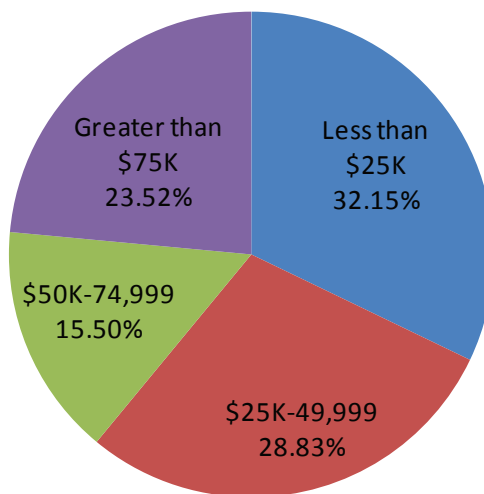


Figure 9: Household Income Along Northwest Corridor

Source: 2000 SF3/2007-2011 ACS

### Household Income by Station Area

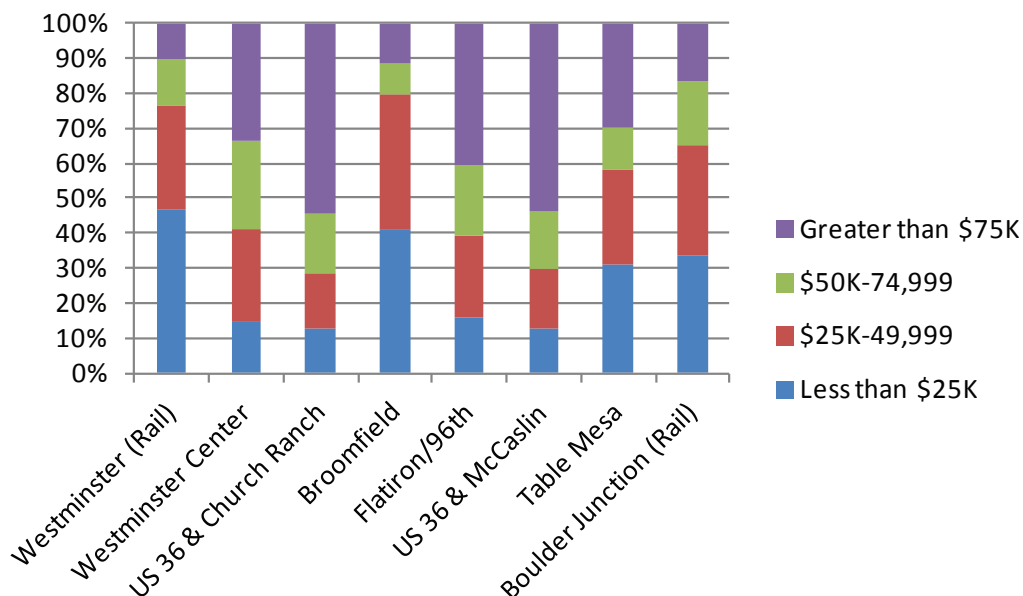


Figure 10: Household Income by Station Area

Source: 2000 SF3/2007-2011 ACS

# Demographic & Economic Characteristics

## Housing Tenure

**Figure 11** shows the percentage of renters and owners along the Northwest Corridor, while **Figure 12** breaks it down by station area. More than half of Northwest Corridor residents are renters, with higher percentages of renters in the Westminster, Broomfield, Table Mesa, and Boulder Junction stations. Westminster Center and Church Ranch have the highest percentage of owners.

### Housing Tenure Along the Northwest Corridor

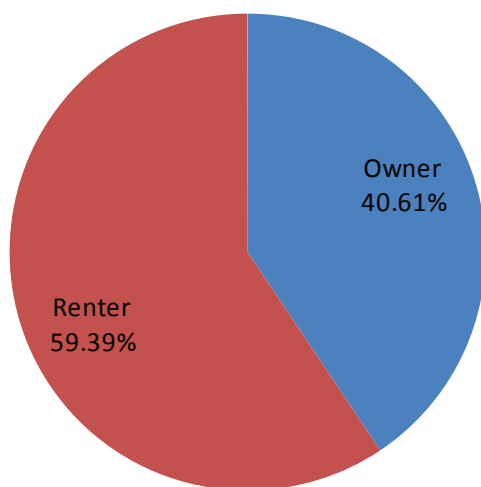


Figure 11: Housing Tenure Along Northwest Corridor  
Source: 2000 SF1/2010 SF1

### Housing Tenure by Station Area

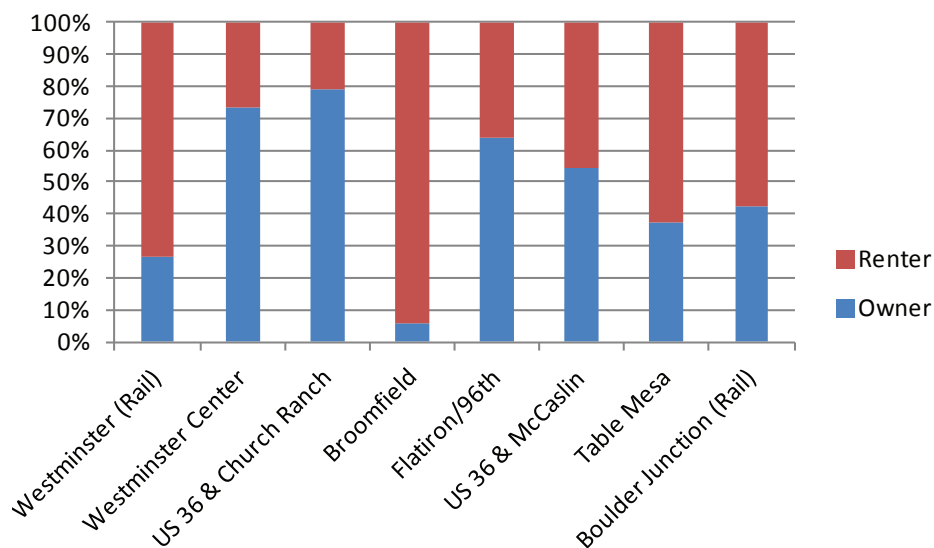


Figure 12: Housing Tenure by Station Area  
Source: 2000 SF1/2010 SF1

# Demographic & Economic Characteristics

## Housing & Transportation Costs

**Figure 13** shows how combined housing & transportation costs vary by station area. Housing is considered affordable if, when combined with transportation costs, the total cost constitutes no more than 45% of monthly income, which is represented by the red line. The Northwest Corridor is five percentage points above this threshold at 50% overall. The Flatiron/96th station has the highest H+T costs of all stations, while Boulder Junction has the lowest.

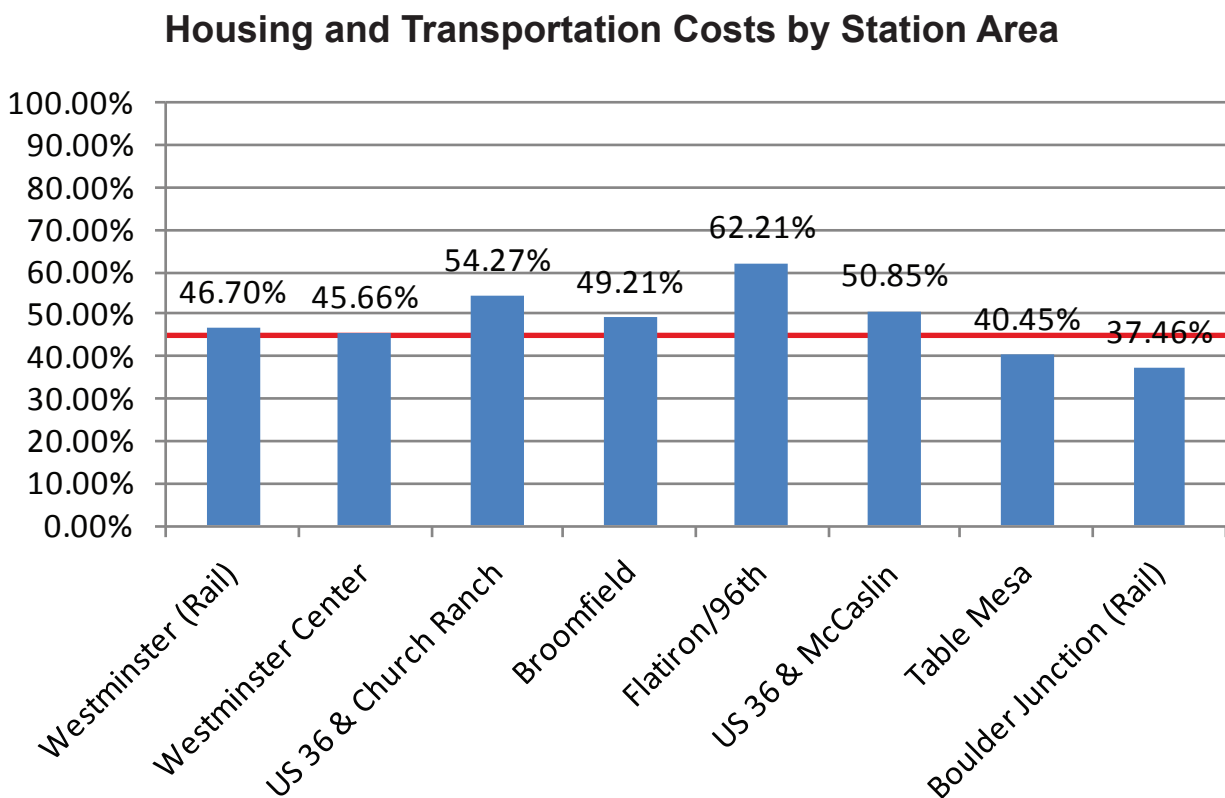


Figure 13: Housing and Transportation Costs by Station  
Source: HTA Affordability Index

# Demographic & Economic Characteristics

## Employment Characteristics

The following table below and the graph on the next page display a breakdown of jobs by industry for each station along the Northwest Corridor. There are a total of 21,908 jobs along the Northwest Corridor. Westminster Center has the most jobs within a station area (5,056), followed by Boulder Junction (4,521). The Table Mesa station (738) and Broomfield BRT stations (778) have the least amount of jobs. Future plans call for significant amounts of new commercial and industrial space, which may boost these numbers, but overall the Northwest Corridor is already a major employment draw for the Denver region. Education and healthcare jobs dominate the Northwest Rail Line, while Retail and Knowledge-Based Industries have the highest number of jobs along the Northwest Corridor.

Figure 14: Employment Characteristics for the Half Mile Surrounding Northwest Corridor Station Areas

Station	Total	Westminster (Rail)	Westminster Center (BRT)	Church Ranch	Broomfield	Flatiron/96 <sup>th</sup>	McCaslin	Table Mesa	Boulder Junction
<b>Total Jobs</b>	<b>21,908</b>	<b>2,879</b>	<b>5,056</b>	<b>2,698</b>	<b>778</b>	<b>2,455</b>	<b>2,783</b>	<b>738</b>	<b>4,521</b>
Production, Distribution, Repair	12.65%	14.84%	10.31%	15.24%	25.36%	10.19%	12.61%	5.67%	18.62%
Retail	19.72%	14.83%	18.33%	16.27%	1.73%	39.63%	21.56%	6.62%	13.07%
Knowledge-Based	18.55%	12.81%	12.36%	19.65%	19.02%	20.47%	28.16%	36.20%	27.71%
Eds & Meds	15.19%	15.07%	20.75%	14.49%	8.34%	8.94%	11.82%	20.80%	12.64%
Entertainment	15.00%	14.33%	13.37%	18.51%	13.02%	13.57%	15.84%	19.57%	15.51%
Government	5.38%	7.05%	14.18%	0.00%	0.22%	0.00%	0.48%	0.01%	0.04%
Other	13.52%	21.05%	10.72%	15.81%	32.30%	7.22%	9.56%	11.15%	12.43%
<b>Jobs by Income Level (Annually)</b>									
<\$1,250/month	35.33%	39.60%	38.11%	38.62%	25.45%	42.85%	33.38%	26.96%	27.72%
\$1,251-\$3,333/month	34.41%	39.42%	33.21%	33.51%	40.36%	33.56%	30.33%	36.04%	34.79%
>\$3,333/month	30.25%	20.98%	28.68%	27.84%	34.06%	23.58%	36.29%	36.99%	37.51%
<b>Detailed Employment Breakdown</b>									
Agricult., Forestry, Fish, Hunt	40	0.24%	0.06%	0.13%	1.28%	0.02%	0.04%	0.00%	0.32%
Mining, Quarry, Oil, Gas Extract.	41	0.05%	0.02%	0.04%	1.55%	0.09%	0.22%	0.00%	0.37%
Utilities	64	0.45%	0.22%	0.30%	0.04%	0.43%	0.30%	0.00%	0.29%
Construction	671	6.70%	0.35%	1.45%	20.44%	0.44%	1.60%	0.31%	4.53%
Manufacturing	1,083	3.38%	0.23%	1.97%	23.78%	1.77%	7.33%	2.00%	10.46%
Wholesale Trade	1,244	5.84%	5.14%	7.34%	0.73%	6.76%	3.95%	3.09%	6.92%
Retail Trade	4,019	14.83%	18.33%	16.27%	1.73%	39.62%	21.55%	6.62%	13.07%
Transportation & Warehousing	717	5.63%	4.94%	5.93%	0.86%	1.66%	1.33%	0.58%	1.24%
Information	910	2.03%	2.18%	4.41%	3.35%	3.91%	6.14%	7.90%	6.13%
Finance and Insurance	736	2.44%	2.91%	4.41%	2.48%	3.01%	3.95%	3.89%	3.72%
Real Estate,Rental,Leasing	465	3.10%	1.87%	2.78%	2.15%	1.21%	2.11%	2.37%	1.87%
Professional, Science, Tech Svc.	1,974	4.20%	4.33%	6.64%	9.24%	9.28%	13.69%	19.10%	14.00%
Mgmt Companies/Enterprises	387	1.04%	1.08%	1.42%	1.80%	3.05%	2.26%	2.93%	2.00%
Admin Supp., Waste Mgmt, Remed Svc.	1,356	9.86%	6.90%	9.01%	4.95%	3.89%	4.78%	5.72%	3.76%
Educational Services	959	5.28%	10.64%	1.56%	1.09%	1.40%	2.66%	3.45%	1.89%
Health Care and Social Assistance	2,252	9.80%	10.10%	12.94%	7.25%	7.53%	9.16%	17.34%	10.75%
Arts, Entertainment, and Recreation	580	1.52%	2.33%	1.94%	2.92%	2.37%	3.44%	4.25%	3.49%
Accommodation and Food Services	2,729	12.82%	11.03%	16.57%	10.10%	11.20%	12.39%	15.31%	12.01%
Other Services (not Public Admin)	744	3.75%	3.16%	4.89%	4.05%	2.34%	2.62%	5.11%	3.16%
Public Administration	937	7.05%	14.18%	0.00%	0.22%	0.00%	0.48%	0.01%	0.04%

SOURCE: 2012 LEHD LODS Data

## Total Jobs by Sector Along the Northwest Corridor

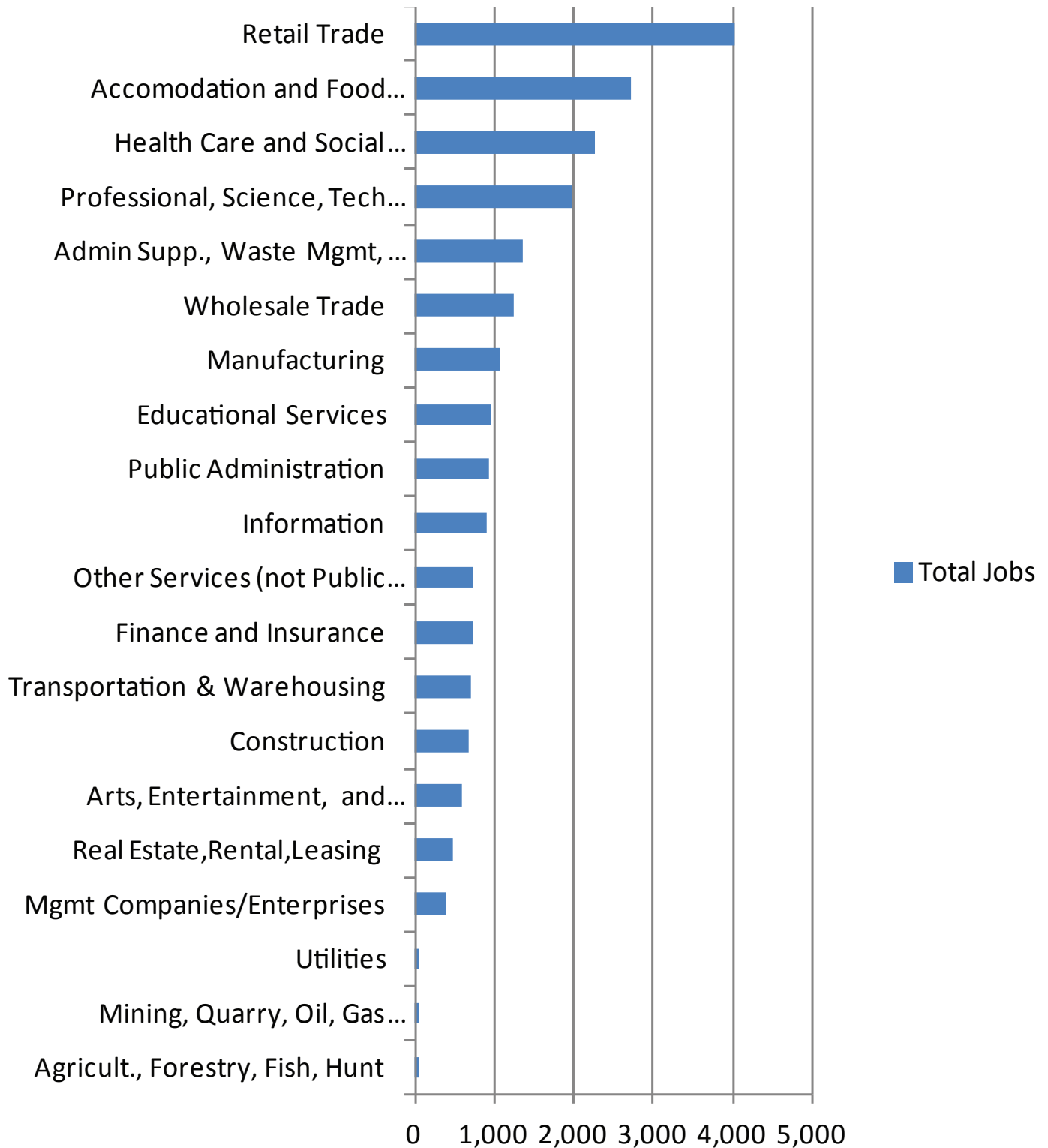


Figure 15: Jobs by Sector Along Northwest Corridor  
Source: 2012 LEHD LODS Data

## Recent Station Area Planning Efforts

The station areas along the Northwest Corridor present a variety of different development intensities and land uses, offering a diversity of options for living and working along the corridor. While intensifying some of these station areas is a regional priority and a key step to achieving successful TOD, planning for TOD can also mean reinforcing existing communities and neighborhoods with enhanced access to the station area, affordable housing preservation, community visioning and development, and commercial revitalization. The cities and counties along the Northwest Corridor, as well as their housing authorities, urban renewal authorities and economic development agencies, have already laid the groundwork for TOD along the Northwest Corridor with their station-area planning efforts. This next section describes these plans in more detail and outlines why a corridor-level strategy can help achieve the vision, goals, and objectives prescribed for each station area.

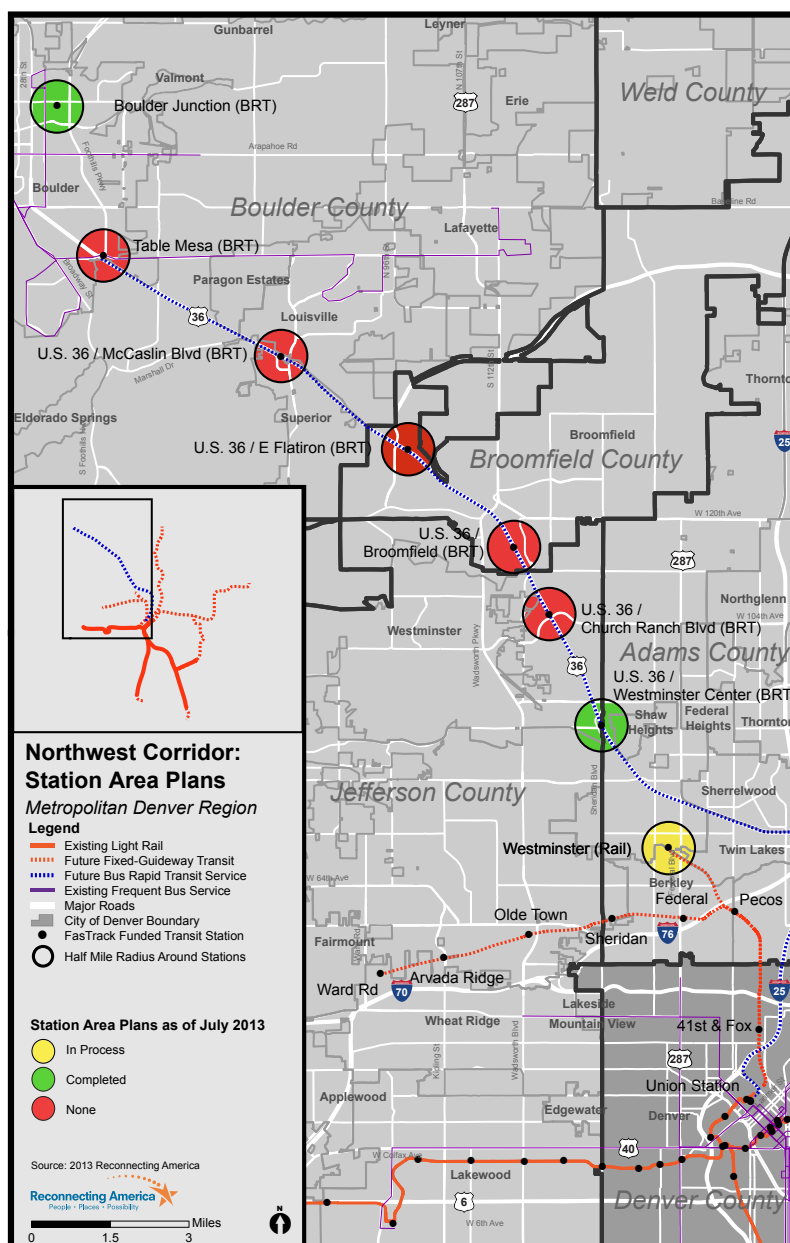


Figure 16: Station Area Plans Along the Northwest Corridor

## Vision Statements for Northwest Corridor Station Areas

Station Area	Vision Statement	Goals and Outcomes
Westminster (Rail)	Transform the area into a “vibrant, mixed use Transit-Oriented Development (TOD) District.”	<ul style="list-style-type: none"> <li>-Opening day success: Westminster station will be easy to access both visually and physically by foot, bus, car or bicycle on opening day in 2016</li> <li>- Improved circulation &amp; access: The street network throughout the Station Area will build upon the existing street grid to provide new connections and improved access for cars, pedestrians &amp; bicyclists</li> <li>-Connected network of open spaces: A range of open space opportunities will be provided to enhance livability in the station area, all of which will connect to both regional and local open space trails and pedestrian connections</li> <li>- Vibrant mixed of uses: Future land uses will accommodate a broad mix of uses that will invigorate the station area; these will include retail, office, and residential uses as well as opportunities for small businesses and creative industries</li> <li>- Successful implementation: Current planning, infrastructure investments and the opening of the station will create the first impetus for change. Residents, business owners and visitors will create demand for new uses and will fuel new development.</li> </ul>
Westminster Center (US 36 BRT)	<p>The goal of the Westminster Center urban reinvestment project is to develop a high-density urban center of regional scope on the 105-acre parcel currently occupied by the Westminster Mall. The property's central location between Denver and Boulder, along with easy access to U.S. 36, rail and bus service, makes it an ideal candidate for redevelopment.</p> <p>The project is to be cutting edge with a long-term development vision. The project will facilitate both a vertical and horizontal mixture of uses, including entertainment, office, residential and cultural, along with a strong retail component.</p> <p>The new development is intended to be a sustainable place, one that mixes uses, reuses existing anchor stores where appropriate, capitalizes on and encourages alternate modes of transportation, creates a strong pedestrian-friendly block layout, and will stand the test of time.</p>	<ul style="list-style-type: none"> <li>- The City does not want this to be a typical mall redevelopment, but instead create a “downtown” for the City that would be a new gathering space for residents. The website contains a Project Massing Plan that shows how much density and vertical development the project could potentially create.</li> </ul>
Walnut Creek	“The Lower Church Lake Open Space to the north of the station would be reconfigured to bring the lake to the edge of the station, creating a one-of-a-kind lakeside setting. The proposed office buildings and restaurants south of the station would overlook the lake.”	N/A

