

Improvements to the Santa Fe Drive interchange would also require complete reconstruction of the bridge over C-470 and the addition of a flyover to accommodate the high-volume movement from southbound Santa Fe Drive to eastbound C-470, as shown in **Figure 3-4**. This interchange is described in more detail in **Section 2.4.2.2**. The flyover would be constructed so that the ramp would begin its ascent north of the signalized entrance to Wolhurst at the Santa Fe Drive/County Line Road intersection. The flyover would be above this existing intersection. Effects to Wolhurst have been identified with respect to ROW, traffic, noise levels, air quality, and aesthetics.

**ROW.** Additional ROW necessary to construct improvements to Santa Fe Drive, the Santa Fe Drive interchange, and C-470 itself would require approximately 2.1 acres of property from Wolhurst. The land required for acquisition is located on the east and south side of the community immediately adjacent to the existing access road and highway. This ROW acquisition would not require changes to the existing access road along the southern property boundary, nor would it require any residential relocations. However, the improvements would result in traffic lanes, including the flyover ramp, which would be 140 feet closer to residential homes than they are today. As discussed in **Section 3.2.7**, Wolhurst is one of many areas where additional ROW would be required.

**TRAFFIC.** Capacity improvements to Santa Fe Drive, County Line Road, and the C-470 ramp terminal intersections would improve travel conditions. A dedicated southbound right-turn lane from Santa Fe Drive into Wolhurst would facilitate free movement into the community. The flyover ramp would improve the conditions at the Santa Fe Drive/County Line Road intersection, which also serves as the entrance to Wolhurst by removing southbound traffic headed for eastbound C-470. It will not interfere with the existing access to Wolhurst. Traffic

exiting Wolhurst headed for eastbound C-470 would turn right out of the community and left onto the eastbound C-470 entrance ramp, just as they do today. The westbound County Line Road approach to the Santa Fe Drive intersection would include an exclusive right-turn-only lane, two left-turn lanes, and a dedicated through lane into Wolhurst, improving traffic operations at this intersection. A more detailed discussion of traffic operations for the Santa Fe Drive interchange complex is discussed in **Section 3.3.1.2**.

**AIR QUALITY.** As part of the air quality modeling for the project area, hot-spot analyses for carbon monoxide emissions were conducted for the ramp intersection of Santa Fe Drive and the westbound C-470 entrance and exit ramps. As discussed in **Section 3.3.2**, the emission levels for this intersection are below the national standard for carbon monoxide and would decrease as a result of improved traffic operations for the GPL Alternative. Other air pollutants attributable to highway traffic (such as particulate matter and ozone) were also evaluated on a corridor-wide basis and found to not exceed national standards. Within the 2025 planning year horizon, air pollutants will rise slightly, but will remain below national standards.

**NOISE.** As a result of the C-470 widening, the existing noise wall that borders Wolhurst on the south would be relocated north to accommodate the new interchange configuration. The widening of Santa Fe Drive, plus the flyover ramp, would result in higher noise levels than the existing or No-Action condition, exceeding CDOT's 66 dBA threshold at two locations in Wolhurst. These are on the south side, where adverse noise effects are currently mitigated with a noise barrier, and the east side, north of Wolhurst Drive. **Section 3.3.3** provides more detail regarding noise effects.

**AESTHETICS.** The addition of the flyover along Santa Fe Drive would introduce an adverse visual effect to Wolhurst. Construction of a retaining wall along the portion of the flyover that extends north of the community entrance would block views from the community to Santa Fe Drive and the railroad corridor. The wall would also block eastern sunlight entering the community. It would cast shadows to varying degrees depending on the time of year during the morning hours. The combination of travel lanes closer to the community, an elevated structure adjacent to and above the property, and a retaining wall along the northern portion of the flyover structure would create a more urban context to the community than current conditions. These effects are discussed in **Section 3.3.14.2.**

