

4.2 LAND USE

Summary

Land use decisions can have important implications for transportation mobility, accessibility, safety, environmental impacts, and quality of life. Transportation is a vital element affecting land use and communities. Conversely, land use patterns affect travel demand and transportation performance. In response to concerns over quality of life, development, and traffic congestion, communities are beginning to implement new approaches to transportation planning, such as better integration of land use and transportation; increasing the availability of high quality transit service; and ensuring connectivity between pedestrian, bike, transit, and road facilities. Communities are combining a multi-modal approach to transportation systems with supportive development patterns to create a variety of transportation options to support quality of life (AASHTO 2009).

This section identifies the existing and future land use patterns in the United States Highway 36 (US 36) corridor by segment, evaluates how land uses will be impacted by the proposed improvements in the build packages by package and by segment, and identifies potential mitigation measures to minimize or avoid any adverse impacts.

Since the proposed packages involve an expansion of the existing highway rather than construction of a new alignment, the improvements are generally compatible with existing and future land uses, as well as transportation plans and policies in the project area.

Potential conflicts with existing land use were identified in locations where the proposed improvements require an expansion of the existing right-of-way (ROW) due to the subsequent acquisition of private property, parks, or open space. Within the US 36 corridor, these potential ROW conflicts would be concentrated in the Adams Segment, between Interstate 25 (I-25) and Sheridan Boulevard, and in the Superior/Louisville and Boulder segments between McCaslin Boulevard and Table Mesa Drive. Some localized land use impacts could result from new access points or removal of existing access locations. However, these impacts would not change the overall land use in the affected area or be inconsistent with identified land use or development plans.

US 36 communities have been planning future land use based on the anticipation of multi-modal improvements in the US 36 corridor.

Local governments have been proactive in planning for future transportation improvements in the US 36 corridor. As a result, many of the land use plans anticipate transit improvements and improvements to the highway. In fact, several of the local plans from the corridor identify transit-supportive development and/or transit-oriented development (TOD) around a few of the bus rapid transit (BRT) stations proposed in the build packages. Some of this planned, higher-density development would happen around the existing park-n-Rides in Package 1, especially at the park-n-Ride stations adjacent to future commuter rail stations (given the stronger association between rail stations and TOD). The improvement of the park-n-Ride stations, enhanced bus service, and highway improvements in the build packages would likely support and encourage transit-supportive development to an even greater degree. Some additional indirect impacts associated with the higher-density development around BRT stations could be generated with the three build packages. The transit-supportive development primarily consists of higher-density residential development within an area comprising a 0.25-mile (or a 5-minute walking) radius around the station.

The indirect impacts of this transit-supportive development can provide benefits to a community, as well as adverse impacts. Benefits associated with transit-supportive development and TOD may include:

- More efficient use of land (i.e., mixed use)
- More efficient use of infrastructure

- Increases in transit ridership
- Economic and community development
- Reduced air pollution and energy consumption rates

Adverse impacts related to transit-supportive development and TOD are effects that would be associated with higher densities. These impacts may include:

- Traffic congestion
- Increases in noise
- Nighttime light pollution
- Localized air quality impacts

Affected Environment

Summary of Land Uses

The US 36 corridor runs between I-25 in Adams County and Foothills Parkway/Table Mesa Drive in Boulder (Figure 4.2-1, Existing Land Use Within Project Area). US 36 generally travels southeast to northwest and is approximately 18 miles in length. The US 36 corridor passes through an unincorporated area of southwest Adams County, followed by the City of Westminster (both Adams and Jefferson counties), the City and County of Broomfield, the Town of Superior, the City of Louisville, Boulder County, and the City of Boulder. Land use from Adams County to the City of Boulder is characterized by suburban residential development, with nodes of retail and office development near major interchanges and intersections. Some areas of undeveloped land not designated as open space still exist, but are rapidly disappearing. Southwest Adams County and the City of Boulder are more urban in nature than the rest of the corridor. The following is an overview of the typical land uses in each segment along with some of the major development plans.

Existing and future land use is generally consistent with the build packages.

Table 4.2-1, Summary of Existing or Proposed Transit-oriented Development and Major Development Plans, summarizes existing and proposed development plans in the corridor. Following this table is an overview of the typical land uses in each segment along with some of the major development plans. Virtually all of the major planned developments in the corridor anticipate the proposed US 36 corridor improvements and include proposed BRT stations, as well as other elements of transit-supportive development and TOD. TOD or transit-supportive development resulting from construction of BRT stations is somewhat unsubstantiated. There are only a few examples of BRT in existence in the country, although several are being planned. Regardless, the enhanced bus service proposed in the build packages has been anticipated in the US 36 corridor, and local governments have been proactive in planning for transit-supportive development and TOD around some of these stations.