## Recent Station Area Planning Efforts

Station Area	Vision Statement	Goals and Outcomes
Broomfield	A Commuter Rail Station is planned at the railroad and W. 116th Avenue and Bus Rapid Transit service is planned at US 36 and W. 116th Avenue. The majority of new development -- residential, office and commercial -- is anticipated to occur west of the railroad around the future transit stations in Area 2. High density transit oriented uses shall be incorporated generally along W. 116th Avenue in the area linking the two transit stations. Mixed uses (residential, office, commercial) with a more moderate density are encouraged north and south of the TOD area. The TOD uses could be built to a maximum density of 50 dwelling units per acre (du/ac) and the Mixed-Use could be built to a maximum density of 25 du/ac.	The Original Broomfield Neighborhood Plan (2008) covers the "original" Broomfield neighborhood area, including the Broomfield station along the US 36 BRT Line. This area is designated for Employment TOD, Open Lands and Neighborhood Residential Uses. The plan provides details on the density and urban form of development near the station.
Flatiron/96 <sup>th</sup>	From US 36 Subarea Plan: "To envision, establish and maintain a quality southern "Gateway" into the City of Broomfield and for all users along U.S. Highway 36."	<ul style="list-style-type: none"> <li>-Creating a quality "gateway image" conveying the values of the Broomfield community</li> <li>-Establishing a balance of complementary land uses</li> <li>-Maintaining economic stability through value-creation and value-retention</li> <li>-coordinating planning for infrastructure</li> <li>-Facilitating an ongoing dialogue among landowners, governments and others</li> <li>-For communication and cooperation during development</li> </ul>
Louisville	Redevelop the Highway 42 area into a mixed-use, transit-oriented neighborhood that is an extension of downtown.	<ul style="list-style-type: none"> <li>-Strengthen and enhance adjacent residential neighborhoods</li> <li>-Complement and integrate the area with historic downtown Louisville</li> <li>-Capture the potential for high quality/mixed-use development</li> <li>-Recognize the access and support parking required for a potential commuter rail station within the revitalization area</li> </ul>
US 36 / McCaslin	There is no current station area plan.	<ul style="list-style-type: none"> <li>-Enhance last mile connections to the McCaslin Park-n-Ride through the Superior Comprehensive Plan</li> <li>-Complement the Superior Town Center which is in its proximity</li> </ul>
Table Mesa	There is no current station area plan.	<ul style="list-style-type: none"> <li>-Create easier access for pedestrians over and across US 36 with a pedestrian walkway.</li> </ul>

## Recent Station Area Planning Efforts

Station Area	Vision Statement	Goals and Outcomes
Boulder Junction	<p>"The Transit Village area will evolve into a lively, mixed-use, pedestrian-oriented place where people will live, work, shop and access regional transit. It will become a new neighborhood as well as an attractive destination for the larger city, with regional transit and public spaces that will benefit the entire Boulder community. The new bus and rail services will take Boulder residents to the Denver metro area for jobs and entertainment and to the airport, and likewise will bring people from the metro area to Boulder. New housing in the Transit Village area will provide the opportunity for people to live close to jobs, services, entertainment, transit, bikeways, a new park and a civic plaza. The area may become a desirable place to live for people employed in Boulder, people seeking affordable housing, seniors, and anyone who wants to reduce or eliminate automobile use."</p>	<ul style="list-style-type: none"> <li>-Create a well-used and well-loved, pedestrian-oriented place of enduring value that serves all of Boulder</li> <li>-Support diversity through land use and travel options that expand opportunities for employees &amp; residents of different incomes, ethnicities, ages and abilities</li> <li>-Enhance economic vitality</li> <li>-Connect to the natural &amp; built environment</li> <li>-Maximize the community benefit of the transit investment</li> <li>-Create a plan that will adapt to and be resilient for Boulder's long-term future</li> </ul>

# Westminster Station

## Westminster Station TOD Area Specific Plan (*in progress*)

The City of Westminster

### Vision:

Transform the area into a “vibrant, mixed-use Transit-Oriented Development (TOD) District.”

### Overview:

The City of Westminster is in the process of preparing a station area plan for a 135-acre area surrounding the Westminster station. The plan will cover future land use, infrastructure and redevelopment. This area is envisioned to transform into a mixed-use TOD. The planning area also encompasses the Little Dry Creek basin, which will become a 40-acre community park. The station area falls within the South Westminster neighborhood, an established residential neighborhood with a few retail shopping centers. Infrastructure improvements and intensified development are needed to provide a catalyst for future growth in the station area. The station itself will be anchored by a 1.5-acre plaza on the north side. There will be a parking structure funded by the City of Westminster and RTD. It will include 350 parking spaces in the first phase.

### Main Goals:

- Opening day success: Westminster station will be easy to access both visually and physically by foot, bus, car or bicycle on opening day in 2016
- Improved circulation & access: The street network throughout the Station Area will build upon the existing street grid to provide new connections and improved access for cars, pedestrians & bicyclists
- Connected network of open spaces: A range of open space opportunities will be provided to enhance livability in the station area, all of which will connect to both regional and local open space trails and pedestrian connections
- Vibrant mix of uses: Future land uses will accommodate a broad mix of uses that will invigorate the station area; these will include retail, office, and residential uses as well as opportunities for small businesses and creative industries
- Successful implementation: Current planning, infrastructure investments and the opening of the station will create the first impetus for change. Residents, business owners and visitors will create demand for new uses and will fuel new development.



# Westminster Station

## Related Plans

### [Westminster Bicycle Master Plan \(2011\)](#)

The City of Westminster

#### **Vision:**

This plan covers improvements to Westminster's bicycle network citywide through 2030.

### [Little Dry Creek Drainage & Park Plan \(2013\)](#)

The City of Westminster

#### **Overview:**

This plan addresses drainage and water quality improvements that are needed to accommodate future development within the Westminster station area. The improvements will mitigate floodplain and stormwater needs and remove the need to provide on-site storm detention. The plan calls for creating a 40-acre park to the south of the station, with a recreation area that included playground equipment and an amphitheater. There will also be a passive natural area that includes a fishing lake, open space, wetland plantings and environmental education pavilions. The plan will remove the station platform and commuter rail tracks from a 100-year floodplain area and study station access from the south of the station.

### [72nd Avenue & Irving Street Streetscape Plans \(2009\)](#)

The City of Westminster

#### **Overview:**

The City of Westminster conducted a streetscape study of 72nd Avenue from Meade to Utica Streets. It calls for wider sidewalks with enhanced paving, tree lawns and street trees, a planted median between Raleigh and Newton Streets, and improved pedestrian crossings. The Irving Streetscape plan proposes similar enhancements, as well as share use travel lanes for bicycles and cars between 76th and 72nd Avenues.

#### **Note on infrastructure improvements:**

A new water line was installed on 71st Avenue between Irving & Federal in 2011 to provide adequate capacity to serve higher density development on adjacent property. A new sanitary sewer line will be constructed in concert with the first phase of the transit station. Other improvements will occur as development occurs. <http://www.westminstertod.com/relatedplans.asp>

#### **Note on funding:**

Site is within the South Westminster Urban Renewal Area, Adams County State Enterprise Zone and the City's Brownfields Revitalization Area, so it many development projects are eligible for state & federal funding.

#### **Challenges identified in TOD Outreach Summary:**

- Parking
- Land assembly
- Infrastructure improvements
- Drainage and floodplain issues
- Business displacement
- Environmental cleanup
- Noise
- Affordable housing (Adams County Housing Authority does own land here)

# Walnut Creek Station

## Station Area Renderings (2008)

The City of Westminster

### **Vision:**

“The Lower Church Lake Open Space to the north of the station would be reconfigured to bring the lake to the edge of the station, creating a one-of-a-kind lakeside setting. The proposed office buildings and restaurants south of the station would overlook the lake.”

### **Overview:**

The City of Westminster hired Van Meter Williams Pollack LLP to create station area renderings of the Walnut Creek station TOD. The TOD area includes the north end of the Shops at Walnut Creek, overlooking the Lower Church Lake Open Space. The plan calls for bringing the lake to the edge of the north edge of the station, and placing office buildings and restaurants on the south side of the lake.



## Westminster Center BRT Station

### Westminster Mall Redevelopment (2008)

The City of Westminster

#### **Vision:**

“The goal of the Westminster Center urban reinvestment project is to develop a high-density urban center of regional scope on the 105-acre parcel currently occupied by the Westminster Mall. The property’s central location between Denver and Boulder, along with easy access to U.S. 36, rail and bus service, makes it an ideal candidate for redevelopment.

The project is to be cutting edge with a long-term development vision. The project will facilitate both a vertical and horizontal mixture of uses, including entertainment, office, residential and cultural, along with a strong retail component. The new development is intended to be a sustainable place, one that mixes uses, reuses existing anchor stores where appropriate, capitalizes on and encourages alternate modes of transportation, creates a strong pedestrian-friendly block layout, and will stand the test of time.”

#### **Overview:**

The Westminster Mall site is a 105-acre parcel near the Westminster Center station along the US 36 BRT Line. The City does not want this to be a typical mall redevelopment, but instead create a “downtown” for the City that would be a new gathering space for residents. The website contains a Project Massing Plan that shows how much density and vertical development the project could potentially create.



## Broomfield BRT Station

### Broomfield Original Neighborhood Plan (2008)

The City and County of Broomfield

#### Vision:

Broomfield is working to achieve “360 degree” TOD, mixed-use development around the station that includes both Original Broomfield and Arista. Original Broomfield was Broomfield’s first neighborhood and includes elements of agricultural and historic elements. It is primed to become mixed-use TOD. A commuter rail station is included in the FasTracks Plan. Arista is an entertainment-anchored, mixed-use TOD community equidistant from Denver and Boulder.

#### Overview:

Original Broomfield includes the Original Broomfield neighborhood area which is currently transitioning to mixed-use/TOD. Multi-family housing is being constructed within walking distance to the station. The plan for the neighborhood envisions TOD with maximum densities of up to 50 dwelling units per acre. The plan provides details and urban form of development near the BRT station area. A future rail station will also be located within Original Broomfield.

### Broomfield Urban Transit Village - Arista Land Use Plan (2005)

The City and County of Broomfield

#### Overview:

The Broomfield BRT Station includes Arista on the west side of US 36 and Original Broomfield on the east side. Arista is a maturing TOD. It offers a mix of housing types including apartments and paired homes within a few blocks walk of the BRT Station. It is zoned for 2,250 housing units, and 2.3M square feet of retail/commercial uses.

Retail and commercial are situated beneath urban living dwellings and Class A office space. The 1STBANK Center is a mid-sized entertainment venue that can accommodate 7,500 people and anchors the development, with a regional and local bus hub just steps away. A shared use parking structure provides 1,500 RTD and event center parking spaces. The plan provides guiding principles for development and indicates proposed land uses. Both active and passive parks are provided for the enjoyment of residents and visitors.



## Flatiron/96<sup>th</sup> Station

## U.S. 36 Subarea Plan (1997)

# The City and County of Broomfield

**Vision:**

To envision, establish and maintain a quality southern “Gateway” into the City of Broomfield and for all users along U.S. Highway 36.

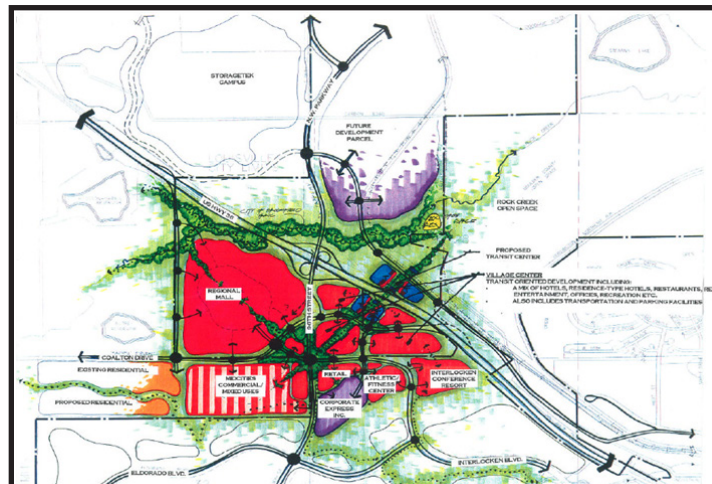
## Overview:

The City of Broomfield prepared this sub-area plan as a complement to its 1995 Master Plan, with a more detailed focus on the land uses, key development patterns and important natural resources along the US 36 corridor. The plan calls for establishing a “high-quality, mixed-use village center with transit-oriented development” at the Flatiron/96th Street station.

To the north of the station is the Parkway Circle neighborhood. This development is noteworthy for its height and density easily visible from US 36. This 100 acre neighborhood offers mixed use office, retail, hotel, residential condo and apartment opportunities. It is directly east of the Conoco Phillips site and adjacent to the Northwest Parkway. The project has zoning that permits up to 2.9M square feet of mixed-use commercial development and 1,534 condo, townhome and apartment units.

**Overall plan goals include:**

- Creating a quality “gateway image” conveying the values of the Broomfield community
- Establishing a balance of complementary land uses
- Maintaining economic stability through value-creation and value-retention coordinating planning for infrastructure
- Facilitating an ongoing dialogue among landowners, governments and others for communication and cooperation during development



# Louisville Station

## Highway 42 Revitalization Comprehensive Plan & Comprehensive Plan Amendment (2003)

The City of Louisville

### Vision:

Redevelop the Highway 42 area into a mixed-use, transit-oriented neighborhood that is an extension of downtown.

### Overview:

This plan covers the transit station area and envisions the area redeveloping over time into a mixed-use, transit-oriented neighborhood that is an extension of downtown. A Comprehensive Plan Amendment was also initiated at the same time. The goals of the plan are to:

- Strengthen and enhance adjacent residential neighborhoods
- Complement and integrate the area with historic downtown Louisville
- Capture the potential for high quality/mixed-use development
- Recognize the access and support parking required for a potential commuter rail station within the revitalization area

### Sub-Districts:

- Short Street: Commercial Mixed-Use as a gateway into the Hwy 42 Revitalization area
- Park Square District: heart of the Area, with mostly residential mixed use
- South Boulder Road District: Commercial Mixed Use, with vertical mixed use encouraged
- Station Platform & Park-n-Ride: Transit Support



# Louisville Station

## Related Plans

### [Louisville Comprehensive Plan Update \(2013\)](#)

The City of Louisville

#### **Overview:**

The City of Louisville has adopted an update to the Comprehensive Plan in May of 2013. The plan is amended every four years so the last update was in 2009. The plan calls for creating an urban center by the McCaslin Park-n-Ride and also implementing the Highway 42 Revitalization Comprehensive Plan

### [Downtown Framework Plan \(1999\)](#)

The City of Louisville

#### **Vision:**

[Downtown Louisville] will be a vital community center for pedestrian-oriented activity, including specialty retail, professional offices and housing that will occur in a manner that is compatible with the traditional scale and character of the area.

#### **Overview:**

This plan describes a conceptual long-term vision for Louisville's downtown area, which is a few miles west of the planned transit station.

### [Downtown Parking & Pedestrian Action Plan \(2010, update in progress\)](#)

The City of Louisville

#### **Vision:**

"The objective of the Downtown Parking and Pedestrian Action Plan is to better manage on-street parking resources and better utilize off-street parking supply, using both short and long term solutions focused on creating a vibrant, walkable, and economically vital Downtown Louisville."

#### **Overview:**

The Downtown Parking and Pedestrian Action Plan was completed to address downtown parking needs and pedestrian mobility challenges in such a way that maintains and enhances the unique character of Old Town Louisville. The Plan introduces specific action steps and an implementation strategy to achieve the vision.

## US 36 & McCaslin BRT Station

### Superior Comprehensive Plan Update (2012)

The Town of Superior

#### Overview:

Plan recommends enhancing last mile connections to the McCaslin Park-n-Ride

### Superior Town Center Plan (2013)

#### Overview:

The Town of Superior completed a visioning process for the Town Center area, which is adjacent to the planned McCaslin station area, in 2007. The area encompasses 80+ acres. The plan includes design guidelines and is currently undergoing amendments.

### Town of Superior Draft Transportation Plan Update (2013)



## Table Mesa Station

### Table Mesa Transit Improvement Project

#### Overview:

Part of the US 36 project includes the construction of a pedestrian bridge at the Table Mesa Park-n-Ride. The construction contract was awarded to PCL Civil Construction Inc. The Table Mesa pedestrian bridge has been opened to the public and saves bus commuters an additional 2-3 minutes on the eastbound trip from Boulder to Denver. The bridge is an integral part of the US 36 Bus Rapid Transit project.



# Boulder Junction

## Related Plans

### [Boulder Transit Village Implementation Plan \(2007, revised 2010\)](#)

The City of Boulder

#### **Overview:**

This document describes the process and timeline for various regulatory changes, funding mechanisms and programs to implement the Transit Village Area Plan. It takes a phased approach with the first phase covering the first 10-15 years and just the area between 30th Street and the railroad tracks, and the second phase covering the time period past 15 years and focused on areas east of the tracks and west of 30th Street.

### [Boulder County Transportation Element Update \(2012\)](#)

The County of Boulder

#### **Overview:**

Boulder County adopted a new Transportation Master Plan in December 2012, which describes how the county's multimodal transportation system will grow over the next 25 years.

### [City of Boulder Transportation Master Plan Update \(2013\)](#)

The City of Boulder

#### **Overview:**

The City of Boulder is currently in the process of updating its Transportation Master Plan. The Goal is to advance and innovate Boulder transportation to be more accessible and sustainable for generations to come.

#### **Strategies:**

- Develop a more multimodal transportation system
- Create the complete trip
- Invest in key transportation corridors
- Increase accessibility
- Enhance Mountain Area Connections

### [Transportation Master Plan Update: Renewed Vision for Transit - State of the System Report \(2013\)](#)

The City of Boulder

#### **Overview:**

The State of the System report communicates key transportation issues and trends, while also serving as a foundational report to guide the Renewed Vision for Transit.

## Other Relevant Corridor Plans

- First & Final Mile Study (2013)
- Northwest Rail Corridor & US 36 BRT Development Oriented Transit Analysis (2007)
- RTD Northwest Area Mobility Study (2010)
- RTD TOD Strategic Plan (2010)
- RTD Annual TOD Status Report (2011)
- RTD Quality-of-Life Report (2009)
- RTD TOD Pilot Program (2010)

# Opportunities & Challenges Assessment

The Northwest Corridor Working Group has identified a number of opportunities and challenges to implementing transit-oriented development within station areas along the corridor. In many station areas, there are major new developments underway. The Northwest Corridor is close to many major destinations, job centers, and sports and recreation facilities, and there is a strong desire by many jurisdictions to capitalize on this proximity through marketing, branding and placemaking of the Northwest Corridor. Common challenges include barriers to access and connectivity, as there are numerous highways, arterials, railroad tracks that limit connections to the station areas and surrounding neighborhoods. The suburban nature of existing development was also mentioned as a common challenge, as was the age of housing stock, lack of affordable housing and limited market for multifamily development. The following list provides a summary of these corridor-wide opportunities and challenges, followed by a detailed list by station area.

## Corridor-wide Opportunities

**Existing Collaboration and Political Support for Transportation.** The communities along the Northwest Corridor have been working together for many years on land use and transportation issues, especially around the planning of the Northwest Rail and U.S. 36 BRT Lines. 36 Commuting Solutions provides support on transportation management to the Northwest Corridor communities and employers, and is a trusted convener for addressing and solving corridorwide issues.

**Significant Planning by Northwest Corridor Jurisdictions.** The communities along the Northwest Corridor all see a significant opportunity to create walkable, mixed-use communities near transit, and have completed detailed plans for achieving their visions. While many of these visions will take decades to be fully realized, all have begun putting the tools into place, such as rezoning land for mixed-use development, making infrastructure improvements, forming public-private partnerships to build new development and brainstorming solutions to overcoming challenges such as stormwater drainage and environmental contamination.

**Proximity to Major Destinations along U.S. 36.** The Northwest Corridor, and U.S. 36 in particular, provide access to numerous destinations in the Denver metro region, including Downtown Denver, Downtown Boulder, the University of Colorado at Boulder, major job centers along the corridor, sports and entertainment centers, shopping malls and parks and recreation facilities. This proximity makes certain station areas attractive for development and improves access for people living and working along the corridor. The U.S. 36 BRT and future rail or BRT connections will improve transit connections along the corridor and to the greater region, allowing for travel to Denver International Airport, the Tech Center and other major regional destinations.

**Strong and Growing Employment Base.** The Northwest Corridor connects and runs through many of the Denver-Boulder region's largest job centers: Downtown Denver, Interlocken and Downtown Boulder. Commuters travel between Denver, Boulder and all the communities in between for job opportunities. There is a high concentration of research and knowledge-based jobs, as well as retail, food, healthcare and science and technology jobs. New BRT and rail service will provide enhanced connections to these job centers, providing workers with more commuting options and also reducing the time and cost for some workers. It will also increase the attractiveness of locating near Northwest Corridor transit stations to potential employers.

**Existing Development Activity.** New mixed-use development is already occurring or planned at several station areas, including large-scale developments at the Westminster rail station, old Westminster Mall site, Arista development near the Broomfield station, Superior Town Center near the McCaslin station and Boulder Junction. These developments speak to a strong market demand for more housing types and choices near transit along the Northwest Corridor.