### **Express Lanes Alternative (Preferred Alternative)**

The EL Alternative would have the same design footprint as the GPL Alternative, with a few minor exceptions. These differences in the width and effects to the environment would not be relevant to Wolhurst. The proximity of improvements from the EL Alternative to Wolhurst would be the same as in the GPL Alternative. The difference for the EL Alternative is a function of the express lanes themselves. Because direct access to the express lanes would not be provided at the Santa Fe Drive interchange, eastbound traffic from Wolhurst would turn left from southbound Santa Fe Drive onto the eastbound entrance ramp and enter C-470 in the general purpose lanes. Traffic would then merge into the express lanes at a slip ramp located between the Lucent Boulevard and Broadway interchanges. Westbound Wolhurst traffic in the express lanes would merge out of the express lanes and into the general purpose lanes at a slip ramp between the Broadway and Lucent Boulevard interchanges and then exit at Santa Fe Drive and turn into Wolhurst using the same travel pattern as currently exists. This access configuration would be the same for all traffic

entering or exiting the express lanes or general purpose lanes to or from Santa Fe Drive. The benefit provided by the EL Alternative would be the travel time savings for trips made in the express lanes, as these lanes would be less congested than the general purpose lanes.

ROW, air quality, noise, and aesthetic effects to Wolhurst would be the same for the EL Alternative as discussed for the GPL Alternative, since the Santa Fe Drive interchange improvements consist of the same elements for both alternatives. The effects to air quality for both action alternatives would be positive. Because the EL Alternative would require a toll to enter the facility, this could be considered an economic disadvantage to low-income individuals, if they could not afford to pay the tolls. While this was a consideration during the alternatives evaluation, statistics from other toll facilities such as the EL Alternative have demonstrated that individuals from all income levels use the express lanes. While lower-income individuals may not use the facility as frequently as those with higher incomes, this data suggest that the imposition of tolls does not preclude low-income individuals or households from using the facility at times when minimizing traffic delay is of importance.

In summary, no disproportionate impacts to low income and minority populations are anticipated with either the No-Action or the action alternatives.

#### **3.2.2.3 Mitigation**

Wolhurst residents have been involved in many of the mitigation discussions. Through an open public involvement program, CDOT has met with community members to discuss effects and mitigation measures. Residents were asked what mitigation measures could make these adverse effects less intrusive on their community.

Noise impact mitigation was one of the most important community issues. This input led to additional noise analysis in this area, including the new residential sites currently under development. Based on the additional analysis, noise

abatement was determined reasonable and feasible for both affected locations. The noise barrier along the southern border of the community would be reconstructed and possibly extended to a maximum height of 20 feet. The northern portion of the flyover ramp would be constructed either with a new retaining wall or with a separate noise wall north of the Wolhurst entrance. The wall type will be determined during final design. This wall would effectively reduce noise levels one to four dBA to levels of 62 to 63 dBA. A detailed discussion of noise effects and mitigation strategies is included in **Section 3.3.3**.

Mitigation for construction impacts such as noise, vibration, and air quality would be similar to those for such impacts in other areas of the corridor where impacts occur. The contractor would be required to monitor noise levels and develop a mitigation plan, such as installing temporary noise barriers; enforcing more restrictive work hours; and limiting weekend work. Attempts would be made to schedule vibration-causing operations during daytime hours. A fugitive particulate emissions control plan would also be required. Additional detail on construction mitigation measures is discussed in **Section 3.3.17.3**.

To improve the aesthetic character, Wolhurst residents expressed interest in trees and other landscaping around their community. Trees, earthen berms, and landscaping elements would be added under and adjacent to the flyover, within the CDOT ROW. The berms would provide additional noise benefit to the south-eastern border. A landscape median would also be added to the community entrance to minimize U-turns at this intersection. CDOT would work with the community and property owner to place landscaping elements in aesthetically desirable locations. Additional public involvement opportunities would be offered during final design to allow residents the opportunity to provide input on landscaping elements.