Figure 4.2-1: Existing Land Use Within Project Area

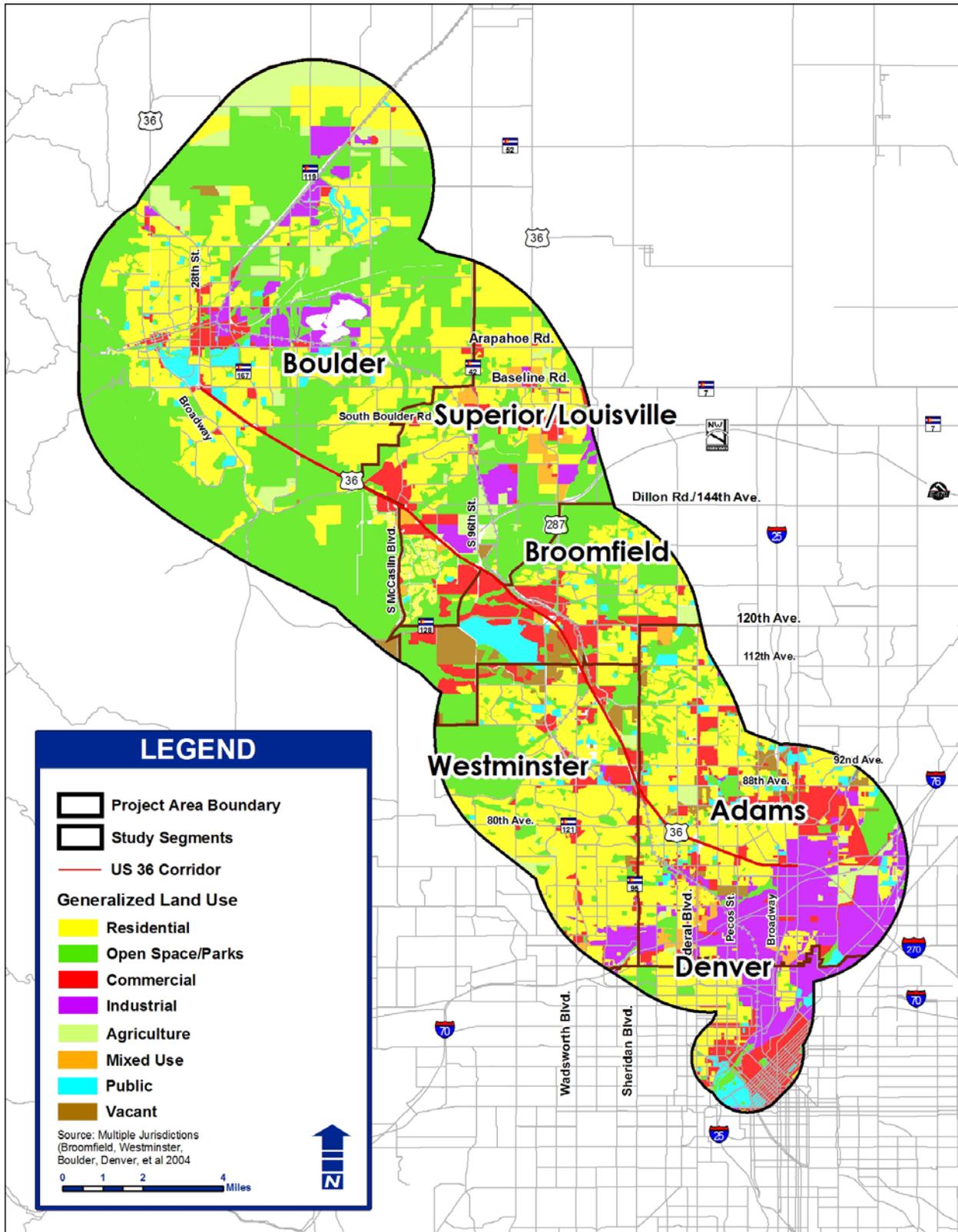


Table 4.2-1: Summary of Existing or Proposed Transit-oriented Development and Major Development Plans

Project Name	Location	Segment	Status	Type	Description/Notes
Denver Union Station Master Plan	16 th to 20 th streets, Wynkoop to Wewatta streets	Denver	Adopted as part of <i>Blueprint Denver - An Integrated Land Use and Transportation Plan</i> (2002) and rezoned TMU-30 for TOD	Redevelopment/TOD	19.5-acre site; inter-modal transportation center and up to 1.5-million square feet of TOD including retail, office, residential, and entertainment uses.
South Westminister Town Center	City limits to the east and south, 80 th Avenue, Sheridan Boulevard	Adams	Adopted	Mixed-use/TOD	130-acre site; 1,300 medium-density residential units and 500,000 square feet of commercial/office (includes 93,000 square feet of existing industrial).
Shops at Walnut Creek	US 36 to Old Wadsworth Boulevard, and 104 th Avenue to Lower Church Lake	Westminister	Completed 2009	Mixed retail, office, transit	65-acre site; "big box" retail, office, restaurant, and transit adjacent development (anchored by 175,000 square foot Super Target, and 365,000 square feet of ancillary retail).
Northwest Business Park (Axis) Development	Northeast of US 36 at 104 th Avenue	Westminister	Proposed	Mix of retail/commercial, office, and single-family attached and detached residences and multi-family	180 residential units and 24,000 square feet retail in Phase 1, and 570 residential units in Phase 2.
Village at Walnut Creek	West of US 36 and south of Lower Church Lake	Westminister	Under construction	Retail and commercial	Retail and commercial.
Church Ranch Filing 9	West of US 36 and East of Church Ranch Boulevard and 103 rd Avenue	Westminister	Approved	Hotel	Hotel.
Hyland Village-Single Family	East of US 36 on southwest corner of 98 th Avenue and Sheridan Boulevard	Westminister	Approved	Traditional mixed-use neighborhood development	Mixed-use development with retail, commercial, 426 units of single-family, and 144 units of multi-family residential development.
Circle Point Corporate Center	North of US 36 on the southwest corner of 112 th Avenue and Westminister Boulevard	Westminister	Ongoing	Mixed-use	Approximately 60 acres of new commercial and employment uses.
Northwest Business Park (Axis)	East of US 36 on the northwest corner of 108 th Avenue and Westminister Boulevard	Westminister	Proposed	Traditional mixed-use neighborhood development	725 units for commercial use.
Westfield Residential Planned Unit Development	West of US 36 and 95 th Avenue and Westminister Boulevard	Westminister	Under construction	Single-Family detached	100 units of single-family residential development.

Table 4.2-1: Summary of Existing or Proposed Transit-oriented Development and Major Development Plans

Project Name	Location	Segment	Status	Type	Description/Notes
The Business Park at Mandalay	West of US 36 and 108 th Avenue and Wadsworth Boulevard	Westminster	Under construction	Office/flex	Business park with office and flex uses.
Westminster Mall Site	88 th Avenue and US 36	Westminster	Proposed	Mixed-use/TOD	102-acre site; mixed-use and mass transit station.
Interlocken Business Park	Denver/Boulder Turnpike south of US 36	Broomfield	Ongoing development	Office and technology use	963-acre site of office, technology, and hotel uses.
Broomfield Heights Neighborhood Plan	Main Street, West Midway Boulevard, US 287, US 36, 119 th Avenue, Vance Street, 120 th Avenue	Broomfield	Adopted	Neighborhood revitalization and stabilization plan	Improve pedestrian mobility. No specific mention of TOD.
Original Broomfield Neighborhood Plan (2008)	120 th Avenue, US 287, US 36, 112 th Avenue, Main Street	Broomfield	Adopted	Mixed-use/TOD	31.6 acres proposed TOD. BRT station at 116 th Avenue and US 36. Commuter rail transit station at 116 th Avenue and BNSF Railway right-of-way. ¹
Arista/Broomfield Urban Transit Village	US 36 to Wadsworth Parkway, and 120 th Avenue to Street A	Broomfield	Approved development plan/under construction	Mixed-use/TOD	209-acre site; 400,000 to 600,000 square feet of retail, 400,000 square feet of office, the Broomfield Events Center, and 1,500 residential units.
ConocoPhillips Property (Previously owned Sun Microsystems facility)	North of US 36 between 96 th Street and South 88 th Street	Superior/Louisville	Planned development	Unknown	Development plans have not been finalized.
City of Louisville Highway 42 Revitalization Plan	South Boulder Road, Pine Street, BNSF Railway, SH 42	Superior/Louisville	Adopted	Mixed-use, TOD	Mixed-use redevelopment planned with a transit-oriented neighborhood as an extension of the downtown, commuter rail station.
Superior Town Center Plan	US 36/McCaslin Boulevard	Superior/Louisville	Adopted	Mixed-use/TOD	180-acre site; mixed use including retail, office, services, and residential.
Boulder Transit Village Area Plan	Valmont Road, Foothills Parkway, North Boulder Farmers Ditch, 30 th Street	Boulder	Adopted	Redevelopment, mixed-use, regional transit, housing, TOD	Mixed-use redevelopment planned with an inter-modal transit center serving rail, BRT, bus, bicycle, and pedestrian traffic.
University of Colorado	South of Foothills Drive on University of Colorado Property	Boulder	In planning stage	Campus development	University of Colorado is embarking on a 50-year master plan that will assist in defining the goals for the development of this portion of the campus.

Table 4.2-1: Summary of Existing or Proposed Transit-oriented Development and Major Development Plans

Project Name	Location	Segment	Status	Type	Description/Notes
University of Colorado	East of US 36 and northeast of Bear Creek Apartments between Bear Canyon Creek and Apache Court	Boulder	Ongoing and planned development	Student housing	Student housing complex.

Source: City and County of Denver, 2002 and 2009; City of Westminster, 2009; City of Broomfield, 2009; and Town of Superior, 2009.

Notes:

¹The 116th Avenue rail station was not a part of the 2004 FasTracks Program. It was added during the early planning stages of the US 36 Environmental Impact Statement. Rail station locations may be reconsidered during the U.S. Army Corps of Engineers/Regional Transportation District Northwest Rail Environmental Assessment/Environmental Evaluation.