## Corridor-wide Opportunities

**Existing Retail and Entertainment Uses.** The Northwest Corridor is a major retail and entertainment corridor, including the Flatirons Crossing shopping mall, 1st Bank Center, and numerous big-box retail outlets that draw shoppers from across the region. The new BRT and rail lines will improve access to these destinations and there is an opportunity for the Northwest Corridor communities to promote taking transit to these destinations.

**Access to Parks, Trails and Open Space Amenities.** The communities along the Northwest Corridor contain significant amounts of green space, which is one of the many reasons people choose to live there. The station areas provide a gateway to these recreational opportunities, and the jurisdictions are capitalizing on their proximity by improving bicycle and pedestrian connections within the station areas. A new bikeway along U.S. 36 is also being constructed as part of the BRT project, providing a viable long-distance bicycle commuting option to people living and working along the corridor.

**Housing Affordability.** The existing housing stock along the Northwest Corridor, outside of Boulder, is some of the most affordable in the Denver region, and there is a variety of housing types, from single-family homes to multi-family apartments and condominiums. There are a significant amount of multifamily rental units with a half-mile of Northwest Corridor station areas, and given demographic shifts among younger and older populations toward renting versus owning, these station areas could become very popular. Many workers and college students choose to live along the Northwest Corridor and commute to Denver, Boulder or elsewhere based on the variety of affordable housing choices.

**Access and Connectivity Improvements.** While the Northwest station areas contain many barriers to access, each jurisdiction is investing in major improvements, such as pedestrian bridges, grade separations, bicycle lanes and new sidewalks to address these barriers and make walking and bicycling safer and more convenient ways to get to and from the stations. While the Northwest station areas contain many barriers to access, each jurisdiction is investing in major improvements, such as pedestrian bridges, grade separations, bicycle lanes and new sidewalks to address these barriers and make walking and bicycling safer and more convenient ways to get to and from the stations. 36 Commuting Solutions also recently completed a First and Final Mile Study that provides concrete recommendations on how to improve last mile connections throughout the Northwest Corridor.

**Northwest Corridor Branding.** Because the Northwest Corridor is home to and connects many major destinations, the Northwest Corridor communities see the potential to capitalize on the name and promote the line as a “destination.” Some additional technical assistance from marketing and branding experts may be needed to develop strategies to capitalize on the “Northwest” name and attract new residents and employers.

**Joint Development and Public-Private Partnership Opportunities.** RTD owns land at several sites along the Northwest Corridor, and there are long-term opportunities to build on surface parking lots once the station areas get built out, parking demand is better understood and structured parking becomes cost-feasible.

**Improved Access to Opportunity for Transit-Dependent Populations.** There are many existing residential neighborhoods along the Northwest Corridor, several of which contain a high percentage of transit-dependent residents, and the line will provide a new connection to jobs, goods and services and other essential destinations.

## Corridor-wide Challenges

**Barriers to Access and Connectivity.** Major roads, highways and freight railroad tracks intersect the Northwest Corridor and present major barriers to accessing the station areas. U.S. 36 is a major highway and presents a barrier in itself for residents, workers and shoppers trying to access destinations on the other side of the station. There are also limited bus connections from the Park-and-Ride stations along the U.S. 36 BRT line. While the jurisdictions are being proactive and investing millions of dollars in infrastructure improvements, there will remain numerous access and connectivity challenges that will remain in place given the natural and physical barriers that are present along the Northwest Corridor.

**Parking.** Most of the station areas currently function as Park-and-Rides, and ensuring there is enough parking in each station area will continue to be a major issue. Most jurisdictions would like to build a structured parking garage instead of surface parking, but funding is a challenge. The need for parking limits the development opportunities at each station area in the short term, but it could turn into a major opportunity in the long-term, as these surface parking lots serve a land banking function. Boulder has implemented several innovative parking strategies that could be replicated at other station areas, such as unbundling parking and creating a tax district with property taxes directed at managing parking and TDM opportunities.

**Placemaking and Market Readiness.** While there is significant development activity going on along the Northwest Corridor, it is not widespread and has been very place-specific. Many of the Northwest Corridor plans are aspirational—the station areas themselves are not major destinations today and lack the housing, retail and “bones” that are often a prerequisite for TOD. Development is likely to happen incrementally and require significant investments in infrastructure to make these station areas attractive and able to accommodate new residents and jobs. The market for TOD varies between station areas, and it may take years or decades to fully realize the visions in station area plans.

**Suburban Nature of Existing Development.** The Northwest Corridor communities built out in the post-World War II era, when suburban single-family housing, low-density office parks and auto-oriented retail were the predominant development types. These land uses are not typically supportive of high-frequency transit service, nor the walkable, mixed-use development that is envisioned for most station areas. The existing housing stock is also aging. There is need to balance these existing land uses with the desire for denser residential and commercial mixed-use development as identified in station area plans. Moreover, development in many station areas may be years or decades away, so planning for appropriate interim uses is needed on some parcels of land.

**Community Opposition to Density and Affordable Housing.** The communities along the Northwest Corridor have heard concerns from local residents about the density and types of housing, especially affordable housing, proposed for Northwest Corridor station areas. These concerns may spread to other station areas and present challenges to TOD that the jurisdictions did not anticipate originally when preparing their station area plans.

**Creating and Preserving Affordable and Workforce Housing.** Because the Northwest Corridor (outside of Boulder) contains some of the most affordable housing in the Denver region, and the opening of the BRT and rail lines will make this area more attractive, it is essential that the jurisdictions and their respective housing authorities work to preserve existing affordable housing units, both subsidized and market-rate, and look for new opportunities to build affordable housing near transit. In Boulder, the situation is quite different, and there is a significant need for more affordable and workforce housing units in the city. While the City is committed to build new affordable units at Boulder Junction, they barely scratch the surface of demand for such units. The various municipal planning departments play a vital role in ensuring affordable housing options are available and must do so early in the development process, especially the entitlement phase of master planning, because once land is rezoned and master planned there is no leverage or incentive.

## Corridor-wide Challenges

**Connections to Low- and Middle-Skills Jobs and Workforce Development.** The Northwest Corridor transit lines will provide improved connections to job opportunities throughout the region, as well as connect workers to educational and training institutions in Boulder, Denver and elsewhere. Ensuring that the line can act as an economic driver for all people in the region, from low- to high-skill workers, is important and unacknowledged in most existing plans.

**Sales Tax Competition Among Communities Along the Corridor.** The Northwest Corridor jurisdictions are heavily dependent on sales tax revenue to fund local government activities. As such, these jurisdictions compete for retail and other sales tax generating businesses. This raises concerns about retail cannibalization and overdeveloping retail space along the corridor at the expenses of other uses.

**Overvalued Land.** The value of land along the Northwest Corridor can be extremely expensive to both acquire and develop/redevelop, especially for public-sector improvements like parks and open space and affordable housing uses. There is often a gap between land appraisal and landowner expectations of the market price.

# Opportunities and Challenges Assessment

## Identified Opportunities and Challenges to TOD

Station Area	Opportunities	Challenges	Current Activities
Westminster Station (Rail)	<ul style="list-style-type: none"> <li>135 acre mixed-use redevelopment site (west of Lowell Boulevard, east of Federal Boulevard, south of 72<sup>nd</sup> Avenue and north of railroad tracks)</li> <li>Housing Affordability</li> <li>Improved Access to Opportunity for Transit-Dependent Populations</li> <li>Proximity to Major Destinations</li> <li>Creating Great Places</li> <li>Job Access</li> <li>Strong and Growing Employment Base</li> <li>Connections to Denver International Airport</li> <li>Joint Development and Public-Private Partnership Opportunities</li> <li>Access to Parks, Trails and Open Space Amenities (planned 40-acre Little Dry Creek Regional Park)</li> <li>Significant Planning by Corridor Jurisdictions</li> <li>Existing Development Activity</li> <li>Access and Connectivity Improvements</li> <li>Corridor Branding</li> <li>Part of Adams County "Triangle of Opportunity"</li> <li>A nearby supermarket within walking distance at 72<sup>nd</sup> and Federal, as well as pedestrian access to Public Library and the MAC (mature adult center).</li> <li>URA and TIF</li> <li>City development of necessary infrastructure to support higher density.</li> </ul>	<ul style="list-style-type: none"> <li>No direct link to the U.S. 36 BRT line</li> <li>Access and connectivity for transit-dependent population – this station will be the end-of-the-line with limited connections to the north.</li> <li>Placemaking</li> <li>Market Readiness/block by block development</li> <li>Aging housing stock and light industrial surrounds site</li> <li>Connections to Low- and Middle-Skill Jobs and Workforce Development</li> <li>Interim Uses</li> <li>Some Community Opposition to Density and Affordable Housing</li> <li>Infill location with all land occupied by existing uses, which increases the cost redevelopment.</li> <li>Older neighborhood with aging housing and depressed rents</li> </ul>	<ul style="list-style-type: none"> <li>Demolition of structures has occurred and sewer relocation/replacement in the area is underway.</li> <li>The City of Westminster has released a Request-for-Proposals relative to the construction of a multi-level parking garage and development on City-owned land immediately adjacent to the planned structure. Responses to the RFP are under review by the City.</li> <li>Final design work continues for the two primary access streets to Westminster Station, Hooker Street and Westminster Station Drive. The City is coordinating with RTD and Denver Transit Partners on infrastructure. The City is also working with CDOT on the proposed Federal Boulevard/Westminster Station Drive intersection.</li> <li>Refinement of the Westminster Station Area Plan continues. Please see <a href="http://westminsterod.com/">http://westminsterod.com/</a>.</li> <li>The City is working on betterments to North and South Plaza/Platform areas with RTD.</li> <li>Little Dry Creek Storm drainage/Park project underway, which will maximize developable land north of the railroad tracks.</li> </ul>
Westminster Center	<ul style="list-style-type: none"> <li>105 acre redevelopment site (west of Sheridan Boulevard, east of Harlan Street, north of 88th Avenue and south of 92nd Avenue).</li> <li>Busiest park n ride location on US 36 by boarding</li> <li>Structured parking capacity</li> <li>Proximity to Major Destinations</li> <li>Creating Great Places</li> <li>Job Access</li> <li>Strong and Growing Employment Base</li> <li>Connections to downtown Denver</li> <li>Housing Affordability</li> <li>Joint Development and Public-Private Partnership Opportunities</li> <li>Improved Access to Opportunity for Transit-Dependent Populations</li> </ul>	<ul style="list-style-type: none"> <li>Placemaking</li> <li>Lack of Housing (pre-development)</li> <li>Preserving and Creating Affordable Housing</li> <li>Connections to Low- and Middle-Skill Jobs and Workforce Development</li> <li>Interim Uses</li> <li>Access barriers presented by higher volume arterials that surround the park n ride (need for grade separated crossing at Sheridan Boulevard to access 104-acre redevelopment site)</li> <li>Challenges identified in US 36 First and Final Mile Study</li> </ul>	<ul style="list-style-type: none"> <li>The City has acquired about 97% of the 105 acre property where the Westminster Mall used to sit. Demolition or the former mall is complete in order to create a vibrant, mixed-use, high-density community with all the elements of a true downtown. Please visit <a href="http://www.westminstercenter.us">www.westminstercenter.us</a> for more details.</li> <li>Westminster's plans for a new downtown on the site of the former Westminster Mall took another step forward during an October 22 Planning Commission meeting where the Commission unanimously recommended that City Council approve a Preliminary Development Plan for the site. Land use entitlements will be provided for the site as a whole, allowing flexibility and encouraging</li> </ul>

# Opportunities and Challenges Assessment

Station Area	Opportunities	Challenges	Current Activities
Westminster Center (cont'd)	<ul style="list-style-type: none"> <li>• Access to Parks, Trails and Open Space Amenities</li> <li>• Significant Planning by Corridor Jurisdictions</li> <li>• Access and Connectivity Improvements</li> <li>• Corridor Branding</li> </ul>		<p>development activity in the near future. 2,500 to 3,000 residential units are envisioned, 1 to 1.5 million square feet of office and 800,000 square feet of retail (approximate at this time).</p> <ul style="list-style-type: none"> <li>• The City has appropriated significant resources in 2014 for design activities for major water and wastewater systems improvements that will support significant density on the 105 acre Downtown Westminster</li> </ul>
Church Ranch	<ul style="list-style-type: none"> <li>• Proximity to Major Destinations</li> <li>• Creating Great Places</li> <li>• Job Access</li> <li>• Strong and Growing Employment Base</li> <li>• Connections to downtown Denver</li> <li>• Housing Affordability</li> <li>• Joint Development and Public-Private Partnership Opportunities</li> <li>• Improved Access to Opportunity for Transit-Dependent Populations</li> <li>• Access to Parks, Trails and Open Space Amenities</li> <li>• Significant Planning by Corridor Jurisdictions</li> <li>• Existing Development Activity</li> <li>• Access and Connectivity Improvements</li> <li>• Corridor Branding</li> </ul>	<ul style="list-style-type: none"> <li>• Area is mostly built out</li> <li>• Placemaking</li> <li>• Market Readiness</li> <li>• Lack of Housing</li> <li>• Connections to Low- and Middle-Skill Jobs and Workforce Development</li> <li>• Interim Uses</li> <li>• Challenges identified in US 36 First and Final Mile Study</li> </ul>	<ul style="list-style-type: none"> <li>• Promenade shopping center is exploring mixed-use</li> </ul>
Broomfield	<ul style="list-style-type: none"> <li>• Central location between Denver and Boulder</li> <li>• Access to US 36</li> <li>• Stellar existing regional bus connections to Boulder and Denver</li> <li>• Hub for RTD local routes</li> <li>• Served by Broomfield and Interlocken Call n Rides</li> <li>• Existing BRT station provides connection over US 36 and will receive enhancements thru US 36 Express Lanes Project</li> <li>• Existing shared structured parking garage with 1,500 parking stalls</li> <li>• US 36 bikeway will serve station with additional connections to development</li> <li>• Adjacent to Existing Arista TOD</li> <li>• Adjacent to 1<sup>ST</sup> BANK Center, a premier mid-sized venue holding up to 7,500 people, Aloft Hotel and</li> </ul>	<ul style="list-style-type: none"> <li>• Current traffic delays due to US 36 Express Lanes construction</li> <li>• No parking facilities on northeast side of US 36</li> <li>• Needed storm water improvements</li> <li>• Market for retail/office/mixed use</li> <li>• 120<sup>th</sup> Avenue Connection completion delayed due to BNSF crossing issues</li> <li>• Frequency of local bus service connections is low, span of service limited</li> <li>• Call n Ride span of service is limited</li> <li>• Final mile connections are lacking</li> <li>• Unknown timeline for NW Rail</li> </ul>	<ul style="list-style-type: none"> <li>• US 36 Express Lanes construction 300 units of high density residential under construction on northeast side of station (Harvest Station). Zoned for more than 500 units, with future commercial. Pedestrian connection to station under construction</li> </ul>

## Opportunities and Challenges Assessment

Station Area	Opportunities	Challenges	Current Activities
Broomfield (cont'd)	<ul style="list-style-type: none"> <li>Children's Hospital</li> <li>Arista zoned for 2.5M SF of retail/commercial</li> <li>More than for 2000 housing units approved. 700 completed, 176 under construction</li> <li>Within an urban renewal plan area</li> <li>Planning Commission/City Council support of TOD plan</li> <li>A detailed area plan guides public investment and urban design</li> <li>Opening of Uptown Avenue Bridge provides better connectivity and improved image</li> <li>Plans in place for redevelopment of Original Broomfield on northeast side of highway, mixed use and TOD</li> <li>Development of high density housing on northeast side of US 36</li> <li>Proximity to Jefferson High Academy and Broomfield Business Center/Broomfield Industrial Park</li> </ul>		
Flatiron & 96 <sup>th</sup>	<ul style="list-style-type: none"> <li>Central location between Denver and Boulder</li> <li>Proximity to NW Parkway</li> <li>Stellar existing regional bus connections to Boulder and Denver</li> <li>Served by Interlocken and Louisville Call n Rides</li> <li>Existing BRT station will receive further enhancements</li> <li>Existing Park n Ride with 264 spaces has available capacity</li> <li>US 36 bikeway connects to existing trails</li> <li>Proximity to Flatiron Regional Mall and Flatiron Marketplace</li> <li>Existing and planned development has excellent visibility from highway</li> <li>Proximity to Interlocken with more than 8,700 employees and 4M square feet of existing commercial space</li> <li>Proximity to Parkway Circle (north of station), 100 acre neighborhood with mixed uses in an urban setting. Zoning permits up to 2.9M square feet of development.</li> <li>Broomfield's Economic Development Department is focusing resources on development and redevelopment opportunities</li> <li>Renewed interest in commercial and hospitality development</li> <li>Significant opportunities for redevelopment of Flatiron</li> </ul>	<ul style="list-style-type: none"> <li>No local bus service</li> <li>Call n Ride span of service limited</li> <li>Midway does not connect to Main Street in Broomfield</li> <li>Final Mile connections are lacking</li> <li>Retail market</li> <li>Creating additional housing density in Flatiron retail areas</li> <li>Plans for Conoco Phillips site are not known</li> <li>Unknown timeline for NW Rail</li> <li>No current land use context to the north</li> <li>Poor connectivity to surrounding land uses</li> <li>96<sup>th</sup> St. not a pedestrian, or bicycle friendly environment.</li> </ul>	<ul style="list-style-type: none"> <li>The Flatirons Crossing area has recently been designated for urban renewal.</li> <li>Open space; vacant land</li> <li>US 36 Express Lanes construction</li> <li>750 multifamily units under construction or programmed</li> </ul>

## Opportunities and Challenges Assessment

Station Area	Opportunities	Challenges	Current Activities
Flatiron & 96 <sup>th</sup> (cont'd)	<ul style="list-style-type: none"> <li>Marketplace (directly adjacent to station)</li> <li>Existing transit station area is within an urban renewal plan area and sub-area plan that guides public investment, land use and design</li> <li>Good access to Louisville and Colorado Technology Park</li> <li>Future station for NW Rail</li> <li>Redevelopment of former Conoco Phillips site</li> <li>New residential development in Broomfield</li> <li>Connection to the US 36 bikeway</li> <li>Connection to Northwest Parkway</li> </ul>		
McCaslin	<ul style="list-style-type: none"> <li>Existing Retail &amp; Entertainment Uses</li> <li>Opportunity for Shared Parking</li> <li>Reconstructed Diverging Diamond Intersection will reduce bus travel time</li> <li>Bikeway/Trail Connections, including the U.S. 36 bikeway</li> <li>Proximity to Planned Superior Town Center</li> <li>Located in Superior Urban Renewal Area</li> <li>Located in Superior Interchange Metro District</li> <li>Many CU Students, Faculty &amp; Staff live in-Superior-Louisville</li> <li>McCaslin is a Principal Arterial with few other north-south routes</li> <li>Potential for redevelopment or repurpose of existing development</li> <li>Some excess land available with Diverging Diamond Intersection</li> <li>Connections to Open Space</li> <li>Job Access</li> <li>Lots of upside potential.</li> </ul>	<ul style="list-style-type: none"> <li>Poor connectivity from transit stop to major land use destinations</li> <li>Lacking sense of place/civic amenities;</li> <li>Poor/nonexistent housing stock - little housing within ¼ mile</li> <li>Little office uses within ½ mile</li> <li>Uncooperative landowners</li> <li>Suburban nature of existing development</li> <li>Need for retail business visibility from US 36</li> <li>Livability of residences near noisy highway</li> <li>Limited local bus service</li> <li>Building Height Limits</li> <li>No nighttime population</li> <li>McCaslin is an autocentric road.</li> </ul>	<ul style="list-style-type: none"> <li>First &amp; Final Mile Recommendations DDI Design &amp; Construction</li> <li>Signature DDI Interchange</li> <li>US 36 Bikeway Design &amp; Construction, Wayfinding</li> <li>BRT Station Design</li> <li>McCaslin Underpass</li> <li>Superior Town Center Planning</li> <li>Superior Marketplace Economic development strategies</li> <li>Planning efforts underway to re-imagine the McCaslin Corridor on the Louisville side</li> </ul>
Table Mesa	<ul style="list-style-type: none"> <li>Proximity to Boulder</li> <li>Proximity to existing residential neighborhoods</li> <li>Improvements have been completed at the Table Mesa Park-n-Ride and Boulder Junction is in its first phase of development; more is planned for Boulder Junction in Phase 2.</li> <li>There is a considerable amount of growth occurring in Boulder which this station can support.</li> <li>Foothills Hospital is growing, with plans for Boulder Community Hospital to shift a majority of services from the downtown hospital to the Foothills location.</li> </ul>	<ul style="list-style-type: none"> <li>Existing housing stock and suburban land use patterns</li> <li>End-of-line station means it will remain a Park-n-Ride for the foreseeable future</li> </ul>	<ul style="list-style-type: none"> <li>New underpass</li> </ul>

## Opportunities and Challenges Assessment

Station Area	Opportunities	Challenges	Current Activities
Boulder Junction	<ul style="list-style-type: none"> <li>Boulder has a plan to guide mixed-use, higher density development of the station area - <i>Transit Village Area Plan (TVAP)</i>: <a href="#">see link</a>.</li> <li>The station area is an emerging district supporting the broader land use plans (infill and redevelopment) for the east Boulder area and linkages to the planned expansion of the CU East Campus area.</li> <li>Boulder / Boulder Junction is a major regional destination for commuters and visitors, more so than it is an origin site (see <i>State of the System Report</i>).</li> <li>Boulder Junction will also be the jumping-off point for other regional destinations.</li> <li>Boulder has invested \$20 million+ public funding into a public/private partnership to implement Phase 1 of TVAP. City has leveraged multiple sources, including grants to make it work.</li> <li>The site has parking management and TDM. It is an ongoing implementation and financing district for paid parking and TDM.</li> <li>The site features shared street innovations, improved trails and a pocket park on Goose Creek, and the historic train depot.</li> <li>Regional partnerships to identify solutions for first and last mile.</li> </ul>	<ul style="list-style-type: none"> <li>Further implementation steps, funding, and market forces for Phase 2 of the station area site are a bit uncertain.</li> <li>Will be seeking additional funding.</li> <li>Phasing of parking management needs to be identified.</li> <li>Maintaining and growing regional transit and delivering true Bus Rapid Transit to serve regional travelers to and from the site.</li> <li>Large influx of commuters into Boulder – last mile connections in town to other destinations via local transit, bike share, car share, walking, convenient access, etc.</li> </ul>	<ul style="list-style-type: none"> <li>Boulder Junction is in its first phase of development; more is planned for Boulder Junction in Phase 2.</li> <li>Phase 1 is under construction, with \$20 million + of public investment and private partners.</li> <li>Projects include Depot Square (a new underground transit station with parking (paid) structure open in time for US 36 managed lane project), hotel, housing and a renovated historic depot); 3100 Pearl including 317 residential units and supporting retail; Junction Place construction (a new shared street); Junction Place Bridge over Goose Creek; and reinvention of Pearl Parkway into a multi-way Boulevard.</li> </ul>

## Corridorwide Recommendations for Implementation

There are a range of activities used to achieve transit-oriented development in the Denver Region and elsewhere in the country. Much has been accomplished by the local jurisdictions along the Northwest Corridor already. The station-area and community-based plans identify the visions for change at the station areas. The corridor is far ahead of the curve compared to many other areas with expanding transit systems – both regionally and nationally. Additional implementation activities and commitments from local and regional jurisdictions and the state will accelerate private investment in the corridor.

