

NORTH I-25
EIS



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Technical Memorandum LAND USE CONDITIONS AND IMPACTS

Prepared by:



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1.0 INTRODUCTION

This technical memorandum describes the existing land use conditions and potential impacts from transportation improvements within the North I-25 regional study area (see **Figure 1**). Included in this memorandum is an overview of planning activities in the regional study area, including local government and regional planning. General descriptions of the existing land use and zoning follow for the corridors proposed for improvements, including US 85 along the eastern portion of the regional study area, I-25 in the central portion, the Burlington Northern and Santa Fe (BNSF) railroad/Longmont North Metro Connection, and connector corridors throughout the regional study area. Following the corridors, descriptions of existing land use and zoning are provided for the proposed commuter bus stations, bus rapid transit stations, commuter rail stations, maintenance facilities, and I-25 interchange upgrade locations. Following existing conditions, a general overview of the future land use along the affected corridors is provided. Following the existing conditions sections is an analysis of potential direct and indirect land use impacts from the proposed improvements, including the No-Action, Package A, Package B, and Preferred Alternatives. Potential mitigation measures are summarized at the end of this memorandum.

There are two appendices included with this memorandum. **Appendix A** contains the complete indirect impacts evaluation. **Appendices B through F** contains land use and zoning maps for the commuter bus stations, bus rapid transit stations (express bus under the Preferred Alternative), commuter rail stations, maintenance facilities, and I-25 interchange upgrade locations under evaluation.

Existing and future land use information was obtained from municipal and county land use maps, 2002 to 2010 aerial photographs, comprehensive plans, and land use projections from the metropolitan planning organizations. It is important to note that development and conversion of agricultural lands to employment, commercial, and residential uses have already occurred and is occurring rapidly in the regional study area, particularly along the I-25 corridor. Therefore, descriptions of existing land use contained in this section should be considered in a general context as specific land uses may have changed. Similarly, station and interchange zoning is based on 2004 to 2010 municipal and county information, which also has been changing rapidly, and should be considered in a general context. Zoning is only described generally for the transportation corridors because of complexities with a large regional study area and a large number of jurisdictions.

2.0 LAND USE PLANNING IN THE REGIONAL STUDY AREA

Land use planning in the regional study area is primarily undertaken by municipal and county governments. In addition, three regional transportation planning agencies are responsible for transportation planning in the regional study area, which incorporate land use projections.

2.1 LOCAL GOVERNMENT PLANNING

The North I-25 regional study area covers an approximately 70-mile stretch of the I-25 corridor north of Denver and includes the parallel corridors along US 85 and the BNSF/Longmont North Metro Connection. The regional study area includes rural unincorporated county lands as well as urban municipal lands. Land use planning for unincorporated lands in the regional study area is the responsibility of six counties: Larimer, Weld, Boulder, Broomfield, Adams, and Denver. Both Broomfield and Denver are combined city/county governments. Most counties have coordinated intergovernmental agreements with many of the municipalities within their boundaries that address urban growth boundaries and development approval processes, important factors affecting land use planning.

There are 38 municipalities along the three primary transportation corridors where improvements are being considered. With the exception of some smaller rural municipalities, most all of these municipalities have full time planning staff to address local land use and zoning issues. Rural municipalities that do not offer planning services typically rely on the planning services of their respective county. From north to south, municipalities along the US 85 corridor include Greeley, Evans, La Salle, Gilcrest, Platteville, Fort Lupton, Brighton, and Commerce City. Municipalities along the I-25 corridor from north to south include Wellington, Fort Collins, Timnath, Windsor, Johnstown, Mead, Firestone, Frederick, Dacono, Erie, Broomfield (city/county), Thornton, Westminster, Northglenn, and Denver (city/county). The BNSF/Longmont North Metro Connection corridor includes Fort Collins, Loveland, Berthoud, Longmont, Firestone, Frederick, and Dacono. In some cases, annexation of interchange locations or other desirable development properties has resulted in municipal boundaries extending some distance from core urban areas and the resulting planning area crossing two of the North I-25 transportation corridors. For example, Berthoud and Fort Collins have annexed land along I-25, but their core urban areas are along the BNSF/Longmont North Metro Connection corridor. Although the regional study area encompasses the towns of Pierce, Ault, and Eaton north of Greeley, for the purposes of the EIS the northern terminus is Greeley.

Figure 1 depicts the existing county and municipal community boundaries in the North I-25 regional study area. County boundaries are generally considered fixed and do not change much over time, although Broomfield County was recently formed. Occasionally, a combined city/county government such as Broomfield or Denver may annex additional lands, but the boundaries of the larger counties such as Larimer, Weld, Boulder, and Adams remain fixed. Conversely, the influx of new people and businesses moving into the regional study area has caused municipal boundaries to expand rapidly into unincorporated county lands. For example, municipalities such as Erie, Frederick, and Firestone in southwest Weld County along the I-25 corridor have annexed a substantial amount of lands into their towns in just the last five years, whereas in the previous 50 years, very little annexation occurred. Municipalities that have development constraints such as floodplains, foothills,

closely neighboring municipalities, or require voter approval for annexations typically annex at slower rates. Also, rural municipalities farther from primary transportation corridors or urban centers (e.g. Gilcrest and Platteville) generally annex at slower rates.

2.2 LOCAL GOVERNMENT COMPREHENSIVE PLANS

A summary of local government comprehensive plans within the North I-25 regional study area is provided in **Table 1**. General descriptions of the plans and related transportation elements are provided below. The descriptions are organized into county or regional plans that apply to large areas and municipal plans for specific lands along each of the three primary transportation corridors. In general, the plans were reviewed and summarized for relevant future land use goals and policies.

Nearly every municipality has established or desires some type of growth management boundary. Most define growth boundaries where urban-level development is planned to occur. Others also include an expanded growth management area where the community desires to have a role in land use planning to coordinate compatible adjacent land uses, open space, or rural land uses that act as community buffers. In all cases, cooperation with their respective county and intergovernmental agreements are necessary for comprehensive land use planning along community boundaries.

County Land Use Plans

Adams County Comprehensive Plan, 2004. Adams County has established three priorities in its comprehensive plan: 1) work more closely with local governments, 2) provide opportunities for higher-end residential development and job and tax producing development, and 3) coordinate with local governments for public facilities and services. To meet these priorities, the county has placed an emphasis on attracting high-quality commercial growth in the E-470 corridor and Denver International Airport areas. Revitalization of older commercial and industrial areas in the southwestern portion of the county to preserve jobs and take advantage of the existing infrastructure is important for enhancing this area as a gateway to the county. Other land use elements include the desire to establish community separators and preserve existing agricultural areas, while allowing complementary levels of rural residential development. The county also promotes a program for transferring development rights from important open space, wildlife, farmlands, and floodplain lands in the county and identifies specific receiving areas (locations where the development rights can be applied).

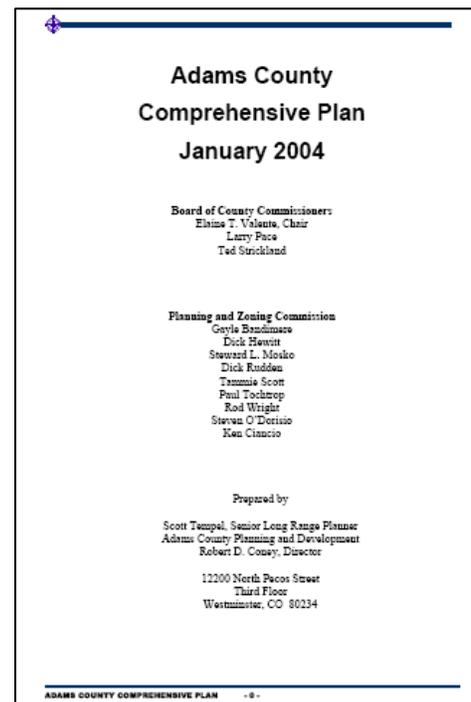
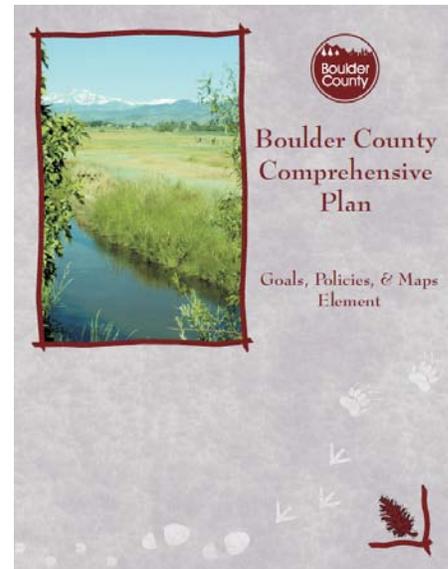


Table 1: Summary of Comprehensive/Land Use Plans

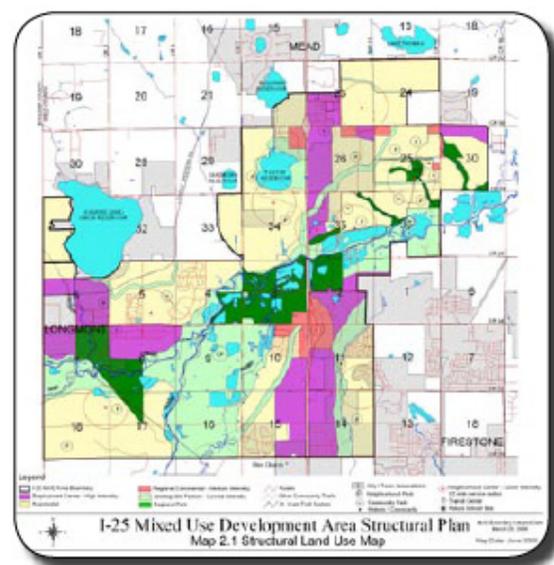
Jurisdiction	Plan	Year
County Plans		
Adams County	Comprehensive Plan	2004
Boulder County	Comprehensive Plan (2 nd Edition)	2010
Broomfield City and County	Comprehensive Plan	2005
Denver City and County	Comprehensive Plan	2000
Larimer County	Master Plan	1997
Weld County	Comprehensive Plan	2008
US 85 Corridor Municipal Plans		
Greeley	2020 Comprehensive Plan	2010
Evans	Comprehensive Plan	2010
Gilcrest	Comprehensive Plan	2003
Platteville	Comprehensive Plan	2000
Fort Lupton	Land Use Plan	2007
Brighton	Comprehensive Plan	2003
Commerce City	Comprehensive Plan	2010
I-25 Corridor Municipal Plans		
Wellington	Comprehensive Master Plan	2008
Timnath	Comprehensive Plan	2007
Windsor	Comprehensive Plan	2007
Johnstown	Area Comprehensive Plan	2006
Mead	Comprehensive Plan	2009
Firestone	Master Plan	2008
Frederick	Comprehensive Plan	2004
Dacono	Comprehensive Land Use Plan	2005
Erie	Comprehensive Plan	2005
Thornton	Comprehensive Plan	2007
Northglenn	Comprehensive Plan	2010
Westminster	Comprehensive Land Use Plan	2008 update
BNSF/Longmont North Metro Connection Corridor Municipal Plans		
Fort Collins	City Plan	2004 update
Loveland	Comprehensive Plan	2005
Berthoud	Comprehensive Plan	2007
Longmont	Area Comprehensive Plan	2003, as amended

Boulder County Comprehensive Plan, 2010. This second edition of the plan incorporates the many individually adopted elements into a more cohesive document. Since the initial Comprehensive Plan of 1978, the philosophy of the plan has changed very little. Growth should be channeled to municipalities, agricultural lands should be protected, and preservation of environmental and natural resources should be a high priority in making land use decisions. The county uses Community Service Areas to manage land development. The service areas are boundary lines drawn around a municipality within which a city expects to accommodate future growth. There are service areas for the Boulder Valley, Louisville, Lafayette, Superior and Broomfield. Non-Urban planned unit development (PUD) regulations guide growth in service areas. The county also has a transfer of development rights program with designated sending and receiving areas.



Larimer County Master Plan, 1997. Larimer County identified a number of guiding principles for land use. The county does not intend to provide urban services and therefore, the county believes the preferred location of urban land uses is within municipal boundaries where urban levels of service are available. Urban-type density development is encouraged in one of the county's many growth management areas. The county emphasizes annexation of existing development by the municipalities, and does not create disincentives for annexation of land within growth management areas. Transferring development rights and designated receiving areas is a tool the county uses to manage rural versus urban development issues. Larimer County also places a priority on land use planning around the Fort Collins-Loveland Municipal Airport, noting that land use decisions need to not only protect the safety of persons and property, but also prevent interference with the present and planned operation of the facility.

Weld County Comprehensive Plan, 2008. Weld County makes private property rights and respect for agricultural traditions its top guiding principles, along with providing fair procedures and regulations for addressing land use changes. The county also values its diversity of geography, demography, economy, and culture. While the county places emphasis on its agricultural history and current agricultural economy, it recognizes that future growth will require conversion of some agricultural lands to other uses. Weld County has been experiencing record-setting population and development growth in recent years, particularly in the southwestern portion of the county through the I-25 corridor. The county has adopted a Mixed Use Development (MUD) code as part of its comprehensive plan that allows urban-scale development within unincorporated county lands. The county currently has one MUD area along the central portion of the I-25 corridor in the vicinity of Longmont, Frederick, Firestone, and Mead (referred to as the I-25 MUD). Another MUD is currently proposed along the I-76 corridor, north of Hudson called the Southeast Weld MUD.

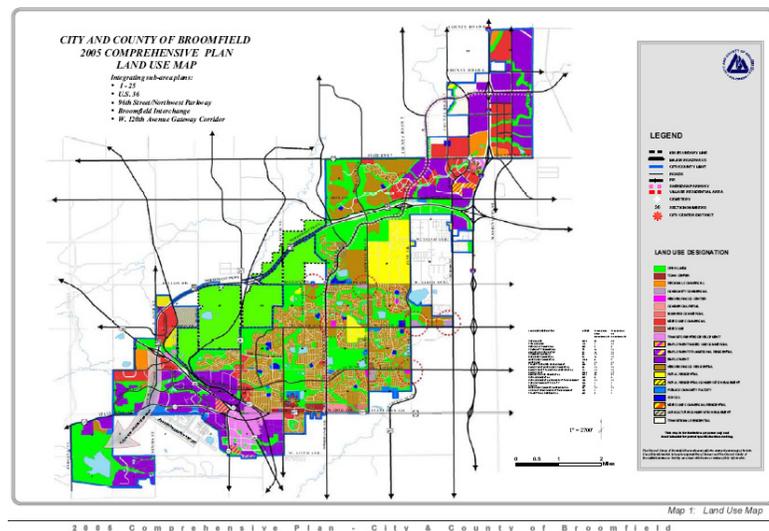


Denver Comprehensive Plan, 2000. In 2000, the Denver City Council adopted Denver Comprehensive Plan 2000 which establishes a vision for Denver's future that is summarized as “A city that is livable for its people, now and in the future.” Detailed plans prepared by various City departments are adopted as supplements to the Comprehensive Plan. These include the Parks and Recreation Game Plan, the Pedestrian Master Plan and the Bicycle Master Plan, as well as Blueprint Denver. Blueprint Denver, the primary document which guides land-use in the city and county of Denver, provides a long-range plan to manage growth within the Denver regional area. It addresses development, transportation needs and environmental quality.

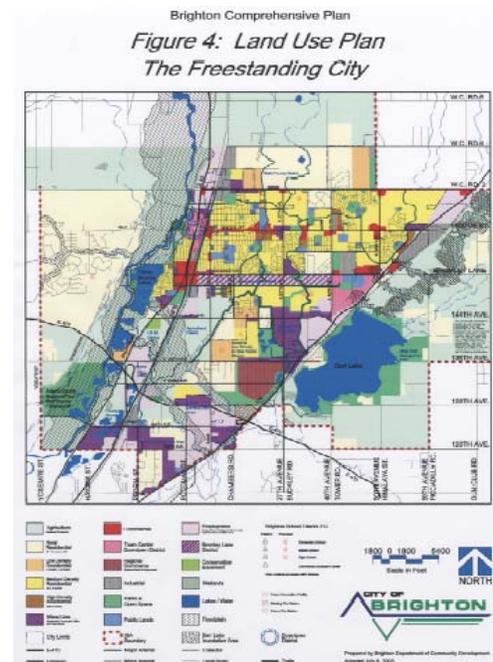
The vision for Denver in 2020 is organized around the premise that growth should be directed to areas of change, while the character of neighborhoods in areas of stability should be preserved and enhanced. Denver has identified the I-25 corridor within City/county limits as an area of stability from north of the interchange with I-70 to approximately Park Avenue West. In this area, Denver’s goal is to maintain the character of the area while accommodating new development as well as redevelopment. From Park Avenue south and east, most of the downtown core area and the US 85 and Brighton Boulevard corridors are identified primarily as areas of change. In this area, the City’s goal is to channel growth where it can best improve access to jobs, housing, and services with fewer auto trips. Additionally, both the I-25 and US 85 corridors are identified as locations for regional rapid transit and the associated infrastructure.

City and County of Broomfield Comprehensive Plan, 2005.

Unlike most of the communities in the I-25 corridor to the north, Broomfield has developed much of its land area. As such, the City/County has identified areas of change where new development and redevelopment is likely to occur and areas of stability where maintaining the existing fabric is important. The largest areas of change are located along the I-25 corridor, north of the I-25 and C-470 interchange. The City/County has also developed a “Green Edge” concept whereby a greenbelt is preserved around the City/County to protect environmentally constrained lands, steep slopes, creek corridors, and to buffer growth in adjacent communities. The City/County has also adopted a limit on annual residential building permits to manage growth. Broomfield plans to focus commercial and retail uses within its City/County limits along the I-25 corridor.



Brighton Comprehensive Plan, 2003. Brighton desires to maintain a small town identity and not become a large sprawling city or suburb. The City looks to maintain or create strategic and economically viable agricultural areas and an open space system on its borders, and to be orientated towards community centers, rather than linear strips. Urban service areas (growth areas) have been established based on existing City services or adjacent areas where extension of services may be financed by developers. Renewal and preservation of the core downtown area along US 85 and Bridge Street (SH 7) is a priority. While the US 85 corridor through Brighton is designated for commercial, employment, and some residential uses, it is an important gateway for Brighton and maintaining open space along the corridor is a priority. Much of Brighton's growth is directed east, between US 85 and the I-76 corridor. West of US 85 is the South Platte River and associated floodplains where the City desires to focus recreational, open space, and agricultural uses.

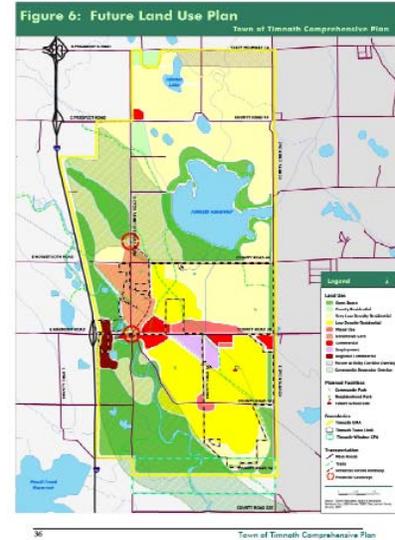


Commerce City Comprehensive Plan, 2010. Commerce City is actively working towards the development of a balanced commercial, residential, and industrial land use pattern. The City wants to upgrade the image of its commercial corridors, and improve the quality of industrial land uses while lessening the industrial impact on surrounding land uses. The US 85 corridor merges with the I-76 corridor, just south of 120th Avenue in the Commerce City area. The City has identified three potential activity nodes through this corridor, at the cross-streets of 104th Avenue, 96th Avenue, and 88th Avenue. Commercial development is encouraged in these areas, with major residential areas adjacent. The City also seeks to construct structures and landscaping on the shoulders and medians of US 85 to enhance the visual aesthetics of the community.

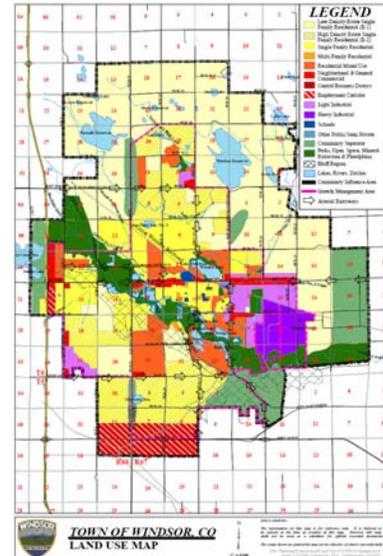
I-25 Corridor Municipal Land Use Plans

Town of Wellington Comprehensive Master Plan, 2008. One of the Town's top priorities is to manage growth within three distinct boundaries; existing Town limits, a planned growth area where the Town will be able to provide services, and a larger growth management area where the Town wants to pursue intergovernmental agreements with Larimer County and Fort Collins concerning growth. Wellington plans to use these growth areas as part of a strategy to extend Town boundaries with greater predictability regarding the rate, location, type, and character of growth. The Town also desires to prevent becoming a suburb of Fort Collins by creating open space buffers. An area of auto-oriented commercial development has been identified at the Wellington/I-25 interchange, near Cleveland and 6th Street.

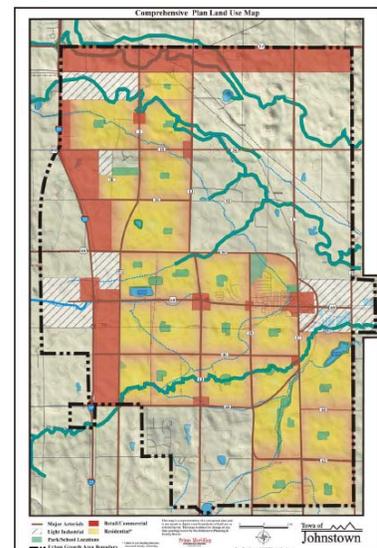
Timnath Comprehensive Plan, 2007. The Town of Timnath desires to maintain its small town character and has prioritized a “Right to Farm” resolution. The Town has established a growth management area which identifies appropriate locations for future urban-level development and has established a residential setback for the I-25 corridor. The downtown area is planned to have a balance of social, retail, civic, residential, and open space facilities. Timnath views the I-25 and Harmony Road interchange (on the east side), Main Street, and the southern portion of CR-5 as the core economic areas for the community. Collaboration with Larimer County, the City of Fort Collins, the Town of Windsor, and other surrounding municipalities regarding development compatibility and preserving community separators is important to the community.



Town of Windsor Comprehensive Plan, 2007. Windsor plans to annex all lands within its growth management area and only annex lands outside for compelling or strategic reasons. The Town desires to have agreements with Weld County and surrounding municipalities to ensure that all new development can be reasonably served with public utilities. Efficient and effective extension of public services and facilities is an important land use goal for the Town. Clustered residential developments are preferred over typical sprawl development patterns. Windsor seeks to preserve the historic nature of its core downtown area while promoting it as a commercial focal point. Industrial areas are encouraged in the eastern and southeastern portions of the Town to lessen the impact on the downtown area and where traffic generation and environmental impacts would be the least.

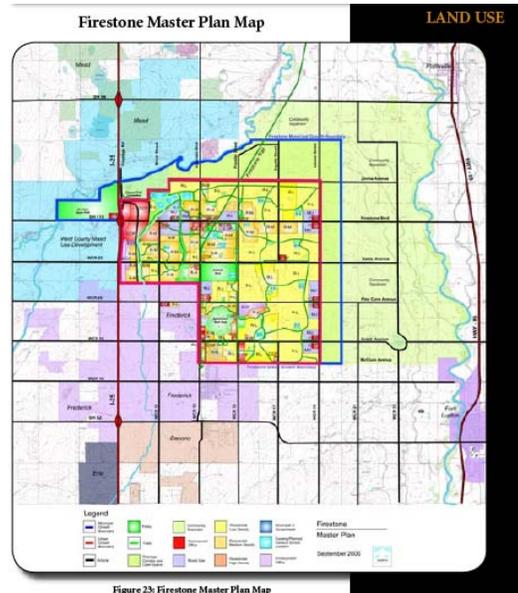


Johnstown Area Comprehensive Plan, 2006. The Johnstown plan identifies three areas of interest: 1) the Johnstown urban growth area where actions taken by the Town or others will influence the Town, 2) the Johnstown planning area where properties are eligible for annexation, and 3) the Johnstown service area which includes the existing Town limits. The Town desires a wide variety of residential densities in appropriately planned locations and has identified standards for estate, low, medium, and high density developments. The I-25 and SH 60 interchange is considered an area for regional commercial uses (highway-oriented development), whereas the downtown area is considered more for destination commercial uses with specialty retail and pedestrian-oriented development.