BRT = bus rapid transit

SH = State Highway

TMU-30 = transit mixed-use zoning Denver developed for its transit-oriented development sites

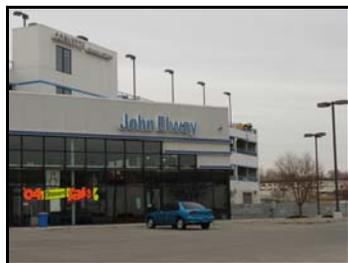
TOD = transit-oriented development

US # = United States Highway #

Denver Segment

Land use in the Denver Segment is not discussed in this section because physical improvements to US 36 would not extend into this segment.

Adams Segment



One of the dealerships located at the junction of US 36 and I-25.

Approximately 2 miles of US 36 are located in unincorporated Adams County. Existing land use at the US 36 and I-25 interchange is industrial and commercial, and includes office/warehouse developments south of the highway, and car dealerships both north and south of the highway. Developed land use changes west of Broadway to single-family residential. An area of strip commercial development is located at the Pecos Street interchange. Between Pecos Street and Zuni Street, land use is primarily single-family residential, with a small area of mixed-use commercial development at Zuni Street and 76th Avenue.

Westminster Segment

The US 36 corridor passes through the City of Westminster for 5.5 miles, entering at Zuni Street. From Zuni Street to Sheridan Boulevard, land use along US 36 is largely residential. At Sheridan Boulevard and the Westminster Center park-n-Ride, US 36 bisects a large commercial activity center bounded by 88th Avenue, 92nd Avenue, Harlan Street, and Yates Street. The largest development is the Westminster Mall, an established regional shopping center located at the corner of 88th Avenue and Sheridan Boulevard.

A second major activity center is located at the Church Ranch Boulevard/104th Avenue interchange that includes the Westminster Promenade, anchored by the Westin Hotel and Conference Center on the north side, and the Shops at Walnut Creek, anchored by Super Target on the south side. The Church Ranch Business Park is also located to the south of the Church Ranch Boulevard interchange, and includes office, industrial, and hotel uses. The Church Ranch/104th Avenue Station consists of two parking lots, one on the west side of US 36 with 252 parking spaces, and one on the east side of US 36 with 144 parking spaces.

Moving west, Circle Point Corporate Center, a partially developed office park, is located on the north side of US 36. The south side of US 36 is open space surrounding Lower Church Lake and rural residential development to the west of Wadsworth Boulevard.



The Westminster Mall is a major activity center in the Westminster Segment.



The Westminster Promenade is a second major activity center in the Westminster Segment.

Broomfield Segment



Flatiron Crossing is a 1.5 million square foot regional shopping center.



The Broomfield Event Center is part of the 209-acre Arista mixed-use development.

The US 36 corridor enters the City and County of Broomfield after crossing Wadsworth Boulevard near 112th Avenue. Approximately 4 miles of the US 36 corridor are within the City and County of Broomfield. North of US 36, land uses along the highway are mixed commercial, automotive, self-storage, and light industrial.

Land use south of US 36 is partially vacant from 112th Avenue to 120th Avenue. However, this partially vacant parcel is the site of the 209-acre, mixed-use Arista development (currently under construction) and the future Broomfield Transit Village. The Broomfield Events Center, the first component of the Arista development, was completed in 2006. It is a 180,000 square foot venue that hosts concerts and is also home to two minor league sports teams (the Rocky Mountain Rage and the Colorado 14ers). The center is able to seat about 6,000 fans for sports events and 7,500 for concerts and other special events. When the development is completed, it will house an additional 400,000 to 600,000 square feet of retail space, 400,000 square feet of office space, and 1,500 residential units. The Broomfield park-n-Ride is currently located on the south side of the 120th Avenue interchange and will be relocated south to approximately 116th Avenue on both sides of US 36.

Relocation of the park-n-Ride is anticipated to begin in 2009. A parking structure built for the Broomfield Events Center will provide 1,500 shared-use parking spaces for the soon-to-be relocated Broomfield park-n-Ride.

Continuing west along the south side of US 36 is the Interlocken Business Park, a large suburban office park, and the Omni Interlocken Hotel and Conference Resort, comprising 390 rooms and a 27-hole golf course. Directly adjacent to the hotel and conference resort is FlatIron Crossing, a 1.5-million square foot regional shopping center anchored by Nordstrom, Dillard's, Dick's Sporting Goods, Macy's, and several auxiliary shopping centers. The Flatiron park-n-Ride is located on the north side of US 36 at 96th Street.

Superior/Louisville Segment



The McCaslin Boulevard interchange contains several national retailers, small plazas, and an office park.

West of the City of Broomfield, the US 36 corridor passes between Superior on the south side of US 36 and Louisville on the north side of US 36.

Town of Superior

US 36 forms the northern boundary of the Town of Superior for approximately 3 miles. The 1,500-acre Rock Creek Planned Unit Development is located approximately 0.5 mile from the McCaslin Boulevard interchange, with multi-family housing near the highway, and single-family housing farther to the south.

The Superior Marketplace, a large-format retail development, and the McCaslin park-n-Ride, are located on the south side of the McCaslin Boulevard interchange, with vacant land farther east of the Superior Place Plaza. The original Superior town site, a concentration of approximately 100 homes developed in the late 1800s to serve a nearby coal mine, is situated directly adjacent to the Superior Marketplace retail node.

City of Louisville



The City of Louisville's Coal Creek Golf Course is located along the US 36 corridor.

US 36 roughly coincides with the southwest border of the City of Louisville, which is approximately 3.5 miles long. The Coal Creek Office Park, Sam's Club, Outback Steakhouse, Kohl's, two small motels, and several small plazas are located on the northeast side of the McCaslin Boulevard interchange. The Colony Square Movie Theater, Home Depot, Lowe's, plus other smaller retailers, as well the McCaslin park-n-Ride, are on the northwest side of the McCaslin Boulevard interchange.

The former Sun Microsystems facility, located on the north side of US 36 between 96th Street and South 88th Street, was recently bought by ConocoPhillips and they plan to redevelop the site in 2010.

Monarch K-8 School and the Centura Avista Adventist Hospital campus, which houses a hospital, emergency care facilities, and office buildings, are located directly west of the former Sun Microsystems facility. West of the Avista Campus, the US 36 corridor crosses Coal Creek and the city's Coal Creek Golf Course located along the highway.

Boulder Segment

Boulder County

West of the McCaslin Boulevard interchange, the US 36 corridor enters unincorporated Boulder County and climbs Davidson Mesa, which forms a physical and visual separation between Boulder and the communities to the southeast. Land use in this area consists primarily of open space.



Davidson Mesa forms a physical and visual separation between Boulder County and communities to the southeast.

City of Boulder

The US 36 corridor enters the City of Boulder at Cherryvale Road, east of the Table Mesa Drive interchange. Along this 2.5-mile section of the highway, land use is primarily open space that is owned and managed by the City of Boulder, with a few remaining residences on agricultural land. At Table Mesa Drive (on the south side), the surrounding development is dominated by small-scale office and retail uses, as well as multi-family residential, and community uses (a branch post office and Bixby School). A large open space parcel owned by the City of Boulder, but not within the incorporated boundaries, is located on the south side of the highway. The north side of the interchange has a mix of office, commercial, and multi-family uses, as well as the Table Mesa park-n-Ride. A 200-acre tract of city-owned open space is located within city limits along the north side of the highway and extends between the City of Boulder and the communities in the southeast part of Boulder County. The University of Colorado owns the land southeast of the Table Mesa Drive interchange with US 36. The university is embarking on a 50-year master plan that will assist in defining the goals for the development of this portion of the campus.