### Priority Strategies

The Northwest Corridor Working Group identified the following recommendations as priorities for implementation.

**Implement the recommendations from and raise funds for the First and Final Mile Study.** Implement one or a few of the recommendations in the First and Final Mile Study. The Northwest Corridor Working Group will be responsible for identifying the recommendations to focus on with this funding and developing a scope of work and plan for implementation. This could include many of the recommendations identified below like the mobility, bicycle and walkability studies. This includes developing a fundraising plan for implementing the recommendations in the First and Final Mile Study, including business sponsorship opportunities.

**Conduct a Corridorwide Market Study.** Conduct a more in-depth study of the market strength and development readiness of the corridor. The study would look at different uses and product types, including affordable housing, that make the most sense along the Northwest Corridor.

**Quantify the cost of making needed infrastructure improvements along the Northwest Corridor through an Infrastructure Needs and Assessment.** Identify the cost and magnitude of the infrastructure improvements needed to improve access and connectivity, as well as accommodating new development.

**Prepare a Corridor Walkability Study to enhance walkability and create more walkable environments along the Northwest Corridor.** Prepare a walkability plan that identifies gaps in sidewalks and other pedestrian infrastructure, safety issues and connectivity improvements that can promote more walk trips in Northwest Corridor communities.

**Identify access and connectivity improvements to parks, recreational facilities and open space along the Northwest Corridor through a Corridor Parks, Recreation and Open Study.** Create an inventory of existing parks, recreational facilities and open space along the Northwest Corridor and identify (1) gaps in amenities, (2) access and connectivity improvements and (3) other improvements that can increase the use of these facilities.

**Conduct a Corridor Eco-Pass Study to identify ways to provide more affordable transit passes to residents living along the Northwest Corridor.** Create a corridorwide Eco-Pass that is available to all residents living within a certain radius of Northwest Corridor transit stations. This would involve conducting a feasibility study, engaging neighborhoods to gauge their interest and working with RTD to understand the cost of implementing such a pass.

**Prepare a Corridorwide Bicycle Plan to promote bicycling throughout the corridor by focusing on sufficient bike parking, accessibility to stations, bike share programs and coordination to housing areas.** Prepare a bicycle plan that includes all station areas along the Northwest Corridor and provides recommendations for improving bicycling facilities. The study could also address the feasibility of bike sharing along the Northwest Corridor.

# Corridorwide Recommendations for Implementation

The following matrix provides a list of potential corridor-wide technical assistance recommendations to support the successful implementation of TOD on the Northwest Corridor. This list is not exhaustive and is intended to assist the Northwest Corridor Working Group brainstorm additional recommendations and prioritize those recommendations that will have the greatest impact on achieving the Corridor Vision and Goals.

\*The “Goals Addressed” column refers to the Northwest Corridor Vision and Goals document..  
\*\*The estimated cost column is meant to give a range of the potential costs of implementing each strategy, realizing that the real cost depends on the scope of work and all of the activities that will be included.

Topic	Strategy	Goals Addressed*	Tools	Lead Actors	Description	Examples from Other Regions	Status of Implementation	Estimated Cost**	Potential Funding Sources (if not funded by SCI)
Mobility, Access and Connectivity	Implement the recommendations from and raise funds for the First and Final Mile Study	-Prioritize improving mobility for all corridor stakeholders.  -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.  -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.	Implementation Strategy and Fundraising Plan for the First and Final Mile Study	36 Commuting Solutions members, cities, counties, RTD, DRCOG, business community, community organizing groups (i.e. FRESC)	Implement one or a few of the recommendations in the First and Final Mile Study. The Northwest Corridor Working Group will be responsible for identifying the recommendations to focus on with this funding and developing a scope of work and plan for implementation. This could include many of the recommendations identified below including the mobility, bicycle and walkability studies. This includes developing a fundraising plan for implementing the recommendations in the First and Final Mile Study, including business sponsorship opportunities.	Multiple cities and regions around the country have conducted last mile connections study, but most do not get to this level of detail.	This plan would build off of the work completed in the First and Final Mile Study.	\$50,000-\$400,000	Business community, CIP, DRCOG TIP, Special Districts, Benefit Assessment District, Metropolitan Districts, CDBG, ARRA/TIGER, FTA and FHWA Discretionary Programs, business community, Safe Routes to School funds
	Raise funds for the implementation of the First and Final Mile Study Recommendations (NOTE: this may be combined with the above strategy)	-Prioritize improving mobility for all corridor stakeholders.  -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.  -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.	First and Final Mile Fundraising Plan (NOTE: may be combined with the above)	36 Commuting Solutions members, cities, counties, RTD, DRCOG, business community, community organizing groups (i.e. FRESC)	Develop a fundraising plan for implementing the recommendations in the First and Final Mile Study, including business sponsorship opportunities.	Multiple cities and regions around the country have conducted last mile connections study, but most do not get to this level of detail.	This plan would build off of the work completed in the First and Final Mile Study.	\$25,000-\$200,000	Business community, CIP, DRCOG TIP, Special Districts, Benefit Assessment District, Metropolitan Districts, CDBG, ARRA/TIGER, FTA and FHWA Discretionary Programs, business community, Safe Routes to School funds
	Provide more affordable transit passes to residents living along the Northwest Corridor	-Prioritize improving mobility for all corridor stakeholders.	Corridor Eco-Pass Study	36 Commuting Solutions members, cities, counties, RTD, DRCOG, business community, community organizing groups (i.e. FRESC)	Create a corridorwide Eco-Pass that is available to all residents living within a certain radius of Northwest Corridor transit stations. This would involve conducting a feasibility study, engaging neighborhoods to gauge their interest and working with RTD to understand the cost of implementing such a pass.	Utah Transit Authority now offers citywide transit passes as part of water bills. It is a one-year pilot program that just applies to Salt Lake City right now, but there are plans to expand it regionwide: <a href="#">Link</a>	Some neighborhoods (i.e. Boulder) have neighborhood Eco-Passes. Boulder County and RTD are doing a county-wide ecopass study right now, and the outcome of that could be an indicator of how this might work on a corridor level.	\$25,000-\$200,000	Neighborhoods, TMAs, utility bills, or some other funding mechanisms to be identified through a feasibility study
	Identify connectivity improvements between the rail and BRT lines along the Northwest Corridor	-Prioritize improving mobility for all corridor stakeholders.  -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.  -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.	Corridorwide Transit Connectivity Study	Cities, counties, 36 Commuting Solutions, RTD, DRCOG, consultants with expertise in transportation	Conduct a study to look at how the rail and BRT lines will connect passengers, identifying gaps in service and recommendations to improve these connections.	Many multimodal transportation plans address connections between different modes of transportation. This one would look specifically at how the rail and BRT are compatible with one another.	No study has been done on the corridor level	\$50,000-\$150,000	Pooled funds from cities, DRCOG, economic development agencies; nonprofits, foundations

Corridorwide Recommendations for Implementation

Topic	Strategy	Goals Addressed*	Tools	Lead Actors	Description	Examples from Other Regions	Status of Implementation	Estimated Cost**	Potential Funding Sources (if not funded by SCI)
Mobility, Access and Connectivity (continued)	Resolve parking issues associated with new development along the Northwest Corridor.	-Support the development of integrated transportation, land use and parking demand strategies.	Parking Study	RTD, cities, counties, DRCOG, 36 Commuting Solutions	Conduct an in-depth study of the parking needs along the Northwest Corridor, including a Park-n-Rides, examining demand and supply, unbundling strategies, and parking structure design and feasibility across the corridor – building upon Boulder Junction example.	Boulder Junction’s tax district and unbundling policies  Portland, Seattle, Washington, DC, BART station profile study: <a href="#">Link</a>	No study has been done on the corridor level	\$50,000-\$150,000	CIP, DRCOG TIP, FTA Discretionary Funds (i.e. TOD Planning Pilot Program)
	Extend the Denver and Boulder B-Cycle networks to the Northwest Corridor communities.	-Prioritize improving mobility for all corridor stakeholders.  -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.	Bike Sharing Feasibility Study	Cities, counties, RTD, DRCOG, 36 Commuting Solutions, Boulder and Denver B-Cycle, pedestrian and bicycle advocacy organizations	Assess the feasibility of extending the B-Cycle bike sharing system to the Northwest Corridor communities, or starting a new bike-sharing system.	Multiple cities and regions around the country have conducted this type of study	No study has been done on the corridor level	\$50,000-\$150,000	CIP, DRCOG TIP, FTA and FHWA Discretionary Programs
	Ensure that residents and workers along the Northwest Corridor have access to a variety of transportation choices.	-Prioritize improving mobility for all corridor stakeholders.  -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.  -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.	Corridorwide Mobility Plan	Cities, counties, RTD, DRCOG, 36 Commuting Solutions, pedestrian and bicycle advocacy organizations, community organizing groups (i.e. FRESC)	Assess existing pedestrian, bicycle and other infrastructure and determine needs for improvements to better connect residents and workers to the Northwest Corridor	Bike Walk Central Corridor: <a href="#">Link</a>	36 Commuting Solutions regularly collects data on corridorwide mobility and monitors activity by the local jurisdictions, RTD, DRCOG and others	\$100,000-\$300,000	CIP, DRCOG TIP, FTA and FHWA Discretionary Programs
	Promote bicycling throughout the corridor by focusing on sufficient bike parking, accessibility to stations, bike share programs and coordination to housing areas.	-Prioritize improving mobility for all corridor stakeholders.  -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.  -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.	Corridorwide Bicycle Plan	Cities, counties, RTD, DRCOG, 36 Commuting Solutions, pedestrian and bicycle advocacy organizations, community organizing groups (i.e. FRESC)	Prepare a bicycle plan that includes all station areas along the Northwest Corridor and provides recommendations for improving bicycling facilities. The study could also address the feasibility of bike sharing along the Northwest Corridor.	Multiple cities and regions around the region and country have conducted this type of study.	36 Commuting Solutions regularly collects data on bicycling in the corridor, and has an interactive map on their website containing this information: <a href="#">Link</a>	\$50,000-\$150,000	CIP, DRCOG TIP, FTA and FHWA Discretionary Programs
	Enhance walkability and create more walkable environments along the Northwest Corridor	-Prioritize improving mobility for all corridor stakeholders.  -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.  -Provide and enhance access to employment centers, schools, educational institutions, retail, parks, open space, recreation and community resources for all	Corridor Walkability Study	Cities, counties, 36 Commuting Solutions, RTD, DRCOG, consultants with expertise in transportation	Prepare a walkability plan that identifies gaps in sidewalks and other pedestrian infrastructure, safety issues and connectivity improvements that can promote more walk trips in Northwest Corridor communities.	Many communities in the region have prepared pedestrian or walkability plans that address this issue.	No study has been done on the corridor level	\$25,000-\$150,000	Pooled funds from cities, DRCOG, economic development agencies; nonprofits, foundations

Corridorwide Recommendations for Implementation

Topic	Strategy	Goals Addressed*	Tools	Lead Actors	Description	Examples from Other Regions	Status of Implementation	Estimated Cost**	Potential Funding Sources (if not funded by SCI)
Mobility, Access and Connectivity (continued)	Enhance walkability and create more walkable environments along the Northwest Corridor (continued)	populations along the corridor and throughout the region.  -Support the development of integrated transportation, land use and parking demand strategies.							
	Improve wayfinding and signage at Northwest Corridor stations	-Maintain a unique identity for the corridor that highlights the long term commitment to Northwest Rail while featuring US 36 BRT as the only BRT system in the Denver region.	Connections to Park-n-Rides and Way-finding/Signage	Cities, counties, 36 Commuting Solutions, RTD, DRCOG, consultants with expertise in transportation	Identify improvements to wayfinding and signage at the stations along the Northwest Corridor, especially from major activity centers. The study would quantify the cost of making such improvements and potential funding sources.	Many transportation plans have an element that addresses wayfinding. This study would be a standalone document on this issue area.	No study has been done on the corridor level	\$25,000-\$150,000	Pooled funds from cities, DRCOG, economic development agencies; nonprofits, foundations
	Extend existing car sharing services to the Northwest Corridor communities.	-Prioritize improving mobility for all corridor stakeholders.  -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.  -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.  -Support the development of integrated transportation, land use and parking demand strategies.	Car Sharing Feasibility Study	Cities, counties, RTD, DRCOG, 36 Commuting Solutions, eGo Car Share, Car2Go, Zipcar and other car-sharing providers; pedestrian and bicycle advocacy organizations, community organizing groups (i.e. FRESC)	Assess the feasibility of extending existing car sharing services (eGo, Car2Go, Zipcar, Occasional Car) to the Northwest Corridor communities, or starting a new car-sharing system.	Multiple cities and regions around the country have conducted this type of study	No study has been done on the corridor level	\$50,000-\$150,000	CIP, DRCOG TIP, FTA and FHWA Discretionary Programs
	Ensure that the existing utility infrastructure can accommodate new growth around Northwest Corridor station areas.	-Promote denser development near the stations to conserve resources, accommodate affordable housing choices, and reduce the combined costs of transportation and housing.  -Encourage economic development and attract private investment around the stations.  -Sustainably develop the corridor in a manner that protects or improves the economic, social and natural environments.	Stormwater, Drainage and Utilities Assessment	Cities, counties, 36 Commuting Solutions, DRCOG, water, sewer and other utility providers	Review existing utility infrastructure (water pipes, sewers, etc.) to see if they can handle additional growth within station areas. This study would identify gaps in services and also assess the costs to improving this infrastructure.	Lakewood has done this for its West Corridor stations	No study has been done on the corridor level	\$100,000-\$300,000	CIP, DRCOG TIP, FTA and FHWA Discretionary Programs
	Quantify the cost of making needed infrastructure improvements along the Northwest Corridor.	- 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.	Infrastructure Needs and Assessment	Cities, counties, 36 Commuting Solutions, RTD, DRCOG, consultants with expertise in transportation	Identify the cost and magnitude of the infrastructure improvements needed to improve access and connectivity, as well as accommodating new development.	Lakewood has done this for its West Corridor stations  Twin Cities Central Corridor Investment Framework: <a href="#">Link</a>	No study has been done on the corridor level	\$100,000-\$300,000	CIP, DRCOG TIP, FTA and FHWA Discretionary Programs

Corridorwide Recommendations for Implementation

Topic	Strategy	Goals Addressed*	Tools	Lead Actors	Description	Examples from Other Regions	Status of Implementation	Estimated Cost**	Potential Funding Sources (if not funded by SCI)
Economic and Workforce Development	Attract, grow and retain businesses near transit stations along the Northwest Corridor. Target certain businesses and workforce training providers to better connect workers to job opportunities in the Northwest Corridor.	<p>-Become a national model of transit oriented development in a multimodal corridor.</p> <p>-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.</p> <p>-Encourage economic development and attract private investment around the stations.</p>	Northwest Corridor Employment Study	Cities, counties, economic development agencies, workforce development agencies, 36 Commuting Solutions, business community, economic consultants	This study would analyze current conditions and future demand with respect to job opportunities along the Northwest Corridor. Each station would be examined to determine the existing or future job opportunities that would best fit the site context and available labor force. Recommendations would be made on job sectors that should be preserved and possible next job sectors by station. An emphasis would be place on identifying opportunities for creating a job focus at certain stations which is complementary to other stations. It is anticipated that the chosen consultant would conduct interviews with area companies and real estate professionals in addition to compiling relevant numerical data.	Moving to Work (Bay Area): <a href="#">Link</a> ; Denver Economic Opportunity Typology (Denver – focused on East & West Lines): <a href="#">Link</a> Baltimore Red Line Community Compact: <a href="#">Link</a> The City of Portland, OR is completing an “eTOD” study to evaluate ways to do this along the planned Milwaukie light rail line: <a href="#">Link</a>	Most economic development agencies for the cities and counties along the Northwest Corridor have identified industry clusters for job growth, as well as certain areas to grow jobs.	\$100,000-\$200,000	Economic and workforce development agency funds, CIP, nonprofits, foundations, federal grants (i.e. Economic Development Administration Planning and Local Technical Assistance Programs and FTA Innovative Transit Workforce Development Program)
	Strengthen the retail market along the Northwest Corridor	<p>-Encourage economic development and attract private investment around the stations.</p> <p>-Continue to foster a strong sense of collaboration and equity among the Northwest Corridor communities.</p>	Corridor Retail Strategy	Cities, counties, economic development agencies, workforce development agencies, 36 Commuting Solutions, business community, housing and economic consultants	Analyze the market demand and supply of retail along the Northwest Corridor to better understand current and future needs, as well as the best places to locate certain retailers along the corridor.	Arlington, Virginia conducted a Corridor Market Analysis and Retail Strategy on its transit corridors: <a href="#">Link</a> . Commercial corridor studies are commonplace around the country, though mostly for auto-oriented corridors.	No study has been done on the corridor level.	\$100,000-\$200,000	Pooled funds from cities, DRCOG, economic development agencies; nonprofits, foundations
	Study how to promote new development along the Northwest Corridor	<p>-Become a national model of transit oriented development in a multimodal corridor.</p> <p>-Promote denser development near the stations to conserve resources, accommodate affordable housing choices, and reduce the combined costs of transportation and housing.</p> <p>-Preserve and enhance a range of quality housing choices for new and existing residents throughout the corridor that are responsive to the corridor’s various demographics.</p> <p>-Encourage economic development and attract private investment around the stations.</p>	Corridorwide Market Study	Cities, counties, 36 Commuting Solutions, economic development agencies, business community, market consultants	Conduct a more in-depth study of the market strength and development readiness of the corridor. The study would look at different uses and product types, including affordable housing, that make the most sense along the Northwest Corridor.	Hartford Knowledge Corridor Study: <a href="#">Link</a> ; Maricopa County Association of Governments Sustainable Land Use and Transportation Strategy: <a href="#">Link</a>	Individual communities have conducted market studies but not on the corridor level.	\$100,000-\$300,000	Economic development agency funds, CIP, business community, federal grants (i.e. Economic Development Administration Planning and Local Technical Assistance Programs)
	Enhance the transportation planning conversation by better understanding housing needs, employment and economic factors	<p>-Promote denser development near the stations to conserve resources, accommodate affordable housing choices, and reduce the combined costs of transportation and housing.</p> <p>-Preserve and enhance a range of quality housing choices for new and existing residents throughout the corridor that are responsive to the corridor’s various demographics.</p> <p>-Encourage economic development and attract private investment around the stations.</p>	Corridor Housing and Employment Study	Cities, counties, housing authorities, economic development agencies, workforce development agencies, 36 Commuting Solutions, business community, housing and economic consultants	Conduct a study that looks at the corridor’s housing and employment demographics and how the individual community plans address these populations. The study would seek to integrate the various housing and economic development plans, and create an integrated strategy for addressing future housing and employment needs along the corridor. The study could look at current and anticipated housing supply throughout the corridor in relation to workforce needs; anticipated housing population densities and areas that can accommodate affordable housing, and identify best practices from other regions that have confronted this issue.	Many comprehensive plans or regional plans address these issues together. This would be an opportunity to do so on a corridor level.	No study has been done on the corridor level but most communities have housing and economic development plans. This plan would seek to integrate those and lift up the recommendations to the corridor level.	\$100,000-\$200,000	Pooled funds from cities, DRCOG, housing authorities, economic development agencies; nonprofits, foundations

Corridorwide Recommendations for Implementation

Topic	Strategy	Goals Addressed*	Tools	Lead Actors	Description	Examples from Other Regions	Status of Implementation	Estimated Cost**	Potential Funding Sources (if not funded by SCI)
Economic and Workforce Development (continued)	Create a strong, marketable brand for the Northwest Corridor by capitalizing on the strengths of each station area while tying those strengths to an overall identity for the corridor.	-Maintain a unique identity for the corridor that highlights the long term commitment to Northwest Rail while featuring US 36 BRT as the only BRT system in the Denver region.	Develop a Marketing and Branding Plan to Promote the Northwest Corridor	Cities, counties, 36 Commuting Solutions, business community, RTD, DRCOG, other corridor working group members, consultants with expertise in marketing and branding	A branding and marketing process would help create an identity for the Northwest Corridor in order to generate interest among potential retail, commercial and residential developers, and to attract the public to the Northwest Corridor as a place to live, work and play. A one-stop website for anyone interested in development, employment, retail or entertainment activities should be created.	Carrollton, TX; Grand Boulevard Initiative (Bay Area): <a href="#">Link</a> ; Cleveland's Health Line; Portland Streetcar: <a href="#">Link</a> ;	The City of Broomfield has identified their stations as a "Creative Corridor." 36 Commuting Solutions considers the corridor an "Innovation Corridor" and this study could build off of that concept.	\$25,000-\$100,000	Pooled funds from cities, DRCOG, housing authorities and other agencies; nonprofits, foundations
	Strengthen and grow opportunities for light industrial and flex office space along the Northwest Corridor.	-Encourage economic development and attract private investment around the stations.	Industrial Lands Preservation and Cultivation Study	Cities, counties, economic development agencies, 36 Commuting Solutions, industrial business community, economic consultants	Analyze current and future demand and supply and industrial land along the Northwest Corridor. Study how these existing land uses can fit into the corridor context and become more transit-supportive businesses. Consider implementing industrial land preservation policies. The study would also look at ancillary services needed to support these businesses.	The City of San Jose framework for preservation of employment lands (and North San Jose preservation strategies since): <a href="#">Link</a> , Portland eTOD study (see above); Los Angeles Employment Preservation initiatives and Cornfields Arroyo Seco Specific Plan: <a href="#">Link</a>	No study has been done on the corridor level	\$50,000-\$150,000	Economic and workforce development agency funds, CIP, nonprofits, foundations, business community
Community Development and Revitalization	Create and preserve affordable and mixed-income housing at each station along the Northwest Corridor.	-Become a national model of transit oriented development in a multimodal corridor.  -Promote denser development near the stations 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 new and existing residents throughout the corridor that are responsive to the corridor's various demographics.	Affordable/Mixed-Income Housing Preservation and Creation Strategy	Cities, counties, housing authorities, 36 Commuting Solutions, RTD, DRCOG, for-profit developers, nonprofit developers (i.e. ULC), landowners, CDCs, CDFIs	Work with Northwest Corridor Working Group partners and others involved with affordable housing in the region to develop a more detailed plan. The plan should look at what's available now and what is needed, as well as examine the transition of some existing housing stock in all station areas from private market ownership to another ownership structure that would permanently preserve affordable housing; identify targeted opportunities for additional new affordable housing production for three specific market niches: seniors, families with children, and students; evaluate possible strategies for expanding the Denver TOD Fund to the Northwest Corridor; and evaluate various HUD programs to demonstrate ways that they could be modified to better support affordable housing near transit by adding proximity to transit in HUD's evaluation criteria.	Los Angeles Housing Preservation Strategy: <a href="#">Link</a> ; Bay Area Transit-Oriented Housing Fund Study: <a href="#">Link</a> ; Bay Area BART Housing Preservation Study (in process)	No study has been done on the corridor level	\$50,000-\$150,000	Cities, housing authorities, DRCOG, foundations, nonprofits
	Ensure that residents of station areas can access all their daily needs within a 20-minute commute on any mode.	-Become a national model of transit oriented development in a multimodal corridor.  -Prioritize improving mobility for all corridor stakeholders.  -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.	20 Minute Neighborhood Study	Cities, counties, 36 Commuting Solutions, RTD, DRCOG, for-profit developers, nonprofit developers (i.e. ULC), landowners, CDCs, CDFIs	Prepare a plan for making each station area into a 20-minute neighborhood. This study would look at existing transportation options, housing choices, job access and community amenities, identifying gaps and opportunities to better connect nearby residents to the places they need to go within an easy 20-minute commute.	West Corridor Catalytic Project at Sheridan Station  Portland 20-Minute Neighborhoods: <a href="#">Link</a>	Not on the Northwest Corridor. A study is currently underway on the West Line at Sheridan.	\$50,000-\$150,000	CIP, DRCOG TIP, nonprofits, foundations, federal grants (i.e. USDA Health Food Financing Initiative)
	Prepare a typology framework for implementing TOD along the Northwest Corridor.	-Become a national model of transit oriented development in a multimodal corridor.  -Promote denser development near the stations to conserve resources, accommodate affordable housing choices,	Corridorwide Implementation Typology Framework	Cities, counties, 36 Commuting Solutions, RTD, DRCOG, consultants with expertise in land use, transportation and economic development	Create a typology of station areas that identifies places with the most development potential, based on current development patterns, land availability, catalytic opportunities, land assemblage, etc.	Denver West Corridor Implementation Typology: <a href="#">Link</a>	No study has been done on the corridor level	\$100,000-\$150,000	CIP, nonprofits, foundations, FTA Discretionary Funds (i.e. TOD Planning Pilot Program)