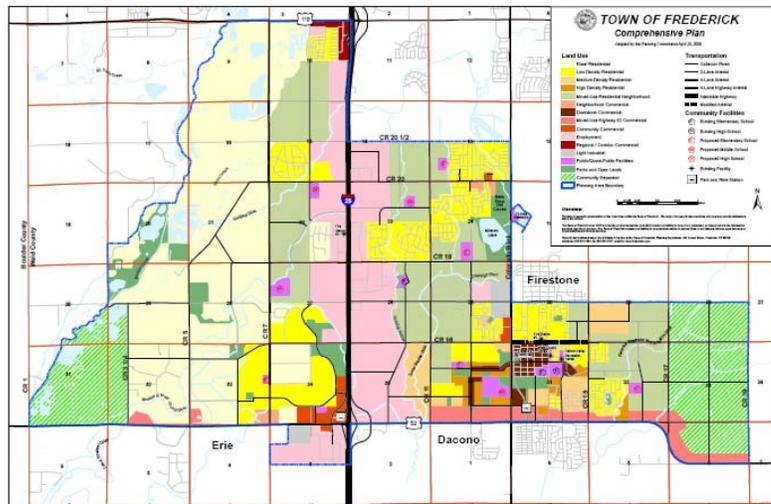
Town of Mead Comprehensive Plan, 2009. Mead desires to create and sustain a community with a small-town atmosphere. The Town currently does not provide many services, but intends to create a coordinated system of public services and utilities that can be operated in a cost-effective manner. The Town believes that not all subdivisions should be provided with municipal or sanitation district sewer service, but all should have potable water systems. The Town seeks to diversify its tax base through commercial development along SH 66, I-25, Welker Avenue east of CR 7, downtown, and other future regional arterials and collector streets. A plan to revitalize the downtown is also proposed.

Firestone Master Plan, 2008. Firestone bills itself as “a community in motion”, seeking to maintain its small town feel while taking a comprehensive approach to land use and development issues to assure a high quality of life. The Town supports urban development within municipal limits and establishment of urban and municipal growth boundaries. Urban growth boundaries represent the extent of annexation and municipal growth boundaries are proposed to preserve agricultural community separator areas. The Town is looking to plan mixed use or commercial nodes at major cross-street locations surrounded by residential areas. Higher density residential uses are being planned on the western side of the Town closer to the I-25 corridor.



Town of Frederick Comprehensive Plan, 2004.

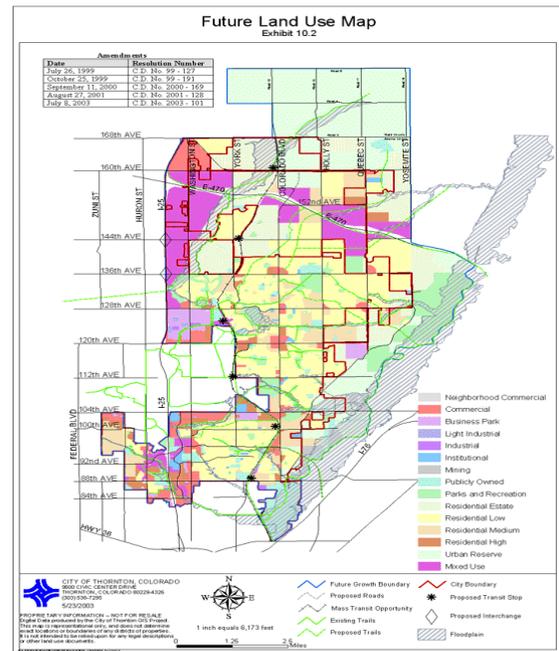
The Town of Frederick anticipates growth with the intention of maintaining a small town sense of community and of using various measures for managing growth at the Town's edges. Frederick's guiding principles are to create a balanced community, embody a village concept, create a job and housing balance, integrate open space, address community connectivity, improve the downtown core, enhance neighborhood and community identity, and seek high quality design. The Town desires to grow in a connected pattern and encourage infill development in the core downtown area. The Town participates in an intergovernmental agreement with Firestone, Dacono, and Weld County regarding growth management. The land use pattern envisioned by the Town includes a strip of employment-based uses along the I-25 corridor surrounded by mixed use and residential uses.



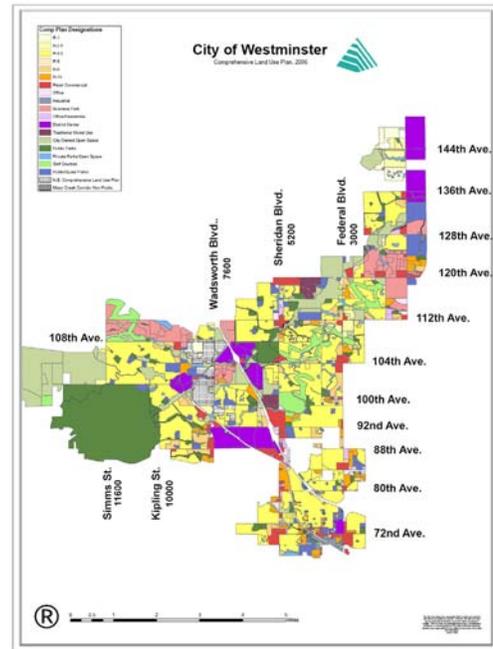
City of Dacono Comprehensive Land Use Plan, 2005. Dacono envisions future development to be concentrated within a growth boundary and serviced by adequate public facilities. The City seeks to balance future land uses to ensure economic sustainability. Dacono recognizes that as development along its southern boundaries intensifies, the historic City center along SH 52 will extend further south to Colorado Boulevard (CR 13). The City seeks to create a center that has a mix of retail, commercial, residential, and civic uses. Dacono views the I-25 corridor as an area of primarily employment and commercial uses, with residential uses to the east. The City is also planning a gateway center at the southwest quadrant of the I-25 and SH 52 interchange and a mall at the northwest quadrant of the I-25 and CR 8 interchange.

Town of Erie Comprehensive Plan, 2005. Erie recognizes the importance of conserving and enhancing its historic small town character. The Town encourages a compact pattern of urban growth while promoting high quality design and development. Vitality of the core downtown area is viewed as important to creating a “center” for the community. Erie has identified three gateway areas for special consideration requiring a higher level of review including Leon A. Wurl Parkway (CR 8), SH 52, and County Line Road/Arapahoe Road. The Town envisions the I-25 corridor as containing mixed uses adjacent to regional commercial uses.

City of Thornton Comprehensive Plan, 2007. Thornton describes its desire to transition from a bedroom community to a full service community. The City has been expanding into unincorporated areas of Weld and Adams Counties and desires to ensure development approved by those counties in its planned growth area is consistent. Annexation and intergovernmental agreements are important tools to controlling and defining growth. The City occupies a long stretch of the I-25 corridor on the east side north of the I-25 and US 36 interchange. Land uses along the I-25 corridor are focused on commercial and mixed uses, while addressing compatibility with scenic vistas from eastern properties to the mountains.



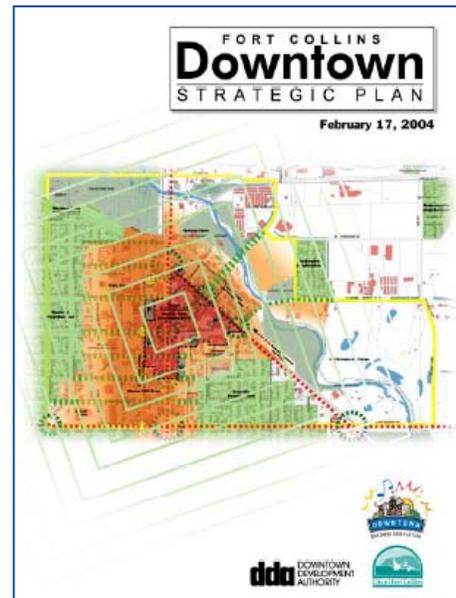
City of Westminster Comprehensive Land Use Plan, 2008 update. Westminster has adopted a commitment to quality for a variety of principles including a choice of desirable neighborhoods, convenient connection to the metro area, and a sustainable economy. The City has an urban growth boundary that was defined in cooperation with the Denver Regional Council of Governments. Westminster is approaching full build out of its growth boundary. As such, the City seeks to balance community resource needs while maximizing development and redevelopment potential of remaining lands. The City seeks to promote mixed use development at key transit facilities including their North I-25 District Center at 140th Avenue. The City seeks to promote the I-25 corridor for commercial uses where companies seeking regional access can locate.



City of Northglenn Comprehensive Plan, 2010. Northglenn desires to create a full service community with a regional activity center. The City is surrounded by other municipalities and unable to expand within a contiguous area. As such, Northglenn seeks to maximize use on the existing land within its borders, balancing the needs of developers and property owners. The City views the northwest quadrant of the I-25 and 104th Avenue interchange as a regional activity center, with mixed uses farther north along the corridor to 120th Avenue. The City has both existing and planned residential land uses directly adjacent to the I-25 corridor.

Burlington Northern Santa Fe(BNSF)/Longmont North Metro Connection Corridor Municipal Land Use Plans

Fort Collins City Plan (Comprehensive Plan), 2004 update. One of the City's principles for growth is to promote a compact development pattern within a well-defined boundary. The desired urban form would be achieved by directing future development to mixed-use neighborhoods and districts while reducing the potential for dispersed growth not conducive to pedestrian and transit use. Fort Collins utilizes subarea plans to address individual neighborhoods, districts, corridors, and edges. Along the BNSF corridor, the City has made it a priority to protect and manage the downtown retail and entertainment district and to use energy from the core to leverage and attract new development. Along the I-25 corridor, Fort Collins desires to maintain agricultural and industrial uses, while minimizing impacts to residential uses through a ¼ mile setback.

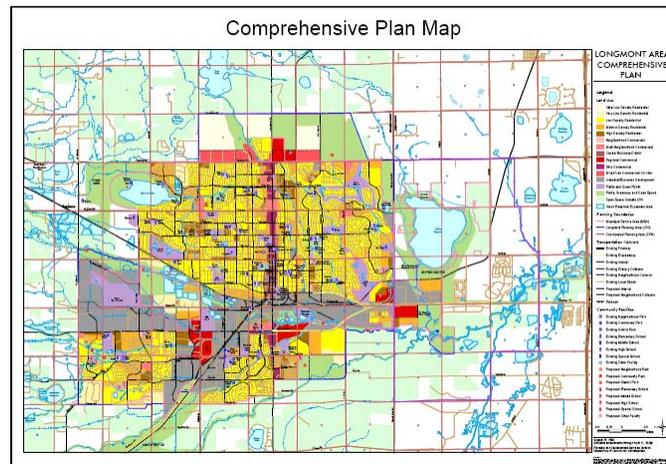


Loveland Comprehensive Master Plan/Land Use Plan, 2005. Loveland has prioritized maintenance of the BNSF corridor as a core downtown area, an activity center, and historic district. Along the I-25 corridor, Loveland is looking to establish a regional activity center at the I-25 and US 34 interchange. The Fort Collins-Loveland Municipal Airport along I-25 provides an important regional transportation role and protecting it from incompatible land uses is a priority. The City also seeks a flexible plan for its growth management area through use of intergovernmental agreements with adjoining jurisdictions. An additional component of the City's plan is the establishment of community separators to preserve the community character and identity of Loveland.

Berthoud Comprehensive Plan 2007. The Town of Berthoud strives to maintain its small town atmosphere with rural surroundings and a vibrant downtown core. The Town desires a well-defined edge that quickly transitions to agricultural and very low density residential uses. The Town has also annexed land along I-25 and looks to that area as well as downtown as important commercial nodes. A subarea plan for I-25 envisions employment uses adjacent to I-25, surrounded by residential uses to the east and west. The Town has a growth management area where it plans urban-scale development, future annexations, and public services. Berthoud also has a cooperative planning area and a community influence area as other means of balancing urban, rural, and non-developed lands. Creating community separator areas are an important outcome of these planning processes.



Longmont Area Comprehensive Plan, 2003 (as amended). Longmont uses a three-tier planning process to guide growth and development: a municipal service area, the Longmont planning area, and the St. Vrain Valley planning area. In general each tier successively surrounds the previous tier, with the municipal service area forming the core. Within the municipal service area, the City employs neighborhood planning areas as the basic unit for planning land use, social, and services. Land use emphasis is on urban design within the planning areas. Longmont also places emphasis on creating and promoting mixed use activities along major gateways such as SH 119, SH 66, and US 287. Development along these corridors should also maximize access and orientation to St. Vrain and Lefthand Creek greenways.



2.3 REGIONAL PLANNING

Regional land use planning in the study area primarily consists of incorporating land use projections into long-range regional and statewide transportation plans. The state is divided into fifteen transportation planning regions, of which five are metropolitan planning organizations, based on geographic similarities, common transportation corridors, population, and socio-economic cohesiveness. Every four years, each region prepares a regional transportation plan based on the regions needs and priorities. The planning regions incorporate land use projections obtained from local governments into the plans, such as the location and timing of residential and commercial (employment) development. The North I-25 regional study area bisects parts of three transportation planning regions including the North Front Range Metropolitan Planning Organization (NFRMPO), the Upper Front Range (UFR) planning area, and the Denver Regional Council of Governments (DRCOG).

Figure 2 depicts the relationship of the North I-25 regional study area to the planning regions. County/Regional Land Use Plans

Northern Colorado Regional Communities

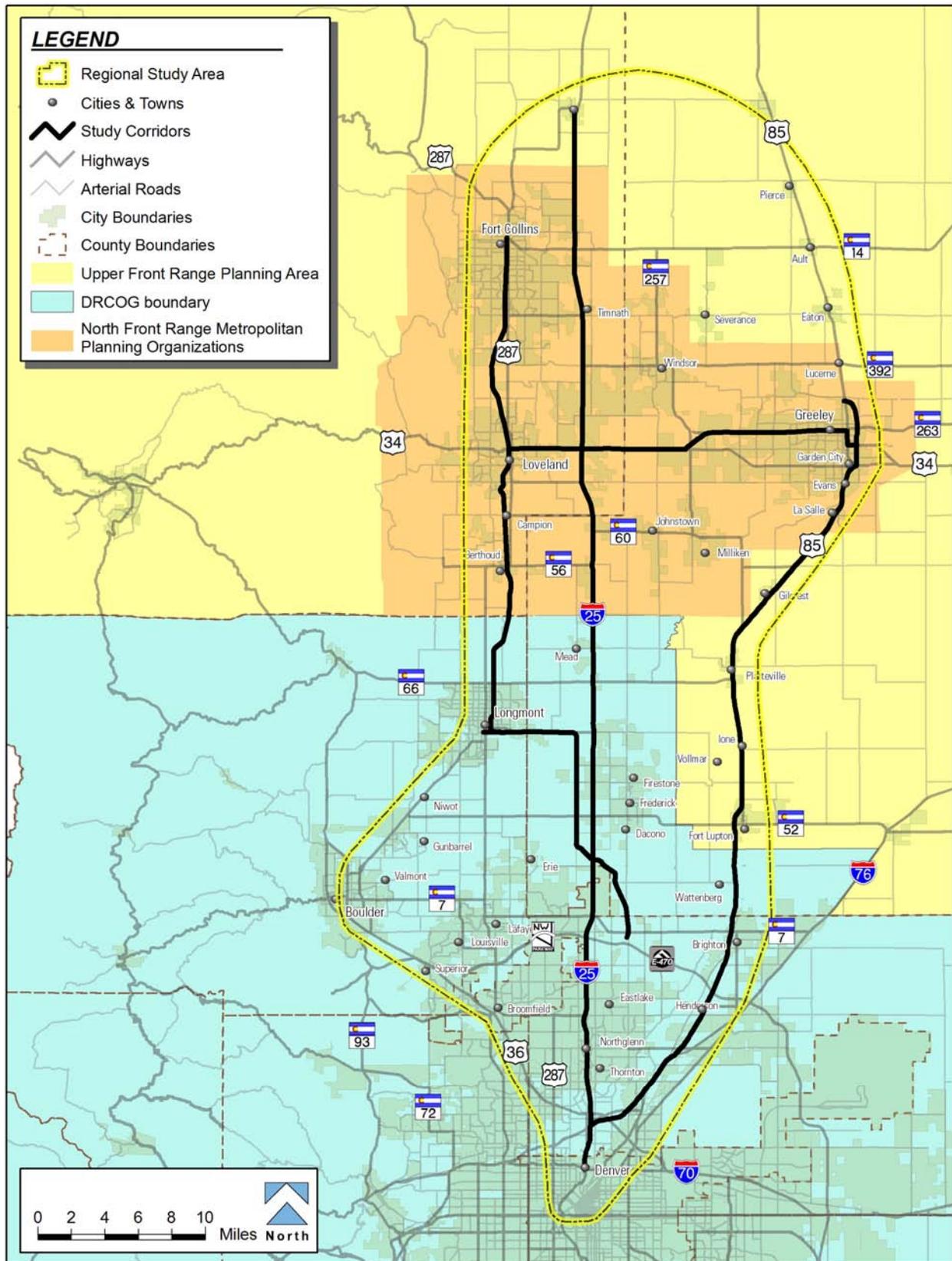
I-25 Corridor Plan, 2001. This guidance document was prepared through a municipal and county partnership for a 32-mile segment of I-25, from County Road (CR) 58 north of Fort Collins to 2 miles south of SH 56 near Berthoud. The participating jurisdictions included Fort Collins, Loveland, Windsor, Berthoud, Timnath, Johnstown, and Larimer and Weld Counties. The



preferred vision for the corridor consists of concentrated mixed-use activity nodes to support alternative modes of transportation and reduce land consumption. Larger employers and industrial uses are preferred to be clustered in a campus-like setting adjacent to activity centers or integrated with other uses into activity centers. River corridors, natural areas, and agricultural lands, where opportunities exist, would be preserved and maintained and development set back to protect long-range views. The preferred vision seeks to create a strong visual and physical connection to current and future transportation systems, to other development, and to I-25. Single family detached residential development is discouraged within a .25 mile of I-25 to minimize noise and visual impacts. The plan supports a continuous north/south road system set back .25 to .5 mile from I-25 to provide efficient movement of local traffic between activity centers.

DRCOG 2035 Metro Vision Regional Transportation Plan (2035 MVRTP). Bringing communities together to enhance the region's quality of life is the plan's most important goal. 2035 MVRTP identifies six core elements and multiple strategies that characterize the desired future development for the metropolitan area. The most essential of the six core elements is the "Extent of Development". This element defines a regional growth boundary that defines where urban development will take place in the region over the next 25 years. The boundary contains 750 square miles of urban development, which is intended to achieve a 10 percent increase in the region's overall density between 2000 and 2030. The urban growth boundary will not exceed a maximum of 770 square miles in 2030. The transportation element of the plan assumes completion of the beltway system, including E-470 and the Northwest Corridor.

Figure 2: Transportation Planning Regions/Metropolitan Planning Organizations



3.0 EXISTING LAND USE AND ZONING

3.1 CORRIDORS

This section summarizes existing land use for the US 85 corridor, I-25 corridor, BNSF/Longmont North Metro Connection corridor, and feeder bus connector corridors. Zoning information is only generally described for the corridors because of the large size of the regional study area, the number of jurisdictions affected (30 or more), and the complexity and variation of zoning definitions and districts within each jurisdiction.

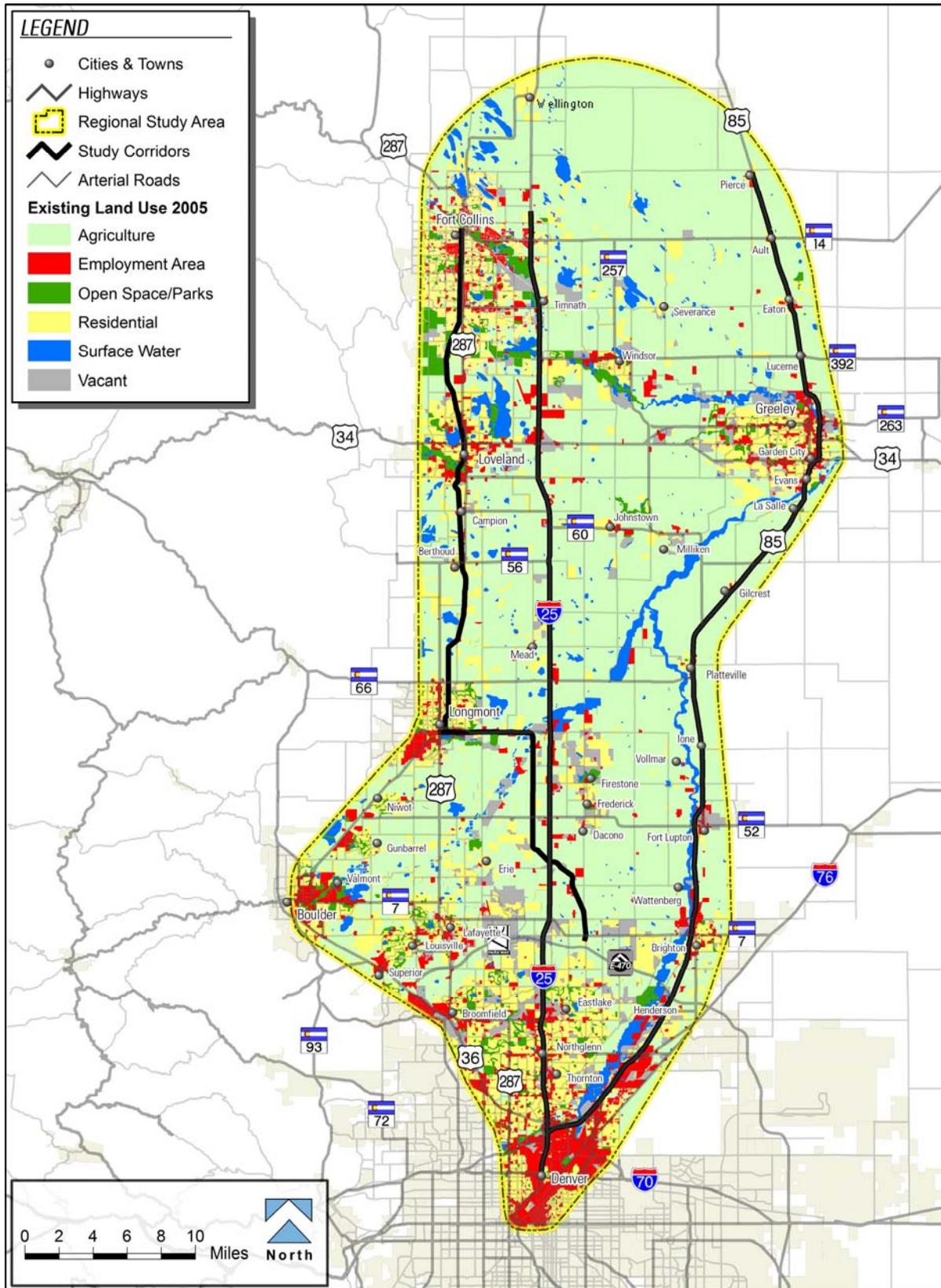
Existing land use information was obtained from municipal and county land use maps, 2002 to 2004 aerial photographs, and comprehensive plans. It is important to note that development and conversion of agricultural lands to employment, commercial, and residential uses is occurring rapidly in the regional study area, particularly along the I-25 corridor. Therefore, descriptions contained in this section should be considered in a general context as specific land uses may have changed. For simplification, land uses have been generally categorized into agricultural, residential, commercial (including retail, industrial, office, etc.), and open space/parks. **Figure 3** depicts these generalized existing land uses.

Overall, existing land use consists primarily of agricultural lands which make up approximately 65 percent of the entire regional study area. Residential land uses make up approximately 17 percent of the regional study area and are concentrated around the municipalities. The largest areas of residential development are found surrounding Fort Collins, Loveland, Greeley, Longmont, and throughout the Denver metropolitan area. Approximately 8 percent of the land is commercial use including office, industrial and other employment areas. Open space, parks and other protected lands make up another three percent of the land use. The remainder of the lands are vacant, unknown, or surface water.

3.1.1 US 85 Corridor

This section generally describes existing land use along the US 85 corridor, from the City of Greeley in the north to downtown Denver in the south. There are two major linear features that parallel US 85 through this corridor that influenced how land has been developed: the Union Pacific Railroad (UPRR) tracks that closely parallel US 85 to the east and the South Platte River along the west side. As a result of the UPRR, heavier industries and commercial uses tend to be concentrated on the east side of US 85, adjacent to the UPRR tracks. Conversely, the downtown areas of rural municipalities such as Gilcrest, and Platteville are concentrated to the west of US 85 closer to the South Platte River. Evans, La Salle, Fort Lupton, Brighton, and Commerce City are the exceptions and have their downtowns to the east of US 85 and bisected by the UPRR corridor. Furthermore, the US 85 corridor, particularly south of La Salle, has a number of oil and gas developments that include access roads, pipelines, wells, or other related facilities.