Summary of Relevant Comprehensive and Land Use Plans

This section summarizes the relevant portions of current land use and comprehensive plans for the US 36 corridor.

- The *2035 Metro Vision Regional Transportation Plan (2035 MVRTP)*, as amended (DRCOG 2009) is a long-range plan for growth and development in the Denver metropolitan area. The plan is a collective effort of Denver Regional Council of Governments and addresses development, transportation, and environmental quality. Most of the US 36 corridor is within the urban growth boundary identified in the plan with the exception of the open space and park areas of the corridor, particularly in the City and County of Boulder. The urban growth boundary identifies where development will take place in the next 25 years.

The plan designates “urban centers” in the metropolitan area. Urban centers are defined as concentrated areas of mixed-use development, many of which are located near planned transit stations. In the US 36 corridor, the following three stations along US 36 are identified as urban centers: Boulder, Superior, and Broomfield.

The plan also discusses the importance of the open-space buffer that separates a free-standing community, such as Boulder, from the larger urban area. The plan states that transit stations and highway interchanges will be located away from these open-space buffer areas to avoid development pressure.

Additionally, the plan identifies “key multi-modal corridors” in the region. US 36 is identified as a key multi-modal corridor. Key multi-modal corridors are areas where transportation and land use will be closely related; will contain interacting transportation facilities and modes (e.g., freeways, arterials, rapid transit, bus routes, bicycle corridors, or freight railroads); and will stimulate higher-density urban center development around transit stations.

- The *Adams County Comprehensive Plan* (Adams County 2004) provides goals, policies, and a future land use plan for guiding the physical development of Adams County. The plan includes transportation-related policies, including improving public transportation and bicycle and pedestrian trails, and reducing travel demand in Adams County. Additionally, the plan calls for investment in public infrastructure to retain and attract industrial and commercial developments. The Adams Segment is mostly established residential with some commercial land use located adjacent to the US 36/I-25 interchange. The future land use plan does not alter the existing land uses.
- The *Westminster Comprehensive Land Use Plan* (City of Westminster 2004a) describes existing and future land use plans for the City of Westminster. The plan illustrates the desired future amounts and distribution of land uses, including residential, mixed, and non-residential. Specifically, the plan includes several sub-area plans, two of which reference the US 36 corridor.

One of the sub-area plans is discussed in the *Southeast Area Plan* (City of Westminster 2004b) and US 36 bisects this area. This part of the City of Westminster is predominantly developed and consists mostly of residential and commercial development, especially the area adjacent to US 36. The plan specifically references a historic restoration project at 73rd Avenue and Bradburn Boulevard, and emphasizes the bicycle and pedestrian access to this historic area from the Little Dry Creek Trail system.

The second sub-area plan that references the US 36 corridor is the *Central Area Plan* (City of Westminster 2004c). This plan calls for development of an additional employment center along the US 36 corridor north of the Westminster Promenade District Center, between 108th Avenue and 112th Avenue. Additionally, the property north of Farmers Highline Canal, between US 36 and Sheridan Boulevard, will be developed as Hyland Village, a traditional mixed-use neighborhood development with residential and supporting commercial retail.

The *Westminster Comprehensive Land Use Plan* (City of Westminster 2004a) states several goals for promoting higher-density development and redevelopment around planned transit facilities. The land use plan specifically designates two district centers, the Westminster Promenade at the Church Ranch/104th Avenue Station and the Westminster Center Station as urban activity areas that should be designed to accommodate transit access, and should promote walking, bicycling, and transit. These activity centers should be designed to accommodate transit access and would be built at higher densities than the surrounding areas in order to support a level of activity that can support transit.

The plan also designates future employment centers at strategic locations that will incorporate high-quality design and significant parks and open spaces. The majority of the City of Westminster's new employment centers will be located along the US 36 corridor, I-25, west of Wadsworth Parkway, and along 120th Avenue. The plan also proposes the location of TOD centers throughout the city. The plan envisions these centers to function as gathering places for workers, residents, and visitors, and to provide opportunities for local service connections to regional and local transit systems.

The plan promotes the development of a continuous and multi-modal transportation system that allows for safe and efficient travel throughout the City of Westminster. In addition, the plan encourages the expansion of transit service within the city and the region, and supports the efforts of Colorado Department of Transportation (CDOT) for the US 36 and I-25 corridors. More specifically, the plan states that the City of Westminster will work with CDOT to increase the capacity of state highways within the city, will work with Regional Transportation District to maximize reliable and accessible transit services in the city, and will increase the capacity of BRT stations with an emphasis on structured parking.

- The *City and County of Broomfield Comprehensive Plan* (City and County of Broomfield 2005) includes the land use vision for Broomfield. That vision is to create an appropriate and sustainable land use pattern anchored by “great neighborhoods and vibrant community activity centers that are linked to create an economic and environmentally sustainable community.”

The land use plan includes transportation-related goals. One goal is to encourage mixed-use developments that provide the benefits of more compact, denser development with a mix of living, shopping, and working environments. The plan states that mixed-use and mixed-use commercial land uses should be placed in strategic locations within the community where more intensive and diverse type of development is appropriate due to proximity to major transportation corridors and other supporting land uses.

A second transportation-related goal is to focus development around major transit stops that form pedestrian-oriented, vibrant urban centers. Specifically, the plan encourages TOD in designated areas at US 36 and approximately 116th Avenue.

- The *Town of Superior Comprehensive Plan* (Town of Superior 2001) and its 2006 amendment identifies a vision where residents, visitors, and employees enjoy the unique charm of a family-oriented small town that is accessible, pedestrian/bicycle friendly, safe, and attractive. There are several land use goals that support the town’s vision statement.

One of the land use goals related to transportation is to develop the Town Center as the primary specialty shopping, office, and entertainment district of Superior that encourages pedestrian activity. The Town Center is proposed east of McCaslin Boulevard and south of US 36. There are several policies in support of this goal, including permitting, encouraging mixed-use development, and providing flexible floor area ratios with an emphasis on meeting the specific needs and preferences of the town residents. Another policy in support of this goal is to ensure that vehicular circulation and surface parking are secondary to pedestrian circulation within the Town Center.

The plan identifies the Superior park-n-Ride, or the proposed location for the McCaslin Station, as the primary regional transportation hub within the town. Specific policies call for encouraging alternative modes of transportation by linking residential, commercial, and recreational facilities with transit hubs. The plan also seeks to encourage potential development adjacent to BRT stations to use and implement TOD principles.

- The land use vision for the *City of Louisville Comprehensive Plan Update* (City of Louisville 2009) states that land use composition should contribute toward achieving the greater vision of the City of Louisville, while providing the opportunity for existing and future residents to live, work, and recreate. This mosaic of land uses should provide a greater range of housing opportunities, support multi-modal transit opportunities, ensure vibrant commercial and employment environments, and maintain or enhance living standards for the residents of Louisville. The land use section includes several principles and policies. One principle states that the City of Louisville should maintain a compact urban form to use land efficiently. Several policies in support of this principle include encouraging higher-density housing development near transit services and commercial centers to create activity nodes that add to the community’s quality of life; and reviewing and revising development regulations as needed to promote a high quality of design, redevelopment, mixed-use development, multi-modal transportation opportunities, and the protection of natural features.