Corridorwide Recommendations for Implementation

Topic	Strategy	Goals Addressed*	Tools	Lead Actors	Description	Examples from Other Regions	Status of Implementation	Estimated Cost**	Potential Funding Sources (if not funded by SCI)
Community Development and Revitalization (continued)	Prepare a typology framework for implementing TOD along the Northwest Corridor. (continued)	and reduce the combined costs of transportation and housing.  -Encourage economic development and attract private investment around the stations.							
	Convene real estate and planning professionals in a conversation about TOD along the Northwest Corridor.	-Promote denser development near the stations 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 new and existing residents throughout the corridor that are responsive to the corridor's various demographics.  -Encourage economic development and attract private investment around the stations.	Corridor-wide Developers Forum or Technical Assistance Program via ULI TAP	Cities, counties, 36 Commuting Solutions, RTD, DRCOG, Urban Land Institute (ULI), RTD	Hold a corridorwide forum on real estate development opportunities, with assistance from the Urban Land Institute and local developers, possibly through a Technical Assistance Panel. The forum would bring in local and national developers, economic development professionals and urban renewal authorities to talk about real estate development opportunities along the Northwest Corridor. The forum would also include an optional tour to walk through Northwest Corridor station areas.	Bay Area, Twin Cities, Los Angeles, Seattle, Sacramento: <a href="#">Link</a> , Southeast Florida: <a href="#">Link</a>	ULI has held station-specific TAPs and regional TOD Summits	\$25,000-\$50,000	ULI, CIP, business community
	Promote joint development opportunities along the Northwest Corridor where appropriate.	-Promote denser development near the stations 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 new and existing residents throughout the corridor that are responsive to the corridor's various demographics.  -Encourage economic development and attract private investment around the stations.  -Support the development of integrated transportation, land use and parking demand strategies.	Joint Development Study and Policy	Cities, counties, 36 Commuting Solutions, RTD, DRCOG, for-profit developers, nonprofit developers (i.e. ULC)	Identify opportunities to work with RTD on joint development along the Northwest Corridor, especially on surface parking lots, including tools and strategies that can help catalyze development and address parking issues.	Bay Area, Portland, Twin Cities, Washington, DC, Los Angeles	RTD has identified sites for joint development and has four TOD Pilot Program sites on other corridors	\$50,000-\$150,000	CIP, DRCOG TIP, FTA Discretionary Funds (i.e. TOD Planning Pilot Program)
	Target brownfield sites for redevelopment.	-Promote denser development near the stations to conserve resources, accommodate affordable housing choices, and reduce the combined costs of transportation and housing.  -Sustainably develop the corridor in a manner that protects or improves the economic, social and natural environments.	Brownfields Assessment and Cleanup Strategy	Cities, counties, 36 Commuting Solutions, environmental health agencies, EPA	Conduct planning and assessment studies of environmental cleanup needs of brownfield sites along the Northwest Corridor. The study would identify vacant, underutilized and contaminated parcels along the corridor, and identify solutions for what needs to be done in advance of building new development.	Wheat Ridge has a grant to look at brownfield issues along Clear Creek.	No study has been done on the corridor level	\$50,000-\$150,000	EPA Brownfields grants, local and state sources

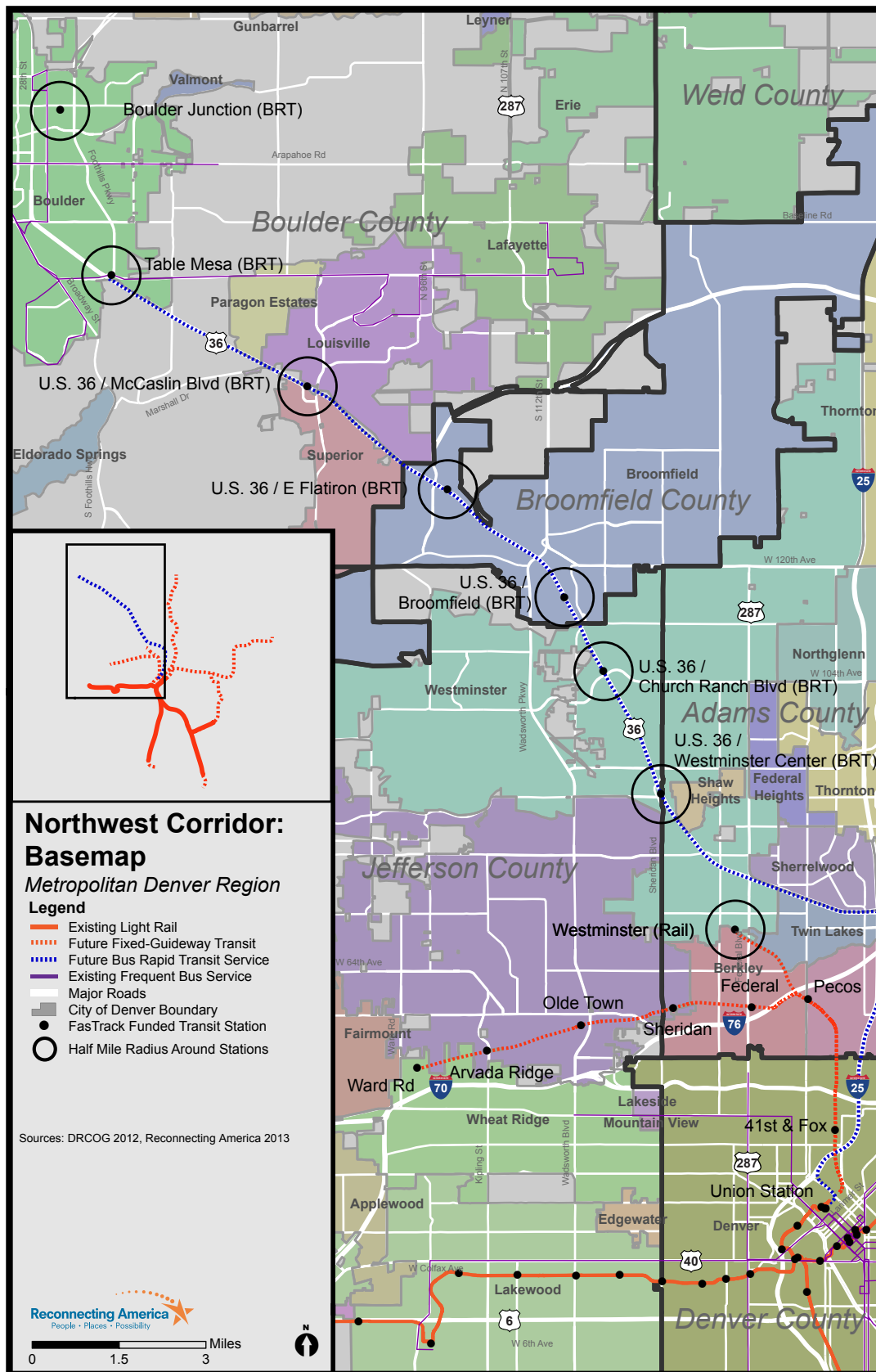
Corridorwide Recommendations for Implementation

Topic	Strategy	Goals Addressed*	Tools	Lead Actors	Description	Examples from Other Regions	Status of Implementation	Estimated Cost**	Potential Funding Sources (if not funded by SCI)
Healthy Communities	Assess the health impacts of new development in station areas along the Northwest Corridor.	<p>-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.</p> <p>-Sustainably develop the corridor in a manner that protects or improves the economic, social and natural environments.</p>	Corridor-wide Health Impact Assessment or Healthy Development Measurement Tool	Cities, counties, public health departments, 36 Commuting Solutions, consultants with expertise in conducting HIAs, universities such as UCD (School of Architecture and Planning, CCCD, School of Public Health, etc.), LiveWell coalitions, aging coalitions, housing advocates, housing authorities, Mile High Connects work groups	Conduct a health impact assessment address the public health impacts of existing and future communities along the corridor, looking at access to healthy food, physical activity, safety, etc. The study could develop baseline health data for communities along the corridor that the Lead Actors could use to help evaluate the impact of proposed projects and programs. The HIA should also address healthy job centers, greenspace and other aspects of healthy communities.	Twin Cities Central Corridor: <a href="#">Link</a>  Los Angeles Orange Line Sustainable Corridor Implementation Strategy: <a href="#">Link</a>  Oakland International Boulevard TOD Plan: <a href="#">Link</a>	No study has been done on the corridor level. An HIA is currently in process along the Federal Boulevard Corridor between 52 <sup>nd</sup> and 71 <sup>st</sup> Avenues in Adams County.	\$25,000-\$100,000	Health foundations, nonprofits, CIP, DRCOG TIP, federal grants (CDC Community Transformation Grants)
	Identify access and connectivity improvements to parks, recreational facilities and open space along the Northwest Corridor	<p>-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.</p> <p>-Sustainably develop the corridor in a manner that protects or improves the economic, social and natural environments.</p>	Corridor Parks, Recreation and Open Study	Cities, counties, DRCOG, 36 Commuting Solutions, parks and recreation departments	Create an inventory of existing parks, recreational facilities and open space along the Northwest Corridor and identify (1) gaps in amenities, (2) access and connectivity improvements and (3) other improvements that can increase the use of these facilities.	Atlanta BeltLine: <a href="#">Link</a>  Denver's South Platte Corridor studies: <a href="#">Link</a>		\$50,000-\$150,000	Pooled funds from cities, DRCOG, economic development agencies; nonprofits, foundations
	Improve access to healthy food along the Northwest Corridor.	<p>-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.</p> <p>- Encourage economic development and attract private investment around the stations.</p> <p>-Sustainably develop the corridor in a manner that protects or improves the economic, social and natural environments.</p>	Grocery Store Feasibility Study	Cities, counties, DRCOG, 36 Commuting Solutions, housing authorities, consultants with expertise on real estate market and grocery store feasibility studies	Prepare a feasibility study for a new grocery store and other healthy food outlets along the Northwest Corridor, including the best location for a grocery store.	Elyria/Swansea Grocery Market Study: <a href="#">Link</a>  Denver West Corridor Implementation Typology: <a href="#">Link</a>  Social Compact Grocery Gap Analysis: <a href="#">Link</a>	No study has been done on the corridor level	\$25,000-\$100,000	CIP, DRCOG TIP, nonprofits, foundations, federal grants (i.e. USDA Health Food Financing Initiative)
	Identify community amenities and gaps in resources along the Northwest Corridor.	<p>-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.</p>	Community Amenities Feasibility Study	Cities, counties, DRCOG, 36 Commuting Solutions, housing authorities, consultants with expertise in land use, real estate markets and transportation	Understand the market and need for certain types of resources, such as daycare facilities, work-supportive retail, schools and other education providers, healthcare access and public spaces. Highlight gaps in these amenities through spatial mapping exercise. Identify key public and private investment needed to complete local/community resources and amenities. Includes both public resources (libraries, educational centers, community centers) and market driven retail (grocery stores, locally serving retail, etc.) For market driven amenities, create marketing strategies to invite private investment or incorporate provision of community resources into master plans.	Denver West Corridor Implementation Typology: <a href="#">Link</a>  Social Compact Grocery Gap Analysis: <a href="#">Link</a>	No study has been done on the corridor level	\$25,000-\$100,000	CIP, DRCOG TIP, nonprofits, foundations, federal grants (i.e. USDA Health Food Financing Initiative)

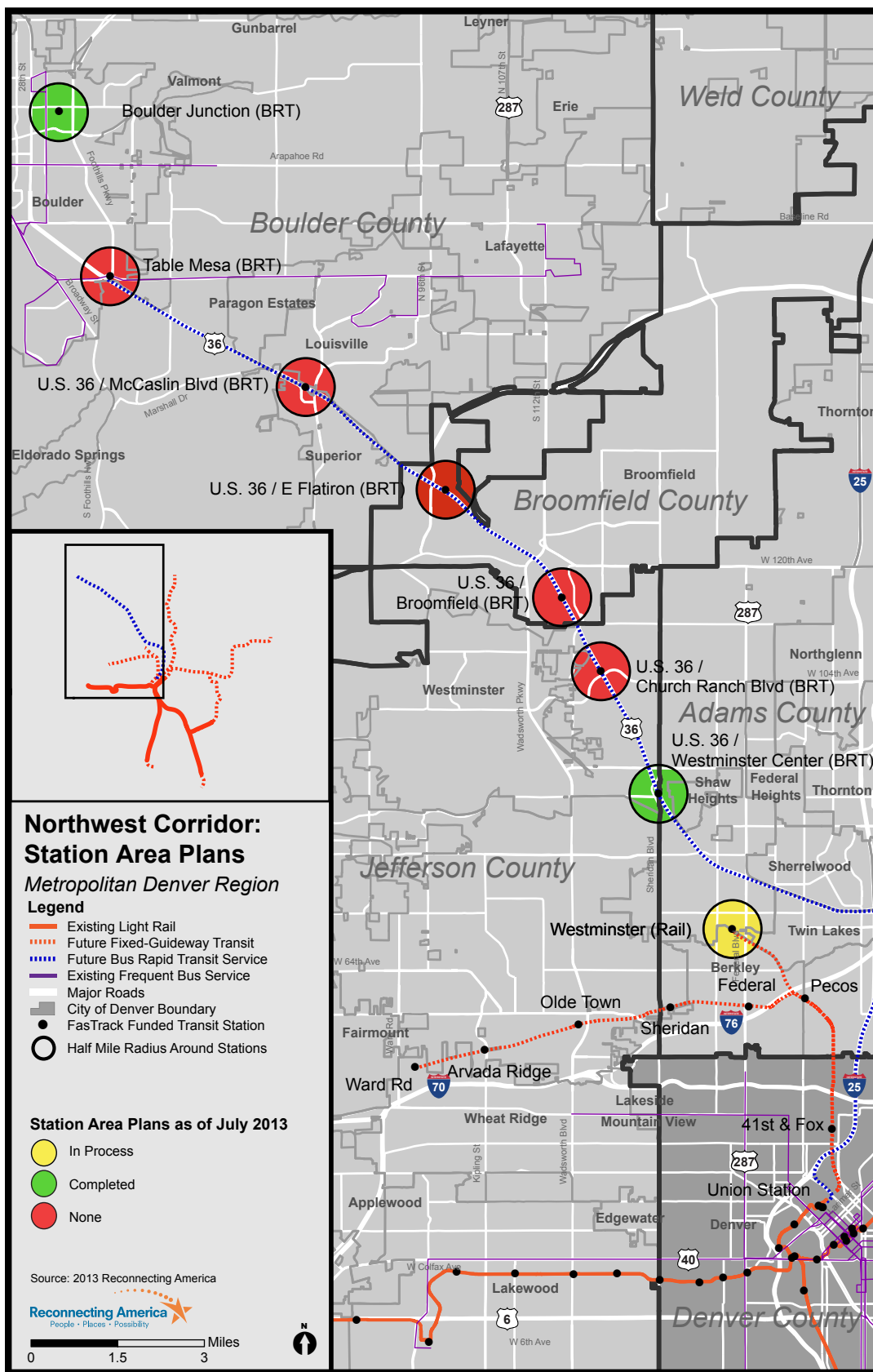
Corridorwide Recommendations for Implementation

Topic	Strategy	Goals Addressed*	Tools	Lead Actors	Description	Examples from Other Regions	Status of Implementation	Estimated Cost**	Potential Funding Sources (if not funded by SCI)
Funding & Finance	Identify funding sources to implement TOD along the Northwest Corridor, including the recommendations in the First and Final Mile Study (see also "Improve first and final mile connections from the Northwest Corridor stations." Under "Mobility, Access and Connectivity").	<div>-Become a national model of transit oriented development in a multimodal corridor.</div> <div>-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.</div> <div>-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.</div> <div>-Encourage economic development and attract private investment around the stations.</div> <div>-Continue to foster a strong sense of collaboration and equity among the Northwest Corridor communities.</div>	Coordinated Funding Strategy to Promote Corridorwide TOD Implementation Within Each City	36 Commuting Solutions, Cities, RTD, DRCOG	Develop a coordinated strategy for funding the infrastructure, development and other resources needed to implement TOD and support transit ridership along the corridor. This study could focus on the First and Final Mile Study or include a broader set of strategies.	<div>Denver West Corridor Implementation Typology: <a href="#">Link</a></div> <div>Met Council identified range of funding sources available to support TOD in TOD Strategic Action Plan: <a href="#">Link</a></div> <div>Reconnecting America's Federal Funding Matrix: <a href="#">Link</a></div>	Not on the corridor level but most jurisdictions have done this on a citywide basis	\$25,000-\$100,000	CIP, DRCOG TIP
	Identify new financing tools and strategies that can accelerate and catalyze TOD along the Northwest Corridor.	<div>-Become a national model of transit oriented development in a multimodal corridor.</div> <div>-Promote denser development near the stations to conserve resources, accommodate affordable housing choices, and reduce the combined costs of transportation and housing.</div> <div>-Encourage economic development and attract private investment around the stations.</div>	Create New Implementation Tools to Support Effective and Sound Decision-Making on Implementation Activities within Each Jurisdiction	36 Commuting Solutions, Cities, RTD, DRCOG	Conduct an assessment of creative financing tools and strategies that have been used in other places, including value capture mechanisms. The study could include a feasibility assessment of a corridorwide Tax Increment Financing District	<div>Multiple regions, e.g. Pittsburgh Regional TOD Strategy: <a href="#">Link</a></div> <div>Corridorwide TIF has been done in Dallas along the DART system: <a href="#">Link</a></div>	Not on the corridor level but most jurisdictions have done this on a citywide basis	\$25,000-\$100,000	CIP, DRCOG TIP
Other	Prepare a sustainability strategy for the Northwest Corridor to promote environmental goals	<div>-Sustainably develop the corridor in a manner that protects or improves the economic, social and natural environments.</div> <div>-Preserve the stunning views of the Flatirons and the Front Range.</div>	Corridor Sustainability Strategy	Cities, counties, DRCOG, 36 Commuting Solutions, housing authorities, RTD	Develop a strategy to address environmental sustainability goals along the Northwest Corridor. The study would provide recommendations to sustainably develop the corridor in a manner that protects or improves the economic, social and natural environments.	Los Angeles Orange Line BRT Sustainable Corridor Implementation Plan: <a href="#">Link</a>	No study has been done on the corridor level but many Northwest Corridor jurisdictions have sustainability plans.	\$50,000-\$150,000	Pooled funds from cities, DRCOG, economic development agencies; nonprofits, foundations