Figure 3: North I-25 Regional Study Area Generalized Existing Land Use



Another major feature that influences land use along the US 85 corridor is the presence of large tracts of agricultural land. In the north end of the corridor, long stretches of agricultural lands act as community buffers between the towns of La Salle, Gilcrest, Platteville, and Fort Lupton, giving the area a distinctly rural character. South of Fort Lupton, there are fewer agricultural land uses separating the cities of Brighton, Commerce City, and Denver, leading to a more urban character associated with the growing Denver metro area. Within the towns and cities along US 85, land uses follow a typical pattern of a commercial core area associated with downtowns, surrounded by residential uses. Primary transportation corridors are also usually lined with commercial and industrial uses, as well as some residential uses.

US 85 from Greeley to Evans

Beginning just north of downtown Greeley, land uses along US 85 are mostly employment-related, interspersed with residential blocks on the west side of US 85. There are a number of industrial uses on the east side of US 85 that take advantage of the UPRR tracks for transporting goods. Moving south into the core of downtown Greeley along US 85, a mix of commercial and retail land uses dominate the corridor, with adjacent municipal and county government uses to the west along 9th and 10th Streets. A few blocks south, the core downtown transitions to the



Looking north at US 85 corridor through downtown Greeley

University of Northern Colorado campus and residential areas. Commercial and employment land uses reemerge south of 22nd Street and continue through the US 85 and US 34 interchange south through the Town of Evans. Evans has a commercial core concentrated along the US 85 and UPRR corridor with residential uses to the east and west.

US 85 from Evans to Platteville

South of Evans, the corridor transitions to agricultural land uses and small towns. US 85 forms the main street for the Town of La Salle, which has mostly commercial and business uses on the east side of US 85 and a mix of residential and commercial on the west. From La Salle southwest to the Town of Gilcrest, the US 85 corridor passes through a 5-mile stretch of agricultural lands with a few homesteads and agricultural-related businesses. In Gilcrest, there is a strip of commercial and retail land uses on both sides of US 85, with the residential core of the Town to the west. On the east side of US 85, there is a narrow strip of commercial properties located between the UPRR tracks and US 85. East of the UPRR tracks are agricultural lands. South of Gilcrest, there is another 5-mile stretch of undeveloped agricultural lands with a few homesteads and agricultural businesses. Platteville, located 5-miles south of Gilcrest, has very similar land use characteristics to Gilcrest, with a commercial strip on both sides of US 85, a narrow strip of commercial uses east of US 85 (between US 85 and the UPRR tracks), and the bulk of the residential core to the west of US 85. In this area, the South Platte River is located less than 1 mile to the west of US 85 and constrains development of the Town to the west. At the south end of Platteville, US 85 surrounds the historic Fort Vasquez Museum, located in the US 85 median.

US 85 from Platteville to Brighton

After Platteville, there is an 8-mile long stretch of agricultural lands with scattered homesteads and agricultural businesses until the City of Fort Lupton. US 85 bypasses around the western edge of Fort Lupton, with access to the Town from the SH 52 and US 85 interchange. The South Platte River parallels US 85 immediately to the west in this vicinity. With limited access to US 85 and development constraints to the west along the South Platte River, commercial strip development is not as predominant along US 85 through Fort Lupton. Rather, residential and agricultural properties, and Lone Pine Park are the main land uses adjacent to the east side of US 85 through Fort Lupton. Between Fort Lupton and the City of Brighton, the US 85 corridor passes through another 5-mile stretch of agricultural lands interspersed with a few businesses and homesteads on the east side of the road. To the west of US 85, the South Platte River closely parallels the roadway only leaving enough land for smaller agricultural properties and a gravel mining operation. As US 85 enters the Brighton area, commercial and business uses along the corridor increase. Through the core of Brighton along the roadway, residential uses are concentrated to the west of US 85, while commercial uses are located to the east between the roadway and the UPRR tracks.



Looking north at US 85 corridor through Fort Lupton

US 85 from Brighton to Downtown Denver

Agricultural uses dominate the corridor south of Brighton, but become interspersed with a patchwork of ponds from former gravel mining operations along the South Platte River to the west of US 85. Through this area there is an increase in conversion of agricultural lands to residential uses as development in the Commerce City area expands northward. As US 85 makes its way into central Commerce City, industrial and commercial uses that the City is known for increase substantially. From this point on into the central Denver area and along the combined corridors of US 85, I-76, US 6, and SH 2, land uses are mostly industrial and commercial with only a few small pockets of residential properties.



Looking northeast from Denver Union Station toward Commerce City

3.1.2 I-25 Corridor

This section generally describes existing land use along the I-25 corridor, beginning at the Town of Wellington in the north to downtown Denver in the south. The I-25 corridor can be generally defined as encompassing the interstate, as well as the interchanges and frontage roads serving the interstate. Land uses are rapidly changing along the I-25 corridor, particularly south of Harmony Road where agricultural lands are being converted to commercial and residential uses rapidly. Land uses typically are driven by interchange locations where commercial uses are centered, and stretches between interchanges where agricultural and residential uses are more likely to be accessed by frontage roads. Furthermore, the I-25 corridor, particularly south of SH 119, has a number of oil and gas developments that include access roads, pipelines, wells, or other related facilities.

I-25 from Wellington to Harmony Road

Near the Town of Wellington, land surrounding the I-25 and SH 1 interchange has not been commercially developed. Land use is mostly agricultural surrounded by residential. To the east of the interchange, the area is characterized by rural residential and to the west is the Town center and higher density residential. Traveling south from Wellington, land use is mostly agricultural for approximately 7 miles with a couple of larger residential developments interspersed adjacent to I-25. Approximately 3 miles north of the I-25 and Mulberry Street (SH 14) interchange is a large employment center where the Anheuser-Busch Brewery is located. South along I-25 at the I-25 and Mulberry (SH 14) interchange in Fort Collins, land use is comprised of commercial properties, surrounded by residential development. Traveling south from this interchange, land uses are primarily agricultural with a few commercial properties. Just north of the I-25 and Harmony Road interchange, the corridor is bisected by the Cache La Poudre River and numerous ponds remain from former gravel mining operations. The I-25 and Harmony Road interchange includes a mix of commercial and agricultural uses.



Looking north along the I-25 corridor through Wellington

I-25 from Harmony Road to US 34

Current and former gravel mining operations and agricultural lands continue to dominate south along I-25 from Harmony Road until just north of the I-25 and SH 392 interchange, where the Fossil Creek Reservoir is located on the west side of I-25. At this interchange, there is a mix of hotels and retail development, surrounded by mostly residential land uses to the southeast. Farther south of this location along I-25, more commercial and employment uses appear with the Fort Collins-Loveland Municipal Airport just west of I-25 and the Budweiser Event Center to the east. There are a number of airport-related and other businesses mixed among agricultural uses through this part of the corridor. As I-25 nears Loveland and the interchange with US 34, commercial and business land uses increase. This interchange is developing into a major center for these types of uses.



Looking south from the I-25 and US 34 interchange (recent development has already changed the area)

I-25 from US 34 to SH 119

Just south of the I-25 and US 34 interchange, land uses revert back to agricultural until I-25 crosses over the Big Thompson River. This area contains a number of ponds from former gravel mining operations to the east and west of I-25. To the west, directly adjacent to I-25 is the Big Thompson Ponds State Wildlife Area. Agricultural lands dominate south of the Big Thompson River for approximately 2 miles to the I-25 and SH 402 interchange. There are a few commercial uses on the east side of I-25 at this location, including the well-known Johnson's Corner truck stop. Just south of this area agricultural lands are interspersed with a few commercial properties and a campground, before returning to larger tracts of agricultural property farther south along I-25. Agricultural lands dominate for the next 7 miles to the south, with only a few homesteads, interchanges, and a motocross course in between. Higher density residential developments appear south of CR 38 to the west of I-25, with lower density residential properties to the east. As I-25 approaches the interchange with SH 66, low density residential properties are located west of I-25 and a business park occupies the northeast quadrant of the interchange. The I-25 corridor passes through another 2-mile stretch of agricultural lands south of SH 66 until it crosses the St. Vrain River drainage and the Town of Firestone. To the northeast of this crossing a large scale residential community is being developed. There are numerous ponds from former gravel mining operations to the east and west of I-25 through the drainage, and on the west directly adjacent to I-25 is the St. Vrain State Park. About a ½ mile south of the St. Vrain River is the I-25 and SH 119 interchange that includes a collection of commercial uses in all four quadrants, as well as residential properties in the southwest quadrant. There is also an active gravel mining operation to the northeast of the interchange.



Looking north along the I-25 corridor just north of SH 119 (St. Vrain State Park to left)

I-25 from SH 119 to Northwest Parkway/E-470

South from SH 119, commercial properties are adjacent to I-25 on the east side for about 2 miles, with mainly agricultural uses to the west. There is another strip of commercial properties about 1 mile farther south on the west side of I-25 just north of CR 18, with low density residential properties adjacent further to the west. To the southeast of I-25 and CR 18 is another area of commercial properties adjacent to I-25 extending about a ¼ mile south. From this location south to SH 52, land use is mostly agricultural. Recent development has transformed the I-25 and SH 52 interchange area in to an employment center with commercial development in the southwest and southeast quadrants. Farther south is a large auto salvage yard located on the southeast corner of I-25 and CR 12. On the same side of I-25 just past the salvage yard is the Colorado National Speedway, which is surrounded by agricultural properties. Agricultural land uses again dominate south of CR 10 for the next four miles to the I-25 and SH 7 interchange where another large employment center is being developed with commercial uses. Commercial uses extend south from SH 7 to the I-25 and Northwest Parkway/E-470 interchange where more commercial uses are currently being developed.



Looking north along the I-25 corridor just north of SH 52 (note recent site development on right)

I-25 from Northwest Parkway/E-470 to Downtown Denver

Land use south from Northwest Parkway/E-470 to just north of the I-25 and 120th Avenue interchange has been changing rapidly. A mix of commercial, retail, and residential properties are being developed parallel to I-25 on both sides of the highway. Just south of 136th Avenue on the east side of I-25 is a golf course and large residential area. Farther south is the I-25 and 120th Avenue interchange where hotels are located in the northwest quadrant, municipal facilities and hotels in the northeast, a large RTD park-n-Ride facility in the southwest, and a medical complex in the southeast. South of 120th Avenue and to downtown Denver the land is almost entirely built out with commercial, retail, and residential properties, with only a few undeveloped parcels remaining. Residential properties back directly onto I-25 on both sides of the highway south of 120th Avenue interspersed with a few commercial properties until the I-25 and 104th Avenue interchange. At this location, large commercial and business properties dominate the western side of the interchange, residential uses are to the northeast, and a large cemetery is to the southeast.

South of 104th Avenue residential properties again abut to I-25 on the west side of the highway and commercial properties are on the east side. Farther south, there is a larger area of undeveloped lands in the southwest quadrant of the I-25 and Thornton Parkway interchange. There are a few residential properties spaced around this vacant land until the I-25 and 84th Avenue interchange where commercial properties dominate all four quadrants of the interchange. Residential properties dominate south of this interchange on both sides of the highway until the I-25 and US 36 interchange. From this location south to downtown Denver, development along the I-25 corridor is mostly related to large interchanges (US 36, I-76, and I-70), railroad yards and service facilities, and larger commercial and industrial properties.



Looking north at the I-25 and 104th Avenue interchange



Looking south from I-25 and I-70 interchange toward downtown Denver



Looking north at the I-25 and E-470 interchange (commercial development has occurred since this photo was taken)

3.1.3 BNSF/Longmont North Metro Connection Corridor

This section generally describes existing land use along the BNSF/Longmont North Metro Connection corridor, beginning north of downtown Fort Collins, south to Longmont, east toward Firestone, and south to Thornton. In the north, the BNSF corridor is closer to the Front Range foothills than either of the other transportation corridors considered in this study. Development constraints can be more prevalent in this area with an increased number of streams, open space and parks, and existing residential and urban centers. The northern part of the corridor is more developed than the northern portion of either of the I-25 and US 85 corridors. Land use is characterized by urban centers surrounded by suburban residential and neighborhood centers with undeveloped lands separating towns and cities.

BNSF from Fort Collins to Loveland

Beginning northwest of downtown Fort Collins and one block west of College Avenue (US 287), the BNSF corridor follows Mason Street, a multi-modal transportation corridor. Because of its proximity to downtown, land uses along Mason Street are mostly commercial and businesses with a few residential properties interspersed along the street. Local government facilities are concentrated at the north end of the Mason Street corridor. Farther south on Mason Street, just past Laurel Street, the corridor traverses through the eastern edge of Colorado State University (CSU). For approximately $\frac{3}{4}$ mile, land uses through this area are generally associated with the CSU campus with offices, classrooms, parking, and recreational facilities. South of the campus area, the corridor transitions to some undeveloped properties and larger commercial uses. South of Drake Road until Harmony Road, residential uses dominate to the west of the BNSF corridor, with commercial uses to the east.



Looking north at BNSF (Mason Street) corridor on left and US 287 in center through Fort Collins

Mason Street ends at Harmony Road, where the BNSF corridor begins to move away from the urban area of Fort Collins and toward residential and open space lands. Just south of Harmony Road, the BNSF corridor crosses over Fossil Creek and its associated system of open space and trails. At this location, the BNSF corridor veers slightly to the southwest away from US 287 to parallel Taft Avenue/Shields Street. Land uses through this section are mostly associated with large tracts of open space and agricultural lands which separate

the communities of Fort Collins and Loveland. As the BNSF corridor approaches West 57th Street, it veers back to the southeast toward the US 287 corridor. Here residential land uses increase as the corridor approaches Loveland. Residential uses dominate on both sides of the BNSF corridor through this area, with Lake Loveland to the west. Similar to downtown Fort Collins, the BNSF corridor is located one block west of the core Loveland downtown area, paralleling the one-way couplets of Cleveland Avenue and Lincoln Avenue (US 287). Here, land uses along the BNSF corridor to the west are primarily residential, with a few commercial uses interspersed. East of the BNSF corridor is primarily commercial uses. Around 1st Street, the BNSF corridor again curves to the southwest where it crosses the Big Thompson River and passes by ponds from former gravel mining operations and recreational facilities.



Looking north at BNSF corridor through Loveland with Lake Loveland on left.

BNSF from Loveland to Longmont

South of Loveland, the BNSF corridor passes through undeveloped and commercial areas. South of SH 402, residential uses appear to the west of the corridor, with undeveloped and commercial uses to the east. Agricultural land uses increase as the corridor continues south past 28th Street and SH 60, just north of Berthoud. There are a few small and mid-sized subdivisions interspersed among agricultural properties in this area. Residential uses increase as the corridor approaches Berthoud, where the BNSF corridor bisects the Town core. Land uses to the west of the BNSF corridor through the downtown are mostly residential and to the east are commercial. South of the Berthoud main street, Mountain Avenue, mostly residential uses line both sides of the BNSF corridor. As the BNSF corridor heads south from Berthoud, there is a stretch of primarily agricultural land that extends for approximately 6 ½ miles to SH 66, just north of Longmont. This stretch has some low-density residential uses spread throughout, but is mostly agricultural land. As the BNSF corridor crosses SH 66 and the northern boundary of Longmont, land uses abruptly change to residential on both sides of the tracks and continue on into Longmont. There are a few churches, recreation facilities, and vacant properties, adjacent to the corridor, but residential uses dominate. Just north of East 9th Avenue, there is a large commercial property, near where the tracks veer to the southwest. The corridor continues to pass through residential neighborhoods, passing by Collyer Park, located on the west side of the tracks. Residential uses continue until 3rd Avenue where the land uses change to industrial, commercial, and undeveloped lands. This area, just north of Ken Pratt Boulevard (SH 119), is a core industrial area along the St. Vrain River. There are ponds from former gravel mining operations, as well as Longmont's primary sewage treatment facility located here. The BNSF tracks split at this location into east and southwest branches.

Longmont North Metro Connection

The Longmont North Metro Connection provides a connection from Longmont southeast toward Thornton, where the corridor would connect to the proposed FasTracks North Metro rail line near SH 7, east of I-25. East from the Sugar Mill property, land uses along SH 119 are primarily agricultural with subdivisions and commercial interspersed. There is a recreation property with baseball fields south of SH 119 and east of County Line Road. Farther east along SH 119, there are residential uses to the north and commercial uses to the south. SH 119 crosses the St. Vrain River west of



Looking northeast from the US 287 and Ken Pratt Boulevard intersection toward where the BNSF tracks branch

WCR 7, where there are a number of ponds from former gravel mining operations. The corridor turns south at WCR 7 where there are additional ponds from gravel mining as well as current gravel mining operations. Land uses along WCR 7 are primarily agricultural with a few farmsteads located adjacent to the road. East of the road and north of CR 16 is a large lot subdivision. South to WCR 10, agricultural lands are interspersed with a few large lot residences. At WCR 10 the corridor veers away from WCR 7 to the southeast along the Union Pacific Railroad's former Dent Line, the proposed FasTracks North Metro. The UPRR crosses I-25 north of WCR 8 with agricultural land uses dominating to the end of the corridor at SH 7.

3.1.4 Connector Corridors

This section generally describes land use along eight connector corridors which generally are perpendicular to the three primary corridors in the study area (US 85, I-25, and the BNSF).

Harmony Road/Weld County Road 74 from SH 257 to US 287

West from SH 257 to I-25, land uses are mostly agricultural with a few farmsteads adjacent to the road. On the northwest corner of SH 257 and County Line Road, a large residential development being constructed. West from the I-25 and Harmony Road interchange, there is a mix of undeveloped agricultural lands and commercial uses adjacent to Harmony Road. Agricultural lands diminish as the road leaves the interchange area and is replaced with developed lands. There are a number of large subdivisions set back from Harmony Road interspersed among the commercial properties. There are also a few retail centers along this stretch.

SH 257 from Weld County Road 74 to US 34

South from WCR 74, there is a mix of agricultural lands and large lot subdivisions. These land uses continue until just north of SH 392, where the road crosses Windsor Lake on a narrow causeway. South of the lake, residential and commercial uses dominate associated with the Town of Windsor. The corridor jogs to the east along SH 392 through Windsor's downtown commercial district. East of the downtown, commercial uses give way to residential uses. There is a cemetery on the southwest corner of SH 392 and SH 257 where the corridor again jogs to the south along SH 257. South of SH 392, there are mostly commercial uses to the east of SH 257 and residential uses to the west. SH 257 crosses over the Cache La Poudre River drainage which has a number of ponds from former gravel mining, as well as residential uses. South of the river, SH 257 veers to the southeast following a drainage through rolling terrain until it intersects with US 34. Land uses through this stretch are agricultural and oil and gas development.



Looking west along US 34 just east of I-25.

US 34 from Greeley to Loveland/US 287

West from Greeley, land use along the business loop portion of US 34 is primarily residential near the core downtown area. As 10th Street continues west past 23rd Avenue, land uses become more typical of commercial/retail strip development. This continues west until a number of large subdivisions begin to dominate the corridor around 50th Avenue. Development gives way to primarily agricultural lands interspersed with only a few subdivisions and commercial properties until the interchange with I-25. At the interchange, large regional commercial centers are being developed in the northwest and northeast quadrants. Commercial uses dominate on the north side of US 34 west of the I-25 interchange, but quickly revert to agricultural lands interspersed with a few commercial and residential uses. As the corridor approaches Loveland, agricultural lands diminish and are replaced with a solid mix of commercial and residential uses. Commercial uses dominate as the corridor approaches US 287 and the downtown Loveland area.

SH 60 from US 85 to I-25

This corridor is characterized by primarily long stretches of agricultural lands between US 85 and the small rural Towns of Milliken and Johnstown. SH 60 crosses the South Platte River drainage east of Milliken and has a few subdivisions interspersed among agricultural lands. The roadway serves as a central commercial corridor through Milliken and Johnstown. West of Johnstown, land use is again primarily agricultural with a few residential parcels.

SH 56 from I-25 to Berthoud

Land use along this stretch of road is almost entirely agricultural with a few homesteads adjacent to the roadway. Commercial and more dense residential development begins as SH 56 enters Berthoud, where it forms the main street for the Town.

SH 119 from I-25 to Longmont

At the I-25 interchange, SH 119 contains mostly strip commercial development, but quickly changes to agricultural uses, as well as undeveloped lands associated with former gravel mining operations. Here the roadway crosses the St. Vrain River drainage and then passes several subdivisions setback from the roadway. Farther west there are a few recreational and commercial uses adjacent to the road before it again crosses the St. Vrain River. Near this crossing, there are several large former industrial properties on the outskirts of Longmont. SH 119 parallels the St. Vrain River until the intersection with US 287 where more typical strip retail development dominates.

SH 52 from Fort Lupton to Niwot

West from Fort Lupton, the corridor crosses the South Platte River drainage and is primarily used for agricultural purposes. There are a number of homesteads interspersed among the agricultural lands adjacent to the roadway. West of CR 17, the corridor passes through Dacono and Frederick. Through this area, agricultural lands are quickly being converted mostly to residential uses. Commercial uses are interspersed among subdivisions near the Towns and then dominate at the interchange with I-25. Open space separates subdivisions west of I-25 as SH 52 enters Boulder County to Niwot.



Looking west along SH 52 just east of I-25.

E-470 from I-25 to Denver International Airport

Land uses are rapidly changing along this corridor from agriculture to large subdivisions and employment and commercial centers. East from I-25, there are a number of newer large subdivisions between interchanges. New commercial development is occurring at the interchanges with York Street and Colorado Boulevard and a few locations in between. E-470 crosses over the South Platte River further east and then crosses the US 85 and I-76 corridors. Land uses in these areas are also rapidly changing from agriculture to residential and commercial centers. From I-76 south to Pena Boulevard and Denver International Airport, there are still long stretches of agricultural lands.

3.1.5 Corridor Zoning

Because zoning varies by municipal or county within the jurisdictions, there are more than 100 distinct zoning classifications in the study area. Most of these categories are similar in nature and can be grouped into common categories. For example, Residential One (R1) in Evans and Residential Low (RL) in Fort Collins both represent a low-density residential zoning classification. For the purposes of this analysis, both are grouped into the low-density residential classification. A summary of these generalized zoning classifications in the North I-25 regional study area is provided in **Table 2**.

Table 2: Generalized Zoning Classifications

Zoning Classification	Description
Rural Residential	Generally includes residential areas developed at a density and character compatible with agricultural uses.
Low-Density Residential	Generally includes large lot residential uses. Often protects rural character and uses.
Single-Family Residential	Generally allows for small-lot, suburban, one-family residential developments.
Medium-Density Residential	Generally provides for a mixture of medium-density/multi-family housing types including, but not limited to triplexes, fourplexes, and attached wall townhomes.
High-Density Residential	Generally includes a mixture of high-density housing types including, but not limited to condominiums, stacked flats, garden apartments, and apartments.
Mobile Home Residential	Generally intended to allow for developments where spaces are either sold or rented for the placement of a manufactured home in a park-like setting, where the homes are used as seasonal or permanent residences.
Mixed Use	Generally designed to accommodate a variety of land uses including, but not limited to residential, commercial, office, and open space.
Business/Office	Generally designed to accommodate professional or financial services, research and development, or corporate offices.
Commercial	Generally refers to areas for the development of commercial, business, retail, and/or service uses.
Industrial	Generally includes areas for the development of research, light or heavy industrial, warehouse, and/or distribution centers.
Planned Unit Development	Generally a versatile zoning mechanism allowing for land development of any nature (residential, commercial, industrial, etc.) either as a single use or in combination, through total integrated project planning.
Agricultural	Generally includes farming, ranching, and other agricultural related uses. Residential development where compatible is often allowed.
Open Space/Conservation	Generally established as a conservation district to preserve the environment and natural character of the landscape within the district. Land within the district may be used for trails and passive, active, and developed recreation.
Public	Generally recognizes all publicly owned lands in a jurisdiction (federal, state, or local government).
Specialized	Generally covers other special districts such as economic or business, residential enclaves, or conservation.

Zoning classifications for the three transportation corridors vary. In general, all corridors have large stretches of land in between the municipalities that is zoned by the counties as agriculture, low density residential, or open space. The US 85 corridor has the largest stretches of land zoned agriculture, followed by the I-25 corridor and then the BNSF/North Longmont Connection corridor. The majority of county zoning is agriculture and low-density residential, although there are enclaves of land zoned medium-density residential spread throughout the regional study area. Within the municipalities, there is a mix of parks and open space, industrial, commercial, and higher density residential zoning. Commercial zoning is usually adjacent to transportation corridors or urban centers and surrounded by residential zoning.

3.2 FACILITIES

This section summarizes detailed existing land use and zoning for the commuter bus stations, bus rapid transit stations, commuter rail stations, maintenance facilities, and I-25 interchange upgrade locations. Existing land use information was obtained from municipal and county land use maps, 2002 to 2004 aerial photographs, and comprehensive plans. It is important to note that development and conversion of agricultural lands to employment, commercial, and residential uses is occurring rapidly in the regional study area, particularly along the I-25 corridor. Therefore, descriptions contained in this section should be considered in a general context as specific land uses may have changed. Similarly, zoning is based on 2004 to 2006 municipal and county information, which also has been changing rapidly, and should be considered in a general context. **Appendices B through F** contain land use and zoning maps for the stations, maintenance facilities, and I-25 interchange upgrade locations.