The plan includes a framework plan that represents an integrated pattern of land uses, natural lands, and transportation based on the community vision and planning objectives. The framework plan identifies seven “opportunity areas.” Three of the seven opportunity areas are relevant to the project area.

Opportunity Area #4 is located along US 36, bounded by South 96th Street and Dillon Road. This sub-area is unique in that it contains vital community facilities that provide principle service relationships to Louisville and the region. The plan states that the sub-area will be characterized by

redevelopment and the introduction of new land uses. Residential, commercial, and office uses should reflect a density and form consistent with a high degree of walkability and multi-modal connectivity to existing or planned transit facilities, neighborhoods serving commercial services, existing public facilities, and/or larger employment centers. The proximity to the US 36 corridor provides important location attributes for destination venues.

Opportunity Area #5 is located along US 36, just northwest of Opportunity Area #4. The plan states that this area should maintain important gateway attributes that serve the community's need for commercial and employment uses, as well as TOD within close proximity to transit facilities. The redevelopment of this area should provide land to support an expressed demand for TOD. New pedestrian connections should be developed to connect to commercial areas and Superior with new trail and transit opportunities.

Finally, Opportunity Area # 6 is located along US 36, bounded by McCaslin Boulevard to the east and Davidson Mesa ridgeline to the west. The plan states that this area should include a range of compatible land uses to include higher-density residential, commercial, office, and commercial retail. Consideration should be given to developing a mix of interdependent and compatible land uses with easy access to a number of multi-modal transportation and transit opportunities.

- The *Boulder Valley Comprehensive Plan Update* (City of Boulder and Boulder County 2005) is a joint effort between the City of Boulder and Boulder County that guides land use decisions in the Boulder Valley. The plan seeks to protect the natural environment of the Boulder Valley while fostering a livable, vibrant, and sustainable community. The plan identifies several general policies, including recognition of sustainability as a unifying goal to secure Boulder's future economic, ecological, and social health; commitment to open space preservation and the use of open space buffers to define the community; encouragement of compact, contiguous development and a preference for infill land redevelopment as opposed to sprawl; and commitment to a balanced multi-modal transportation system.

A fundamental premise of the plan is that the transportation system be developed and managed in conjunction with land use, social, and environmental goals. The plan references the *2003 Boulder Transportation Master Plan* (LSA Associates, Inc. 2003) in several places, specifically identifying policies to ensure a multi-modal transportation network, reducing single-occupant vehicle (SOV) trips, improving mobility and congestion, and mitigating traffic impacts.

Summary of Transportation Policies in Local Transportation and Land Use Plans

All of the jurisdictions within the project area have articulated the need for multi-modal transportation systems specifically on US 36. In addition, most have developed policies to encourage coordination of transportation and land use decisions and identify transit-supportive development or TOD areas around proposed transit stations. Table 4.2-2, Summary of Transportation Policies in Local Transportation and Land Use Plans, details the transportation policies set forth in local land use and transportation plans by segment.

Table 4.2-2: Summary of Transportation Policies in Local Transportation and Land Use Plans

Plan Name	Segment	Policies
<i>Blueprint Denver - An Integrated Land Use and Transportation Plan</i> (2002)	Denver	<ul style="list-style-type: none"> • Coordinate transportation network and land development in a manner that is supportive of multiple modes of travel. • Identifies areas for expansion to the transportation system. • Includes the <i>Denver Union Station Master Plan</i> (Union Station Alliance 2005), which calls for multi-modal TOD at DUS.
<i>Adams County Comprehensive Plan</i> (2004)	Adams	<ul style="list-style-type: none"> • Target corridors for expansion or upgrade including the Sheridan Boulevard and Federal Boulevard corridors, and the corridors between 120th Avenue and the north Adams County border.
<i>Adams County Transportation Plan</i> (1996)	Adams	<ul style="list-style-type: none"> • Improve transit service, reduce travel demand, and develop a system of bicycle and walking infrastructure including off-street paths.
<i>Westminster Comprehensive Land Use Plan</i> (2004)	Westminster	<ul style="list-style-type: none"> • Pursue a balanced transportation system to accommodate transit users, bicycles, pedestrians, and automobiles. • Encourage TOD.
<i>City of Broomfield Master Plan</i> (2005)	Broomfield	<ul style="list-style-type: none"> • Develop two primary sites for TOD in connection with either a passenger rail or BRT line in the US 36 corridor. • Improve east-west collectors and arterials.
<i>City of Louisville Comprehensive Plan</i> (2009)	Louisville	<ul style="list-style-type: none"> • Coordinate with CDOT and RTD to review and implement the components of the US 36 Corridor FEIS. • Expand existing bus transit network. • Continue to provide and integrate amenities for transit users in all of the regional transit corridors.
<i>Town of Superior 2001 Comprehensive Plan with 2006 Amendment</i>	Superior/ Louisville	<ul style="list-style-type: none"> • Promote the development of a multi-modal transportation system. • Encourage TOD.
<i>Boulder County Comprehensive Plan</i> (1999)	Boulder	<ul style="list-style-type: none"> • Coordinate transportation policies with desired growth and development patterns. • Manage travel demand and control access by discouraging driveway cuts on main roads.
<i>Boulder Valley Comprehensive Plan</i> (2005)	Boulder	<ul style="list-style-type: none"> • Provide and maintain a high-quality, safe, and efficient multi-modal transportation network (including transit, roadway, and bikeways).
<i>Boulder Transportation Master Plan</i> (2003)	Boulder	<ul style="list-style-type: none"> • Encourage the implementation of a sustainable multi-modal system that preserves the Boulder quality of life. • Create action plans for multi-modal corridors. • Identify funding for strategic projects.
<i>Boulder Valley Regional Center Transportation Connections Plan</i> (2002)	Boulder	<ul style="list-style-type: none"> • Develop an integrated transportation system focusing on multi-modal “super stops,” such as the Table Mesa Station and Boulder Transit Village.
<i>City of Boulder Climate Action Plan</i> (2006)	Boulder	<ul style="list-style-type: none"> • Develop a plan to sustain energy through emission reduction strategies in commercial, industrial, residential, transportation, and solid waste sectors.

Source: City and County of Denver, 2002 and 2009; Adams County, 2009; City of Westminster, 2009; City and County of Broomfield, 2009; Town of Superior, 2009; City of Louisville, 2009; Boulder County, 2009; and City of Boulder, 2009.

Notes:

- BRT = bus rapid transit
- CDOT = Colorado Department of Transportation
- DUS = Denver Union Station
- FEIS = Final Environmental Impact Statement
- RTD = Regional Transportation District
- TOD = transit-oriented development
- US 36 = United States Highway 36

Impact Evaluation

Improving the existing transportation network and encouraging multiple modes of transportation, are shared goals of the jurisdictions within the project area. Considerable time and effort has been invested in developing policies and plans for multi-modal transportation improvements along US 36 as well as transit-supportive development and/or TOD around many of the proposed BRT stations. All of the build packages involve multi-modal solutions; therefore, implementing any of them would generally be compatible with the plans and policies of the impacted jurisdiction.

Methodology

The impact analysis was based on information collected during the affected environment analysis, field research in the project area, site visits to interchanges and proposed BRT stations, in-depth review of aerial photography of the project area, and information provided by local planners gathered as part of the station area planning process. Using this information, evaluation criteria were developed that analyzed the impacts of both short-term construction and long-term operations.