## Appendix: Northwest Corridor Maps

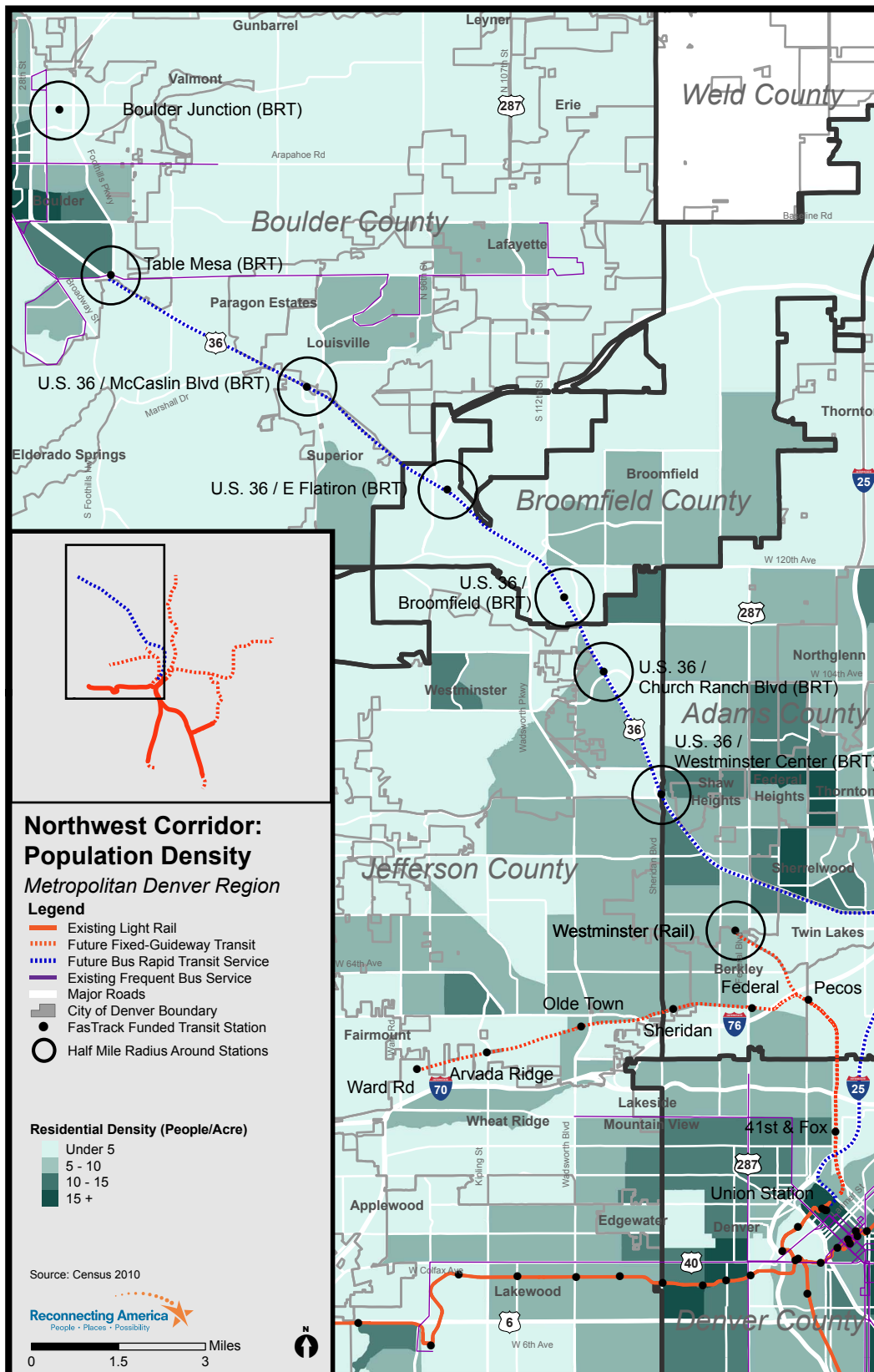


# Northwest Corridor Station Area Plans

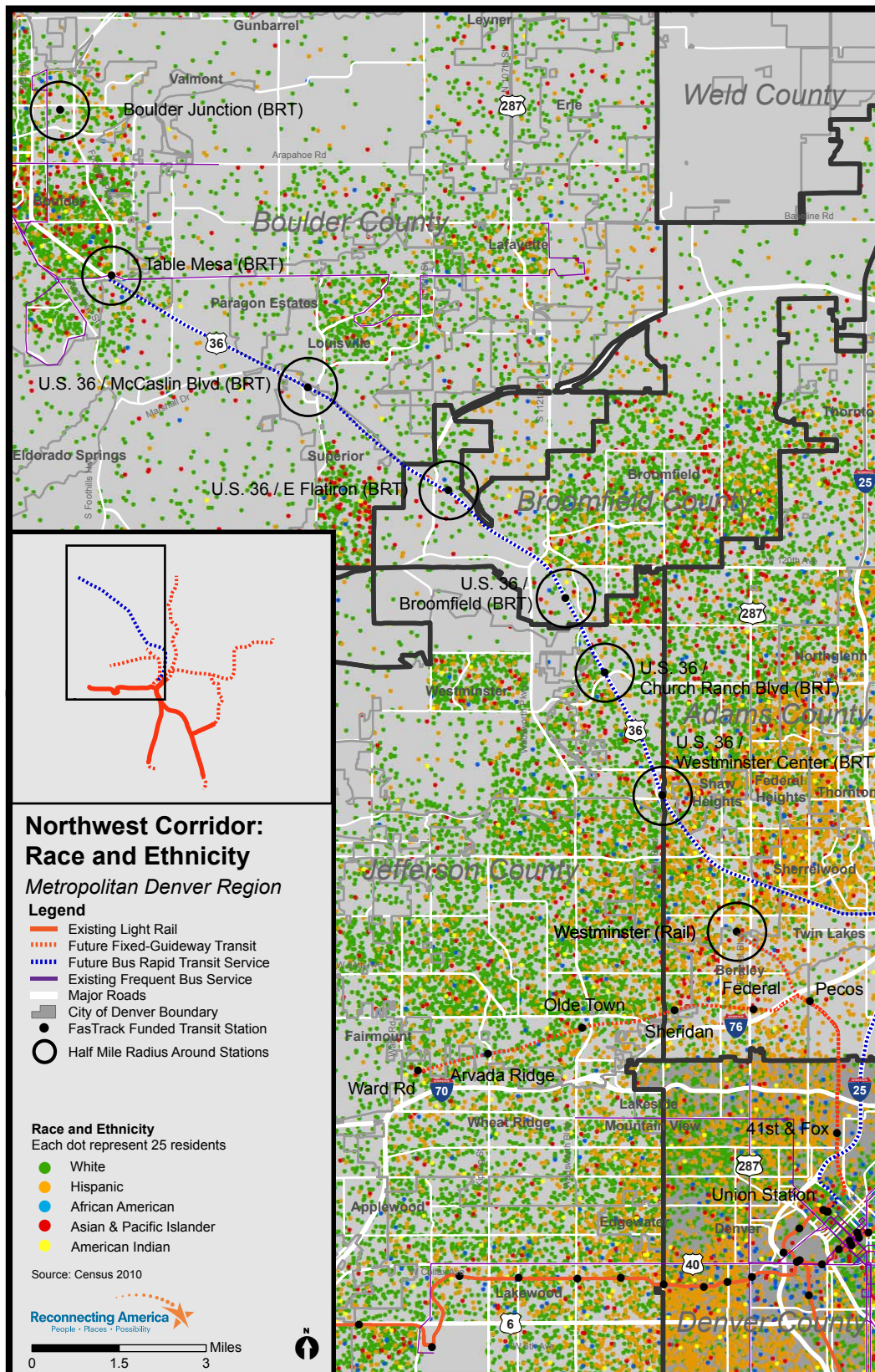


# Demographics

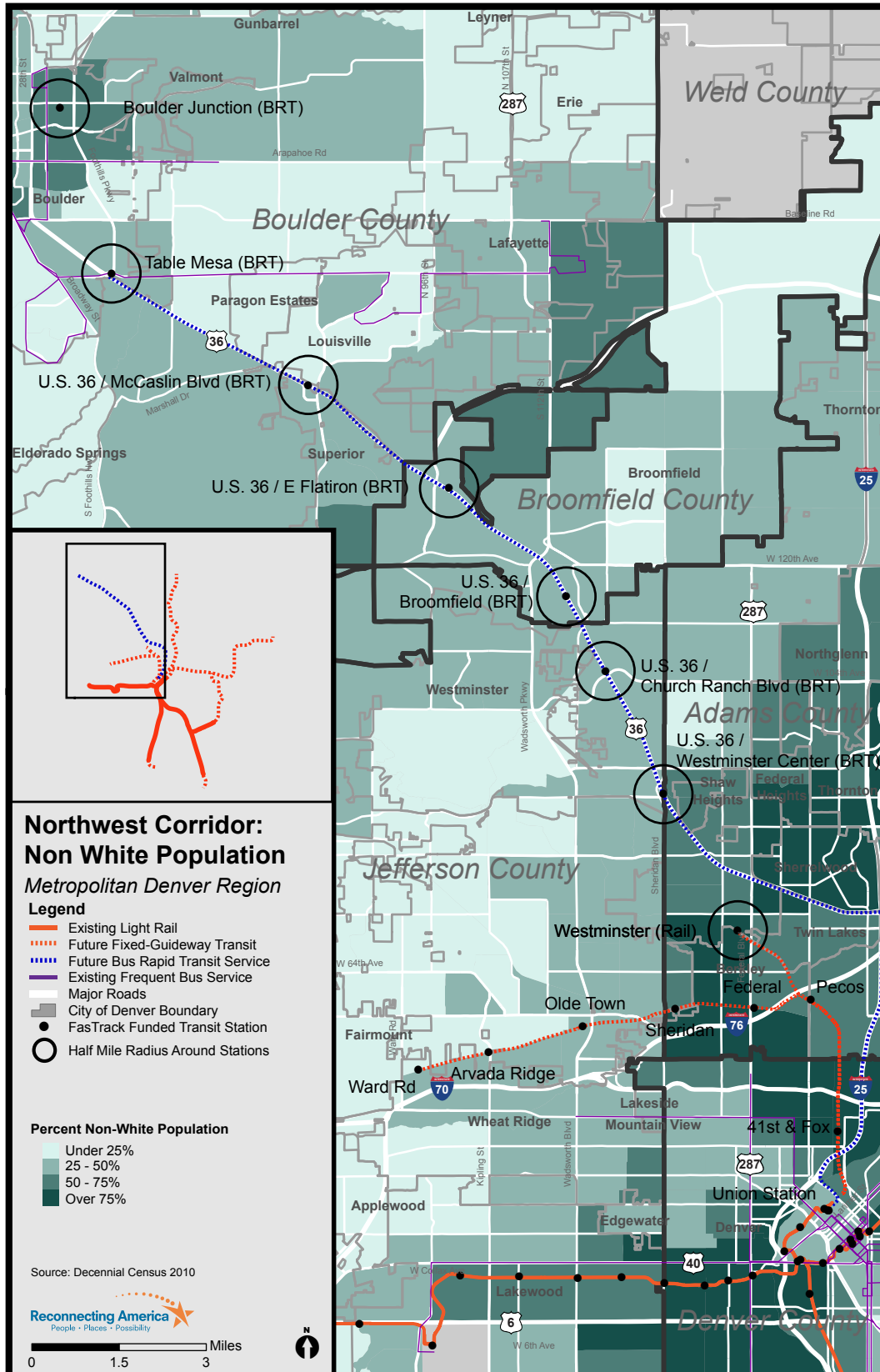
## Population Density



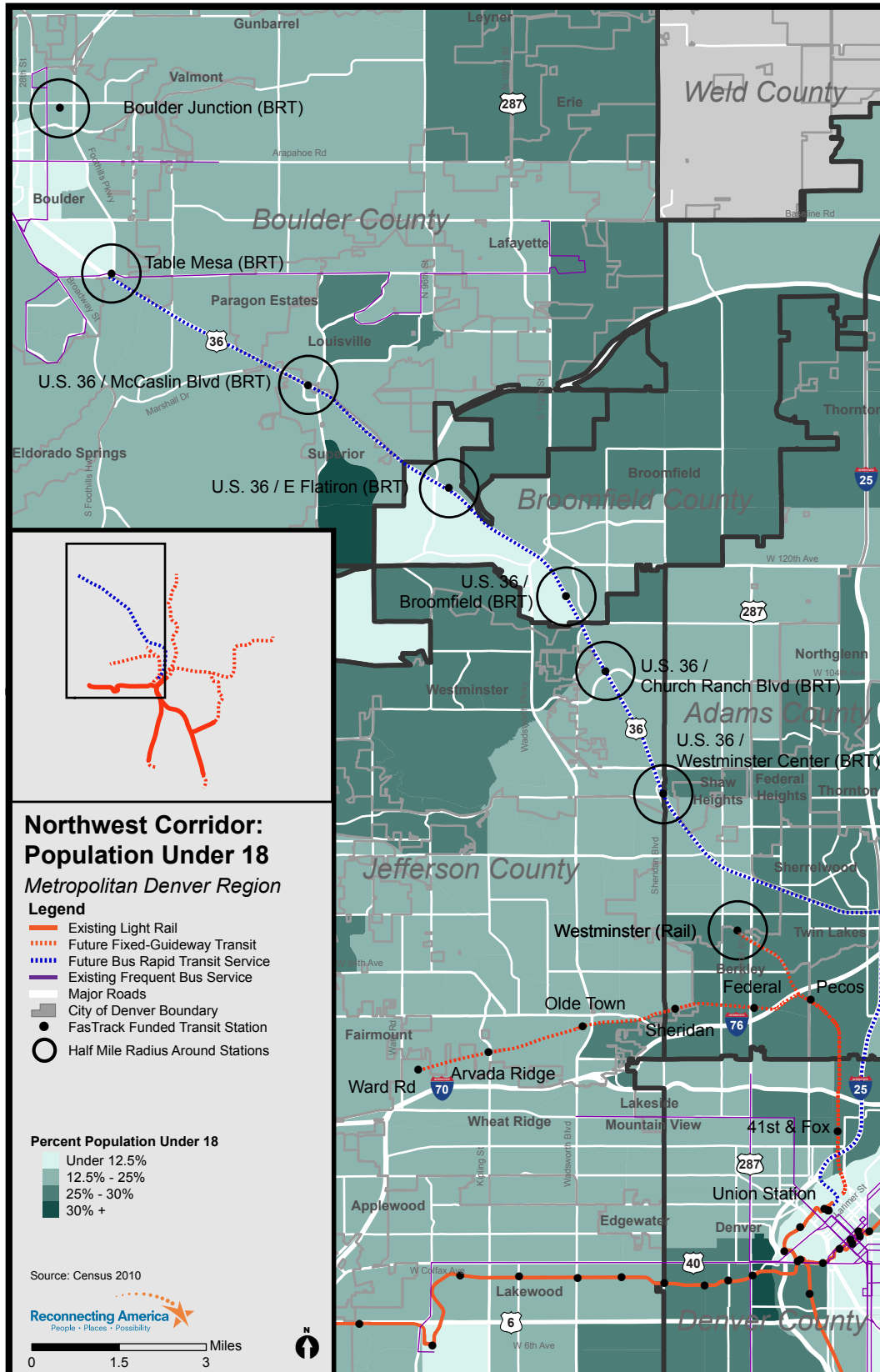
## Race and Ethnicity



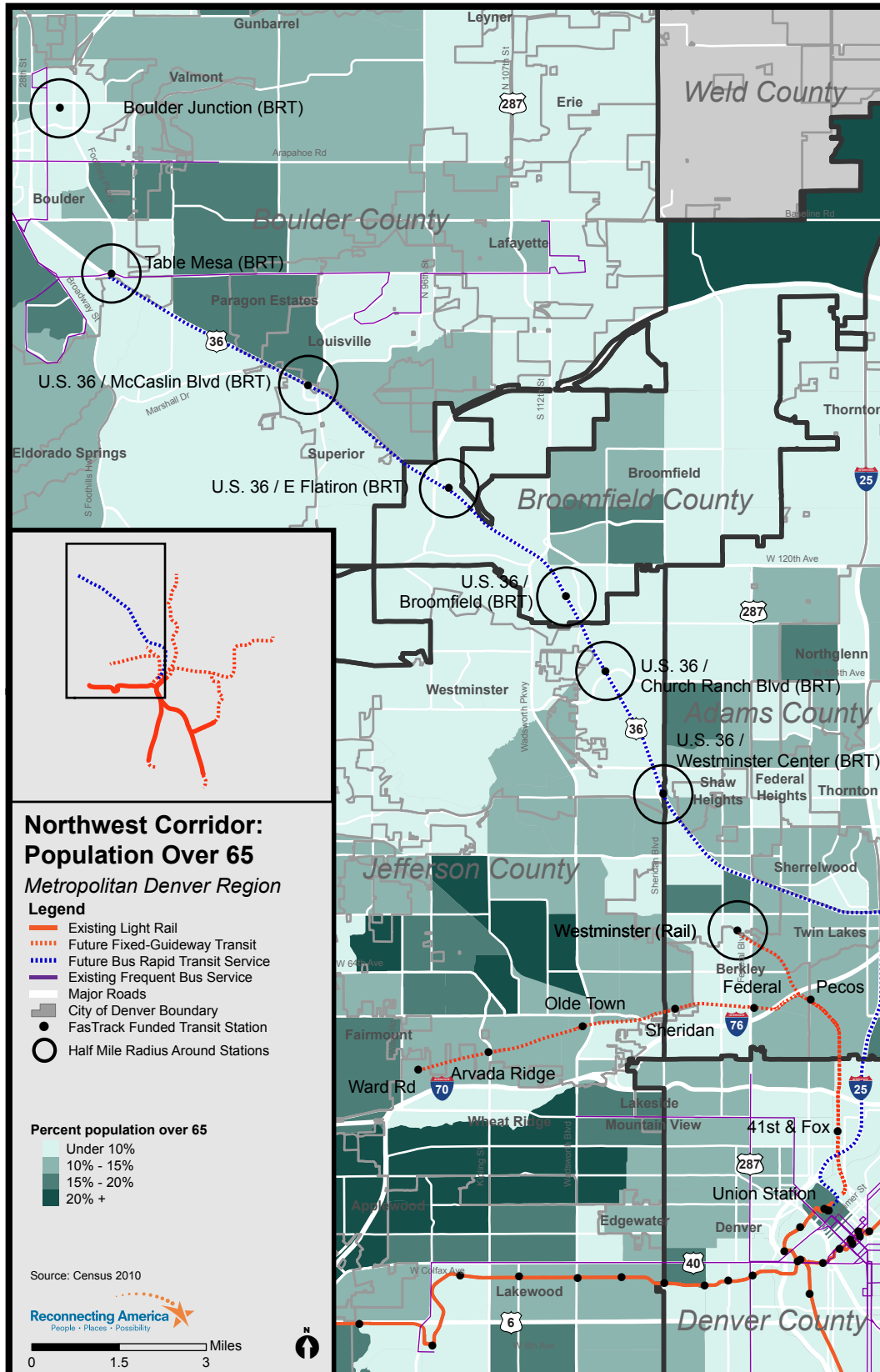
## Non White Population



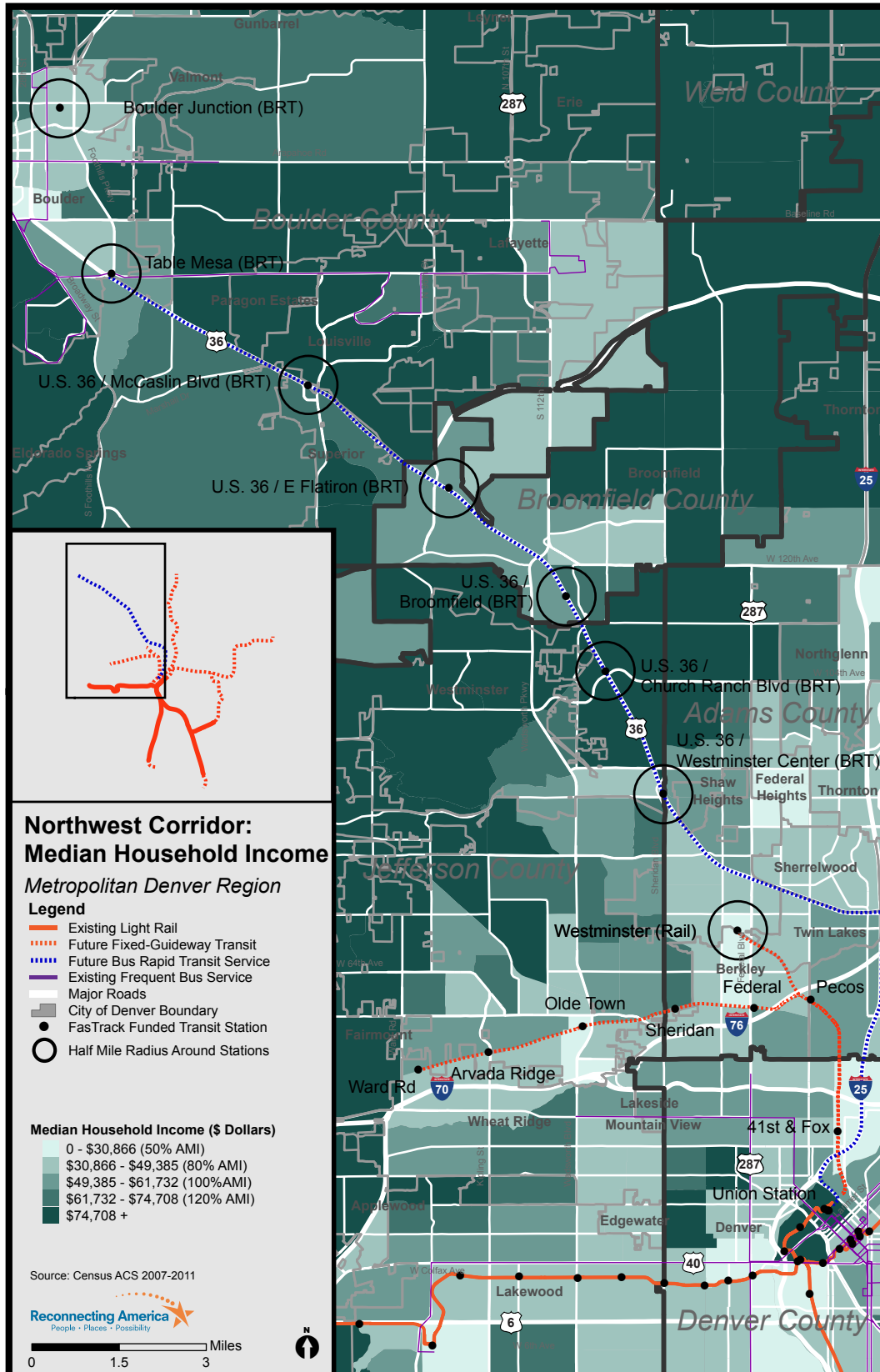
## Population Under 18 Years Old



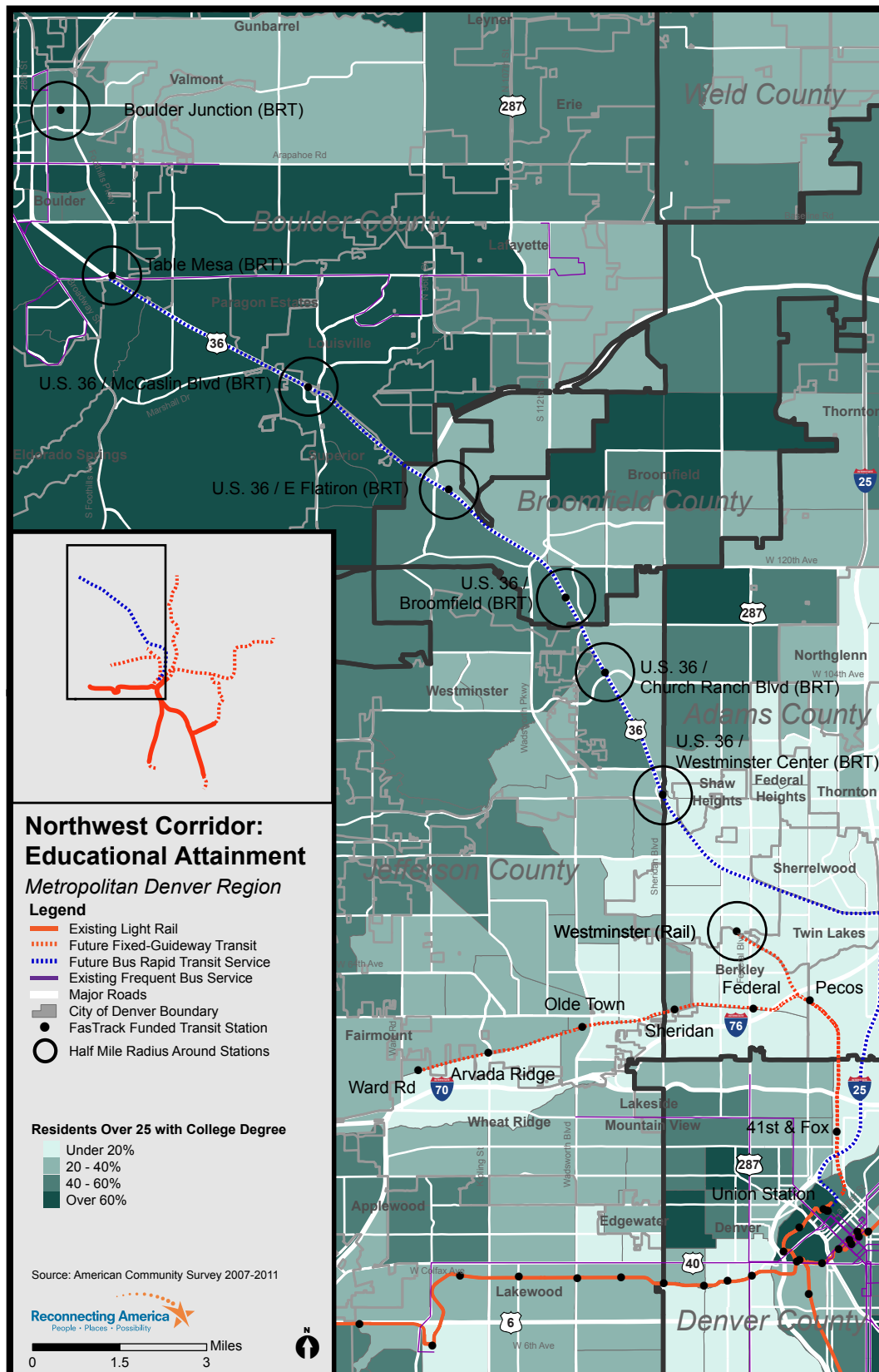