3.2.1 Commuter Bus Stations

A description of the existing land use and zoning at each proposed commuter bus station area is provided below. Maps are provided in **Appendix B**.

Greeley Commuter Bus Station

The proposed commuter bus station site is on the northwest corner of US 85 and D Street and is currently occupied by an auto salvage yard, mobile home park, and rural residences. The area east of US 85 is undeveloped but is occupied by a large colony of prairie dogs. Surrounding land use to the west is aggregate mining adjacent to the Cache la Poudre River. To the southwest land uses are a mix of residential, light industrial, and commercial. To the northeast and southeast land use is industrial. To the east land uses are agricultural and open space.

Zoning of the areas surrounding the proposed station site are under two jurisdictions, the City of Greeley and Weld County. The City of Greeley zoning for the proposed station site is conservation district and medium intensity industrial. Surrounding zoning includes both the above, as well as, medium and high intensity industrial, low and high intensity commercial, high density residential and PUD. Weld County zoning for the surrounding area includes low density residential, industrial, business commercial, and agriculture.

South Greeley Commuter Bus Station

The proposed station site is northwest of the US 85 and US 34 interchange on the southwest corner of 26th Street and 9th Avenue, and occupies a parking lot between commercial uses. Businesses surround the station site in all directions except to the north and northwest. To the northwest and west, land uses are dominated by residential areas and about 2000 feet northwest is a school. Near the intersection of US 85 and US 34 to the southeast is a small residential development. Large tracts of commercial businesses extend east and northeast.

Zoning of the areas surrounding the proposed station site are under two jurisdictions, the City of Greeley and Garden City. The City of Greeley zoning of the proposed station site is commercial high intensity and surrounding zoning includes commercial high intensity, medium intensity industrial, low and medium density residential, and mobile home residential. Garden City has jurisdiction over a small tract to the south of the proposed station but this area is not zoned.

Evans Commuter Bus Station

The proposed station site on the southeast corner of US 85 and 42nd Street is on a vacant lot. The site is flanked on the east by a subdivision and storage lot and on the west by US 85. Commercial land uses dominate to the west and north and the South Platte River is to the south. To the east are single family residences with some multi and two family units, small industrial buildings adjacent to the railroad tracks, and commercial establishments, likely industrial/farming supply stores.

City of Evans zoning of the proposed station site includes residential commercial and single family residential. Surrounding zoning includes commercial high intensity, low industrial intensity, and single family residential.

Platteville Commuter Bus Station

The proposed station site is located on the northwest corner of US 85 and SH 66 on a vacant lot. Development is concentrated along the western side of US 85. Adjacent uses to the lots consist of three small warehouses on the north, two commercial businesses on the south, and a school to the west. Uses to the south of the sites are low and high density residential. Farther to the north are public parks and high and low intensity residential. West of the site is the South Platte River and undeveloped open land with adjacent agricultural uses. All uses to the east beyond US 85 are agricultural land.

Zoning of the areas surrounding the proposed station site are under two jurisdictions, Platteville and Weld County. Platteville does not have zoning but they have adopted a comprehensive plan for their jurisdiction. Future land use designations include commercial, low, medium, and high density residential, vacant/undeveloped, public/semi-public, park/recreations. Weld County zoning for the area west of the South Platte River is agriculture.

Fort Lupton Commuter Bus Station

The land uses within the proposed station site on the southeast corner of US 85 and 14th Street (CR 14.5) are an industrial truck yard and a gas station with a convenience store. The site is adjacent to the eastern right-of-way of US 85. Beyond US 85 to the northwest and southwest land uses consist of industrial, agricultural land, and the South Platte River. Land uses immediately surrounding the site in all directions to the east consist of industrial, commercial, and residential uses.

Zoning of the areas surrounding the proposed station site are under two jurisdictions, Fort Lupton and Weld County. Fort Lupton zoning of the proposed station site is light industrial, and surrounding zoning includes heavy industrial, heavy and general commercial, low and medium density residential and mobile home, and parks and open space. Isolated parcels to the northwest and northeast are zoned as agricultural by Weld County.

3.2.2 Bus Rapid Transit Stations

A description of the existing land use and zoning at each proposed bus rapid transit (BRT) station area is provided below. Maps are provided in **Appendix C**.

South Fort Collins Transit Center BRT Station

The proposed station site is located southwest of US 287 and Harmony Road, adjacent to the BNSF railroad tracks, northwest of US 287 and West Fairway Lane. The site is on an undeveloped parcel owned by the City of Fort Collins. The proposed station site is surrounded by a mix of uses including commercial, isolated small open areas, large lot residential and single family residential units. To the east is US 287. To the west, land uses are mostly single family and estate/rural residences and some smaller parcels with undeveloped agricultural land.

Zoning of the areas surrounding the proposed station site are under two jurisdictions, Fort Collins and Larimer County. The City of Fort Collins has zoned the proposed station area as a commercial district and the surrounding area as commercial, Harmony Corridor, low density residential, and public open lands districts. Larimer County zoning for the surrounding area includes farming and residential.

Harmony Road and Timberline BRT Station

The proposed site is on the southwest corner of Harmony Road and Timberline. The site includes a commercial building and its parking lot east of Timberline. The western portion includes a parking lot in front of a movie theater. The station would share parking with the movie theater. Surrounding land uses in all directions include a mix of residential uses including large lot and high density, commercial, public open lands, and small parcels of undeveloped land.

Fort Collins zoning for the station site is within the Harmony Corridor District, and zoning for the surrounding area includes low density mixed use neighborhood, low density residential, urban estate, employment district, and public open lands.

I-25 and Harmony Road BRT Station

The proposed station is located on the northwest corner of I-25 and Harmony Road at the site of a park and ride lot and open space designated for the future expansion of the park and ride. The majority of the surrounding area is undeveloped land. To the northwest is open space land with lakes and ponds. Adjacent to the southwest is Harmony Road beyond which is agricultural land. Directly to the south is a gas station and convenience store, nursery with a lake and pond, and a small developing subdivision. To the east is I-25, graded areas, and agricultural land. A small group of houses within the Town of Timnath are located to the northeast across I-25.

Zoning of the areas surrounding the proposed station site are under three jurisdictions, Fort Collins, Larimer County, and Timnath. City of Fort Collins zoning of the proposed station area is public open land. Fort Collins zoning for the surrounding area consists of urban estate district, public open lands, and the Harmony Corridor District. Larimer County zoning includes commercial and farming, and Town of Timnath zoning surrounding the proposed station site includes old town residential, two family-multi family residential, and commercial.

Windsor BRT Station

The proposed station site is located just southeast of the I-25 and SH 392 interchange, between I-25 and a subdivision. The site is within an undeveloped parcel adjacent to I-25. East of the site is a residential area and to the west is I-25, agriculture land, and the Fort Collins-Loveland Municipal Airport. To the south is agricultural land.

The Town of Windsor zoning for the proposed station area is light industrial. Surrounding zoning is under the jurisdiction of the Town of Windsor and Larimer County Windsor zoning includes general commercial, general commercial PUD, residential mixed use and limited industrial. Larimer County zoning includes residential, estate, multifamily, commercial, airport, tourist and farming.

Crossroads BRT Station

There are two sites proposed for the station, referred to as the northeast and southeast sites.

Northeast Site (Site O). The proposed station site is northeast of I-25 and Crossroads Boulevard in the area occupied by the Budweiser Events Center. The station would share parking with the Events Center. Surrounding land uses include a mix of agricultural, commercial, and industrial uses. To the south is Crossroads Boulevard with a small commercial area. I-25 is adjacent to the west next to agricultural property and the Fort Collins-Loveland Municipal Airport. A developing commercial center is located to the northwest, immediately north is agricultural land, and to the northeast is a developing residential area and golf course.

Zoning of the areas surrounding the proposed station site are under two jurisdictions, Loveland and Windsor. The City of Loveland zones the proposed station area as Larimer County Fairgrounds and the surrounding area as developing industrial, business, and resource. Surrounding zoning by Larimer County includes agriculture and airport, and Town of Windsor includes general commercial and limited industrial.

Southwest Site (Site M). The proposed station site is southwest of I-25 and Crossroads Boulevard on agricultural land, south of the Great Western railroad. To the north of the proposed station site is agriculture and open land but commercial/business sites are developing. I-25 is immediately adjacent to the east beyond which is a new commercial center. The south and southwest are developing with new office buildings, a small commercial center, and residential tracts. To the west are Equalizer Lake and Houts Reservoir.

Zoning of the areas surrounding the proposed station site are under two jurisdictions, Loveland and Larimer County. Zoning for the proposed station area is Larimer County Airport. City of Loveland zoning for the surrounding area includes gateway, developing industrial, business, and resource, and Millennium and Twin Peaks additions. Larimer County zoning includes airport.

US 34 and SH 257 BRT Station

The proposed station site contains an existing RTD park-n-Ride on the northwest corner of US 34 and SH 257, at the junction of the US 34 business loop and bypass. The station would share parking with the existing parking lot. Agricultural lands surround the site in all directions.

Zoning in the areas surround the proposed station site are under two jurisdictions, Greeley and Weld County. Zoning for the site and lands to the northwest and southwest is Greeley industrial medium intensity. Lands to the east are Greeley PUD and to the southeast are industrial low and medium intensity. Two parcels north of the site are zoned Weld County agricultural.

West Greeley BRT Station

The proposed station site is located on the southeast corner of US 34 (Business Loop) and 83rd Avenue and is largely surrounded by undeveloped agricultural land. Immediately to the west is 83rd Avenue and agricultural land. To the northwest is the intersection of US 34 Business Loop and 83rd Avenue is also agricultural land. To the north is agricultural land and to the east is a subdivision. To the southeast are agricultural land and a residential area to the east.

Zoning of the areas surrounding the proposed station site are under two jurisdictions, the City of Greeley and Weld County. The City of Greeley zoning for the proposed station site is commercial low and high intensity. Surrounding zoning includes low and high density residential, low intensity commercial, and PUD. Weld County zoning in the surrounding area includes agriculture.

Greeley Downtown Transfer Center BRT Station

The proposed station site is located in downtown Greeley between 9th Avenue and 8th Avenue on 7th Street in a commercial area that includes a motel and associated parking lot. The proposed station site is an existing transit center and would be used as a bus stop only. Adjacent to the east is US 85 and to the west is 9th Avenue. To the north the site is bound by 6th Street and on the south by 10th Street. The site is surrounded by urban development with the exception of a park to the west Beyond this park are commercial and residential areas. To the north uses are typically mixed with commercial and residential. To the northeast, east, and southeast the site is bordered by commercial uses, the railroad tracks, and beyond that are industrial uses. To the south and southwest land uses are typically commercial with residential units becoming more prominent approximately four blocks away.

Greeley zoning for the proposed site and surrounding blocks is commercial high density. Land to the east of US 85 is zoned industrial light and medium density. Surrounding zoning includes PUD and residential medium density to the north and residential high density to the southwest and northwest.

Berthoud BRT Station

The proposed station is located on the northwest corner of I-25 and SH 56. The surrounding area is occupied by agricultural land with a few isolated residences. I-25 borders the proposed station to the east and Highway 56 borders the station to the south.

The proposed station is located within the City of Berthoud. The area is not zoned but the City has adopted the I-25 Sub-Area Land Use Plan which designates a number of land uses for the area. These land use designations include: mixed use, employment, high density residential, open space, flex/office residential, general commercial, medium density residential, neighborhood commercial, and a potential park site.

Firestone BRT Station

The proposed station site is located on the east side of I-25 approximately .5 mile south of SH 119. The site is occupied by commercial and agricultural lands. The majority of the surrounding area is agricultural. However, areas to the north, northeast, and east are developing rapidly with residential and commercial uses. To the south is a commercial site and additional agricultural land. Immediately adjacent to the west is I-25 and further west is mostly agricultural land with single family residential neighborhoods and commercial uses to the northwest.

Zoning of the areas surrounding the proposed station site are under two jurisdictions, Weld County and Firestone. Weld County zoning for the west portion of the proposed station site is business commercial and PUD. Firestone zoning for the east portion of the proposed station site is employment center. Zoning for the surrounding area includes business commercial, PUD, and mobile home residential. Town of Firestone zoning for the surrounding areas includes regional commercial and employment center.

Frederick/Dacono BRT Station

The proposed station site on the west side of I-25, .5 mile north of SH 52, is entirely within agricultural land and the surrounding land uses are mostly agricultural. To the west are a few rural/estate residential units but to the north and south is agricultural property. Adjacent to the east is I-25 and beyond that to the northeast, east and southeast is agricultural land.

The Town of Frederick zones the proposed station area as single family residential and neighborhood commercial. The Towns of Frederick, Erie, and Dacono and Weld County maintain zoning for the surrounding area. Town of Frederick zoning includes single family residential, neighborhood commercial, business light industrial, industrial, PUD, business district, and public established district. Town of Erie zoning includes, regional commercial. Town of Dacono zoning includes commercial residential, light industrial, and residential. Weld County zoning includes agriculture.

I-25 and SH 7 BRT Station

There are two sites being proposed for the station; referred to as the northeast and southwest sites.

Northeast Site (Site E). The proposed station site east of I-25 and .5 mile north of SH 7 consists of agricultural land and the surrounding area contains almost all agricultural land. Adjacent to the west is I-25 and agricultural land with a rural/estate neighborhood. Development in this area is occurring rapidly and a large residential development is being built in this vicinity.

The City of Broomfield zoning of the proposed station site and all surrounding areas is PUD.

Southwest Site (Site C). The proposed station site located on the southwest corner of the I-25 and SH 7 interchange is located on agricultural land in Broomfield. The surrounding area consists almost entirely of agricultural land. A small mobile home park with about 50 units is located farther east. Adjacent to the north is SH 7 beyond which is agricultural land. To the south is agricultural land and to the west are agricultural land and a rural/estate residential neighborhood.

The City of Broomfield zoning for the proposed station site and all surrounding areas is PUD.

3.2.3 Commuter Rail Stations

A description of the existing land use and zoning at each proposed commuter rail station area is provided below. Maps are provided in **Appendix D**.

Fort Collins Downtown Transit Center Commuter Rail Station

The Fort Collins Downtown Transit Center station is proposed for two different parcels, each located near the intersection of Mason Street and Cherry Street, just west of US 287. The parcels are located at the north end of the Mason Street transportation corridor where the BNSF railroad tracks lie along the middle of the street. The northern site (Site A) is a vacant lot. The southern site (Site C) contains a parking lot. Land uses surrounding the two station sites to the south, southeast, and east are typically commercial downtown and light industrial. To the west, land uses consist of low to high density residential. To the north is a recreational area with ball fields, open space, and trails. To the northeast is a mix of commercial, industrial, and open space.

Both sites are zoned in the Fort Collins downtown district. Fort Collins zoning of the surrounding area includes the following districts: downtown, transition, community commercial, community commercial Poudre River, commercial north college, community commercial north college, neighborhood conservation buffer, neighborhood conservation medium density, river downtown redevelopment, low density mixed use neighborhood, employment, industrial, limited commercial, and public open lands.

Colorado State University (CSU) Commuter Rail Station

The proposed station platform would be located adjacent to South Mason Street between University Avenue on the north and West Pitkin Street on the south. Immediately surrounding the platform are school facilities and businesses. All surrounding areas to the south and west are developed with uses related to CSU including buildings, parking lots, and manicured fields. To the north, northeast, east, and southeast are large areas of single family residences.

Fort Collins zoning for the proposed site is the same as all of the CSU campus: CSU zoning. To the north and along US 287 (North College Avenue) parcels are zoned community commercial. Not far from the site to the northwest and east blocks are zoned neighborhood conservation.

South Fort Collins Transit Center Commuter Rail Station

The proposed station site is located southwest of US 287 and Harmony Road, adjacent to the BNSF railroad tracks, northwest of US 287 and West Fairway Lane. The site is on an undeveloped parcel owned by the City of Fort Collins. The proposed station site is surrounded by a mix of uses including commercial, isolated small open areas, estate residential and single family residences. To the east is US 287. To the west, land uses are mostly single family and estate/rural residences and some smaller parcels with undeveloped agricultural land.

Zoning of the areas surrounding the proposed station site are under two jurisdictions, Fort Collins and Larimer County. The City of Fort Collins zones the proposed station area as a commercial district and the surrounding area as commercial, Harmony Corridor, low density residential, and public open lands districts. Larimer County zoning for the surrounding area includes farming and residential.

North Loveland Commuter Rail Station

The proposed station would occupy an area developed with commercial establishments and parking lots to the southwest of the intersection of 29th Street and US 287. Land uses surrounding the proposed station include single family residential adjacent to the west and Lake Loveland to the southwest. To the east and northeast is mostly commercial development and to the south is single family residential development.

Zoning of the areas surrounding the proposed station site are under two jurisdictions, Loveland and Larimer County. The City of Loveland zones the proposed station site as business and Orchard Town Homes PUD. Surrounding zoning includes high density residential, established low density residential, developing business, Fox Point Estates PUD, 25th Street office, Evergreen Meadows North addition, and established low density residential. Larimer County zoning is farming.

Downtown Loveland Commuter Rail Station

The proposed station is located northwest of North 4th Street and Cleveland Avenue (US 287) adjacent to the BNSF railroad tracks and is surrounded by industrial and commercial downtown uses. Other surrounding uses are residential to the west, north, and east and commercial along US 287. Industrial uses continue to the south for a short distance followed by commercial and residential areas.

City of Loveland zones the proposed station area as heavy industrial and zones the surrounding area as heavy industrial, developing and established business districts, low density residential, developing industrial, developing resource areas.

Berthoud Commuter Rail Station

The proposed station site is located within an existing industrial area on the northwest corner of old US 287 and Mountain Avenue (SH 56), between the BNSF railroad tracks and US 287. Adjacent uses to US 287 include multiple family residential, commercial business, and open and undeveloped Larimer County land. Surrounding land uses to the southwest and northwest are mostly mixed density residential with limited commercial and industrial downtown uses. To the northeast land uses consist of industrial and commercial businesses. Adjacent to the southeast of the SH 56 and North 3rd Street intersection also is industrial and commercial, but beyond this approximate one block area is a concentration of residential development with single family and mobile homes.

Zoning of the areas surrounding the proposed station site are under two jurisdictions, Berthoud and Larimer County. The City of Berthoud zoning for the northwest proposed station area is industrial and remaining is single-family residential. City of Berthoud zoning for the surrounding area includes limited industrial and industrial, commercial, unit development, and one family, multiple family, limited multiple family, and mobile home. Larimer County zoning in the area includes farming.

North Longmont Commuter Rail Station

The proposed station occupies agricultural land north of SH 66, between US 287 and North 115th Street adjacent to the BNSF railroad tracks, and includes a rural residence and a number of associated buildings, silo, an unnamed ditch, and trees. To the northeast and northwest is undeveloped agricultural land and rural residences. To the southwest is a single family subdivision and to the southeast are developing single family homes.

Zoning of the areas surrounding the proposed station site are under two jurisdictions, Boulder County and Longmont. Boulder County zoning of a small area of the proposed station area is agriculture, while the larger City of Longmont portion is PUD commercial. Boulder County zoning to the north of Highway 66 is agriculture. Longmont zoning to the south consists of PUD residential and commercial, estate residential and low and medium density residential.

Longmont at Sugar Mill Commuter Rail Station

The proposed station site north of Sugar Mill Road occupies an industrial site with vacant land. Land uses to the northwest and northeast consists of industrial uses, extensive residential development, and the Fox Hills Golf Course. Immediately southwest of the proposed station location is a wastewater treatment plant. Other uses to the southwest and southeast consist of undeveloped land, the St. Vrain River, and agricultural land. To the south is industrial land and the sugar mill.

Both the County of Boulder and the City of Longmont have zoning designations in and around the proposed station location. The County of Boulder zones the proposed station area as general industrial. Boulder County zoning for the surrounding area is general industrial. City of Longmont zoning includes residential low, medium, and high density, estate residential, residential PUD, commercial, and public.

I-25 and Weld County Road 8 Commuter Rail Station

The proposed station site is located on the northwest corner of I-25 and WCR 8 on agricultural land. The proposed station is surrounded by agricultural land in all westward directions and is bound by the BNSF railroad line on the north. Immediately east is I-25 and agricultural land.

Weld County zoning for the station area and surrounding areas is agriculture. The Cities of Dacono and Erie zone the surrounding area as commercial district and planned development, respectively.

3.2.4 Commuter Rail and BRT Maintenance Facilities

There are two locations proposed for a commuter rail maintenance facility; one in Fort Collins and the other in Berthoud. There are also two options for a BRT or commuter bus maintenance facility; one in Fort Collins and the other in Greeley. Only one maintenance facility for each would be required. A description of the existing land use and zoning at each proposed maintenance facility site is provided below. Maps are provided in **Appendix E**.

Fort Collins Commuter Rail Maintenance Facility

The proposed site is located on the southeast corner of Vine Drive and Timberline Road on agricultural land. The site area is largely surrounded by agricultural land. Immediately to the south, southwest, and east is agricultural land. A small construction yard also is located to the south. Immediately to the north is Vine Drive, beyond which is agricultural land with single rural residences. A small developing residential area is being built to the northeast. To the northwest across Vine Drive, and Timberline Road is an established apartment complex and developing residential area with agricultural land beyond. To the west and southwest is a mobile home park, industrial, commercial, and vacant land.

Zoning is under the jurisdiction of Fort Collins and is low density mixed use and industrial. Land surrounding the proposed site is Larimer County industrial to the south and west, Larimer County farming to the north and industrial and Fort Collins low density mixed use to the east.

Berthoud Commuter Rail Maintenance Facility

The proposed commuter rail maintenance site at the southwest corner of CR 46 and old US 287 is located on an active agricultural field. Surrounding land use to the northeast, east, and southeast is mostly agricultural. To the south is a manufacturing/industrial area that extends to SH 56. Immediately adjacent to the site to the west are the BNSF tracks beyond which to the west and southwest are single and multi-family residences. To the northwest is agricultural fields and rural residences.

Zoning of the proposed site is Town of Berthoud industrial. Land to the east and north is zoned Larimer County farming and to the south are more industrial parcels. Land to the west is zoned Berthoud single family.

Fort Collins BRT Maintenance Facility

The proposed BRT maintenance site would be located at the north end of Portner Road, just north of Trilby Road on a site with commercial and undeveloped land. The site is surrounded by a mostly urbanized area. The built environment surrounding the site is dominated by residential development with agriculture. To the northeast, east, and

southeast, residential areas range from low to medium density. To the northwest, west, and southwest, most of the land is developed with single family and rural residences, but tracts of undeveloped land are located to the southwest.

The proposed maintenance facility site is zoned Fort Collins employment. Property to the north is zoned public open lands, to the east and south is low density residential, and to the west is Larimer County farming.

Greeley BRT Maintenance Facility

The proposed BRT maintenance site is located west of the intersection of 31st Street and 1st Avenue on an undeveloped parcel. The alternate site is occupied by a small commercial building and a vacant parcel. All uses to the north and east consist of undeveloped land and industrial buildings. To the northeast are developing commercial and residential sites. To the west is a commercial area and to the northwest is the SH 85/US 34 interchange. To the southwest and south land uses are primarily residential with scattered commercial areas and agricultural parcels. To the southeast land uses include agriculture and an auto salvage yard.

Zoning of the proposed maintenance facility site on the north side of 31st Street is City of Greeley industrial medium intensity. The site located on the south side of 31st Street is City of Evans two family residential. Land to the north and northeast is zoned by Greeley as industrial while land to the southeast and southwest is zoned by Evans as residential.

3.2.5 I-25 Interchange Upgrade Locations

A description of the existing land use and zoning at interchange upgrade locations is provided below. Maps are provided in **Appendix F**.

SH 1

Dense residential development interspersed with commercial development within the Town of Wellington is located to the west of the I-25 and SH 1 interchange. To the east development is sparse and consists of rural residential units adjacent to the freeway and agricultural land further east.

The Town of Wellington does not maintain zoning for Town areas but it does have performance districts in the general vicinity of the interchange. To the east of the interchange in Larimer County, the area is zoned as open space.

Mountain Vista Drive

The I-25 and Mountain Vista Drive interchange is largely surrounded by undeveloped agricultural land. A small nursery is located to the northeast with agricultural land beyond. To the immediate southeast and southwest is agricultural land and a subdivision with approximately 350 homes is located farther to the southwest. To the northwest are agricultural land and the Anheuser Busch brewing facility.

Fort Collins zoning for the area surrounding the interchange is industrial, employment, and low density mixed use neighborhood districts. Larimer County maintains jurisdiction over areas zoned farming and open space.