Wolhurst residents also suggested adding aesthetic treatments to the retaining walls on the northern portion of the flyover. Because this wall would serve as the eastern viewshed to the community, an aesthetically pleasing treatment for this structure would improve the appearance of this eastern view. CDOT will work with Wolhurst to enhance the texture and color treatments on the retaining walls and the interior face of the relocated southern noise wall to provide a pleasing view from within the community. Additional public involvement opportunities will be offered during final design so that residents have an opportunity to provide input on the structure treatments.

#### **3.2.2.4 Wolhurst Public Involvement Program**

So that Wolhurst residents had ample opportunities to become involved in project planning during the EA process, three community meetings were held at the Wolhurst Clubhouse to disseminate study information, gather input from residents, explain the alternatives under consideration, and discuss effects to Wolhurst. This forum was also used to answer questions and obtain input on mitigation options. A detailed discussion of the public involvement process is located in **Chapter 4**.

### **3.2.3 Housing and Community Facilities**

Schools, housing, and public safety aspects of the project area were analyzed with respect to the three alternatives under consideration. The project area for this evaluation is consistent with the same census block groups as discussed in **Section 3.2.1**.

#### **3.2.3.1 Affected Environment Schools**

Thirteen schools (kindergarten through 12<sup>th</sup> grade) were identified within the project area of which eight are public and five are private. They are located in three school districts: Douglas County Region One (seven schools), Jefferson County R-1 (five schools), and Littleton 6 (one school).

**Housing**

The year 2000 Decennial Census published by the U.S. Bureau of Census identified 38,647 housing units within the project area, of which 82.4 percent were owner-occupied housing units. This rate of owner-occupancy is slightly lower than that of Arapahoe and Jefferson Counties and slightly higher than that of Douglas County. The percentage of vacant housing units within the project area is slightly lower than in Arapahoe and Douglas Counties, and higher than in Jefferson County. **Table 3-5** shows housing unit data for Arapahoe, Douglas, and Jefferson Counties and for the project area. Growth forecasts show a 37 percent increase in housing units above existing conditions by the year 2025.

**Public Safety Services**

The project area is served by several fire districts and multiple fire stations. The fire districts are Littleton Fire Rescue, South Metro Fire Rescue, and West Metro Fire/Rescue. The Cities of Littleton and Lone Tree; Arapahoe, Douglas and Jefferson Counties; and the Colorado State Patrol provide law enforcement service within the project area. Littleton and Lone Tree are the only incorporated cities, and they operate their own police departments within their service areas. The City of Centennial contracts police services through the Arapahoe County Sheriff’s office. The respective county sheriff departments and

Colorado State Patrol serve unincorporated portions of the project area.

The eastern end of the project area is served by Sky Ridge Medical Center. Sky Ridge is a regional medical facility with a hospital providing a level III trauma center and 335 beds. The project area is also served by Littleton Adventist Hospital. Littleton Adventist provides a level II trauma center and 175 beds.

**3.2.3.2 Environmental Consequences**

The effects evaluation for housing and community facilities includes changes in school attendance areas, growth patterns that would require new school facilities, changes in housing development patterns, and corresponding needs for public safety and facilities.

**No-Action Alternative**

The No-Action Alternative may shift population growth to areas outside the project area, as traffic congestion on C-470 and local arterial streets increases. Demand for community facilities, services, and housing would follow population growth, meaning that new community facilities may be located outside the immediate project area. However, locations of these resources would generally follow development and land use plans identified by the counties and cities.