## Population Over 65 Years Old



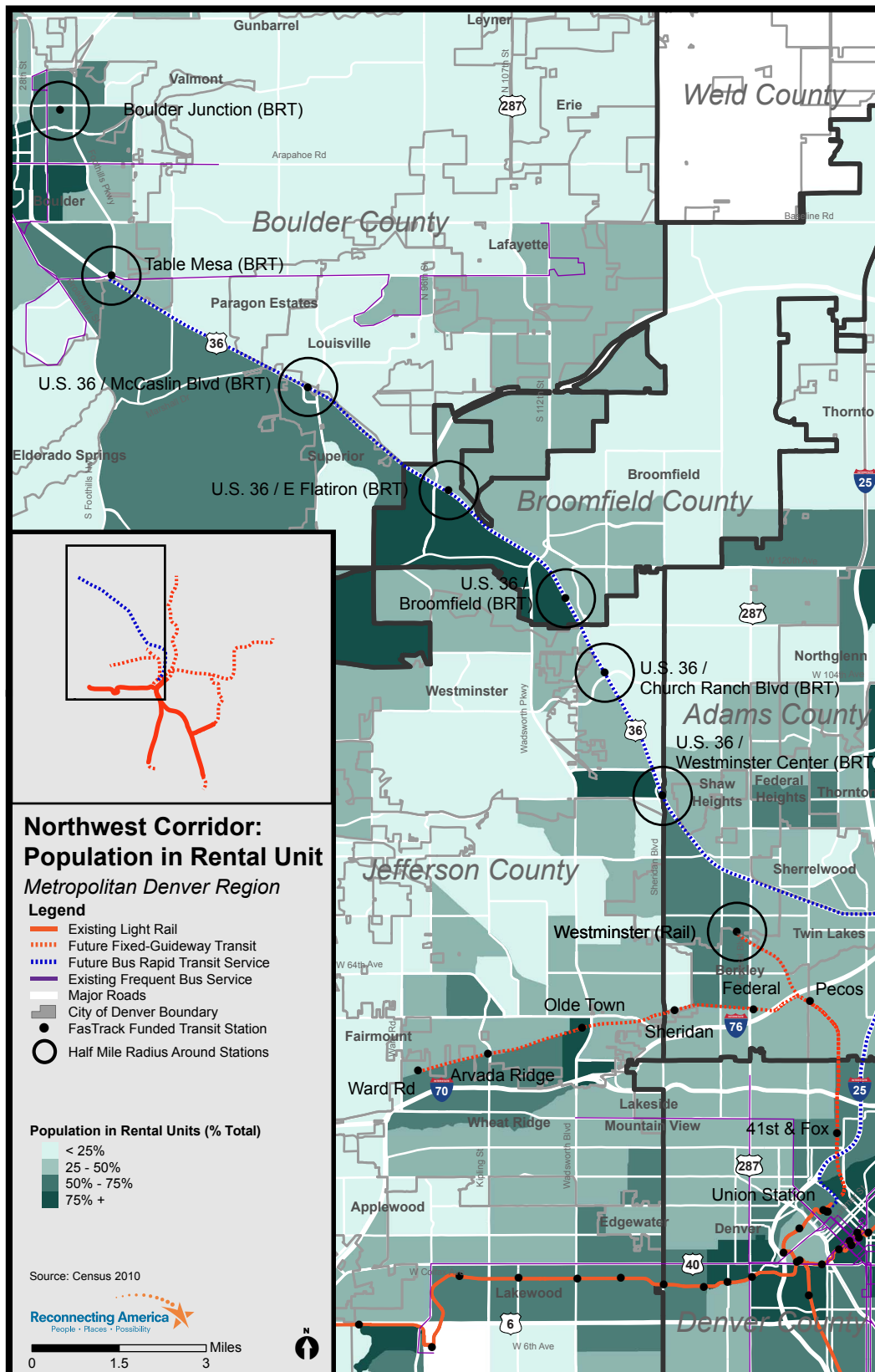
## Median Household Income



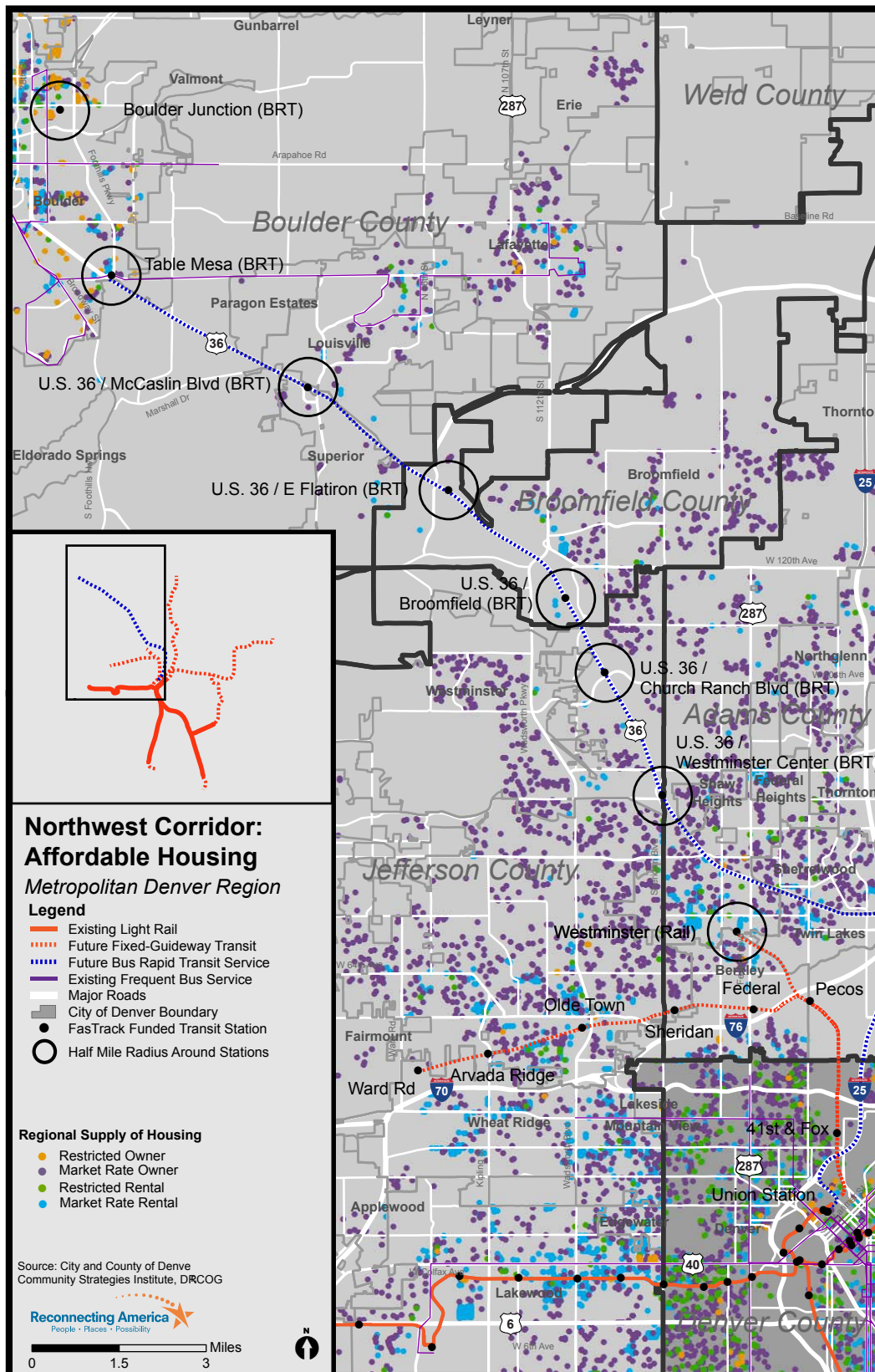
## Educational Attainment



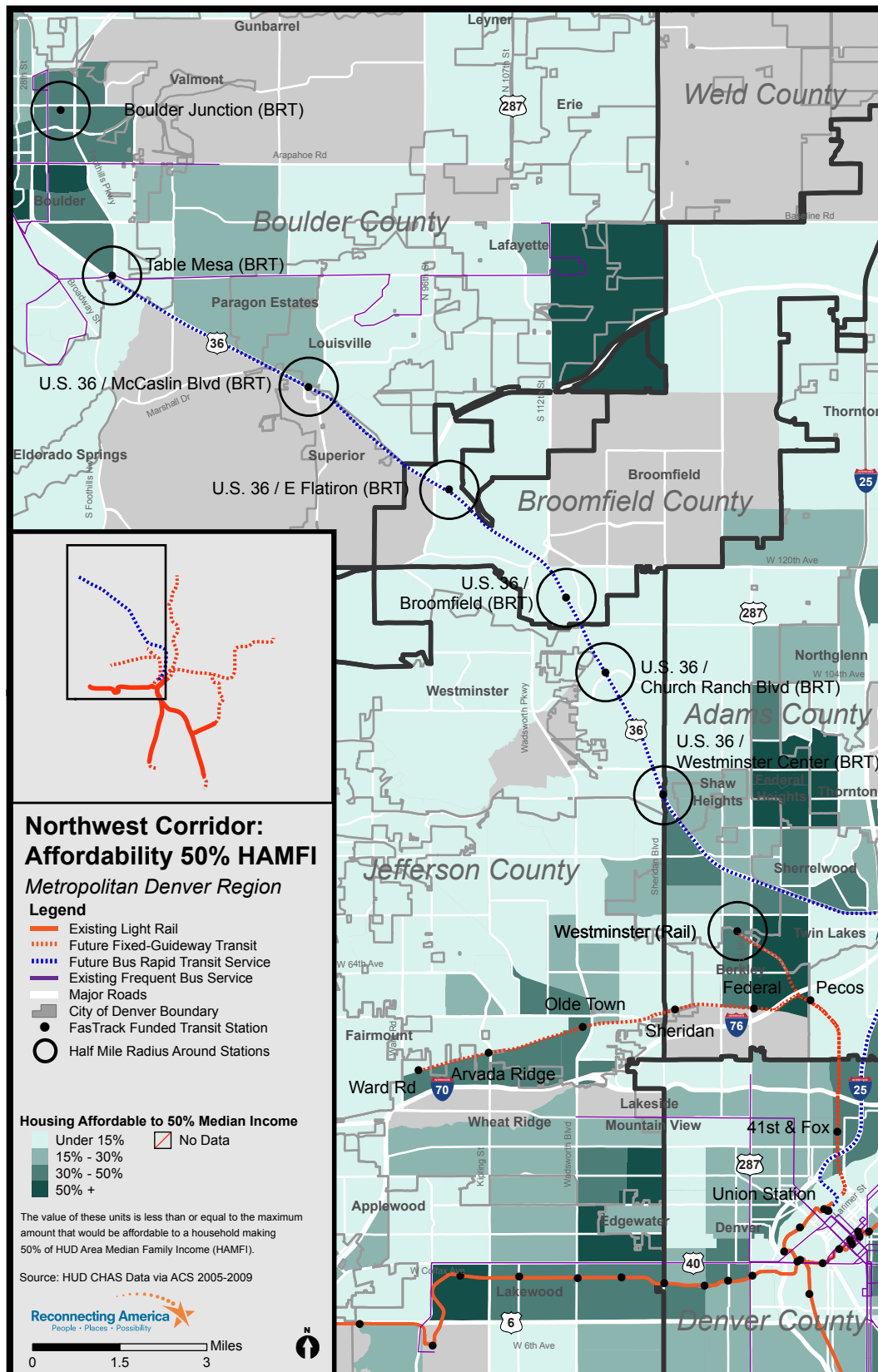
# Housing Population in Rental Units



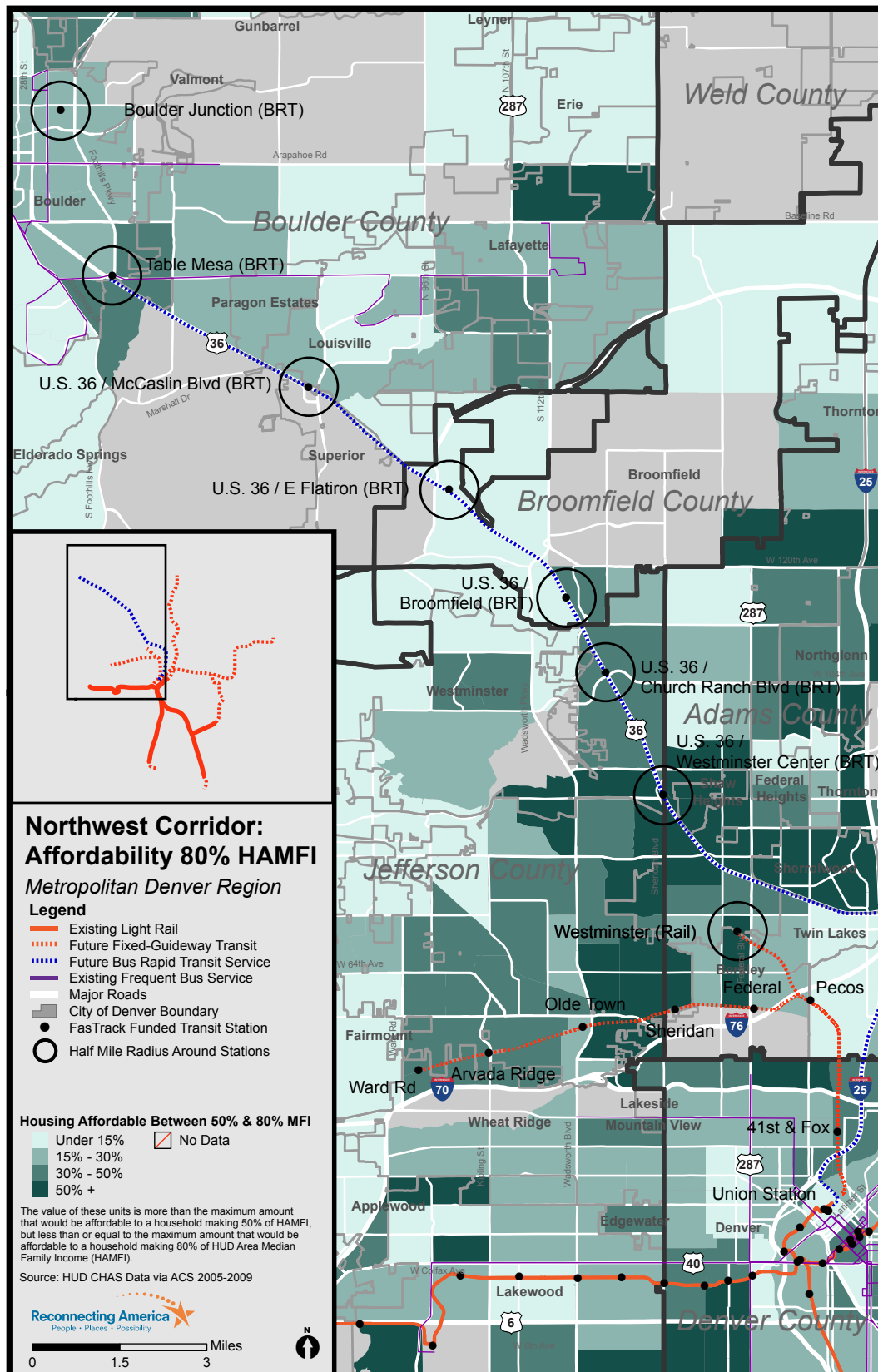
## Affordable Housing



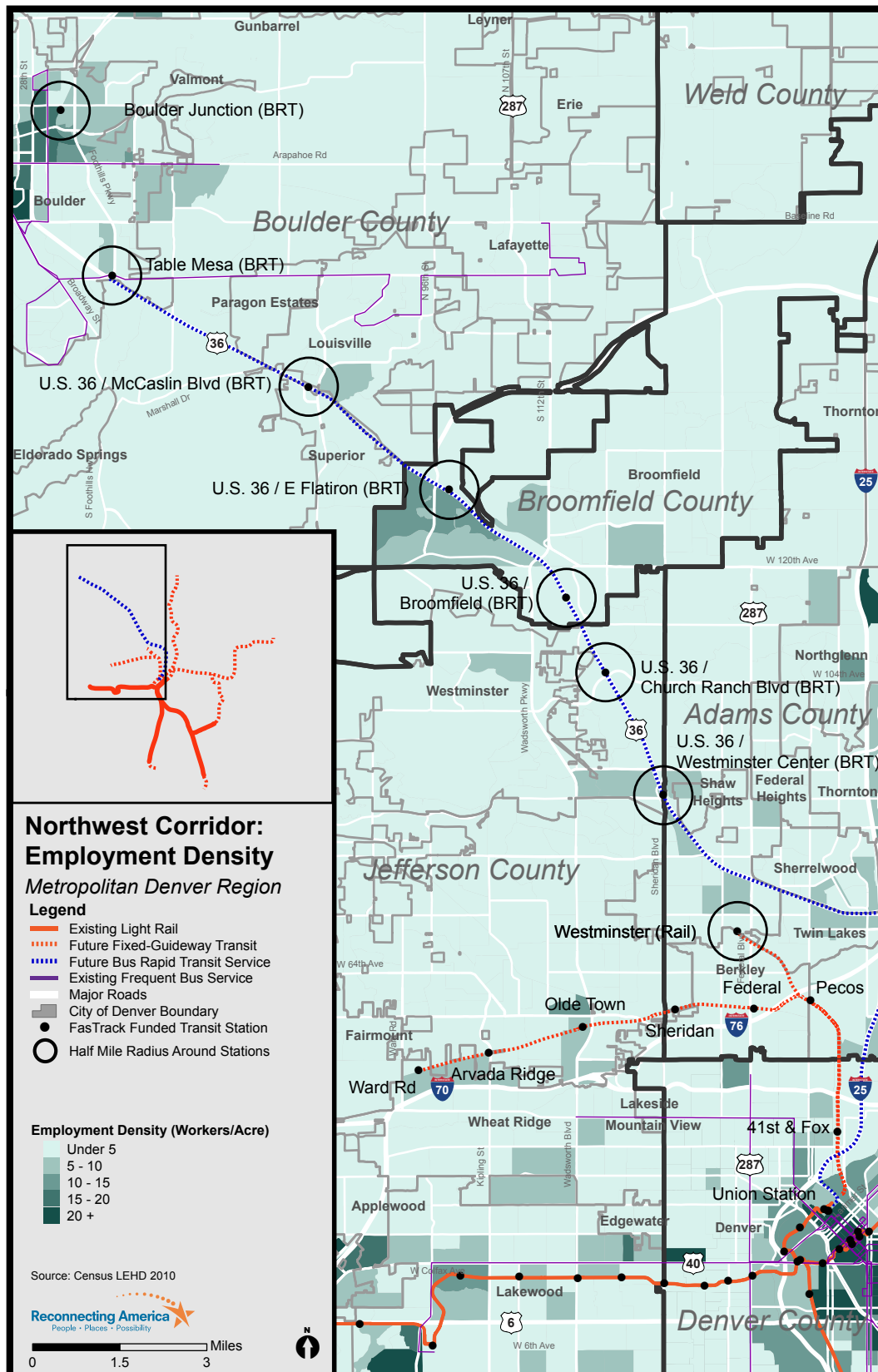
## Affordability 50% HUD Area Median Family Income



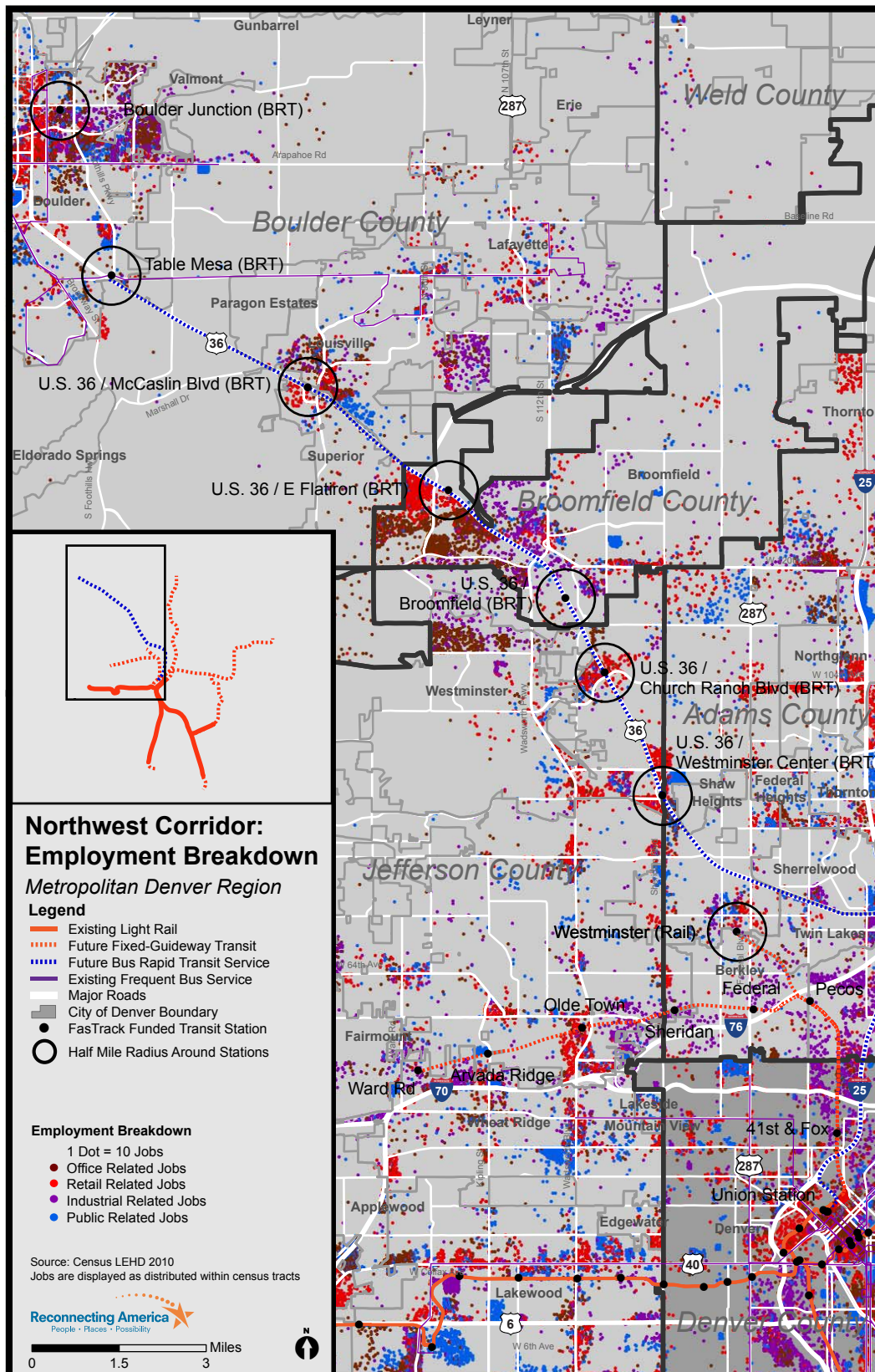
## Affordability 80% HUD Area Median Family Income