The following questions were used to identify direct impacts for this analysis:

- Are the proposed package improvements compatible with existing land uses?
- Will additional ROW acquisitions be required?
- Are the proposed package improvements consistent with future land use and transportation plans?

The following question was used to identify indirect impacts for this analysis:

- Are there local government plans for transit-supportive development or TOD around BRT stations?

Summary of Impacts

Direct Impacts

Compatibility with Existing Land Use

The proposed packages are generally compatible with existing land uses. In some instances, the conflicts identified with existing land use would occur in locations where the proposed improvements require an expansion of the existing ROW, which would subsequently result in the acquisition of private and public property, parks, or open space. See Section 4.4, Right-of-Way and Relocations, for additional information about ROW acquisition.

Compatibility with Existing and Future Land Use Plans

The proposed packages were evaluated in relation to compatibility and conformance with future land use plans. The proposed packages are generally compatible with existing and future land use plans in the project area as described below. Future retail and commercial development in the project area would likely occur with or without the proposed improvements. The commercial development pattern has been established by the existing US 36 corridor and interchange locations. The proposed improvements would increase mobility but would not substantially change the existing travel pattern; therefore, the improvements would not substantially impact future commercial development opportunities.

- The build packages are generally consistent with the 2035 MVRTP, as amended (DRCOG 2009). They are compatible with the land use and transportation elements at the regional level, and include the multi-modal improvements that would be consistent with the key multi-modal corridor concept. The conversion of parks and open space to highway use via ROW acquisition may not be consistent with the plan; however, the planned BRT stops would be located at existing park-n-Rides where land use has already been established and/or plans for additional development are concentrated.

- All of the build packages are generally consistent with the goals stated in the *Adams County Comprehensive Plan* (Adams County 2004). Given that this part of the County is predominantly developed, the highway improvement project would not change the overall land use plans for this segment. However, the acquisition of ROW parcels to widen the highway would include existing residential and commercial property. The elimination of direct access to Broadway from westbound US 36/I-270 and southbound I-25 may result in localized land use impacts in this area.
- All three build packages generally are compatible with the *Westminster Comprehensive Land Use Plan* (City of Westminster 2004a), specifically with regard to the BRT stations. Package 2 introduces a drop-ramp at the existing Westminster Boulevard bridge, a new element not referenced in the plan. While the drop-ramp would create a new access point to the proposed managed lanes on US 36, it would not change the overall land use in this area. All three build packages include BRT service to the Church Ranch/104th Avenue Station and the Westminster Center Station.

All build packages propose a US 36 bikeway, including a bike route on Bradburn Boulevard to connect to the Little Dry Creek trail as discussed in the *Southeast Area Plan* (City of Westminster 2004b). Package 2 would introduce a new access point to the managed lanes from Westminster Boulevard, improving access to proposed developments identified in the *Central Area Plan* (City of Westminster 2004). While Package 4 and the Combined Alternative Package (Preferred Alternative) would not introduce a new access point, they would not be incompatible with these planned developments.

As with Adams County, ROW acquisitions required to widen the highway would include residential, commercial, and some parks and open space; however, the improvements planned in the packages support the overall land use plans for the City of Westminster.

- The three build packages are compatible with the land use vision and supporting goals of the *City and County of Broomfield Comprehensive Plan* (City and County of Broomfield 2005). The multi-modal improvements to US 36, including the BRT station at 116th Avenue, are consistent with the land use plans to encourage higher-density development around transit stops. Package 2 proposes a drop-ramp at Midway Boulevard to access the managed lanes. This would introduce a new access point to US 36. While the drop-ramp is not specifically mentioned in the plan, the land uses surrounding this new drop-ramp (mostly commercial/office, including the Interlocken Business Park, and light industrial) are compatible with this build element.

As with Adams County and the City of Westminster, ROW acquisition for highway widening would include existing commercial, park, and open space. However, the build packages would not change the overall land use plans for the City and County of Broomfield.

- The three build packages would be compatible with the *Town of Superior Comprehensive Plan* (Town of Superior 2001) and the BRT station planned at McCaslin Boulevard.
- The land within Superior and adjacent to US 36 consists mostly of existing and planned commercial/office, mixed-use, parks, and open space. ROW required for construction of the build packages would not change the overall land use plans for the Town of Superior.
- The three build packages would be compatible with the *City of Louisville Comprehensive Plan Update* (City of Louisville 2009), specifically in reference to the planned BRT station and higher-density development planned at McCaslin Boulevard and additional transit connections to the other opportunity areas. ROW acquisitions to expand the highway would directly impact some existing and planned land uses by converting them to highway purposes. These land use conversions would be negligible in the context of overall land use within the City of Louisville.
- For the *Boulder Valley Comprehensive Plan Update* (City of Boulder and Boulder County 2005) all of the build packages would improve mobility and multi-modal options, but would be inconsistent with the policy to reduce SOV trips.

Much of the land adjacent to US 36 in Boulder and Boulder County is open space with some residential and commercial uses near Table Mesa Drive. The build packages would require ROW acquisition (currently open space) for the proposed highway widening. While acquisition is compatible with multi-modal and congestion improvements desired in the plan, it is inconsistent with the plan’s commitment to open space protection.

Both Package 2 and Package 4 include two different design options for the western terminus of the proposed improvements. Option A would terminate the special lanes (managed/BRT/HOV in Package 2, and BRT/HOV in Package 4) just west of Cherryvale Road, requiring special lane traffic to merge with general-purpose traffic as it enters Boulder. Option B would require HOV and SOV traffic from the managed lanes to merge with the general-purpose traffic just west of Cherryvale Road. However, the BRT lanes would extend beyond Cherryvale Road and would fly out and over the general-purpose lanes to connect directly to the Table Mesa Station via bridge structures. Option B would require more ROW and conversion of open space than Option A. The Combined Alternative Package (Preferred Alternative) does not present different design options; however, the package would require special lane traffic, including buses, to merge with general-purpose traffic entering Boulder, similar to Option A. The Combined Alternative Package (Preferred Alternative) would require less ROW and open space acquisition than the flyover ramps in Option B, and would therefore be more consistent with the goals related to open space protection.

Compatibility with BRT Station Plans

As described above, many of the local governments have been planning for the proposed BRT stations in the build packages. Table 4.2-3, Summary of Land Use and Compatibility at Bus Rapid Transit Stations, describes existing and future land uses and future land use compatibility at the six BRT stations that would be serviced by BRT under the build packages. Of these six stations, three have been identified by the local governments as areas for higher-density transit-supportive development and TOD as indicated by their local development plans.