**Table 3-5  
2000 Housing Unit Data**

Location	Housing Units						
	Total	Owner Occupied		Renter Occupied		Vacant	
		Number	Percent	Number	Percent	Number	Percent
Arapahoe County	12,781	10,644	83.3	1,600	12.5	537	4.2
Douglas County	17,069	13,555	79.4	2,890	16.9	624	3.7
Jefferson County	8,797	7,666	87.1	982	11.2	149	1.7
Project area	38,647	31,865	82.4	5,472	14.2	1,310	3.4

Source: 2000 U.S. Census



The No-Action Alternative would not alleviate existing and future traffic congestion within the project area. With an expected increase in population, the project area traffic volumes would also increase, which poses problems both economically (employees unable to get to work) and with emergency vehicle response times. School attendance areas would not be expected to change, nor would the need for additional public facilities or services.

**General Purpose Lanes Alternative**

Effects to community cohesion resulting from the GPL Alternative would be minimal, as most improvements would occur within existing ROW. No new access points would be provided under the GPL Alternative. Access improvements at the Santa Fe Drive interchange would result from a realigned interchange to improve traffic flow. This alternative would not limit nor remove any existing access to C-470.

The GPL Alternative would require little additional ROW, and would have minor effects on adjacent property owners; no residential or business relocations would be required. Future property values are speculative and may be affected by many market factors including proximity to C-470. Increased development opportunities that may arise more quickly as a result of the GPL Alternative would not likely change school attendance areas, or the need for additional schools. This alternative would reduce congestion, and improve access and response times for police, fire, and emergency vehicles, while improving access to and from community facilities such as schools, churches, civic buildings, recreational areas, and retail areas. This alternative would also improve travel time to work for commuters who use C-470. No new public facilities or services are anticipated as a result of the GPL Alternative.

**Express Lanes Alternative (Preferred Alternative)**

As discussed in Chapter 2, the EL Alternative would add tolled express lanes to the existing facility. Because toll fees would be charged only

for those traveling in the express lanes, the traveling public would always have the option to travel in the general purpose lanes. ROW effects would be minimal, as most improvements would occur within existing ROW.

The EL Alternative would provide a new access point to C-470 at Colorado Boulevard for the express lanes only. Improved access at the Santa Fe Drive interchange would occur from improvements made to accommodate the additional lanes.

The EL Alternative would require little new ROW, and would have little effect on adjacent property owners. No residential or business relocations would be required. Future property values are speculative and would be affected by many market factors including proximity to C-470. Increased development opportunities that may arise more quickly as a result of the EL Alternative would not likely change school attendance areas, or the need for additional schools. This alternative would reduce congestion and therefore improve access and response times for police, fire, and emergency vehicles; improve access to and from community facilities such as schools, churches, civic buildings, recreational areas, and retail areas.

This alternative would also improve traffic flow in the project area while providing a funding source to offset construction and implementation costs. It would provide a safe, efficient, and convenient travel option. Public safety would also improve, since emergency response times would decrease. No new public facilities or services are anticipated as a result of the EL Alternative.

**3.2.3.3 Mitigation**

No mitigation measures for housing or community facilities are anticipated to be necessary.

**3.2.4 Economics**

As with previous analyses, census block group data from the 2000 Census was used to describe economic characteristics of the population living



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within the project area. Woods and Poole Economics data was also used for analysis of income and earnings for the project area. In this section, employment and earnings data were compared for the project area population and for the populations of Arapahoe, Douglas, and Jefferson Counties.

**Table 3-6** provides 2000 labor force and unemployment data for Arapahoe, Douglas, and Jefferson Counties and for the project area. In 2000 the project area had 56,976 workers (age 16 and over) and 1,330 unemployed workers. The unemployment rate for the project area in 2000 was slightly lower than that of Arapahoe County, twice as high as that of Douglas County,

and the same as Jefferson County. Future forecasts indicate that employment is projected to increase 44 percent by 2025.