SH 14

The northeast quadrant contains remnant undeveloped agricultural land with industrial, commercial, and multifamily uses. Immediately adjacent to the intersection in the southeast quadrant are commercial uses with undeveloped agricultural land beyond. The southwest quadrant contains a large commercial complex immediately adjacent to the intersection with currently undeveloped agricultural land beyond. Farther west along SH 14 is a subdivision. The northwest quadrant contains a small commercial area with agricultural land adjacent to the freeway.

Zoning of areas surrounding the interchange within Fort Collins includes industrial, employment, and urban estate and low density mixed-use residential. Areas in Larimer County jurisdiction are zoned industrial, commercial, multifamily, and office.

Prospect Road

The majority of areas surrounding this interchange are agriculture. The northeast quadrant contains a small subdivision and agricultural land. The southeast quadrant contains a rural residential tract and a small commercial center adjacent to the freeway. Agricultural land and the Cache la Poudre River are located within the southwest quadrant. Immediately adjacent to the interchange in the northwest quadrant is agricultural land with a subdivision and a commercial center located to the north.

Zoning surrounding the interchange is under the jurisdiction of Fort Collins and includes low density mixed-use neighborhood, employment, industrial, commercial, and public open lands districts. Larimer County zoning includes commercial and farming.

Harmony Road

In the northeast quadrant is an open aggregate mine, a small canal, a retail area, and residences within the Town of Timnath. To the northwest immediately adjacent to the interchange is a small commercial area, beyond which is agricultural land and a few small lakes. To the southwest there is a nursery next to a small lake. The yard of the nursery appears to contain a large number of machines and a few out buildings. Within the southeast quadrant along Harmony Road is agricultural land with a few rural residences, and south along I-25 is an aggregate mine.

Zoning of the areas surrounding the interchange are under three jurisdictions, City of Fort Collins, Town of Timnath, and Larimer County. City of Fort Collins zoning is public open lands district. Town of Timnath zoning includes commercial and old town residential. Larimer County zoning includes farming, tourist, and open space.

Crossroads Boulevard

This interchange is located north of the I-25 and US 34 interchange. Most of the area around the interchange is in agricultural use or vacant. To the northeast of the interchange is the Larimer County Fairgrounds, a subdivision with a golf course, and agricultural land. In the southeast quadrant there is mostly agricultural land with a commercial center, church, and a large distribution center. To the southwest there is mostly agricultural land, Houts Reservoir, Equalizer Lake, and a small subdivision. To the northwest is Fort Collins-Loveland Municipal airport, commercial, and undeveloped areas.

Zoning of the areas surrounding the interchange are under two jurisdictions, the City of Loveland and Larimer County. City of Loveland zoning includes developing industrial and developing resource, the Larimer County Fairgrounds PUD, and the Millennium Addition. Larimer County zoning is airport zone.

US 34

The quadrants to the southwest and southeast of the interchange are largely agriculture. Within the southeast quadrant are a few scattered rural residences and a mobile home park. To the northwest immediately adjacent to the intersection is a strip retail center and beyond this lay vacant land, Equalizer Lake, and Houts Reservoir. Immediately adjacent to the interchange on the northeast is a new mixed use development, railroad tracks, and vacant land.

Zoning of the area surrounding the interchange are under three jurisdictions, the City of Loveland, Town of Johnstown, and Larimer County. Zoning for Loveland consists of business, developing resource, Millennium Addition, and Gateway Zoning under Larimer County is farming, commercial, and tourist. Johnstown zoning in this area is designated PUD Commercial District.

SH 402

The areas surrounding the interchange are mostly in agricultural production. The eastern quadrants contain a number of rural residential units, and a small commercial site is located to the east along Valley Block Lane. The western quadrants are also largely in agricultural production. Within the southwest quadrant there is a feed yard and farther from the interchange in the northwest quadrant is a small subdivision.

Zoning of the areas surrounding the interchange is under the City of Loveland, the Town of Johnstown and Larimer County. Zoning for Johnstown consists of PUD for commercial, residential, and mixed use districts, and Larimer County zoning consists of farming.

County Road 52

Land uses surrounding the interchange are largely agricultural and vacant land to the west and southwest. A number of rural residential units associated with the agricultural land are located in all quadrants. Within the southeast quadrant there is an industrial property with a truck yard, a hotel, and campground.

Zoning of the areas surrounding the interchange are under two jurisdictions, the Town of Johnstown and Larimer County. Zoning for Johnstown consists of PUD for Business, and Larimer County zoning in this area includes business, commercial, and farming.

SH 60

The majority of the area surrounding the interchange is in agricultural production. The only uses in the southwest and southeast quadrants are rural residential homes. Within the northwest quadrant there is a small industrial/manufacturing area and a distribution center. To the northeast is agricultural land but east along US 60 is Johnstown Reservoir, which is surrounded by a residential development.

Zoning of the areas surrounding the interchange are under two jurisdictions, the Town of Johnstown and Weld County. Zoning for Johnstown in this area consists of PUD, PUD for mixed-use, and gateway district and Weld County maintains jurisdiction over agricultural zones.

SH 56

The interchange is completely surrounded by agricultural property interspersed with rural residences. A ditch splits the southwest and southeast quadrant and a dirt bike track is located within the southwest quadrant.

The City of Berthoud does not have zoning in the area surrounding the interchange location but has adopted a land use plan for the I-25 Sub-Area. Land uses designated by the plan include: mixed use, employment, high density residential, open space, flex/office residential, general commercial, medium density residential, neighborhood commercial, and potential park site.

County Road 34

Immediately adjacent to the interchange in the northeast quadrant is used as a fence supply company. Agricultural land and scattered rural residences and Holt Reservoir are located in the southwest quadrant.

The area surrounding the interchange is under the jurisdiction of Mead. Mead does not have specific zoning for the area but defines specific areas to be annexed and uses for those areas. Annexation areas include the Donaldson Annexation (high density residential), C.J.K Annexation (open space, general commercial, medium density residential and medium high density residential), Raterink Annexation (open space, business park, general commercial), Denver Canadian Inc. Annexation (very low density residential), and Annexation I-25 #1 and #2 (commercial).

SH 66

Within the northeast quadrant adjacent to the interchange is a large commercial/industrial complex. The southeast quadrant contains mostly agricultural land. The southwest quadrant contains agricultural land and Foster Reservoir. Adjacent to the intersection in the northwest quadrant is agricultural land and Highland Reservoir Number 1. Beyond the reservoir is a low density residential development.

The area surrounding the interchange is under the jurisdiction of Weld County and Mead. Weld County zoning within the area includes: agriculture, PUD, and commercial. Mead does not have specific zoning for the area but defines specific areas to be annexed and uses for those areas. Annexation areas include: Hilgers-Schmidt-Rademacher Annexation (business park), Fosters Ridge Annexation (business park), Sekich park Bus Filling 5 (general commercial), Rademacher Annexation (business park), and Sanborn Annexation (business park and medium high density residential).

SH 119

The southeast quadrant contains agricultural land, two residential developments, and a commercial site. The southwest quadrant immediately adjacent to the interchange contains a strip retail center and a light industrial/manufacturing area, a mobile home park, a new subdivision, and vacant and agricultural land. The northwest quadrant contains a truck stop

nearest the intersection, an aggregate mine, and farther northeast is the St. Vrain State Park. Northeast of the interchange is an office complex, truck stop, retail, and aggregate mine.

Zoning of the areas surrounding the interchange are under two jurisdictions, the Town of Firestone and Weld County. Firestone has zoned the area Del Camino Junction Business Park, Del Camino Central, commercial; and Weld County zoning is agriculture, business commercial, mobile home park, and PUD.

County Road 20

The area surrounding the interchange is mostly agriculture with a few scattered rural residential units. The northeast quadrant contains a distribution center. There is no access from I-25 to CR 20 at this location. Proposed improvements include re-aligning the frontage roads and underpass for CR 20.

Zoning designations for the Town of Frederick consist of PUD, PUD for business light industrial, industrial, and residential, residential and estate district, and industrial district.

SH 52

Most of the area surrounding the interchange is in either agricultural production or is being developed for commercial uses. Two looping frontage roads are on both the east and west side of I-25. The northeast quadrant contains all agricultural land. The southeast quadrant contains mostly agricultural land but has a small office building. Adjacent to the interchange to the southwest is a truck stop, beyond which are a series of commercial/light industrial sites and agricultural land with a few rural residences. The northwest quadrant between the frontage road and I-25 is a park and ride and a Colorado Department of Transportation (CDOT) maintenance yard. Beyond the frontage road are vacant agricultural land and some rural residential units.

Zoning of the area surrounding the interchange is under three jurisdictions, Town of Dacono, Town of Frederick, and Town of Erie. Zones in Dacono include: commercial residential, light industrial, and residential. The Town of Frederick has zoning for PUD, residential, commercial, and employment. Town of Erie zoning designations within this area include regional commercial.

County Road 8

The area surrounding the interchange is mostly in agricultural production. Within the southeast quadrant is a construction yard with equipment and parked vehicles and agricultural land. The northeast quadrant contains either vacant or agricultural land. The northwest quadrant next to the interchange contains an aggregate mine operation beyond which is vacant agricultural land. The southwest quadrant contains vacant and agricultural land adjacent to the interchange and further to the west is an auto salvage yard, a stock/feed yard, and in the southern portion of the quadrant is a smaller stock/feed yard, and rural residences.

Zoning of the areas surrounding the interchange are under three jurisdictions, Town of Dacono, Town of Erie, and Weld County. The land under the jurisdiction of Dacono includes residential and commercial districts. Zoning designations in the area managed by the Town of Erie include planned development. Weld County zoning in the area includes agriculture and town.

4.0 FUTURE LAND USE

This section generally summarizes the future land use for the US 85 corridor, I-25 corridor, and the BNSF/Longmont North Metro Connection corridor based on municipal and county comprehensive plans and other planning documents (as described in **Section 2.2**). Also, it is important to note that development is growing and rapidly changing land use in the regional study area, particularly along the I-25 corridor. Therefore, descriptions contained in this section should be considered in a general context about future land use visions. For simplification, land uses have been generally categorized into agricultural, residential, commercial (including retail, industrial, office, etc), and open space/parks. **Figure 4** depicts the North I-25 regional study area generalized future land use based on this information.

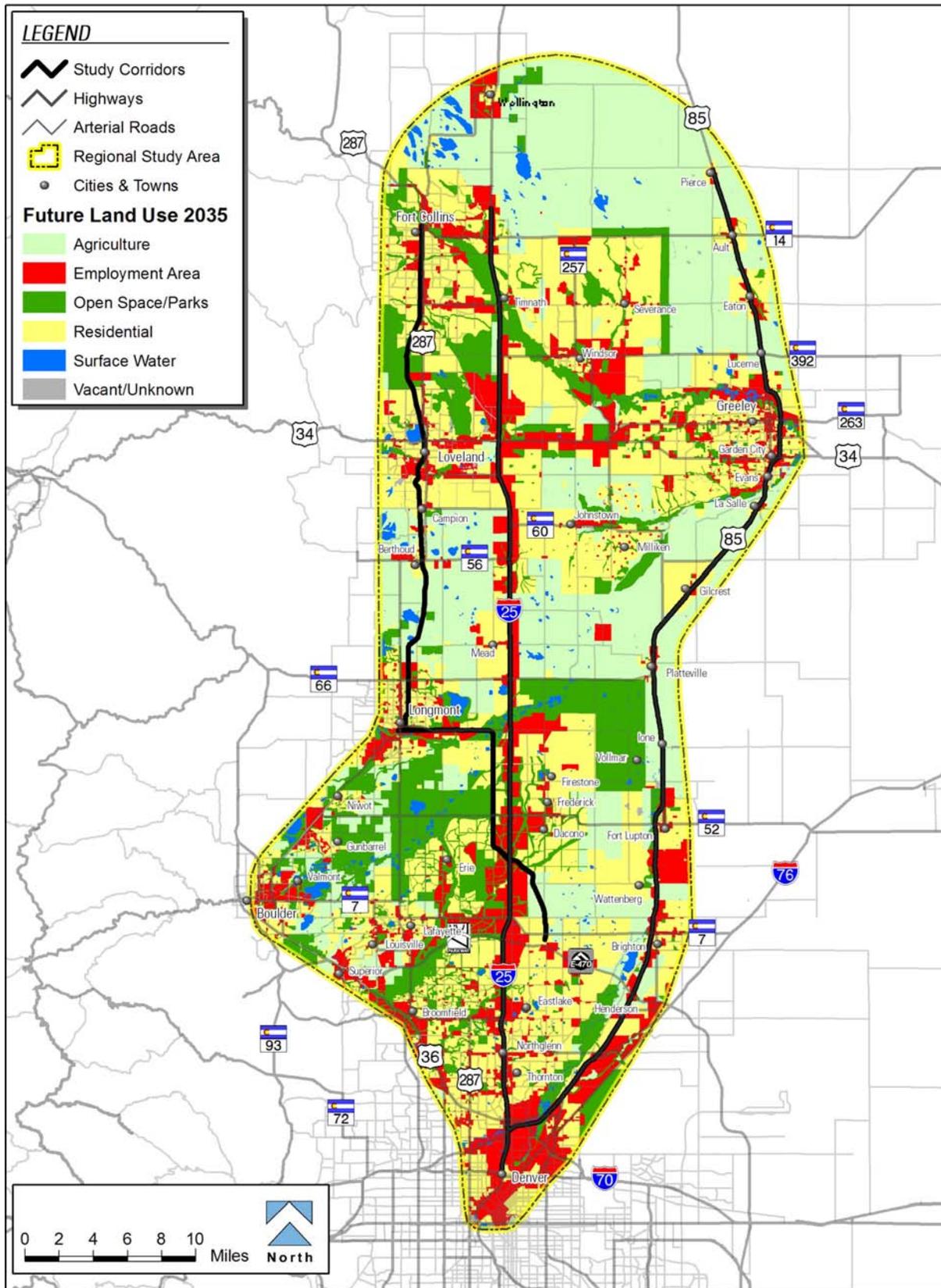
Future land use will change drastically from the existing land use depicted previously. Residential land uses will make up the predominant land use at approximately 34 percent of the regional study area more than doubling the amount of land occupied. Agricultural lands will be reduced by half and make up approximately 32 percent of the regional study area. Approximately 15 percent of the land will be in commercial use. Open space, parks and other protected lands will also increase to 16 percent of the regional study area as communities and non-governmental organizations make efforts to protect open lands that were previously agricultural. The remainder of the lands are vacant, unknown, or surface water.

4.1 US 85 CORRIDOR

Review of future land use designations along the US 85 corridor are anticipated to generally remain similar to existing uses. Some conversion of agricultural lands to commercial and residential uses should be expected, but not as much as along the I-25, BNSF corridors, or east-west corridors. The UPRR and South Platte River that parallel US 85 through this corridor will continue to have a major influence on how land will be developed. Heavier industries and commercial uses will continue to concentrate adjacent to the UPRR tracks, and the downtown areas of rural municipalities such as Gilcrest, and Platteville will continue to be concentrated to the west of US 85 closer to the South Platte River. The South Platte River will generally constrain the westward spread of these towns.

Downtown Greeley will continue to be a commercial center with the addition of mixed use commercial and residential infill projects. Small towns south of Greeley along US 85 including Evans, La Salle, Gilcrest, Platteville, and Fort Lupton anticipate little to moderate growth. For these communities, maintaining their small town feel and preserving large tracts of agricultural lands between each community will be a priority. The smaller towns hope to encourage more commercial uses in their respective downtowns, creating unique or historical destinations for locals and tourists. It could also be anticipated that the smaller towns will add residents by allowing smaller or medium sized subdivisions to be built on agricultural lands surrounding the core downtowns or along the outer edges older subdivisions. Although with current county development policies, particularly in Weld County, there remains the possibility of large-scale developments being constructed on unincorporated lands adjacent to or in between the towns.

Figure 4: North I-25 Regional Study Area Generalized Future Land Use



As the US 85 corridor approaches Brighton and the Denver metropolitan area, density of residential and commercial uses will continue to increase with infill projects and eventually there will be little unincorporated lands separating the cities of Brighton, Commerce City, and Denver. Major commercial areas can be expected at the US 85/C-470/I-76 interchange area and south toward Denver where there is easy access to the Denver International Airport and downtown Denver.

4.2 I-25 CORRIDOR

Based on future land use designations, land uses have been and will continue to change rapidly along the I-25 corridor, particularly south of Harmony Road where agricultural lands are being converted to commercial and residential uses on a regular basis. Land uses will continue to be driven by interchange locations where commercial uses are centered, and stretches between interchanges where residential and other commercial uses are more likely to be accessed by frontage roads. Most of the communities along the I-25 corridor will encourage commercial development along I-25 to take advantage of the highway system, visibility, and easy access.

Residential uses will be generally set back farther from I-25, although there will likely remain stretches of residential and agricultural lands adjacent to I-25. At the north end of the study area in Wellington, moderate growth is anticipated and the area will generally continue to have moderate density commercial and residential uses adjacent to I-25. South of Wellington at the SH 14, Prospect Road, and Harmony Road interchanges in Fort Collins, existing agricultural uses will likely be converted into commercial uses to take advantage of access. At the US 34 interchange, agricultural lands are already being converted to commercial uses and this trend is anticipated to continue. South of US 34, there are long stretches of unincorporated agricultural lands without convenient access that will likely remain agricultural until such time that a system of frontage roads or east-west cross roads provide access for development.

Farther south, towns along I-25 such as Mead, Firestone, Frederick, and Dacono in the central portion of the corridor will eventually grow toward each other so that there are no unincorporated lands separating them. As with towns along the US 85 corridor, these towns desire to maintain agricultural lands and open space between each town, but there remains the possibility of large-scale developments being constructed on unincorporated lands adjacent to or in between the towns. From this area south into the Denver metropolitan area, most all agricultural land uses adjacent to I-25 will likely be converted to commercial and residential uses, with some land set aside for open space or recreation.

4.3 BNSF/LONGMONT NORTH METRO CONNECTION CORRIDOR

The BNSF railroad corridor through Fort Collins, Loveland, Berthoud, and Longmont has more development constraints than the I-25 and US 85 corridors because of an increased number of streams, open space and parks, and existing residential and urban centers. The corridor is also more built out than either of the I-25 and US 85 corridors. Therefore, existing land use patterns characterized by urban centers surrounded by suburban residential and neighborhood centers are likely to continue into the near future.

Based on future land use designations, likely future trends will include densification of the existing land uses in the urban centers and some conversion of agricultural lands to residential uses between the urban centers. Fort Collins is approaching build out and will not likely see large scale conversion of lands to new uses. Much of the currently

undeveloped land between Fort Collins and Loveland is dedicated public lands such as natural areas and open space and not likely to be converted to other uses. Some conversion of agricultural lands to commercial or residential uses along the north side of Loveland City limits can be expected, but most lands within City limits along the BNSF corridor are already developed. The largest areas of undeveloped lands that are not protected as open space are south of Loveland, to the north and south of Berthoud. This area is likely to see more conversion of agricultural lands to residential uses.

At the south end of the corridor though Longmont, most of the lands are already developed and likely will not change substantially, with the exception of the Sugar Mill property along Ken Pratt Boulevard. In this former industrial property, Longmont proposed a mix of commercial and residential uses that can take advantage of regional transit improvements. East from the Sugar Mill property along SH 119, future land uses would likely be similar to existing, with more commercial and residential development replacing agricultural uses. South along CR 7, more residential uses can be expected interspersed among the former and current gravel mining operations and major cross streets such as SH 52 and CR 8, where commercial uses may tend to concentrate. As the Longmont North Metro Connection joins with the Union Pacific corridor and traverses southeast toward Thornton, much of the existing agricultural lands will likely be developed into residential uses. Only at major cross streets will there be a densification of commercial uses that require access and other infrastructure.

5.0 ENVIRONMENTAL CONSEQUENCES

The following section provides a summary of potential direct and indirect land use impacts from the No-Action Alternative and the three build alternatives.

Direct land use impacts were evaluated by comparing the alternatives to existing land uses and considering whether or not the alternatives were compatible with existing comprehensive plans and zoning. It is important to note that, in many cases, comprehensive plans and zoning have not been updated by communities to reflect either of the two build packages or the Preferred Alternative. The methodology was used to determine compatibility with existing land use, existing zoning, and comprehensive plans.

Indirect land use impacts, in particular induced growth, were evaluated through a process using a local expert panel. The panel consisted of municipal planners from Dacono, Firestone, Fort Collins, Frederick, Greeley, Longmont, Loveland, Mead, and Windsor. Also on the panel were representatives from two large developers who have projects in the area, and agency representatives from NFRMPO, DRCOG, the Federal Highway Administration (FHWA), and CDOT. The panel convened in October 2006 during which current induced growth research was described, along with the current “drivers” of growth. The panel then provided input on potential induced growth patterns for each corridor based on the three alternatives. The insights offered by the local expert panel remain valid for the Preferred Alternative because it is a combination of Package A and Package B. Conclusions regarding induced growth in this analysis were primarily based on the input provided by the expert panel. The complete indirect impacts evaluation is provided in **Appendix A**.

5.1 NO-ACTION ALTERNATIVE

Growth would continue to occur largely on undeveloped agricultural land at the fringe of the study area’s urbanized areas in accordance with municipal and county comprehensive plans, pending the availability of infrastructure. However, this low-density, dispersed pattern of development could eventually become constrained by increased congestion, increased travel times, and existing access issues hampered by a lack of interchange improvements. As a result, development could decrease in quality (e.g., highway-oriented strip commercial or warehouses would likely occur at interchange locations due to access limitations rather than coordinated, master-planned developments) unless market conditions are strong enough to warrant investment from the private sector in strategic locations to facilitate specific developments.

As major roadways such as I-25 become more congested, development would likely be pushed towards outlying areas to avoid this congestion. This would hasten the conversion of agricultural land as market forces push towards the path of least resistance. This may also be the case for many of the east-west and alternate corridors (e.g., US 34, SH 7, SH 52, and SH 402) in the study area. The more dispersed development pattern that would occur in response to the No-Action Alternative would result in greater land consumption and a broader potential impact to the study area’s environmental resources. The continuation of leap-frog type growth practices in southern portions of the study area east of I-25 would further fragment remaining agricultural lands, reducing the long-term viability of the remaining lands and potentially impacting sensitive lands such as wildlife habitat. The extent of this impact would depend upon existing policies and regulations pertaining to the protection of environmental resources, which vary from community to community and from county to county.

Due in part to the limited availability of transit, development intensities are unlikely to increase substantially over those which exist today. However, more focused development could occur towards the southern end of the study area where transit enhancements and highway improvements are already in place (FasTracks/I-25 widening).

Potential induced growth impacts for the No-Action alternative are illustrated in **Figure 5**.

5.2 PACKAGE A

In general, proposed improvements along existing highway and railroad alignments, such as I-25 and BNSF, would be compatible with existing land uses, zoning, and comprehensive plans.

The right-of-way for these alignments has existed for many years. While in some locations residential and commercial development has subsequently encroached to within close proximity of these alignments, they have been planned with the knowledge of adjacent transportation uses. This is particularly important when considering residential uses adjacent to existing transportation corridors, where there may be a perceived incompatibility with land uses. Entirely new transportation alignments or access points along existing alignments, such as interchanges and transit stations, are where direct land use conflicts would be more likely.

