

Corridor-Wide Opportunities and Challenges

The CWG has identified a number of opportunities for and barriers to implementing sustainable transit-oriented communities throughout the North Area Transportation Corridor. The CWG recognized both corridor-wide and opportunities and challenges, as well as those in specific geographic zones.

These opportunities and challenges were also developed using the software tool WIQ. WIQ provided exercises for CWG members to identify positive and negative elements of the quality of life in the corridor and future opportunities and challenges in the corridor and by zone. Please see Appendix B for the responses from the WIQ exercises.

Corridor-Wide Opportunities

- Economic development – Sustainable employment opportunities throughout the corridor and attracting new industries to the corridor
- Stronger transportation infrastructure – Making connections outside the corridor, increasing transit options, and regional trail connectivity
- Intelligently planned communities – With transit as a focal point and including planned open space, parks, and trails
- Inter-jurisdictional collaboration – Strengthens the corridor and recognizes the unique needs of all communities
- Private/public collaboration – For both planning and development
- Housing diversity – A range of housing choices for new and existing residents

Corridor- Wide Challenges

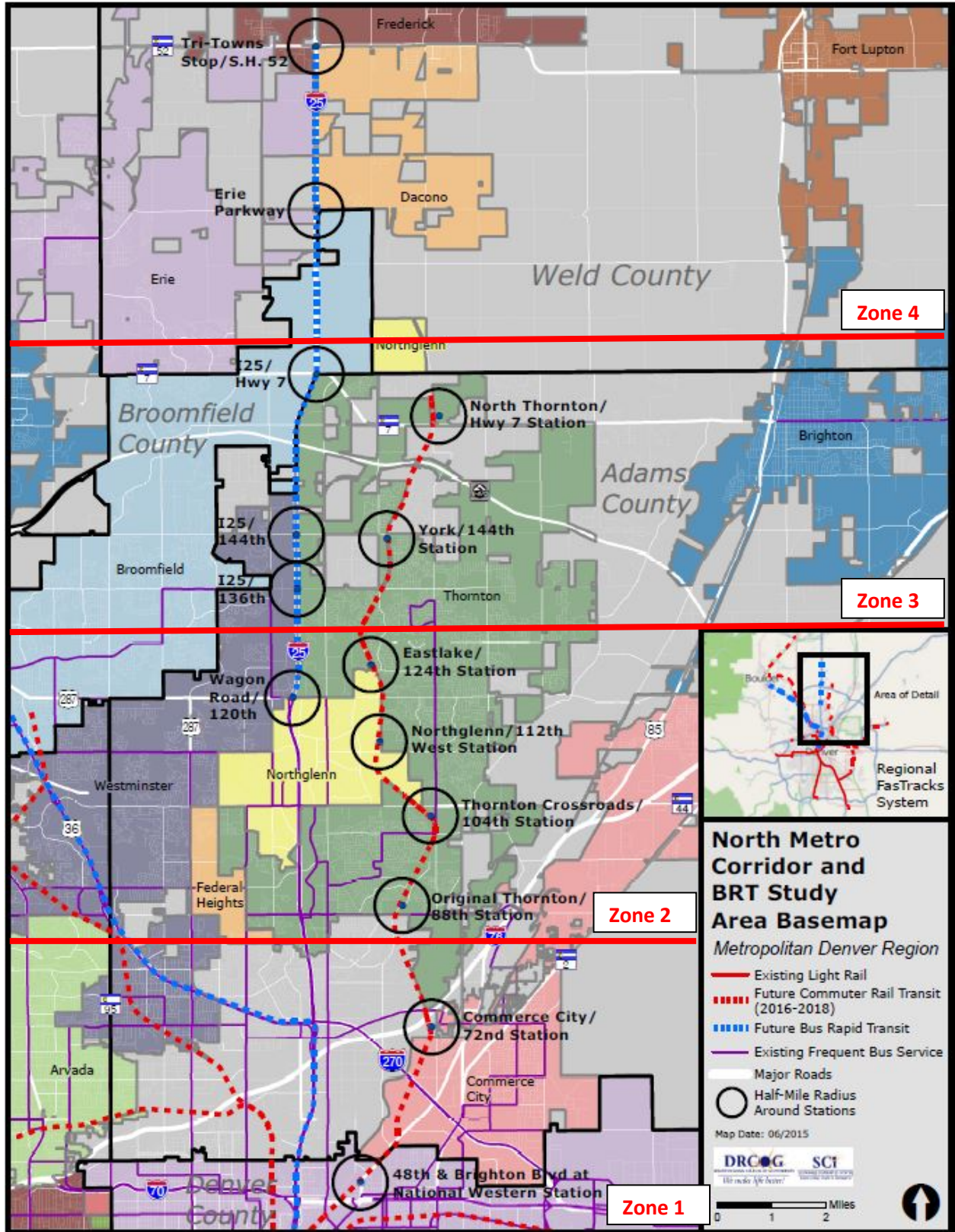
- Lack of Funding
- Aging infrastructure – In need of repair or replacement
- Transportation funding – Needed for both repair and replacement and transit expansion
- Primary employment – Uneven employment opportunities
- Pollution – Negative impacts on air and water
- Aging population – Communities are not adequately prepared for the large increase in the older adult population
- Housing affordability – Lack of housing for people of all ages, incomes, and abilities
- Safety