**Table 3-7** shows historic and forecasted total earnings for each county within the study area. All three counties experienced greater earnings growth than population growth, demonstrating that either jobs were created at higher salaries or existing jobs received larger salary increases. The disparity in total earnings by county is evidenced that Douglas County has the lowest total earnings. This is indicative of Douglas County's smaller population base, as compared to Arapahoe and Jefferson Counties. However, it also indicates that a higher proportion of the

**Table 3-6**  
**Year 2000 Labor Force and Unemployment Rates**

Location	Workers (Age 16 and Over)		Unemployment Rate (%)
	Number	Number of Unemployed	
Project area	56,976	1,330	2.3
Arapahoe County	372,885	8,773	2.4
Douglas County	125,260	1,706	1.4
Jefferson County	409,449	9,546	2.3

Source: 2000 U.S. Census (in \$ 2000)

**Table 3-7**  
**Total Earnings by County**

County	1990	2000	2010	2020
Arapahoe County	\$7,656	\$18,269	\$24,898	\$34,376
Douglas County	\$510	\$2,458	\$4,077	\$6,330
Jefferson County	\$6,808	\$10,369	\$13,764	\$17,576

Source: Woods & Poole Economics (in \$ 2000)

**Table 3-8**  
**Per Capita Income by County**

County	1990	2000	2010	2020
Arapahoe County	\$30,712	\$45,768	\$51,521	\$58,355
Douglas County	\$31,157	\$35,090	\$36,021	\$41,131
Jefferson County	\$26,769	\$37,080	\$42,423	\$47,801

Source: Woods & Poole Economics (in \$2000)

1 population lives in Douglas County and  
 2 commutes to another location, such as Arapahoe,  
 3 Jefferson, or other counties. Forecasted earnings  
 4 show healthy growth for all three counties in the  
 5 study area.

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 7 Purchasing power of the population can be  
 8 measured in per capita income, as shown in  
 9 **Table 3-8**. Personal income divided by  
 10 population equals per capita income. In 2000,  
 11 Arapahoe County had the highest per capita  
 12 income, at \$45,768, while Douglas County had  
 13 the lowest, at \$35,090. In terms of general income  
 14 levels this spread is relatively small, which  
 15 indicates that income within the study area is  
 16 homogeneous. Income levels are forecasted to  
 17 climb in all three counties of the study area, with  
 18 annual growth rates at approximately 1.2 percent  
 19 per year.

### 21 **3.2.4.1 Environmental Consequences** 22 **No-Action Alternative**

23 The No-Action Alternative would have a  
 24 negative effect on the local economy within the  
 25 study area and within Arapahoe, Douglas, and  
 26 Jefferson Counties. Traffic congestion imposes an  
 27 unavoidable cost in terms of increased travel  
 28 time. Travel time evaluation is discussed in more  
 29 detail in **Section 3.3.1**. With no improvements to  
 30 C-470, the economic costs of congestion would  
 31 continue to increase. Congestion costs could  
 32 affect business location decisions and individual  
 33 home rental/purchase decisions. As demon-  
 34 strated in **Tables 3-7** and **3-8**, the study area is  
 35 forecasted to continue growing in both earnings  
 36 and per capita income. However, with increased  
 37 congestion costs, this growth may be concen-  
 38 trated in other, less congested parts of the three  
 39 county area. With respect to municipal well  
 40 being, no property would be removed from the  
 41 tax rolls because no new ROW would be  
 42 required. Therefore, the tax base would not be  
 43 affected.

### 45 **General Purpose Lanes Alternative**

46 The overall economic effect of implementing the  
 47 GPL Alternative would be positive with respect to  
 48 municipal health and the local economy. The GPL

Alternative would require some additional ROW. 51  
 Property acquisitions would include 16.68 acres 52  
 that would be removed from the tax rolls, 53  
 resulting in a minor effect on the tax base of local 54  
 jurisdictions. However, no business or residential 55  
 relocations would be necessary. During project 56  
 construction, Arapahoe, Douglas, and Jefferson 57  
 Counties would have an increase in construction 58  
 employment and local purchases of construction 59  
 materials. As construction dollars are spent 60  
 locally, there would be a beneficial effect on local 61  
 economic output, income, and employment in the 62  
 area. 63