Table 4.2-3: Summary of Land Use and Compatibility at Bus Rapid Transit Stations

Transit Station Name	Location	Existing Land Use	Future Land Use	Compatible with Future Improvements?
Westminster Center Station	US 36/ Sheridan Boulevard	Westminster Mall and surrounding “big box” retail centers to the south; Westminster Center park-n-Ride, City Hall complex, and single- and multi-family residential to the north.	The City of Westminster anticipates redevelopment south of 88 th Avenue and on the Westminster Mall property in the near future (land use policy and plan under development).	Yes
Church Ranch/104 th Avenue Station	US 36/ Church Ranch Boulevard/ 104 th Avenue	Vacant land, retail/commercial with Center Point, Westminster Promenade and Westin Hotel to the east and north; retail/commercial with car dealership and Butterfly Pavilion to the east and south; park-n-Ride to the west and south; and retail commercial at Shops at Walnut Creek to the west and north.	Northwest Business Park Development Plan proposed at approximately 108 th Avenue and US 36. Zoned for traditional mixed-use with commercial, retail, and residential uses.	Yes
116 th Avenue Station	US 36/ 116 th Avenue	Partially vacant between 112 th Avenue and 120 th Avenue, with ongoing construction of the Arista development. Broomfield Events Center is adjacent to the proposed park-n-Ride location.	When complete, Arista development will be a mixed-use development with high-density residential and mixed uses adjacent to the planned BRT station, near the center of the development.	Yes

Table 4.2-3: Summary of Land Use and Compatibility at Bus Rapid Transit Stations

Transit Station Name	Location	Existing Land Use	Future Land Use	Compatible with Future Improvements?
Flatiron Station	US 36/East Flatiron Circle	Flatiron Crossing mall to the north and west; park-n-Ride to the east; and light industrial and commercial to the south and east.	Same as existing.	Yes
McCaslin Station	US 36/McCaslin Boulevard	Superior Marketplace and Superior/Louisville park-n-Ride to the south; hotels, office park, and commercial to the north.	Expansion of Superior Marketplace (development plan) and development of Superior Town Center mixed use to the south (land use plan); infill office and retail development to the north (land use plan).	Yes
Table Mesa Station	US 36/Table Mesa Drive	park-n-Ride to the east and north; open space to the south and west.	Acquisition of open space for additional ROW needed with design Option B (Packages 2 and 4).	No

Source: City of Westminster, 2009; City and County of Broomfield, 2009; and Town of Superior, 2009.

Notes:

BRT = bus rapid transit

ROW = right-of-way

US 36 = United States Highway 36

Indirect Impacts

The measurable indirect development impacts of the build packages take the form of higher-density development at the 116th Avenue BRT station and the McCaslin BRT station. The Arista development adjacent to the proposed 116th Avenue BRT station, which is currently under construction, developed a master plan with high-density residential and mixed uses surrounding the BRT station. Additionally, the McCaslin BRT station may provide opportunities for retail and higher-density residential development.

The majority of this development would be located within a 0.25-mile radius of the BRT station. Much of the higher-density development planned around BRT stations may be realized in Package 1, but the improvements to the park-n-Rides proposed by the build packages would include improved bus service and highway improvements that would likely further promote the transit-supportive development or TOD planned at these park-n-Rides.

Package 1: No Action

Direct Impacts

All Segments

Package 1 may be consistent with the future land use and transportation plans that anticipate improvements to the regional transportation system. It would be incompatible with existing plans that identify improvements to US 36 as a key to future land use planning. Package 1 includes commuter rail and some improvements to US 36 corridor park-n-Rides, as well as modest improvements to bus service along US 36. The package may have compatibility issues with existing land uses and planned land uses, specifically along the BNSF Railway tracks where additional ROW would be required. Package 1 could also realize the benefits of transit-supportive development and TOD at some of the transit stations and park-n-Ride locations. Similar to the US 36 build packages, additional ROW would be required for the rail improvements along the BNSF Railway that would result in the conversion of existing and planned land uses to transit purposes. However, much of this additional ROW would be concentrated around the transit stations and would not indirectly affect the overall land use plans for the US 36 corridor communities. Package 1 does not include improvements to US 36 and is therefore consistent with the existing land uses in the corridor.

Indirect Impacts

All Segments

There may be opportunities for induced growth in the form of transit-supportive development or TOD along the Northwest Rail stations and US 36 park-n-Rides associated with transit improvements in the Package 1.

Package 2: Managed Lanes/Bus Rapid Transit

The Final Environmental Impact Statement evaluated the compatibility of Package 2 with existing and future land uses based on land use and transportation plans, as well as proposed development plans. As mentioned earlier, jurisdictions along the corridor have been proactive in their planning for current and future land use and transportation policies. As a result, all the policies and plans reviewed support improvements to the transportation network, and in numerous instances these plans call for transit-supportive development or TOD at strategic sites within the jurisdictions. Extensive BRT station planning has occurred within each of the impacted jurisdictions, both independently and as part of station area planning committees, to avoid future compatibility issues.

Direct Impacts

Denver Segment

There would be no land use impacts in this segment because Package 2 would not provide physical improvements in the Denver Segment.

Adams Segment

Impacts Adjacent to US 36

The additional ROW needs would require residential and commercial acquisitions that would impact adjacent development between Broadway and 80th Avenue, and surrounding the Sheridan Boulevard interchange with US 36. Refer to Section 4.4, Right-of-Way and Relocations. Although a large number of residential and business uses would be converted to highway uses, these land use conversions would not be expected to change overall land use adjacent to US 36 or within the City of Westminster or

unincorporated Adams County. Remaining land uses would continue to be compatible with existing and planned future land use in this area. Impacts to land uses surrounding interchanges are discussed below.

Impacts at Interchanges and Transit Stations

The Package 2 ROW expansion at Broadway would require acquisition of two car dealerships and several residential homes. In addition to these direct impacts, indirect land use impacts could occur along Broadway as a result of the changes in access to Broadway from US 36, I-270, and I-25.

Opportunities for redevelopment would be limited in some areas of the Adams Segment due to the acquisitions and changes in access proposed under the build packages. This would be true particularly in the commercial area along Broadway because of the elimination of direct access to Broadway from westbound US 36/I-270 and southbound I-25. Eastbound access to Broadway from US 36 would remain, and northbound access to Broadway from I-25 via 70th Avenue would remain.

Patrons of businesses on Broadway would access the businesses from southbound I-25 by traveling via 84th Avenue, Pecos Street, and 70th Avenue to reach Broadway. Access from westbound US 36/I-270 could occur via York Street, Pecos Street, and 70th Avenue. This would alter existing travel patterns for users and would require a significant amount of out of direction travel. The circuitous route could result in negative effects to existing businesses in the area, lower desirability for future development in the area, and could ultimately affect the viability of commercial land uses in this location.

The expansion of the Pecos Street interchange ramps may require partial or full acquisitions of some residential and commercial development. Similarly, the ROW requirements for the interchange at Federal Boulevard would require acquisition of residential properties along the south and north side. The City of Westminster baseball facility at Waddell Park on the north side of the highway at the Federal Boulevard interchange would not be impacted. These changes would not create conflicts with existing or planned land uses in this area.

Westminster Segment

Impacts Adjacent to US 36

Some office and residential buildings adjacent to US 36 would need to be acquired between Lowell Boulevard and Westminster Boulevard due to the expansion of the ROW. These ROW acquisitions would directly impact some existing and planned land uses by converting them to highway purposes; however, these land use conversions would be negligible in the context of overall land use within the City of Westminster. Remaining land uses would continue to be compatible with existing and planned future land use in this area.

Impacts at Interchanges and Transit Stations

In the Westminster Segment, the reconstruction of the Sheridan Boulevard interchange and Westminster Center Station could result in conflicts with existing commercial land uses due to the expansion of the ROW. Just east of the Sheridan Boulevard interchange on the north side of the highway, the expansion of the US 36 ROW may require acquisition of a hotel and several office/commercial buildings. Along the south side of the highway at the interchange, additional commercial buildings, including several pad buildings on the Westminster Mall site, may need to be acquired. There would be no measurable conflicts with existing land uses anticipated at the Church Ranch Boulevard interchange.