Zonal Opportunities and Challenges

CWG members were asked to divide the corridor into four zones to help delineate the distinctiveness of the areas and the fact there may be different strategies needed to implement the vision. The four zones are as follows:

- Zone 1
 - North Metro Rail Line: 48th & Brighton at National Western Station and Commerce City/72nd Station
- Zone 2
 - North Metro Rail Line: Original Thornton/88th Station, Thornton Crossroads/104th Station, Northglenn/112th West Station, and Eastlake/124th Station
 - I-25 BRT Line: Wagon Road Station
- Zone 3
 - North Metro Rail Line: York/144th Station and North Thornton/Hwy 7 Station
 - I-25 BRT Line: I25/136th Station, I-25/144th Station , and I25/Hwy 7 Station
- Zone 4
 - I-25 BRT Line: Erie Parkway Station and Tri-Towns Stop

Please see the map on the following page for additional detail on the four zones.



Zone 1	
Opportunities	Challenges
<ul style="list-style-type: none"> ○ Connection to existing communities ○ Redevelopment of the area around the National Western Stock Show ○ Industrial base ○ Redevelopment potential, especially at the Commerce City/72nd Station ○ Stable residential neighborhoods ○ Economic opportunities associated with the National Western Stock Show ○ Parking management, especially in relation to event parking ○ The South Platte River ○ Density that could support grants like NewStarts 	<ul style="list-style-type: none"> ○ Natural and man-made barriers ○ Industrial complex ○ Odors and hazardous materials associated with industrial complexes ○ Aging infrastructure ○ Lack of existing transit ○ I-70 is a barrier in connecting some communities ○ Poor/inadequate transportation connectivity ○ Maintaining housing affordability ○ Incomplete street network

Zone 2	
Opportunities	Challenges
<ul style="list-style-type: none"> ○ Well established neighborhoods ○ Redevelopment and new development potential including infill development ○ Well known part of the corridor ○ Good east-west connectivity ○ Ability to utilize the North Area Transit Evaluation (NATE) results to connect the area with Brighton through transit ○ Developing station area plans ○ Political backing to develop Urban Center/ Station Area Master Plans (UC/STAMPS) and other plans ○ The ability to tie the two transportation sheds together (i.e. tying the I-25 BRT Wagon Road Station to the North Metro Rail Eastlake/124th Station) 	<ul style="list-style-type: none"> ○ Barriers to connectivity along I-25 ○ Sparse greenfield development ○ Congestion on I-25 ○ Lack of connectivity to the rest of the region ○ The need to coordinate station area plans to optimize economic and job opportunities ○ Lack of bicycle and pedestrian connections

Zone 3	
Opportunities	Challenges
<ul style="list-style-type: none"> ○ New development ○ Potential for master plans ○ Ability to connect the I-25 BRT line and S.H. 7 BRT to the North Metro Rail Line through multimodal systems ○ Lack of existing development ○ Ability to proactively plan for transportation 	<ul style="list-style-type: none"> ○ Future significant housing development ○ Encouraging residents to use transit ○ The need for new urban centers ○ Connecting future development through transit ○ Efficiently planning out station areas so they do not preclude future development

<ul style="list-style-type: none"> ○ improvements ahead of congestion ○ E470/Northwest Parkway connection ○ Connectivity to the northern Front Range ○ Plan for density near transit 	<ul style="list-style-type: none"> ○ Alleviate vehicle congestion ○ Ensuring connections north on I-25 to the Tri-Towns and Longmont areas and beyond
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Zone 4	
Opportunities	Challenges
<ul style="list-style-type: none"> ○ Land availability ○ Clean slate for development ○ Extending transit north of the metro area ○ Newer infrastructure ○ Ability to work with CDOT to include mass transit within the existing right-of-way on I-25 ○ Lower land prices ○ Connectivity to Denver, Boulder, and Fort Collins ○ Existing balanced approach to setting aside lands for parks and open space ○ Implementing the Planning Environmental Linkage (PEL) project ○ Proactively planning communities and developing economic strategies around the future station areas ○ Collaboration between RTD and CDOT on transit opportunities 	<ul style="list-style-type: none"> ○ Developing appropriate densities in new subdivisions ○ Economic development ○ Expensive to serve