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 65 With added capacity, congestion costs would  
 66 decrease in response to a decrease in travel time  
 67 for the corridor. Because the demographic  
 68 composition of the study area and the  
 69 surrounding counties as a whole is relatively  
 70 homogeneous, and the additional capacity is  
 71 provided for all users, decisions concerning  
 72 business or choice of residential location would  
 73 not be negatively affected. Increased capacity  
 74 could also have the effect of advancing existing  
 75 development plans and promoting economic  
 76 development at a higher rate than if no improve-  
 77 ments were made to the corridor. Retail health  
 78 would be positively affected for businesses  
 79 within the study area, as additional capacity  
 80 would provide congestion relief for shoppers  
 81 with destinations in the area. Because no access  
 82 restrictions exist for the GPL Alternative, all  
 83 three counties within the study area would  
 84 receive equal economic benefit from the  
 85 additional capacity. 86

87 This alternative would have short-term effects to  
 88 access near the proposed construction locations.  
 89 Vehicular, pedestrian, and bicycle access would  
 90 be affected during the construction period,  
 91 which could change shopping patterns in areas  
 92 where construction activity makes business  
 93 access more difficult. Roadway construction,  
 94 however, would be conducted in such a way as  
 95 to minimize travel delay, and access to and from  
 96 area businesses would be maintained.

97 Temporary construction effects are discussed in  
 98 **Section 3.3.17**. 99

### Express Lanes Alternative (Preferred Alternative)

The economic effects of implementing the EL Alternative would also be positive with regard to the local economy and municipal health. The EL Alternative would require some additional ROW. Private property acquisitions would include approximately 20 acres that would be removed from the tax rolls, resulting in a minor effect to the tax base of local jurisdictions. However, no business or residential relocations would be necessary. During project construction, Arapahoe, Douglas, and Jefferson Counties would have an increase in construction employment and local purchases of construction materials. As construction dollars are spent locally, this alternative would result in a beneficial effect on local economic output, income, and employment in the area.

Added capacity in the express lanes would allow commuters to choose the physical time cost associated with congestion or pay a toll to avoid congestion. Because the demographic composition of the study area and the three county area as a whole is relatively homogeneous with regard to per capita income, this suggests that a toll facility would not appreciably alter decisions concerning business or choice of residential location within the three county area or Denver. Retail health would be positively affected for businesses within the study area, as congestion relief would provide shoppers a less congested alternative to travel to shopping destinations in the area. Because express lane access is provided to all three counties within the study area in response to forecasted travel demand, no one part of the study area would receive more or less economic benefit from access to the additional capacity. Additional information with regard to economic effects of the EL Alternative can be found in *Economic Analysis for Express Lanes on C-470* (July 2005).

This alternative would have short-term effects to access near the proposed construction locations. Vehicular, pedestrian, and bicycle access would be temporarily affected during the construction

period, which could change shopping patterns in areas where construction activity makes business access more difficult. Roadway construction would, however, be conducted in such a way as to minimize travel delay, and access to and from area businesses would be maintained.

Once the capital construction cost of this alternative is paid back, tolls from express lane users would continue to be collected. These revenues would be used to pay for continuous operation and maintenance of the express lanes, and possibly to pay for upgrades or expansion of the express lanes on C-470.

#### 3.2.4.2 Mitigation

No mitigation measures are anticipated for permanent effects. Temporary negative effects from construction activities would be mitigated by maintaining access or providing a temporary or alternative access to area businesses during construction. In addition, roadway construction would be conducted in such a way as to minimize travel delay. See **Section 3.3.17.3**, which describes mitigation for construction effects.