Component A-H1: Safety Improvements: SH 1 to SH 60

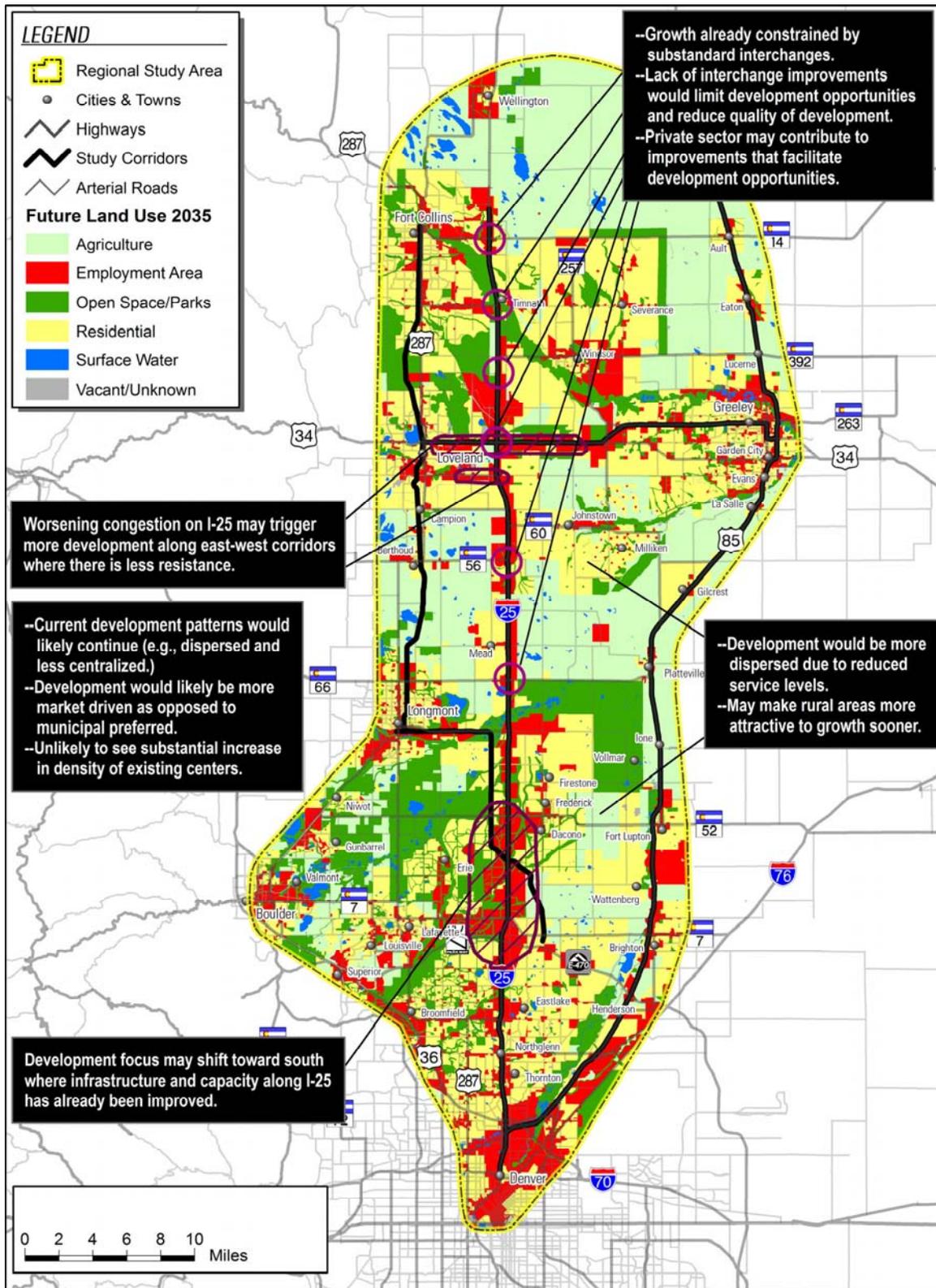
Safety improvements along I-25 between SH 1 and SH 14 would be compatible with existing land uses, zoning, and comprehensive plans. Land uses along this section of I-25 are predominately agricultural. Similarly, upgrades to existing I-25 interchanges at SH 1 and Mountain Vista Drive would be compatible since land uses and zoning are mostly commercial-related.

The right-of-way requirements for this component would convert approximately 80 acres of mostly commercial and agricultural land to a transportation use.

Component A-H2: General Purpose Improvements: SH 14 to SH 60

Adding one additional northbound and southbound general purpose lane on I-25 between SH 14 and SH 60, plus auxiliary lanes between Harmony Road and SH 60, would be compatible with existing land uses, zoning, and comprehensive plans. Land uses along this section of I-25 are predominately agricultural and commercial. Upgrades to existing I-25 interchanges at SH 14, Prospect Road, Harmony Road, SH 392, Crossroads

Figure 5: Induced Growth Impacts – No-Action



Boulevard, US 34, SH 402, WCR 52, and SH 60 would be compatible since land uses and zoning are mostly commercial-related.

The right-of-way requirements for this component would convert approximately 421 acres of mostly commercial and agricultural land to a transportation use.

Component A-H3: General Purpose Improvements: SH 60 to E-470

Adding one additional northbound and southbound general purpose lane on I-25 between SH 60 and E-470 would be compatible with existing land uses, zoning, and comprehensive plans. Land uses along this section of I-25 are mostly commercial and agricultural, with a few residential enclaves. Upgrades to existing I-25 interchanges at SH 56, WCR 34, SH 119, SH 52, and SH 7 would generally be compatible since land uses and zoning are mostly commercial-related, although there are still some areas zoned agricultural (i.e., near SH 7).

The right-of-way requirements for this component would convert approximately 233 acres of mostly commercial and agricultural land to a transportation use.

Component A-H4: Structure Upgrades: E-470 to US 36

This component also includes improvements under the No-Action Alternative as described in **Chapter 2 Alternatives** of the DEIS. Upgrading structures on I-25 between E-470 and US 36 would be compatible with existing land uses, zoning, and comprehensive plans.

There would be four acres of additional right-of-way converted to a transportation use.

Table 3: Component A-T1 Compatibility

Commuter Rail Station	Existing Land Use?	Zoning?	Comprehensive Plan?
Fort Collins Downtown Transit Center	Yes	Yes	Yes
CSU	Yes	No	Yes
South Fort Collins Transit Center	Yes	Yes	Yes
North Loveland	Yes	No	Yes
Downtown Loveland	Yes	No	Yes
Berthoud	Yes	No	No
North Longmont	Yes	No	Yes

Component A-T1: Commuter Rail: Fort Collins to Longmont

A double-tracked commuter rail line using the existing BNSF railroad track plus one new track from Fort Collins to downtown Longmont would be mostly compatible with existing land use, zoning, and comprehensive plans.

However, there are a number of residential developments that have encroached near the alignment that could create some incompatible uses (e.g., a residential use next to a railroad use).

Table 3 depicts the compatibility of the proposed new commuter rail stations associated with this component. The locations are in core urban areas and were selected during the station alternatives process based on local government and community input and therefore, would not likely create major land use incompatibilities. Zoning in many of these areas, however, has not been updated to be consistent with the comprehensive plans, and many of these locations are not currently zoned for transportation uses. At the proposed Berthoud Station, it was not envisioned as a transit center in the local comprehensive plan.

The Fort Collins commuter rail maintenance facility would be compatible with existing land use and the comprehensive plan, although current zoning does not include transit facilities. The Berthoud commuter rail maintenance facility would be compatible with existing land uses, but is not included in a comprehensive plan and current zoning does not include transit facilities.

The three feeder bus routes from 1) Greeley to Windsor to Fort Collins, 2) Greeley to Loveland, and 3) Milliken to Johnstown to Berthoud would be compatible with existing land use, zoning, and comprehensive plans. Local mass transit opportunities are desirable to communities along these routes.

The right-of-way requirements for this component would convert approximately 160 acres of mostly commercial and agricultural land and some residential land to a transportation use.

Component A-T2: Commuter Rail: Longmont to FasTracks North Metro

A new double-tracked commuter rail line, extending from Longmont along a new alignment parallel to SH 119 to WCR 7, then south to the existing UPRR line and connecting to the FasTracks North Metro end-of-line station, would have some incompatibilities with existing land use, zoning, and comprehensive plans. From Longmont to the existing UPRR line, A-T2 is an entirely new mass transit alignment that local governments generally have not previously envisioned in their comprehensive planning or zoning. Existing land uses are mostly commercial with some residential along SH 119, and agricultural and residential uses along WCR 7. Incompatibilities would be the greatest adjacent to existing residential uses.

Table 4 depicts the compatibility of the proposed new commuter rail stations associated with this component. The Longmont location is in a core urban area and was originally selected based on local government and community input and therefore, would not likely create major land use incompatibilities. The I-25 and WCR 8 location is in a non-urban area that is mostly agricultural and therefore, would be incompatible with existing land uses, zoning, and comprehensive plans.

Table 4: Component A-T2 Compatibility

Commuter Rail Station	Existing Land Use?	Zoning?	Comprehensive Plan?
Longmont at Sugar Mill	Yes	No	Yes
I-25 and WCR 8	No	No	No

The feeder bus route from Firestone to Frederick to Dacono to Erie would be compatible with existing land use, zoning, and comprehensive plans. Local mass transit opportunities are desirable to communities along this route.

The right-of-way requirements for this component would convert approximately 153 acres of mostly commercial and agricultural land and some residential land to a transportation use.

Component A-T3: Commuter Bus: Greeley to Denver and DIA

Commuter bus service along US 85 between Greeley and downtown Denver would be compatible with existing land use, zoning, and comprehensive plans. Nearly all of the communities along the corridor envision US 85 as a multi-modal transportation corridor.

Table 5 depicts the compatibility of the proposed new commuter bus stations associated with this component. The locations are in core urban areas and were originally selected based on local government and community input and therefore, would not likely to create major land use incompatibilities. However, many of these locations are not currently zoned for transportation facilities and some are not specifically referenced in comprehensive plans.

Table 5: Component A-T3 Compatibility

Commuter Bus Station	Existing Land Use?	Zoning?	Comprehensive Plan?
Greeley	Yes	No	Yes
South Greeley	Yes	Yes	Yes
Evans	Yes	No	Yes
Platteville	Yes	No	No
Fort Lupton	Yes	Yes	No

The 17 commuter bus queue jumps on US 85 associated with this component would generally be compatible with existing land use, zoning, or comprehensive plans since US 85 is an existing transportation corridor.

The commuter bus maintenance facility in Greeley would be compatible with existing land use, zoning, and comprehensive plans.

The right-of-way requirements for this component would convert approximately 14 acres of mostly commercial and agricultural land and some residential land to a transportation use.

Component A-T4: Commuter Bus: Greeley to Denver and DIA

Commuter bus service only along E-470 between US 85 and DIA would be compatible with existing land use, zoning, and comprehensive plans because the service would use existing travel lanes. There would be no additional right-of-way required for this component.

Package A Indirect Effects

There is little difference in indirect effects from induced growth along the I-25 corridor between the build packages since highway widening and improvements at existing interchanges are common to all alternatives. Under the No-Action Alternative, development activity along I-25 might shift more toward the south to the Denver metro area where there is a greater concentration of newer infrastructure (interchanges). Under the build packages, improvements to existing interchanges could stimulate some growth, but not as much as completely new interchanges were proposed.

Under Package A, commuter rail would likely facilitate a shift in growth towards urban centers within the study area (e.g., Fort Collins, Loveland, and Longmont). This shift would help municipalities realize plans for downtown redevelopment and would increase the overall density and footprint of these urban centers. As the end-of-line for the commuter rail alignment, Fort Collins would likely attract a somewhat larger portion of urban center growth than stations located mid-alignment. As a result, the rate at which environmental resources would be affected in undeveloped and suburban areas within the study area could be slowed because growth pressures would likely be concentrated more at the existing urban centers. This would be the case particularly along the I-25 corridor where substantial agricultural lands, several floodplains, and a number of other resources exist. Increased densities along the BNSF/Longmont North Metro Connection Corridor would likely have a limited impact upon natural-resource related environmental resources, as the corridor is nearly built out and most growth would occur in the form of infill and redevelopment.

Longmont would likely become a focus within the study area due to its central location, its direct connection to the FasTracks system and the commuter rail, and its close proximity to DIA. Overall, the combination of these factors likely would increase the density and size of Longmont, strengthening its role as a major center for the north Front Range.

Outside of established urban centers, commuter rail could help municipalities realize plans that otherwise would not be feasible—for example, the City of Longmont has plans for transit-oriented development along the proposed alignment at SH 66. Without commuter rail as a catalyst, this area would likely develop at typical suburban densities with a limited mix of uses. Smaller communities in the southern end of the study area, such as Frederick and Erie, could see impacts that extend beyond the immediate station area. These impacts could come in the form of an increased demand in service levels as former low-intensity commercial and industrial uses are redeveloped at higher intensities.

Feeder bus routes along east-west corridors designed to serve commuter rail stations could also stimulate increased levels of development as roadways become more congested. As a result, underused lands along these corridors could begin to be redeveloped as higher intensity residential uses become more desirable in close proximity to established employment centers and transit lines.

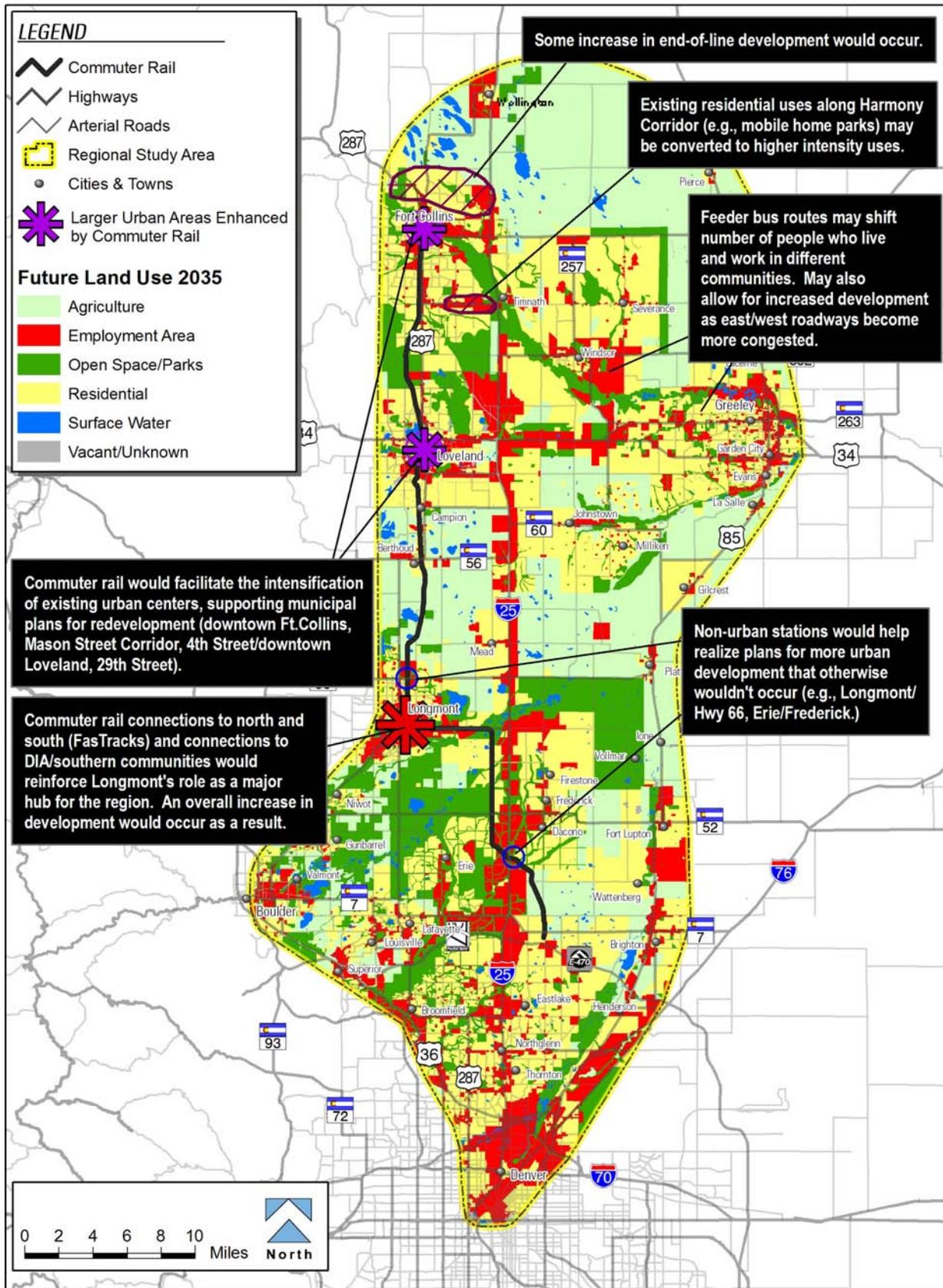
Potential induced growth impacts for Package A are illustrated in **Figure 6**.

5.3 PACKAGE B

Package B consists of four highway components and three transit components. Direct impacts are described by component. Indirect impacts are more regional in nature and therefore are described for the entire package at the end of this subsection.

Overall, proposed improvements along the existing I-25 highway alignment would be compatible with existing land uses, zoning, and comprehensive plans. The right-of-way for this alignment has existed for many years. While in some locations residential and commercial development has subsequently encroached to within close proximity of this alignment, they have been planned with the knowledge of adjacent transportation uses.

Figure 6: Induced Growth Impacts – Package A



Component B-H1: Safety Improvements: SH 1 to SH 60

Safety improvements under this component are the same as those in Package A, Component A-H1. Therefore, potential land use impacts associated with this component would be the same under either Package A or Package B.

The right-of-way for this component would convert approximately 81 acres of mostly agricultural use to a transportation use.

Component B-H2: Tolled Express Lanes: SH 14 to SH 60

Adding one additional northbound and southbound tolled express lane on I-25 between SH 14 and SH 60 would have a similar affect on land use as adding one general purpose lane in each direction under Package A, Component A-H2. Additionally, upgrades to eight existing interchanges would be the same as Package A, Component A-H2. Therefore, potential land use impacts associated with this component would be the same under either Package A or Package B.

The right-of-way requirements for this component would convert approximately 480 acres of mostly commercial and agricultural land to a transportation use.

Component B-H3: Tolled Express Lanes: SH 60 to E-470

Adding one additional northbound and southbound tolled express lane on I-25 between SH 60 and E-470 would have a similar affect on land use as adding one general purpose lane in each direction under Package A, Component A-H3. Additionally, upgrades to five existing interchanges would be the same as Package A, Component A-H3. Therefore, potential land use impacts associated with this component would be the same under either Package A or Package B.

The right-of-way requirements for this component would convert approximately 281 acres of mostly commercial and agricultural land to a transportation use.

Component B-H4: Tolled Express Lanes: E-470 to US 36

Adding one additional northbound and southbound tolled express lane on I-25 between E-470 and US 36 could create some land use incompatibilities. Most of the corridor is lined with commercial uses and improvements would be compatible with this use. However, there are also residential uses adjacent to I-25 between 128th Avenue and US 36. In these locations, additional right-of-way needs would require converting residential uses to transportation uses.

Upgrades to existing I-25 interchanges at 144th, 136th, 120th, 104th, and Thornton Parkway would be compatible since land uses and zoning are already mostly commercial-related.

The right-of-way requirements for this component would convert approximately 50 acres of mostly commercial and residential land to a transportation use.

Component B-T1: Bus Rapid Transit: Fort Collins/Greeley to Denver

Bus rapid transit (BRT) from Fort Collins along Harmony Road and from Greeley along US 34, south along I-25 to 120th Avenue would be compatible with existing land use, zoning, and comprehensive plans. These corridors have been identified by local communities as important multi-modal transportation corridors.

Table 6 depicts the compatibility of the proposed new BRT stations associated with this component. Stations along I-25 would be located in the median. Only the stations at Fort Collins and downtown Greeley are located in core urban areas. The other stations are located on or adjacent to agricultural lands where future development is proposed. Also, a number of the locations are not currently zoned for transportation uses, and in one case, not identified as a transit center in the local comprehensive plan. The Firestone site is zoned both planned unit development (PUD) and residential. Only PUD allows transit facilities.

Table 6: Component B-T1 Compatibility

Bus Rapid Transit Station	Existing Land Use?	Zoning?	Comprehensive Plan?
South Fort Collins Transit Center	Yes	Yes	Yes
Harmony Road and Timberline	Yes	Yes	No
I-25 and Harmony Road	Yes	No	Yes
Windsor	Yes	Yes	Yes
Greeley Downtown Transfer Center	Yes	Yes	Yes
West Greeley	No	No	Yes
US 34 and SH 257	Yes	No	Yes
Crossroads	Yes	Yes	Yes
Berthoud	Yes	Yes	Yes
Firestone	Yes	Yes/No	Yes
Frederick/Dacono	No	No	Yes
I-25 and SH 7	No	No	Yes

The BRT queue jumps on US 34 associated with this component would be compatible with existing land use, zoning, and comprehensive plans since the roads are existing transportation corridors.

The BRT maintenance facility in Fort Collins would generally be compatible with existing land use and the comprehensive plan. Current zoning for the site does not include transit facilities. The BRT maintenance facility in Greeley would be compatible with existing land use, zoning, and comprehensive plans.

The right-of-way requirements for this component would convert approximately 17 acres of mostly commercial and agricultural land to a transportation use.

Component B-T2: Bus Rapid Transit: Fort Collins to DIA

BRT service along I-25 from 120th Avenue to downtown Denver would be compatible with existing land use, zoning, and comprehensive plans because the service would use existing travel lanes. There would be no additional right-of-way required for this component.

Package B Indirect Effects

There is little difference in indirect effects from induced growth along the I-25 corridor between the build packages since highway widening and improvements at existing interchanges are common to all packages. Under the No-Action Alternative, development activity along I-25 might shift more toward the south to the Denver metro area where there is a greater concentration of newer infrastructure (interchanges). Under the build packages, improvements to existing interchanges could stimulate some growth, but not as much as if completely new interchange locations were proposed.

The introduction of BRT along the I-25 corridor would represent a less permanent appearing improvement in transit than commuter rail and as a result provides less incentive for transit oriented development (TOD). Review of case studies nationwide supports this thesis: BRT-related TOD is much more tenuous than TOD associated with rail. As a result, under Package B, growth would continue to be market-driven and to occur in accordance with municipal and county comprehensive plans. Growth would continue to be focused along the I-25 corridor, which would function as a “Main Street” for the North Front Range. Communities west of I-25 would continue to expand towards the east—spreading—rather than shifting in their concentration. Interchange improvements along the I-25 corridor would also improve access and reinforce this pattern. As a result, downtown infill and redevelopment efforts in established urban centers (Fort Collins, Greeley, Longmont, and Loveland) could be hampered.

Some concentration of growth could occur near BRT stations along the I-25 corridor. The more dispersed development pattern that could occur in response to Package B would result in greater land consumption and a broader potential impact to the study area’s environmental resources. The continuation of non-contiguous growth practices in southern portions of the study area east of I-25 would further fragment remaining agricultural lands, reducing the long-term viability of the remaining lands and potentially impacting wildlife habitat. The extent of this impact would be dependent upon existing policies and regulations pertaining to the protection of environmental resources, which vary from community to community and from county to county.

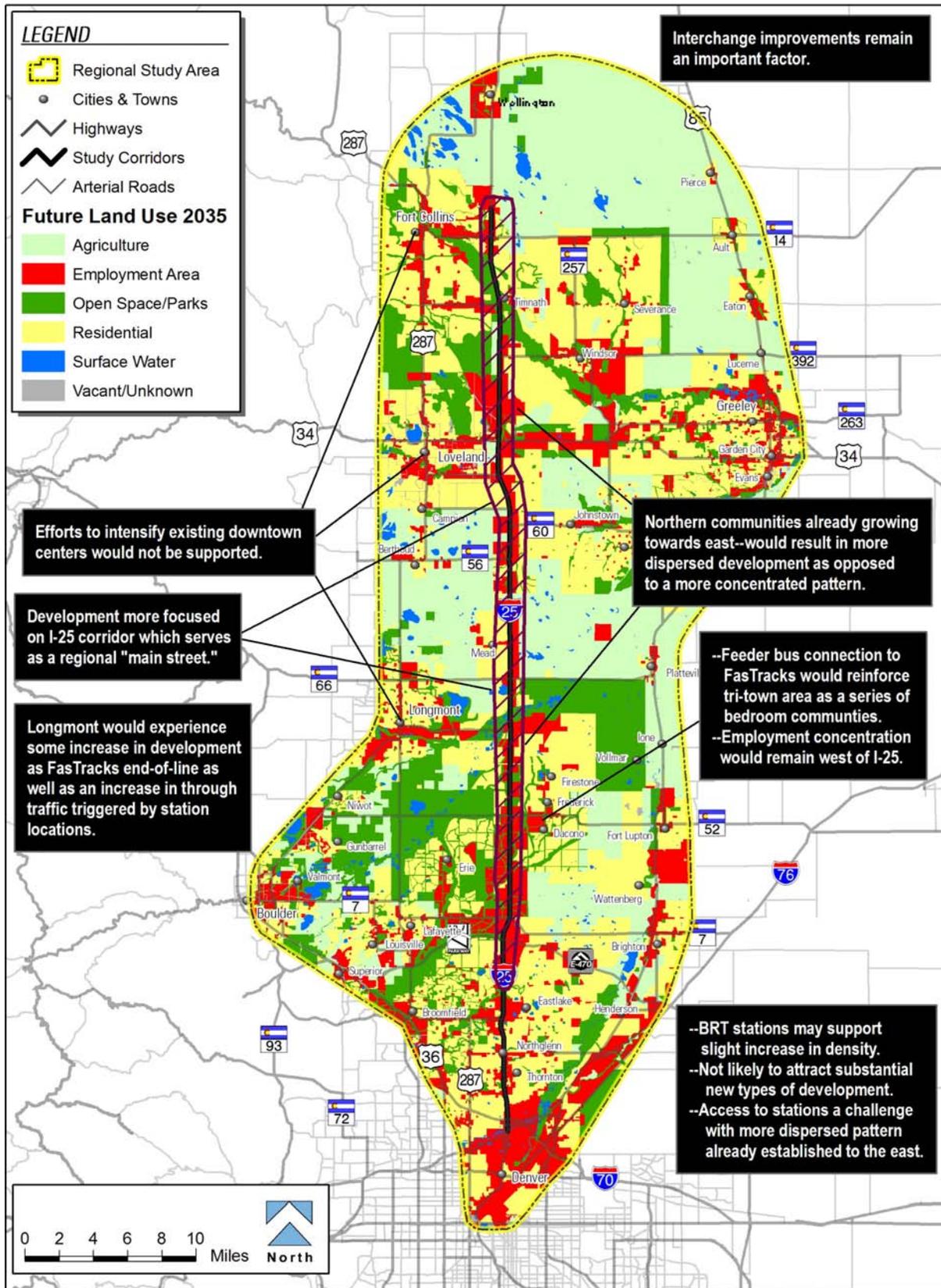
The location of the BRT stations (e.g., center median versus alongside the highway) and the distance of the stations from any associated development would limit the likelihood that they would attract substantial new types of development. However, some increase in density and the rate of growth could occur in the surrounding station areas.