Broomfield Segment

Impacts Adjacent to US 36

In the Broomfield Segment, between 112th Avenue and 120th Avenue, several residential and industrial buildings may need to be acquired. In addition, a number of commercial/industrial buildings on the north side of the highway along Industrial Lane may lose some parking because of the expanded highway. These ROW acquisitions would directly impact some existing and planned land uses by converting them to highway purposes; however, these land use conversions would be negligible in the context of overall

land use within the City and County of Broomfield. Remaining land uses would continue to be compatible with existing and planned future land use in this area.

Impacts at Interchanges and Transit Stations

The expansion of the ROW required for the Wadsworth Parkway/120th Avenue interchange would require partial or full acquisition of commercial and industrial properties in the northwest quadrant of the intersection. The 116th Avenue Station could require partial or full acquisition of an existing outdoor storage yard and several industrial buildings on the north side of the highway. Expansion of the ROW required for the Flatiron Crossing interchange would require partial acquisition of hotel parking and two retail pad sites on the south side of the highway near East Flatiron Circle. These changes would not create conflicts with existing or planned land uses in this area.

Superior/Louisville Segment

Impacts Adjacent to US 36

The proposed improvements would be compatible with existing land use along US 36 in this segment, since the land to be acquired is undeveloped and not designated as open space. These ROW acquisitions would directly impact some existing and planned land uses by converting them to highway purposes; however, these land use conversions would be negligible in the context of overall land use within the City of Superior and the City of Louisville. Remaining land uses would continue to be compatible with existing and planned future land use in this area.

Impacts at Interchanges and Transit Stations

Additional ROW required for the proposed McCaslin Boulevard interchange configuration would require acquisition of commercial and office properties on the north side and retail and parking uses on the south side of the highway. These changes would not create conflicts with existing or planned land uses in this area.

Boulder Segment

Impacts Adjacent to US 36

The proposed improvements would require open space acquisition throughout the Boulder Segment. The conversion of open space to highway uses would conflict with the existing and planned use of these areas as preserved open space. However, the proposed changes on US 36 would be compatible with the *2003 Boulder Transportation Master Plan* (LSA Associates, Inc. 2003), which identifies policies to support a multi-modal transportation network and improve mobility and congestion.

Impacts at Interchanges and Transit Stations

The proposed improvements would be compatible with existing development at the Foothills Parkway/Table Mesa Drive interchange and at the Table Mesa Station. Access to land owned by the University of Colorado near Table Mesa Drive would change. Since the University of Colorado's master plan for the development of this land has not yet been completed, access at this location will be addressed during final design in coordination with the University of Colorado and the City and County of Boulder. As discussed above, the conversion of open space to highway uses would conflict with the existing and planned use of these areas as preserved open space; however, proposed changes on US 36 would be compatible with the *2003 Boulder Transportation Master Plan* (LSA Associates, Inc. 2003).

Indirect Impacts

Denver Segment

Package 2 would not construct or improve BRT stations in the Denver Segment, and therefore, no induced land use changes are anticipated.

Adams Segment

There are no proposed BRT stations in the Adams Segment, and therefore, no induced land use changes are anticipated.

Westminster Segment

The Westminster Center Station would be expected to support a modest level of residential development. The highway interchange improvements would be expected to help support the redevelopment of established commercial properties, including the Westminster Mall.

Broomfield Segment

The 116th Avenue Station is expected to support the development of higher-density residential units at the Arista development along the south side of the highway, and in the Broomfield redevelopment project area along the north side of the highway. The access improvements associated with the 120th Avenue interchange are expected to help support commercial/retail development on the Arista property.

Superior/Louisville Segment

The McCaslin Station and associated interchange improvements would support the development of the Superior Town Center TOD, including residential and commercial/retail uses.

Boulder Segment

Package 2 considered two design options for the Boulder terminus of the special lanes. There are no physical improvements to the BRT stations as part of Option A in Package 2. Therefore, no induced residential or commercial development is anticipated in the Boulder Segment. If Option B is selected, physical improvements are proposed at the Table Mesa BRT station in Package 2; however, those improvements are not expected to induce residential or commercial development. Regardless of whether improvements are made at Table Mesa Drive, growth would likely occur as a result of the University of Colorado's master plan for campus development on land southeast of the Table Mesa Drive interchange with US 36.

Two bikeway options (along US 36 and along South Boulder Road and Cherryvale Road) would have similar effects to land use. Both would convert open space property to a transportation use. The South Boulder Road and Cherryvale Road option would be located along an area that is already used for a bikepath.

Package 4: General-Purpose Lanes, High-Occupancy Vehicle, and Bus Rapid Transit

Package 4 involves nearly the same direct and indirect land use impacts in the US 36 corridor as described previously for Package 2, except it would not require the extra ROW needed for drop-ramps in Westminster and Broomfield in Package 2.

Combined Alternative Package (Preferred Alternative): Managed Lanes, Auxiliary Lanes, and Bus Rapid Transit

The Combined Alternative Package (Preferred Alternative) would have similar land use impacts in the US 36 corridor as Package 2 and Package 4. However, ROW requirements would be substantially less than in Packages 2 and 4, particularly in the Adams Segment, and would result in the direct conversion of less property to transportation uses. Similarly to Package 4, the Combined Alternative Package (Preferred Alternative) would also not require ROW for drop-ramps in Westminster and Broomfield.

In the Adams Segment, the Combined Alternative Package (Preferred Alternative) would require significantly fewer residential and business relocations; only one-quarter of the residential and business relocations required by Package 2 and Package 4 would occur under the Combined Alternative Package (Preferred Alternative). An estimated 106 residences would still experience partial acquisition of the rear portions of their properties adjacent to the highway. Although the residential and commercial relocations under Packages 2 and 4 are not expected to alter overall land use in the Adams Segment, the lower number of relocations under the Combined Alternative Package (Preferred Alternative) would better stabilize existing land uses adjacent to the highway. The reconstruction of the Sheridan Boulevard interchange and Westminster Center Station, which would affect businesses in both the Adams and Westminster segments, would impact approximately one-quarter of the businesses that would be impacted by Package 2 and Package 4 at this interchange. There would be substantially fewer business relocations required in the Broomfield and Boulder segments as well.

Direct access to Broadway from westbound US 36/I-270 and southbound I-25 would be eliminated under the Combined Alternative Package (Preferred Alternative), and viability of commercial land uses along Broadway could be negatively affected, as described under Package 2.

For all of the build packages, the land use conversions from residential, commercial, and public uses to highway uses would be negligible in the context of overall land use in the corridor. None of the build packages would be expected to cause indirect impacts to overall land use plans in the surrounding communities. However, all of the build packages would indirectly support planned land use changes surrounding the BRT stations. In that sense, each of the build packages would be similar in their consistency with overall land use plans and policies in the corridor. However, the lesser ROW requirements of the Combined Alternative Package (Preferred Alternative) in comparison to Package 2 and Package 4 would result in fewer direct impacts to land use in the corridor.

Mitigation

Continued coordination with local jurisdictions will occur to ensure compatibility with land use plans and to address any incompatibilities. Coordination will occur with the University of Colorado and the City and County of Boulder to evaluate access requirements for master planning efforts near Table Mesa Drive. Property acquisitions will be reimbursed at fair market value and if possible, comparable land will be provided to compensate for open space acquisition.