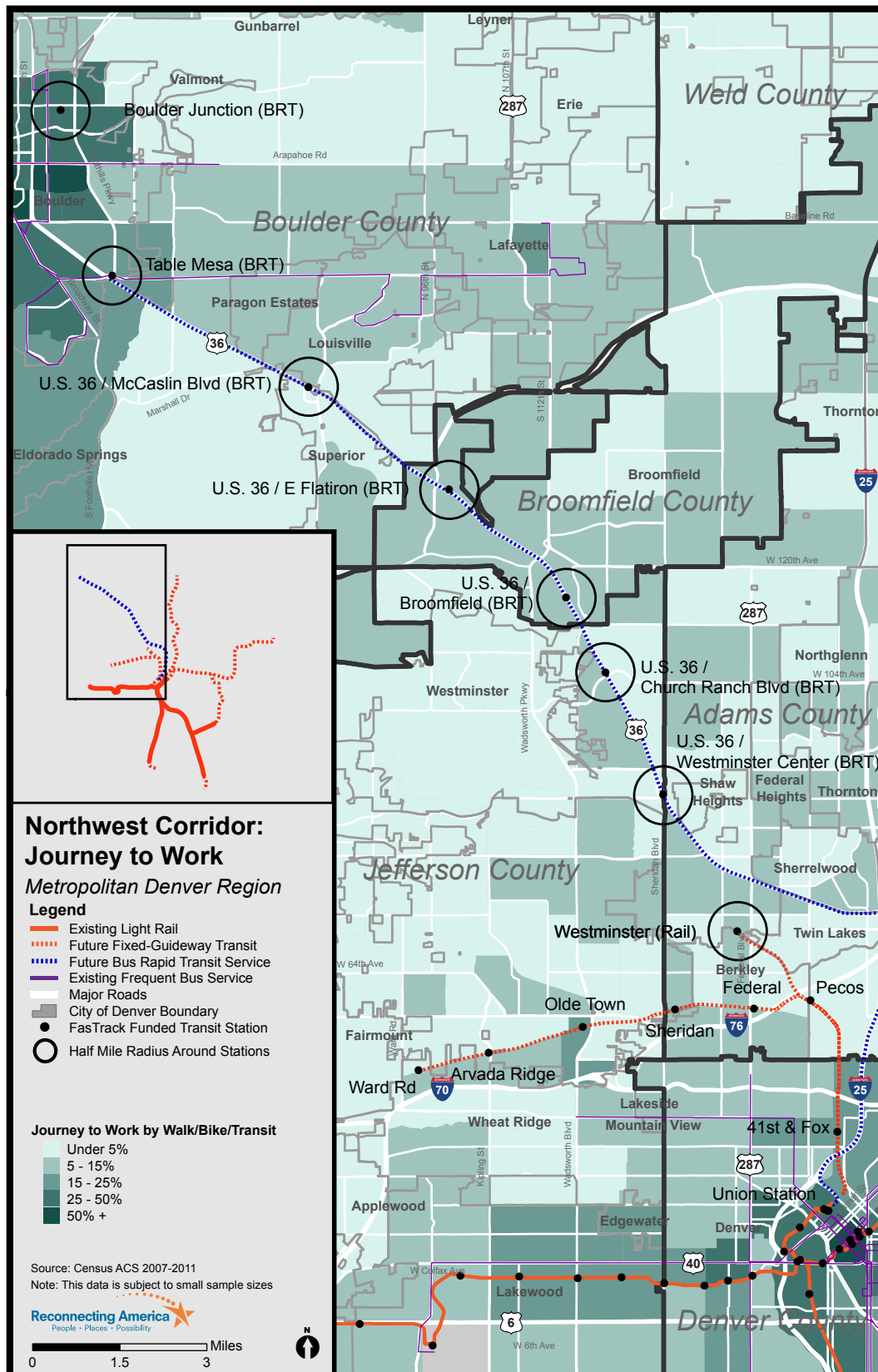
# Employment Employment Density



## Employment Breakdown

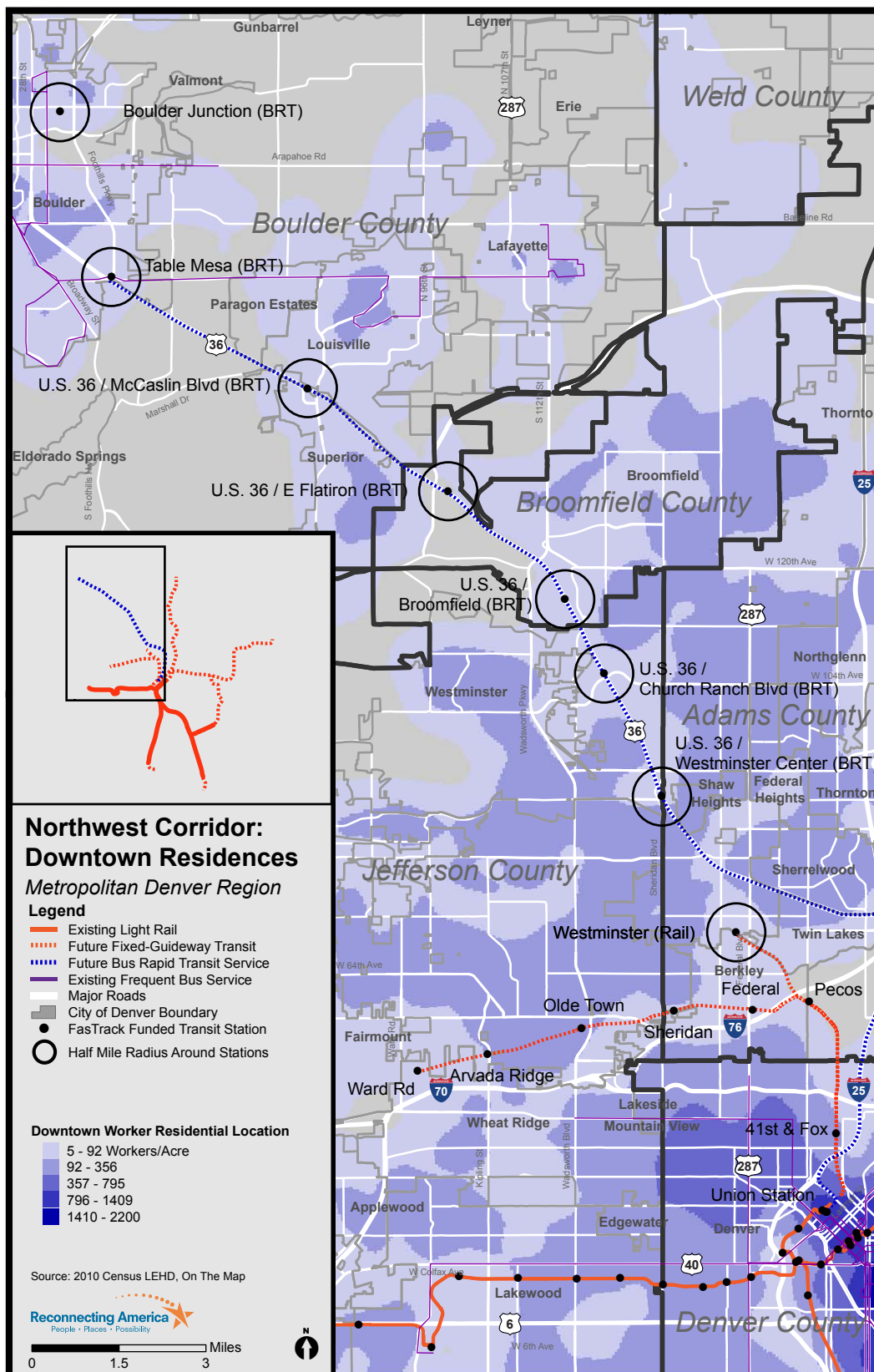


## Journey to Work

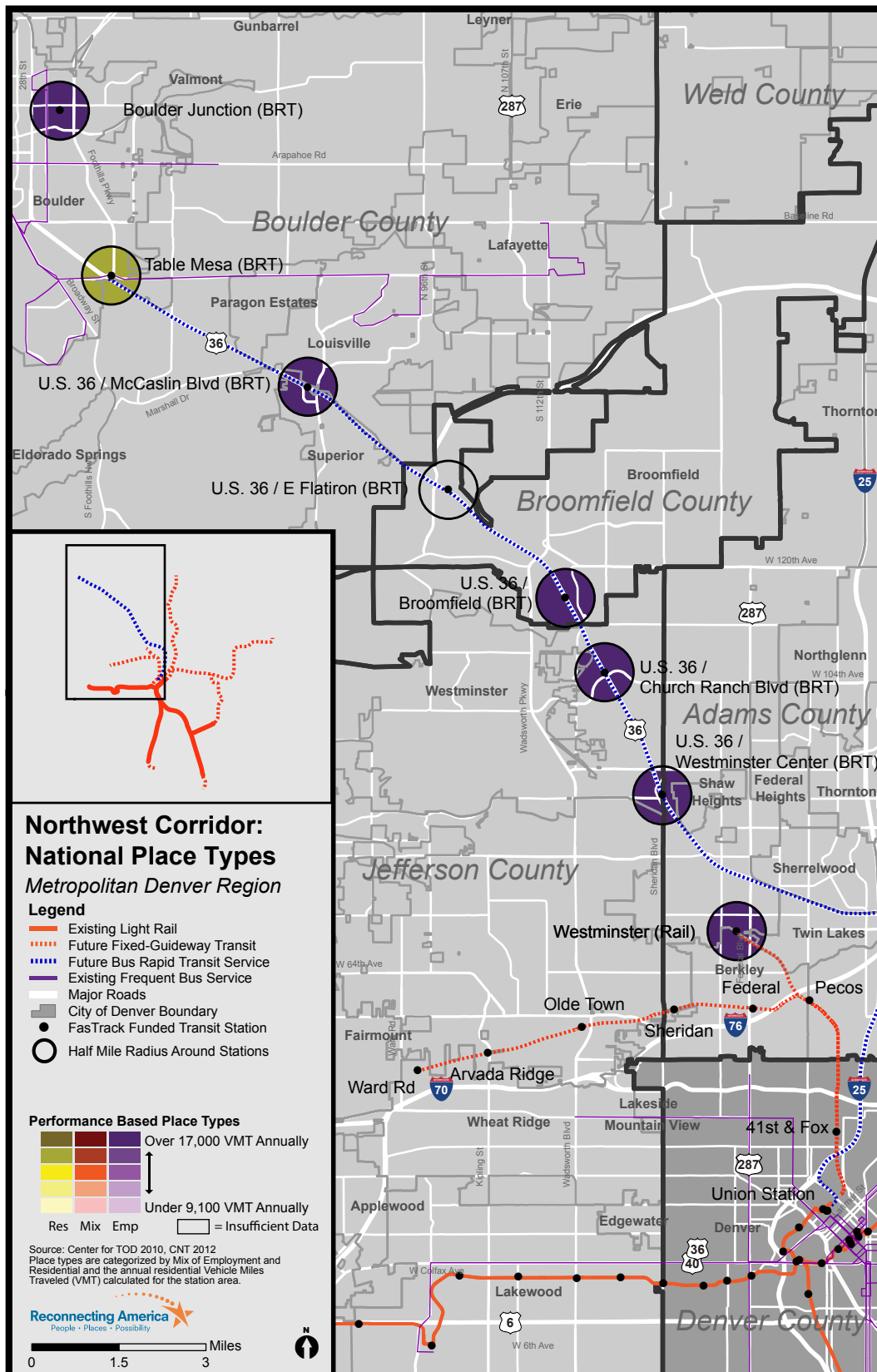


# Linking Housing and Employment

## Downtown Residences

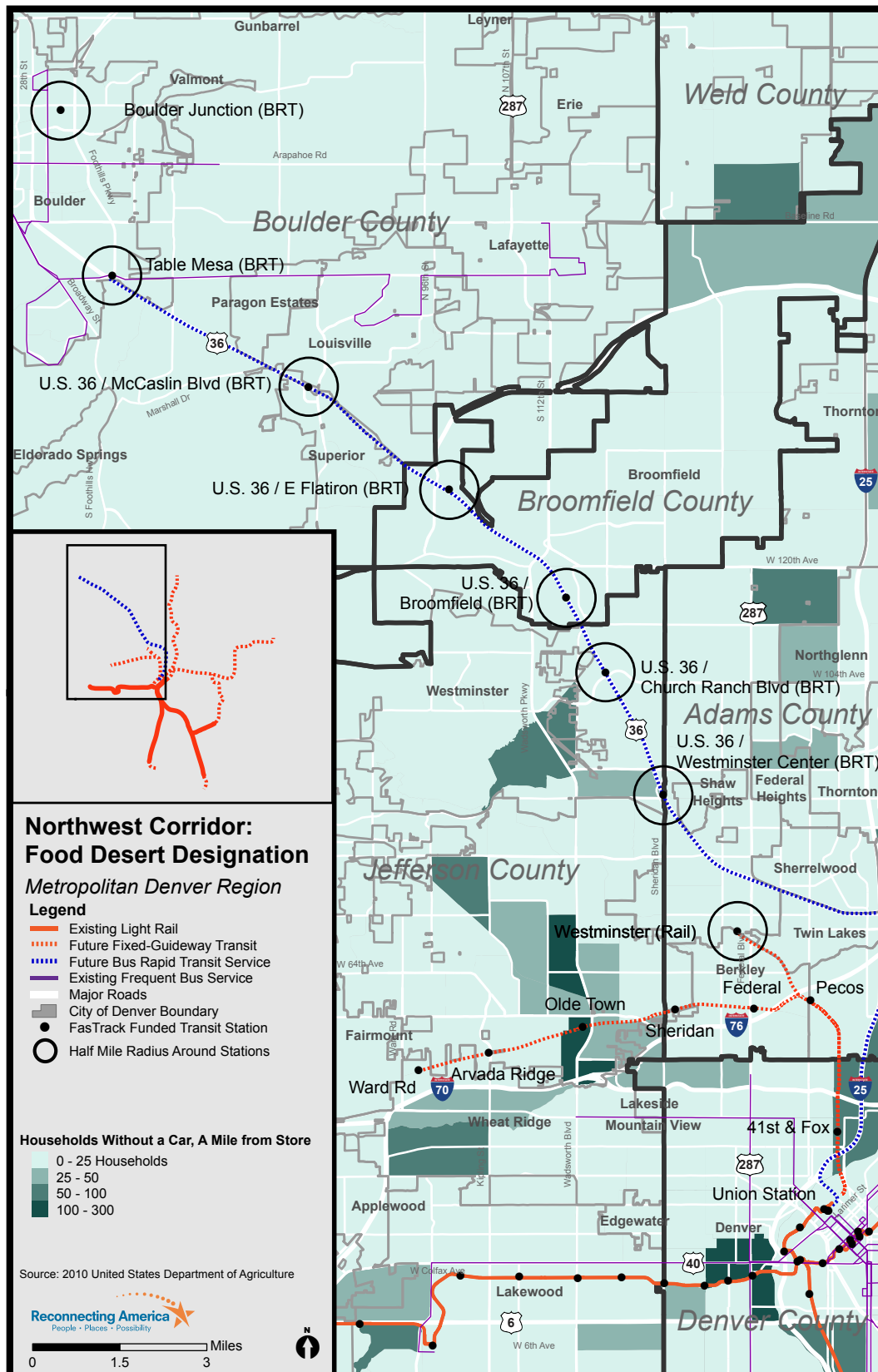


## Land Use National Place Types

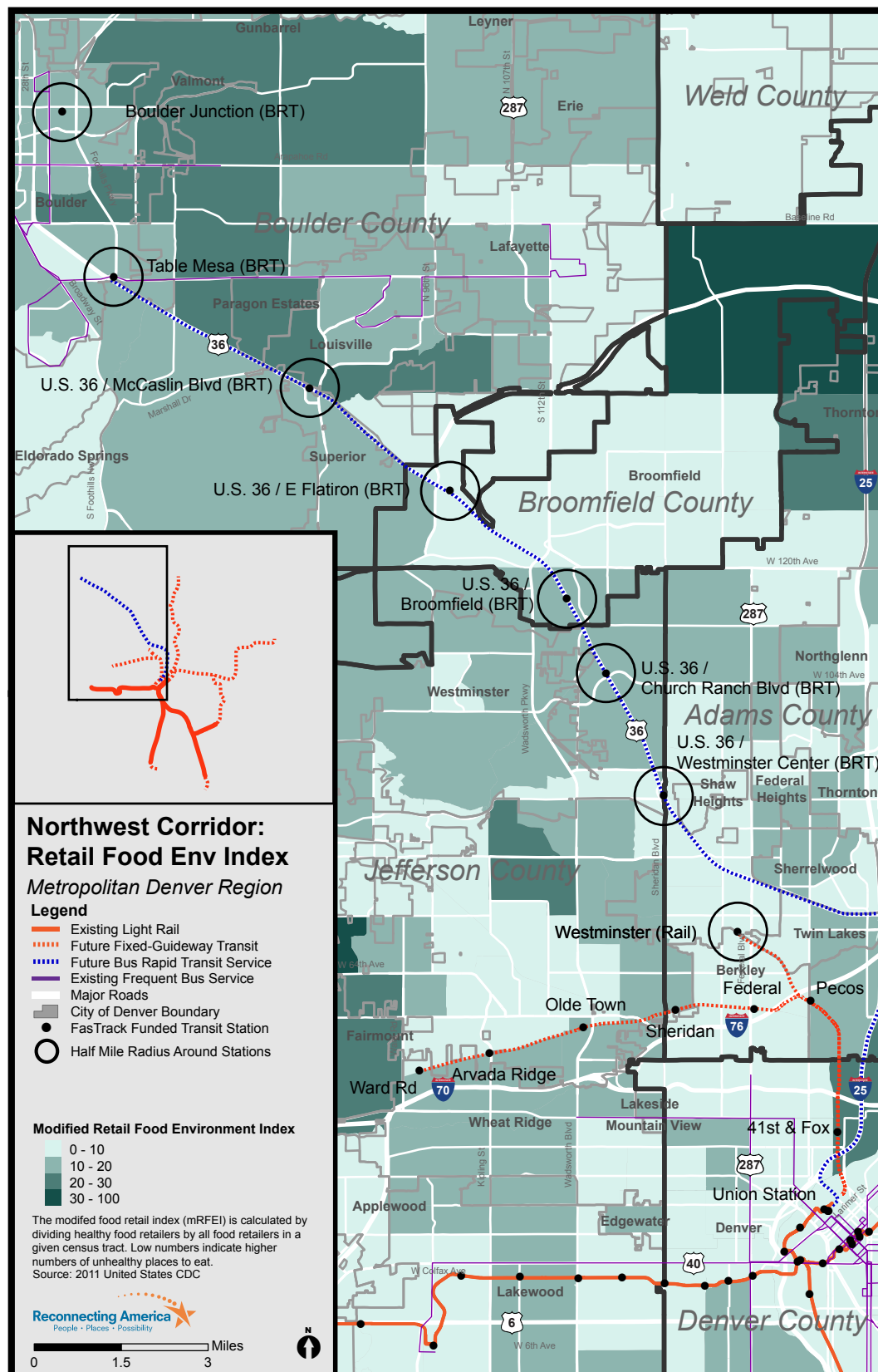


# Health

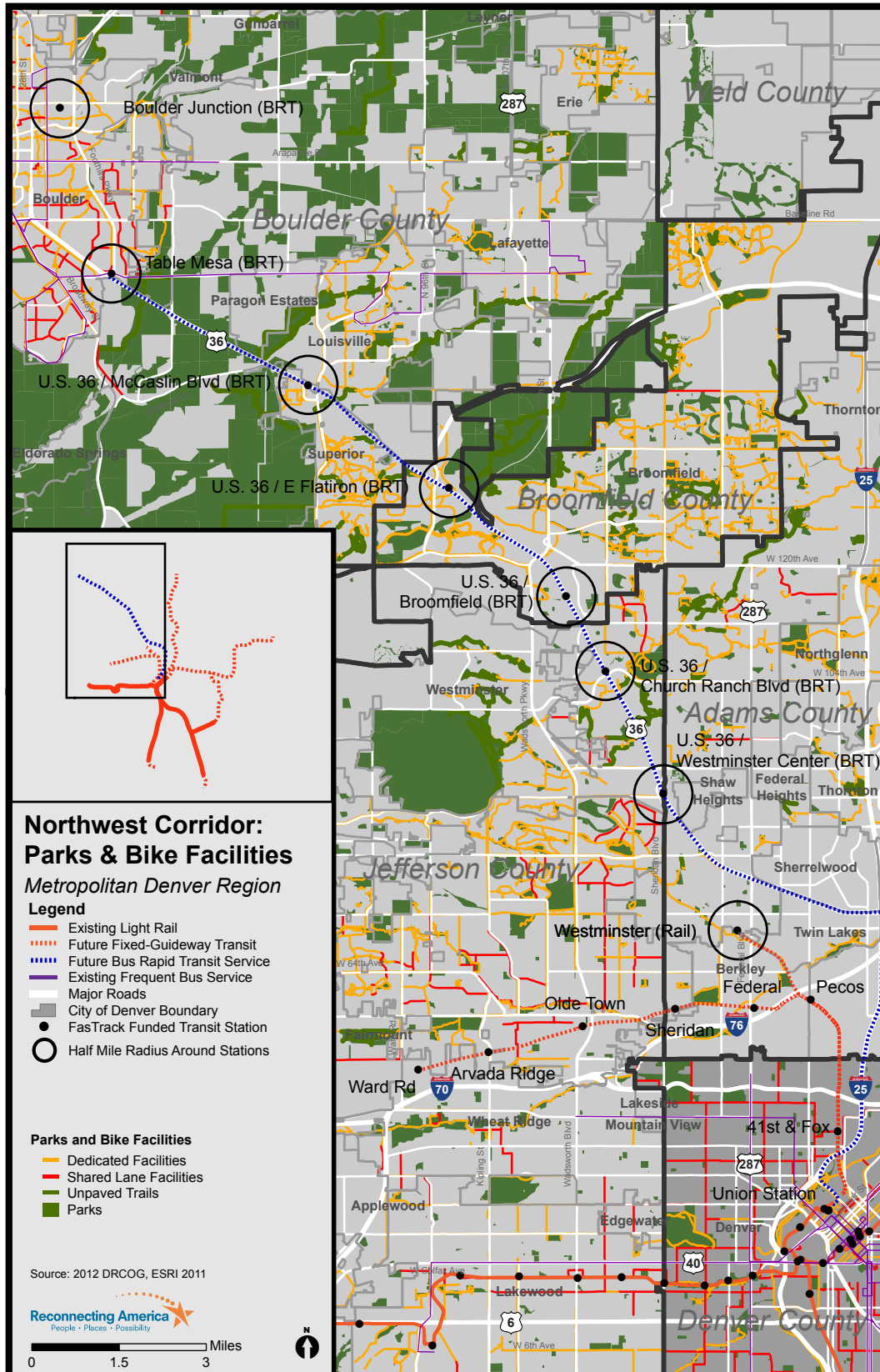
## Food Desert Designation



## Retail Food Environment Index



## Parks and Bike Facilities



## Education School Locations