Feeder bus service along SH 52 would connect tri-town communities (Frederick, Firestone, Dacono) to the FasTracks Station at Niwot or Gunbarrel and to the BRT at I-25, reinforcing existing patterns of employment and housing (employment to the west and housing to the east) and limiting the ability of these communities to shift away from being bedroom communities.

As the FasTracks end-of-line, Longmont could experience some intensification in development within its urban center.

Potential induced growth impacts for Package B are illustrated in **Figure 7**.

Figure 7: Induced Growth Impacts - Package B



5.4 PREFERRED ALTERNATIVE

The Preferred Alternative is a combination of components presented in Packages A and B and includes multimodal improvements on multiple corridors. Under the Preferred Alternative I-25 would be widened with general purpose lanes and Tolled Express Lanes (TEL) and substandard interchanges would be reconstructed or upgraded to accommodate future travel needs. Express bus service would operate in the TEL to connect northern Colorado communities to downtown Denver and DIA and utilize existing, expanded and new carpool lots along the highway. Commuter bus service along US 85 would connect Greeley with downtown Denver with stops at the communities along the route. The Preferred Alternative also includes commuter rail transit service from Fort Collins to the anticipated FasTracks North Metro end-of-line. Service to Denver would travel through Longmont and along the FasTracks North Metro Corridor. A connection to Boulder would also be made with a transfer to Northwest Rail at the Sugar Mill Station in Longmont.

In general, proposed improvements associated with the Preferred Alternative would be compatible with existing land uses, zoning, and comprehensive plans. The right-of-way for these alignments has existed for many years. While in some locations residential and commercial development has subsequently encroached to within close proximity of these alignments, they have been planned with the knowledge of adjacent transportation uses. This is particularly important when considering residential uses adjacent to existing transportation corridors, where there may be a perceived incompatibility with land uses. Entirely new transportation alignments or access points along existing alignments, such as interchanges and transit stations, are where direct land use conflicts would be more likely.

I-25 HIGHWAY IMPROVEMENTS

I-25 highway improvements consist of interchange improvements at 20 locations, two new TEL between SH 14 and US 36, and two new general purpose lanes between SH 14 and SH 66. Direct impacts that may result from implementation of this component of the Preferred Alternative are described below from north to south. Indirect impacts are more regional and are therefore described for the entire Preferred Alternative at the end of this section.

Overall, proposed improvements along the existing I-25 highway alignment would be compatible with existing land uses, zoning, and comprehensive plans. The right-of way for this alignment has been existing for many years. While in some locations residential and commercial development has subsequently encroached to within close proximity of the alignment, they have been planned with the knowledge of adjacent transportation uses.

Improvements along I-25 between SH 1 and SH 14 would be compatible with existing land uses, zoning, and comprehensive plans. Land uses along this section of I-25 are predominately agricultural. Similarly, upgrades to existing I-25 interchanges at SH 1 and Mountain Vista Drive would be compatible since land uses and zoning are mostly commercial-related.

Adding one additional northbound and southbound general purpose lane and one additional northbound and southbound TEL on I-25 between SH 14 and SH 66 would be compatible with existing land uses, zoning, and comprehensive plans. Land uses along this section of I-25 are predominately agricultural and commercial.

Upgrades to existing I-25 interchanges at SH 14, Prospect Road, Harmony Road, SH 392, Crossroads Boulevard, US 34, SH 402, LCR 16, SH 60, SH 56 and WCR 34 would be compatible since land uses and zoning are mostly commercial-related.

Adding one additional northbound and southbound TEL on I-25 between SH 66 and E-470 would be compatible with existing land uses, zoning, and comprehensive plans. Land uses along this section of I-25 are mostly commercial and agricultural with a few residential enclaves.

Upgrades to existing I-25 interchanges at SH 119, SH 52, WCR 8, and SH 7 would generally be compatible since land uses and zoning are mostly commercial-related, although there are still some areas zoned agricultural (i.e., near SH 7).

Adding one additional northbound and southbound TEL on I-25 between E-470 and US 36 could create some land use incompatibilities. Most of the corridor is lined with commercial uses and improvements would be compatible with this use. However, there are also residential uses adjacent to I-25 between 128th Avenue and US 36. In these locations, additional right-of-way needs would require converting residential uses to transportation uses.

Upgrades to existing I-25 interchanges at Thornton Parkway would be compatible with existing land uses, zoning, and comprehensive plans.

The right-of-way requirements for the I-25 improvements component would convert approximately 670.5 acres of mostly commercial and agricultural land to a transportation use. South of E-470 right-of-way requirements would no longer include agricultural lands but instead would consist of some residential in addition to the commercial lands. It should be noted that this total of right-of-way acquisition also accommodates improvements related to the express bus component which would run in the TEL. Express bus stations along I-25 would generally be located in right-of-way directly adjacent to that acquired for other highway improvements.

Commuter Rail (Fort Collins to North Metro)

A commuter rail line along the existing BNSF alignment from Fort Collins to Longmont would be mostly compatible with existing land use, zoning, and comprehensive plans. However, there are a number of residential developments that have encroached near the alignment that could create some incompatible uses (e.g., a residential use next to a railroad use). The alignment extending from Longmont along a new alignment parallel to SH 119 to WCR 7, then south to the existing UPRR line to North Metro Denver (Longmont/North Metro Connection) would have incompatibilities with existing land use, zoning, and comprehensive plans.

Table 7 depicts the compatibility of the proposed new commuter rail stations associated with this component. Most locations are in core urban areas and were selected during the station alternatives process based on local government and community input and therefore, would not likely create major land use incompatibilities. The I-25 and WCR 8 location is in a non-urban area that is mostly agricultural and therefore, would be incompatible with existing land uses, zoning, and comprehensive plans.

Zoning in many of these areas, however, has not been updated to be consistent with the comprehensive plans, and many of these locations are not currently zoned for transportation uses.

Table 7: Commuter Rail Component Compatibility

Commuter Rail Station	Existing Land Use?	Zoning?	Comprehensive Plan?
Fort Collins Downtown Transit Center	Yes	Yes	Yes
CSU	Yes	No	Yes
South Fort Collins Transit Center	Yes	Yes	Yes
North Loveland	Yes	No	Yes
Downtown Loveland	Yes	No	Yes
Berthoud	Yes	No	Yes
North Longmont	Yes	No	Yes
Longmont at Sugar Mill	Yes	No	Yes
I-25 and WCR 8	No	No	No

The commuter rail maintenance facility located at LCR 10 in Berthoud would be compatible with existing land use, zoning, and the comprehensive plan.

The right-of-way requirements for this component would convert approximately 204.5 acres of mostly commercial and agricultural land and some residential land to a transportation use.

EXPRESS BUS (FORT COLLINS/GREELEY TO DENVER/DIA)

Express bus from Fort Collins along Harmony Road and from Greeley along US 34, south along I-25 to 120th Avenue would be compatible with existing land use, zoning, and comprehensive plans. These corridors have been identified by local communities as important multi-modal transportation corridors.

Table 8 depicts the compatibility of the proposed new Express Bus stations associated with this component. Stations along I-25 are generally within existing transportation right-of-way and often are additions to existing park-n-Ride lots. Only the stations at Fort Collins and downtown Greeley are located in core urban areas. The other stations are located on or adjacent to agricultural lands where future development is proposed. Also, a number of the locations are not currently zoned for transportation uses, and in one case, not identified as a transit center in the local comprehensive plan. The Firestone site is zoned both planned unit development (PUD) and residential. Only PUD allows transit facilities.

Table 8: Express Bus Component Compatibility

Express Bus Station	Existing Land Use?	Zoning?	Comprehensive Plan?
South Fort Collins Transit Center	Yes	Yes	Yes
Harmony Road and Timberline	Yes	Yes	No
I-25 and Harmony Road	Yes	No	Yes
Windsor	Yes	Yes	Yes
West Greeley	No	No	Yes
US 34 and SH 257	Yes	No	Yes
Crossroads	Yes	Yes	Yes
Berthoud	Yes	Yes	Yes
Firestone	Yes	Yes/No	Yes
Frederick/Dacono	No	No	Yes
I-25 and SH 7	No	No	Yes
I-25 and WCR 8	No	No	No
Downtown Denver	Yes	Yes	Yes
DIA	Yes	Yes	Yes

The express bus stations proposed as part of the Preferred Alternative are off to one side of the interstate as opposed to the BRT stations proposed under Package B which are located within the median. Location of the stations next to one side makes the stations more likely to attract new development because the development will be located directly adjacent to the stations. Median located stations reduce the amount of developable land within the distance typically associated with prime TOD opportunities, which is typically understood to be between 0.25 and 0.5 mile from the station. It should be noted however that substantial TOD is not generally expected when associated with express bus stations unless additional developmental incentives exist such as active promotion of TOD from the local jurisdiction.

The express bus queue jumps on US 34 associated with this component would be compatible with existing land use, zoning, and comprehensive plans since the roads are existing transportation corridors.

The bus maintenance facility in Greeley would be compatible with existing land use, zoning, and comprehensive plans.

The right-of-way requirements for this component are discussed along with the I-25 highway improvements component above and would result in the conversion of mostly commercial and agricultural land to a transportation use.

Express bus service along I-25 from 120th Avenue to Denver Union Station would be compatible with existing land use, zoning, and comprehensive plans because the service would use existing travel lanes. There would be no additional right-of-way required for this component.

Express bus service along E-470 between I-25 and DIA would be compatible with existing land use, zoning, and comprehensive plans. There would be no additional right-of-way required for this component.

US 85 COMMUTER BUS

Commuter bus service along US 85 between Greeley and Denver Union Station would be compatible with existing land use, zoning, and comprehensive plans. Nearly all of the communities along the corridor envision US 85 as a multi-modal transportation corridor.

Table 9 depicts the compatibility of the proposed new commuter bus stations associated with this component. The locations are in core urban areas and were originally identified based on local government and community input and therefore, would not likely create major land use incompatibilities. However, many of these locations are not currently zoned for transportation facilities and some are not specifically referenced in comprehensive plans. In addition to the five stations listed in this table the US 85 commuter bus will also make stops in Brighton, Commerce City, and downtown Denver. These stops will not include additional parking or infrastructure and therefore would be compatible with existing land use, zoning, and comprehensive plans.

Table 9: US 85 Commuter Bus Component Compatibility

Commuter Bus Station	Existing Land Use?	Zoning?	Comprehensive Plan?
Greeley	Yes	No	Yes
South Greeley	Yes	Yes	Yes
Evans	Yes	No	Yes
Platteville	Yes	No	No
Fort Lupton	Yes	Yes	No

The 17 commuter bus queue jumps on US 85 associated with this component would generally be compatible with existing land use, zoning, or comprehensive plans since US 85 is an existing transportation corridor.

The commuter bus maintenance facility in Greeley would be compatible with existing land use, zoning, and comprehensive plans.

The right-of-way requirements for the commuter bus component would convert approximately 18.4 acres of mostly commercial and agricultural land and some residential land to a transportation use.

Preferred Alternative Indirect Effects

There is little difference in indirect effects from induced growth along the I-25 corridor between the build packages since highway widening and improvements at existing interchanges are common to all packages. Under the No-Action Alternative, development activity along I-25 might shift more toward the south to the Denver metro area where there is a greater concentration of newer infrastructure (interchanges). Under the build packages, improvements to existing interchanges could stimulate some growth, but not as much as if completely new interchanges were proposed.

Under the Preferred Alternative, commuter rail would likely facilitate a shift in growth towards urban centers within the project area (e.g., Fort Collins, Loveland, and Longmont). It should be noted, however, that since no commuter rail construction is planned for the first phase of construction, this growth shift is not likely to occur in the

immediate future. This shift would help municipalities realize plans for downtown redevelopment and would increase the overall density and footprint of these urban centers. As the end-of-line for the commuter rail alignment, Fort Collins would likely attract a somewhat larger portion of urban center growth than stations located mid-alignment. As a result, the rate at which environmental resources would be affected in undeveloped and suburban areas within the project area could be slowed because growth pressures would likely be concentrated more at the existing urban centers. This would be the case particularly along the I-25 corridor where substantial agricultural lands, several floodplains, and a number of other resources exist. Increased densities along the BNSF/Longmont North Metro Connection corridor would likely have a limited impact upon natural-resource related environmental resources, as the corridor is nearly built out and most growth would occur in the form of infill and redevelopment.

Longmont would likely become a focus within the project area due to its central location, its direct connection to the FasTracks system and the commuter rail, and its close proximity to DIA. Overall, the combination of these factors likely would increase the density and size of Longmont, strengthening its role as a major center for the north Front Range.

Outside of established urban centers, commuter rail could help municipalities realize plans that otherwise would not be feasible—for example, the City of Longmont has plans for transit-oriented development along the proposed alignment at SH 66. Without commuter rail as a catalyst, this area would likely develop at typical suburban densities with a limited mix of uses. Smaller communities in the southern end of the regional study area, such as Frederick and Erie, could see impacts that extend beyond the immediate station area. These impacts could come in the form of an increased demand in service levels as former low-intensity commercial and industrial uses are redeveloped at higher intensities.

Some recent information from RTD confirms these conclusions on the induced growth effect of commuter rail. In 2007, RTD conducted a survey of over 25 experts in the fields of economic development, transit, and land use planning from cities around the United States. A conclusion of the survey is that investment in transit redistributes growth and also can attract new growth to the region under certain conditions. However, the amount of new growth is a minor consideration in overall regional growth patterns (RTD, 2007).

RTD additionally in 2007 studied the effect of its current light rail transit (LRT) lines on development patterns. It was found the LRT service is providing an impetus for redevelopment/revitalization of land near stations and allowing for a greater mix of land use types and densities. The report states that development along the LRT system at that time (consisting primarily of the southwest and southeast lines) is extensive: 9,635 residential units, 2,214 hotel rooms, 2.5 million square feet of retail, 2.6 million square feet of office space, and 2.4 million square feet of institutional space (including medical, cultural, and convention uses) had been built or was under construction. These development projects are within an approximate half-mile radius of LRT stations (RTD, 2007).

RTD is currently planning, designing, and constructing the FasTracks system (a transit expansion plan to build 122 miles of new commuter rail and light rail, 18 miles of bus rapid transit, and enhanced bus service across the eight-county district). In anticipation of

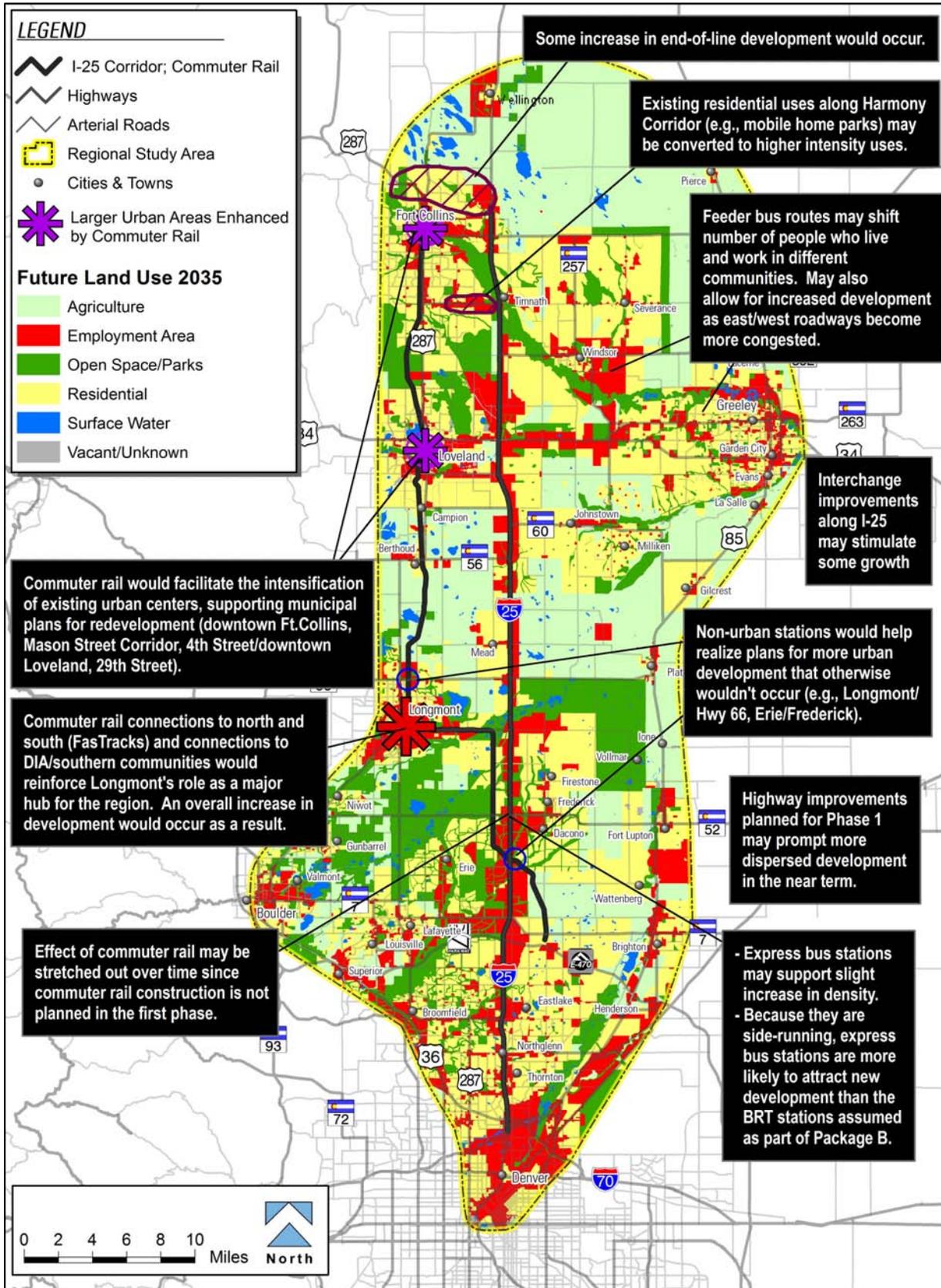
rail service, many communities have demonstrated a proactive approach to update their local plans to promote higher density, mixed-use transit-oriented development (TOD) near FasTracks stations.

The introduction of express bus along the I-25 corridor would represent a less permanent form of transit improvement than commuter rail and as a result would provide less incentive for TOD. Review of a limited number of case studies nationwide supports this thesis: TOD related to express bus type service is more tenuous than TOD associated with rail. Some limited concentration of growth could occur near some express bus stations along the I-25 corridor. Such development would depend upon the type and proximity of adjacent land use activity. At stations located in areas with development, some limited higher density growth patterns due to the express bus station might be realized.

Feeder bus routes along east-west corridors designed to serve commuter rail and express bus stations could also stimulate increased levels of development as roadways become more congested. As a result, underused lands along these corridors could begin to be redeveloped as higher intensity residential uses become more desirable in close proximity to established employment centers and transit lines.

Induced growth impacts for the Preferred Alternative are illustrated in **Figure 8**.

Figure 8: Induced Growth Impacts - Preferred Alternative



5.5 MITIGATION MEASURES

There will be no mitigation measures required by CDOT for the build packages. While this analysis identified a number of incompatibilities between proposed transportation improvements and land use, particularly with current zoning and in some cases comprehensive plans, actions to address these incompatibilities are the responsibility of local municipal and county governments. It is important to remember that most incompatibilities are simply the result of comprehensive plans and zoning not being updated to reflect the results of this study. Once the Preferred Alternative is formally identified in the Record of Decision, CDOT will encourage the local governments to address the incompatibilities through their existing land use processes. Typical processes local governments use to address land use incompatibilities include public involvement and visioning, amendments to comprehensive plans, and zoning changes.

Appendix A: Indirect Land Use Impacts



Appendix A Indirect Land Use Impacts

1.0 Introduction

In accordance with Council of Environmental Quality (CEQ) regulations for implementing NEPA, this chapter provides an overview of indirect land use impacts that could occur as a result of the No-Action, Package A, Package B, or Preferred Alternatives currently under consideration. As defined by CEQ, indirect impacts are “caused by the action and occur later in time or farther removed in distance, but are still foreseeable” (40 CFR 1508.8). This appendix contains:

- A discussion of population and employment trends;
- A discussion of the various forces and constraints that affect land use and how they apply in the regional study area
- A discussion of potential land use impacts associated with transit; and
- The results of an expert panel convened to discuss likely land use impacts associated with each package of build alternatives and the No-Action Alternative.

2.0 Regional Study Area Population and Employment

The North I-25 EIS regional study area falls in portions of Larimer County, Weld County, the City and County of Broomfield, the City and County of Denver and incorporated municipalities including, but not limited to: Fort Collins, Loveland, Johnstown, Berthoud, Windsor, Timnath, Erie, Greeley, Longmont, Westminster, Thornton, and Broomfield. The regional study area has been experiencing rapid growth in population and employment in recent years, which is projected to continue.

Year 2005 and 2035 population and employment forecasts provided by the NFRMPO and DRCOG reflect the planned growth in the regional study area. Data comparing current and forecasted future population and employment within the regional study area are detailed in **Tables 1 and 2**. The regional study area is expected to see a 62% increase in population from 2005 to 2035 from approximately 1.4 million to 2.2 million, while employment is expected to increase by over 70% for the same time period. The distribution of projected population and employment growth within the regional study area are illustrated in **Figure 1 and 2**, respectively.

Table 1: Regional Study Area Current and Projected Future Population

Jurisdiction	2005	2035	Change	% Change
Wellington	3,771	5,479	1,708	45%
Fort Collins	158,253	218,776	60,523	38%
Windsor	16,997	34,608	17,611	104%
Loveland	73,643	136,174	62,531	85%
Berthoud	9,828	18,266	8,438	86%
Johnstown	6,712	23,752	17,040	254%
Longmont	74,329	99,758	25,429	34%
Firestone	9,007	29,056	20,049	223%
Frederick	4,775	14,161	9,386	197%
Dacono	3,888	11,530	7,642	197%
Erie	13,306	48,225	34,919	262%
Broomfield	46,492	92,041	45,549	98%
Thornton	105,655	141,477	35,822	34%
Northglenn	35,491	38,274	2,783	8%
Eaton	3,727	3,875	148	4%
Greeley	84,403	164,693	80,290	95%
Evans	18,263	28,321	10,058	55%
Fort Lupton	10,407	35,712	25,305	243%
Brighton	23,011	69,918	46,907	204%
Commerce City	27,852	46,889	19,037	68%
Denver*	191,847	269,861	78,014	41%
Larimer County*	8,396	15,607	7,211	86%
North Weld County*	12,190	37,511	25,321	208%
South Weld County*	10,491	41,705	31,214	298%

Source: North Front Range MPO, DRCOG

Asterisks (*) indicate municipalities whose boundaries extend beyond the limits of the regional study area. Population numbers reflect only those portions of the municipality which fall within the regional study area.

County populations reflect only portions of the county not addressed as part of other jurisdictions

Table 2: Regional Study Area Current and Projected Future Employment

Jurisdiction	2005	2035	Change	% Change
Wellington	747	1,163	416	56%
Fort Collins	94,766	121,271	26,505	28%
Windsor	5,980	11,119	5,139	86%
Loveland	36,884	78,845	41,961	114%
Berthoud	3,090	8,773	5,683	184%
Johnstown	819	6,656	5,837	713%
Longmont	28,506	33,796	5,290	19%
Firestone	1,045	4,953	3,908	374%
Frederick	586	2,690	2,104	359%,
Dacono	219	1,181	962	439%
Erie	1,022	3,476	2,454	240%
Broomfield	30,082	71,315	41,233	137%
Thornton	21,028	41,820	20,792	99%
Northglenn	8,833	11,498	2,665	30%
Eaton	1,020	1,662	642	63%
Greeley	51,717	101,686	49,969	97%
Evans	3,437	7,430	3,993	116%
Fort Lupton	3,163	15,453	12,290	389%
Brighton	8,219	12,917	4,698	57%
Commerce City	26,608	30,938	4,330	16%
Denver*	212,379	320,128	107,749	51%
Larimer County	1,403	6,608	5,205	371%
North Weld County*	3,182	19,566	16,384	515%
South Weld County*	2,947	24,202	21,255	721%

Source: North Front Range MPO, DRCOG.

Asterisks (*) indicate municipalities whose boundaries extend beyond the limits of the regional study area. Employment numbers reflect only those portions of the municipality which fall within the regional study area.