#### 3.2.5 Land Use

Land uses along C-470 generally consist of residential, recreational, commercial and office uses. Because much of the development along C-470 has occurred immediately before or after highway construction, development has evolved to accommodate the highway, allowing adequate buffers between the highway and residential or commercial structures. The land use evaluation for this EA is based on a review of existing and projected land use and an assessment of potential sensitivity to changes in land uses in areas affected by the alternatives, including:

- Consistency or compliance with existing land use plans or policies
- Preclusion of the viability of existing land use

- Preclusion of continued use or occupation of an area
- Compatibility with adjacent land use to the extent that public health or safety is threatened

**3.2.5.1 Existing and Future Land Use**

Land use descriptions are codified in local zoning laws and are within the purview of local jurisdictions within the C-470 project area. A variety of land uses exist within each local jurisdiction and are represented by the categories of residential, commercial, industrial, agricultural, institutional, and recreational. Eight agencies have land use jurisdictional responsibilities within project area: Douglas County, Lone Tree, Littleton, Centennial, Arapahoe County, and Jefferson County, Colorado Department of Parks and Recreation, and the U.S. Army Corps of Engineers (USACE). These agencies were integral in the land use evaluation. Local master or comprehensive plans, specific site plans, zoning maps, and regulations for each participating jurisdiction were referenced in the land use evaluation and growth projections for the area. In particular, the following documents, along with field review, were used to review and refine the Denver Regional Council of Governments (DRCOG) 2025 socio economic data and local land use information utilized in this evaluation:

- *Denver Regional Council of Governments 2025 Fiscally Constrained Regional Transportation Plan* (April 2002)
- *Douglas County 2020 Transportation Plan* (April 2004)
- *US 85 Access Management Plan, South I-25 Corridor and US 85 Corridor Environmental Impact Statement* (March 2001)
- *County Line Road, I-25 to Santa Fe Drive EA and Section 4(f) Evaluation* (1998)

- *Douglas County Capital Improvement Projects* (2004)

Much of the C-470 project area has experienced significant growth over the last twenty years. Based on the DRCOG socio economic data, local jurisdictional input and local land use assessment, the corridor is expected to see some additional growth in the coming years. The majority of this growth, however, is anticipated to occur over the next ten to fifteen years, slowing before the year 2025. So while the level of planned future growth is substantial, it is not expected to continue indefinitely over the next twenty years. **Figure 3-5** shows the land uses for jurisdictions in the project area.

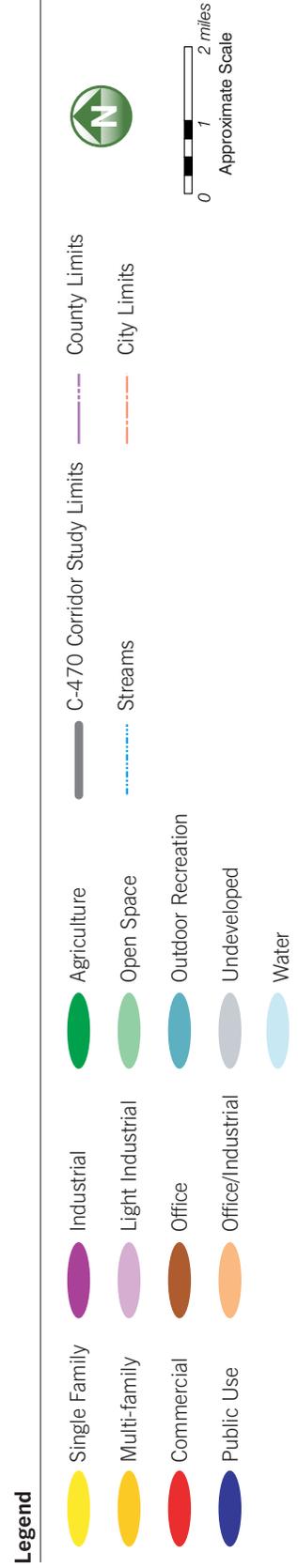
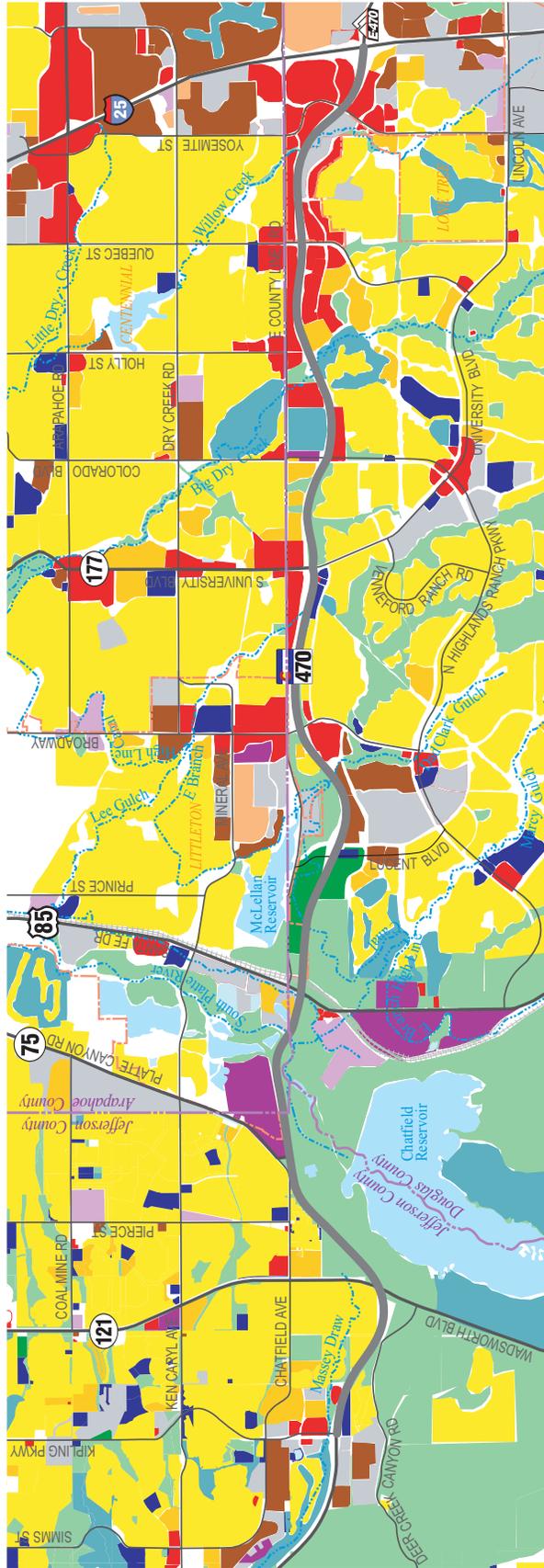
The review of C-470 corridor existing land use indicates that the majority of this growth has occurred south of C-470 in the Lone Tree, Highlands Ranch and Douglas County areas, along with pockets of new development west of Santa Fe Drive along the corridor. The highest-intensity land uses are located closer to the I-25 corridor between Lincoln Avenue and County Line Road, east of Quebec Street. The Denver Technological Center (DTC) area along I-25 north of C-470 is roughly 60 percent completed, and the Meridian office park south of the DTC at Lincoln and I-25 is just over 30 percent completed. East of I-25, outside the project area, significant office and residential development continues, especially east on Lincoln Avenue toward the town of Parker.

Lone Tree, located west of I-25 and south of C-470, has undergone substantial residential and retail growth in and around the Park Meadows retail and entertainment district, located south of Park Meadows mall along Yosemite Street. The commercial densification in the entertainment district is anticipated to continue in the short term, along with the build out of single-family residential use in the area. The Ridgeway development, also located in Lone Tree, south of Lincoln Avenue is expected to continue growing over the next 40 years. As a planned unit development, the land uses and future development



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**Figure 3-5**  
**Existing Land Use**



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