County populations reflect only portions of the county not addressed as part of other jurisdictions

Figure 1: Regional Study Area Future Population Growth Distribution

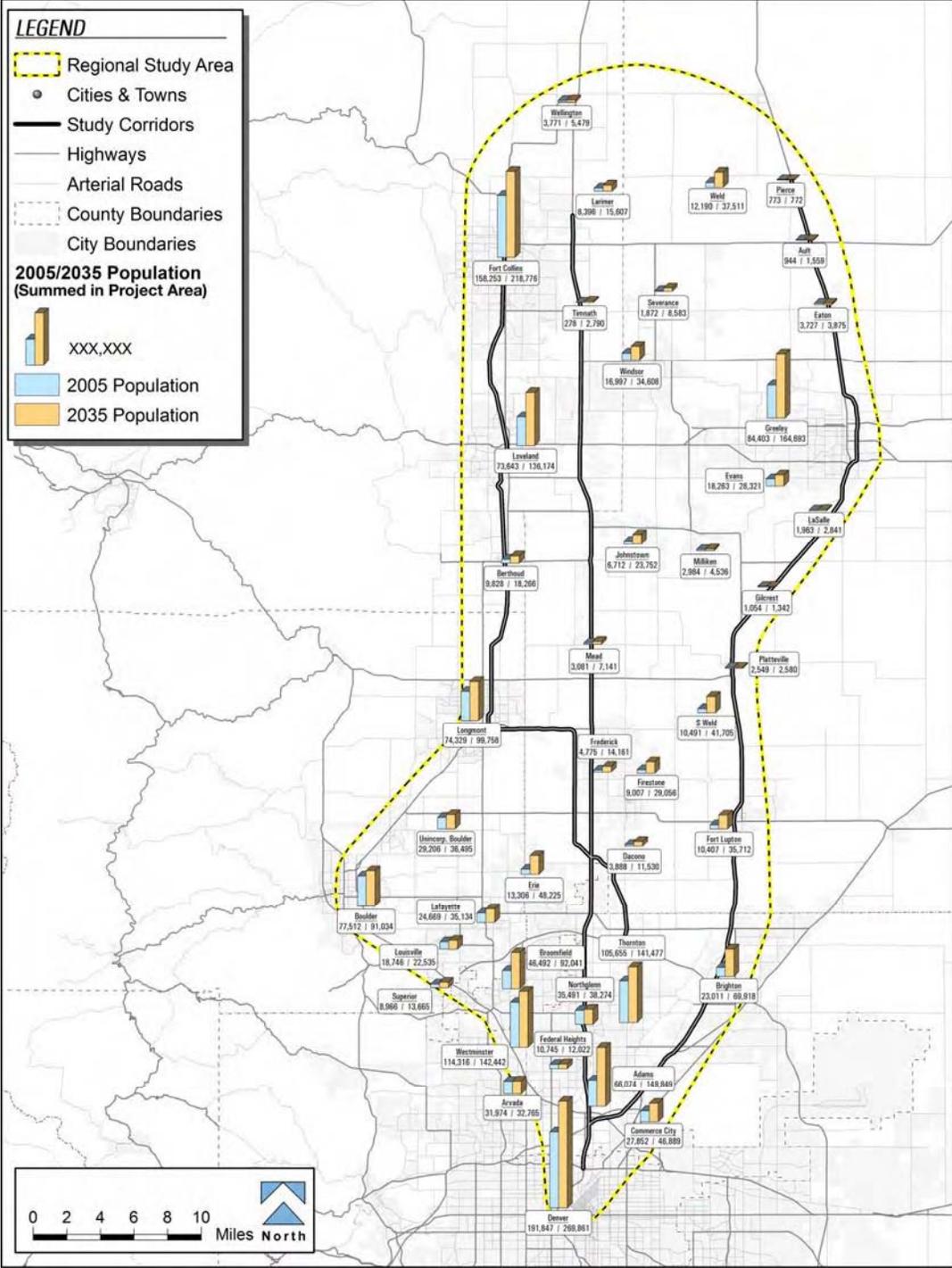
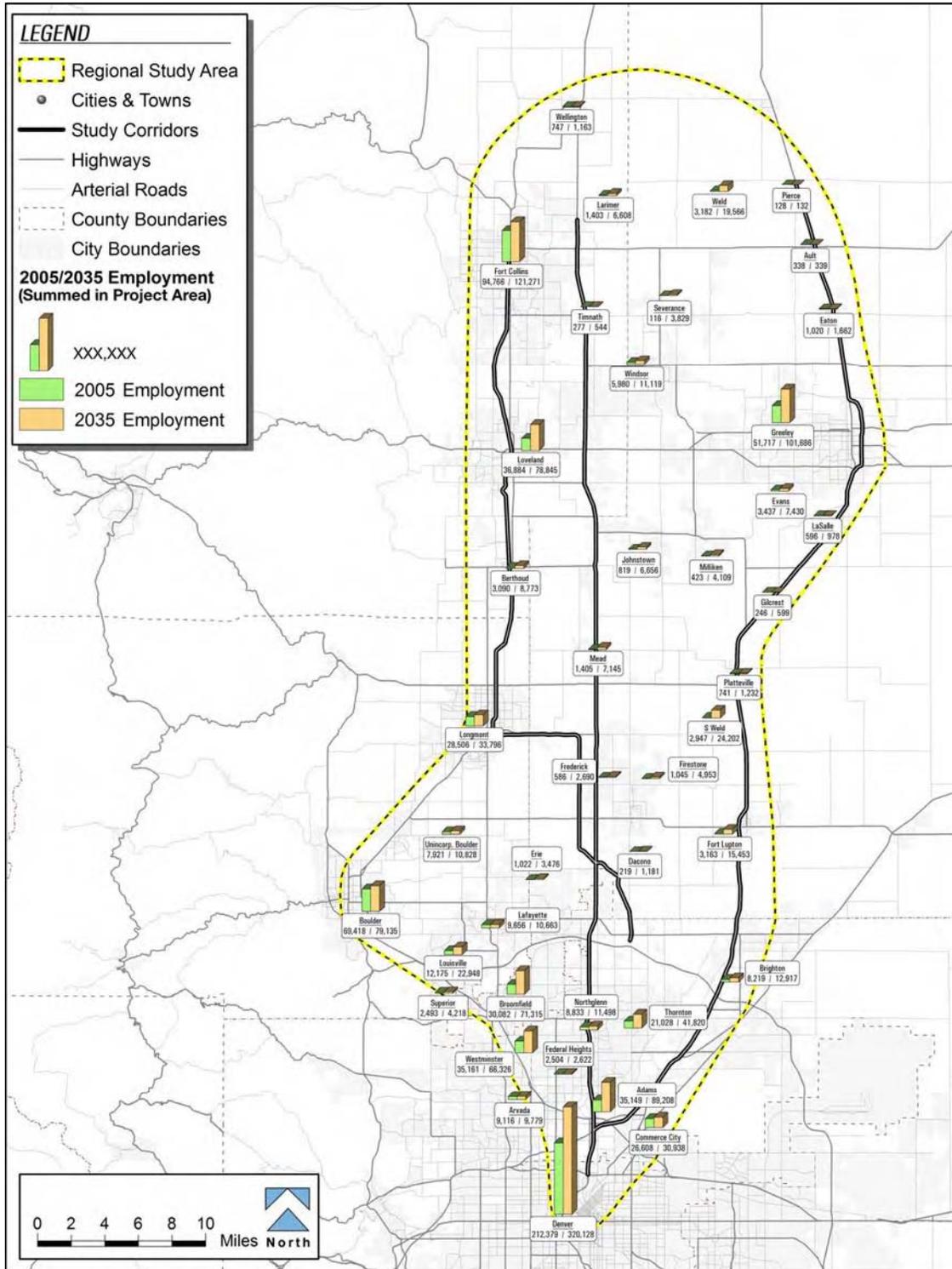


Figure 2: Regional Study Area Future Employment Growth Distribution



3.0 Corridor-Specific Population and Employment

Given the large area included within the regional study area, projected increases in population and employment were estimated within proximity of each of the three primary north-south corridors: US 85, I-25, and the Burlington Northern and Santa Fe (BNSF)/Longmont North Metro Connection. Although improvements under consideration within each of the corridors vary, population and employment have been calculated based on a defined distance from each of the proposed transit improvement stations/stops within the corridor. These corridor-level summaries are provided for the purposes of illustrating where the largest concentrations of population and employment are projected to occur within the regional study area. The eight connector corridors described in the previous section are encompassed within the influence area of each of the three primary corridors and are therefore not called out separately.

Projected increases in population by corridor are outlined in **Table 3**. The BNSF/Longmont North Metro Connection Corridor had a significantly higher population base in 2005 than either the I-25 Corridor or the US 85 Corridor within ½-mile, with approximately 83,000 people. In contrast, the I-25 Corridor and US 85 Corridor had approximately 44,000 and 41,000 people within ½-mile, respectively. As a result of its more limited 2005 population base, the I-25 Corridor is projected to experience the most significant rate of population increase, with an 88 percent increase within ½-mile by 2035. This contrasts with the more limited rate of increase projected for the BNSF and US 85 Corridors, with an approximately 24 percent and 51 percent increase projected during the same timeframe.

Table 3: Current and Projected Future Population Increase by Corridor

Corridor	0.5 mile radius			2 mile radius			4 mile radius		
	2005 Pop	2035 Pop	% Inc	2005 Pop	2035 Pop	% Inc	2005 Pop	2035 Pop	% Inc
I-25	43,536	81,764	88%	223,878	429,502	92%	507,632	874,955	72%
BNSF/ Longmont North Metro	82,763	102,934	24%	285,764	380,904	33%	441,863	670,230	52%
US 85	40,687	61,517	51%	219,597	371,710	69%	544,884	870,282	60%

Source: North Front Range MPO, DRCOG; Population and employment have been calculated based on a defined distance from each of the proposed transit improvement stations/stops within the corridor.

The BNSF also had a significantly higher population base in 2005 within 2-miles (286,000) than either the I-25 Corridor or the US 85 Corridor, with approximately 224,000 people and 220,000 people respectively. The I-25 Corridor continues to see the greatest increase in the rate of population growth of the three corridors with a projected population increase of 92 percent. The rate of increase for the BNSF and US 85 Corridors remains significantly lower, with increases of 33 percent and 69 percent, respectively. At a 4-mile distance, projected increases are more evenly distributed between the BNSF and I-25 Corridors, with

projected increases of 72 percent and 52 percent, respectively. Increases within the US 85 Corridor are midway between the other two corridors, with a projected increase of 60 percent.

Projected increases in jobs by corridor are outlined in **Table 4**. Consistent with 2005 population figures, jobs within ½-mile of the BNSF/Longmont North Metro Connection Corridor are substantially higher in 2005 (67,000) than in the I-25 or US 85 Corridors, which had 32,000 and 40,000 jobs, respectively. Consistent with 2035 population projections, the I-25 Corridor again sees the highest percentage increase in jobs within a ½-mile (301 percent). The BNSF/Longmont North Metro Corridor is projected to have the slowest percentage increase (16%), although the total number of jobs will be higher than in the US 85 Corridor, with 77,000 jobs projected versus 52,000 jobs.

Table 4: Current and Projected Future Job Increases by Corridor

Corridor	0.5 mile radius			2 mile radius			4 mile radius		
	2005 Jobs	2035 Jobs	% Inc	2005 Jobs	2035 Jobs	% Inc	2005 Jobs	2035 Jobs	% Inc
I-25	31,942	128,233	301%	91,043	274,382	201%	207,582	444,491	114%
BNSF/ Longmont North Metro	66,765	77,266	16%	147,970	174,201	18%	218,473	315,452	44%
US 85	39,678	51,586	30%	130,340	205,850	58%	358,099	540,632	51%

Source: North Front Range MPO, DRCOG; Population and employment have been calculated based on a defined distance from each of the proposed transit improvement stations/stops within the corridor.

Within a 4-mile radius, jobs are projected to increase from between 18 percent (BNSF/Longmont North Metro Connection Corridor) to 201 percent (I-25 Corridor) by 2035. Total jobs in 2035 are projected to be highest along the I-25 and US 85 Corridors, with approximately 274,000 and 208,000 jobs, respectively. Despite a substantial increase over 2005, the BNSF/Longmont North Metro Connection Corridor is projected to have much smaller employment base than either of the other two corridors (174,000).

At a 4-mile radius, total jobs are fairly evenly distributed between the I-25 and BNSF/Longmont North Metro Connection Corridors by 2035, at 444,000 and 315,000, respectively. The US 85 corridor is expected to have the highest number of jobs with approximately 541,000 jobs projected. This is predominantly a result of extremely high growth in the area between E-470 and downtown Denver.

4.0 Factors Affecting Growth

The North Front Range has experienced a tremendous amount of growth in recent years and this trend is projected to continue throughout the planning horizon. The magnitude of this projected growth is illustrated by population and employment figures contained in Tables 1 and 2, which indicate that population in ten of the twenty-four municipalities located within the regional study area is projected to increase by more than 100 percent by 2035. In addition, jobs in thirteen of the twenty-four municipalities are projected to increase by more than 100 percent by 2035. Factors affecting growth vary depending upon the location within the regional study area. Therefore, for the purposes of discussion, an overview of factors is provided for the three primary north-south corridors and east-west connecting corridors.

4.1 I-25 Corridor

Of the three corridors, the I-25 Corridor has the highest potential for change. As previously discussed, this potential for growth translates into a projected population increase within a 1/2-mile radius of nearly 60 percent more than the BNSF/Longmont North Metro Connection Corridor and nearly 30 percent more than the US 85 Corridor.

This distinction can be attributed, in large part, to a combination of factors, including:

- Large supply of developable land;
- Easy access to I-25;
- Development pressures; and
- Pro-growth political climate.

Projected change in population and employment is most pronounced in smaller municipalities along the corridor. To the south, this includes Dacono, Frederick, and Erie, which are heavily influenced by their easy access to I-25 and E-470 and DIA, and their close proximity to the Denver metro area. This proximity allows residents to live the more “rural” lifestyle many desire while still easily commuting to their jobs in surrounding municipalities. Residents are also attracted by the lower home prices and extensive amenities offered by many fringe developments that can be difficult to find in more established metro area communities. As a result, the bulk of recent growth in many of these close-in communities has been focused on single-family residences, reinforcing their role as “bedroom” communities. Despite this trend, many smaller I-25 communities have placed an emphasis on balancing residential growth with commercial services and employment in their comprehensive plans. The implementation of these plans will likely be influenced somewhat by the recent influx of commercial services along the I-25 Corridor south of SH 7 in the Westminster and Thornton vicinity which are served by new interchanges at 136th and 144th Avenues. The realization of community plans will also depend on the ability of communities to preserve lands designated for future commercial and employment indefinitely, in spite of potential pressure to convert these lands to residential uses more viable in today’s market.

Dramatic growth is also projected in south Weld County (300 percent). This projection is influenced, in part, by current county development policies which support the continued urbanization of unincorporated lands adjacent to or in between the towns. The realization of these policies will be influenced by residential and commercial market demand, the availability of urban services in unincorporated areas, and on future annexation activities in the region.

Further north along the corridor, growth becomes less influenced by the Denver metro area and more influenced by the growth of established urban centers such as Longmont, Loveland, and Fort Collins. Growth in these communities and in smaller communities such as Windsor, Johnstown, and Timnath has continued to occur along the I-25 Corridor away from community centers located several miles to the west or east. As in the south, primary influences have been the availability of land and the desire of communities to secure key interchange properties for future commercial development.

4.2 BNSF/Longmont North Metro Connection Corridor

Potential for change within the BNSF/Longmont North Metro Connection Corridor is somewhat more limited than in the I-25 or US 85 Corridors due to the following influencing factors:

- Established development patterns;
- Limited availability of vacant lands;
- Community separators; and
- Limited access to I-25.

Three of the regional study area's major urban centers (Fort Collins, Loveland, and Longmont) are located along the BNSF/Longmont North Metro Connection Corridor. As a result, vacant land is limited and much of the corridor has been built out for many years. Remaining agricultural lands located in unincorporated areas between communities, have in many cases been set aside as open space or under agricultural easements to maintain a visual and physical separation between communities. The BNSF/Longmont North Metro Connection Corridor is also located several miles from the I-25 Corridor and the access that it provides to the rest of the region. Despite these potential limitations, the BNSF/Longmont North Metro Connection Corridor is projected to continue to grow over the next thirty years. Population is projected to increase by 24 percent within 1/2 mile and by 52 percent increase within 4 miles, while employment is projected to increase by 16 percent within 1/2 mile and 44 percent within 4 miles.

Due to the influencing factors described above, much of this future development will occur in the form of infill and redevelopment. This type of development is supported by community policies and regulations—particularly within the downtown core of these communities—and has begun to occur in some locations. However, without a significant catalyst, such as the introduction of a fixed-guideway transit system along the corridor, market demand for this type of development will remain far behind that of easily developable “greenfield” lands along the I-25 Corridor.

4.3 US 85 Corridor

The US 85 Corridor also has high potential for change (51 percent increase) within 1/2-mile of the corridor and is fairly consistent with the other corridors within a 4-mile radius of the corridor (60 percent increase).

Factors influencing the US 85 Corridor include:

- Availability of land.
- Distance to Denver metro area and other major population centers within the regional study area (Fort Collins, Loveland, Longmont).
- Proximity to DIA.
- Proximity to Greeley's urban center.

Although several of the factors influencing the US 85 Corridor are similar to those influencing the I-25 Corridor, their level of influence and overall effect is different. For example, although the US 85 Corridor also contains a significant amount of agricultural land surrounding its small towns, current plans do not call for significant growth in these areas.

Southern portions of the US 85 Corridor have been influenced by their proximity to Denver International Airport and the Denver metro area. As with the I-25 Corridor, residential development in areas such as Brighton has increased dramatically due to the ability of residents to live in a more "rural" setting and commute to jobs in the metro area. Housing prices in these locations have also been a factor, as square footage costs are often significantly lower—allowing families to get a much larger house for their money. As numbers increase, residential development will be followed by an increased demand for commercial services.

Greeley anchors the north end of the US 85 Corridor and continues to be influenced by both outward and inward (infill and redevelopment) growth trends. The city has continued to expand its bounds towards the west along US 34 as well as to the south and north. However, the city has also placed an emphasis on the revitalization of its downtown core and has begun to see some infill and redevelopment activity as a result.

4.4 Connector Corridors

Harmony Road/Weld County Road 74 from SH 257 to US 287

The Harmony Road/Weld County Road 74 from SH 257 to US 287 Connector Corridor provides an east/west linkage between US 287 in Fort Collins and County Line Road east of the Town of Timnath. West of I-25, potential for change along the corridor is moderate to low, as it is largely built out. In these locations, redevelopment would be necessary to create substantial change. Potential for change is higher east of I-25, where the corridor is identified as one of the Town of Timnath's core economic areas within its Comprehensive Plan.

SH 257 from Weld County Road 74 to US 34

The SH 257 from Weld County Road 74 to US 34 Connector Corridor provides a north/south connection between County Line Road east of the Town of Timnath and US 34. Outside of the Town of Windsor, the corridor has a relatively limited potential for change. This is due, in part, to its distance from I-25.

US 34 from Greeley to Loveland

The US 34 from Greeley to Loveland Connector Corridor provides an east/west connection between Downtown Greeley and Downtown Loveland. Potential for change along the corridor is highest east of I-25. Influencing factors include:

- Large supply of developable land;
- Presence of major employment centers in Greeley and at the US 34/I-25 interchange; and
- Community plans supportive of growth along the corridor.

West of I-25, potential for change is also relatively high, but is limited somewhat by the established pattern of growth along the corridor. In these locations, redevelopment would be necessary to create substantial change.

SH 60 from Milliken to I-25

The SH 60 from Milliken to I-25 Connector Corridor provides an east/west connection between the Town of Milliken and I-25. Between I-25 and the Town of Johnstown, potential for change along the corridor is fairly high, in large part due to the following factors:

- Large supply of developable land;
- Easy access to I-25;
- Pro-growth political climate.

Further to the east, potential for change is limited by established development patterns in the Towns of Johnstown and Milliken.

SH 56 from I-25 to Berthoud

The SH 56 from I-25 to Berthoud Connector Corridor provides an east/west connection between I-25 and US 287. Potential for change along the corridor is highest where it intersects with I-25, as the Town's plan already calls for intense mixed-use development in this location. The potential for change further west is limited by the Town's plan, which desires a well-defined urban edge that quickly transitions to agricultural lands.

SH 119 from I-25 to Longmont

The SH 119 from I-25 to Longmont Connector Corridor provides an east/west connection between I-25 and US 287. Potential for change is moderate, as there are a number of environmentally constrained lands along the corridor and a relatively established pattern of development. The highest potential for change lies in the redevelopment of several large former industrial properties located on the outskirts of Longmont.

SH 52 from Fort Lupton to Niwot

The SH 52 from Fort Lupton to Niwot Connector Corridor provides an east/west connection between the US 85 Corridor and I-25 and continues west to the FasTracks system. East of I-25, the corridor is influenced by many of the same factors as the I-25 Corridor and the US 85 Corridor and its potential for change in this is relatively high. This distinction can be attributed, in large part, to a combination of factors, including:

- Large supply of developable land.
- Easy access to I-25.
- Pro-growth political climate.
- Distance to Denver metro area and other major population centers within the regional study area (Fort Collins, Loveland, Longmont).
- Proximity to DIA.

West of I-25, the corridor's potential for change remains relatively high as it passes through the growth areas of Erie and Frederick for many of the same reasons listed above. However, as the corridor enters Boulder County, potential for change drops dramatically due to the presence of existing open space corridors and agricultural easements designed to limit the potential for future growth.

E-470 from I-25 to Denver International Airport

The E-470 from I-25 to Denver International Airport Connector Corridor is influenced by many of the same factors as the I-25 Corridor and the US 85 Corridor. As a result, its potential for change is relatively high.

This distinction can be attributed, in large part, to a combination of factors, including:

- Large supply of developable land;
- Easy access to E-470 and I-25;
- Pro-growth political climate;
- Distance to Denver metro area and other major population centers within the regional study area (Fort Collins, Loveland, Longmont); and
- Proximity to DIA.

5.0 Indirect Land Use Impact Research

Each of the alternative packages currently under consideration as part of the DEIS have the potential for indirect land use impacts. In February of 2004, the project team conducted informal research regarding the indirect land use impacts of transportation projects. This research involved a review of case studies and literature that addressed the relationship between land use and transportation projects. The impacts of several types of transportation projects were considered in this research including rail improvements, bus rapid transit (BRT) improvements, commuter bus improvements, and non-transit transportation improvements.



Transit-oriented development in downtown Plano, Texas along the DART light rail line which connects the community to Dallas.

5.1 Rail Improvements

Potential indirect land use impacts are generally most significant for rail transit. This is largely due to the fixed nature of rail stations and the higher level of certainty this provides for municipalities and the development community in planning for higher-intensity development.

Rail transit station locations are most supportive of transit-oriented development, which is commonly referred to as "TOD". A TOD can be defined as:

A higher-density, pedestrian-friendly form of development that is focused around a major transit access point. Elements usually include compact, mixed-use development (e.g., several stories of residential or employment over first floor retail), and facilities and design that enhance the environment for pedestrians and encourage transit ridership.

Much of the available literature on transit-oriented development indicates that TODs are most likely to occur within $\frac{1}{4}$ to $\frac{1}{2}$ mile of a light rail or commuter rail station, as this is the distance most people are willing to walk to reach a rail station. Densities are typically highest within $\frac{1}{4}$ mile of a transit station, decrease slightly between $\frac{1}{4}$ and $\frac{1}{2}$ mile from the station, and drop off significantly in surrounding areas. Rail stations can also help strengthen existing urban cores by attracting new residents and supporting an overall increase in density which in turn supports existing businesses and attracts new businesses.

Another effect of transit improvements on land use that has been documented is the role that the end of line station plays. Increases in population growth have been observed up to seven miles away from an end of line station.

Aside from the impact of the transit mode, several other factors play into potential land use impacts. These include the: availability of vacant or underutilized land, surrounding land use context, environmental constraints, and circulation and access, among others. While rail transit is conducive to higher density and mixed-use land use patterns, a dramatic shift in land use patterns surrounding a rail station often requires a proactive approach on the part of local municipalities that goes far beyond simply deciding where to locate a proposed station. In many cases, these efforts are underway long before the transit line is actually in place. Communities that have been most successful in implementing TOD have employed one or more of the following tools:

- **Station area planning**—this typically includes site-specific land use plans coupled with supporting polices and regulations designed to facilitate transit-oriented development;
- **Interagency cooperation**—this may include ongoing conversations and agreements between local jurisdictions, regional planning agencies, transportation departments, and transit authorities;
- **Public investment**—TOD development in “greenfield” locations as well as on infill parcels may be dependent upon the provision of utilities and other infrastructure enhancements to support higher intensity development, in other cases sidewalks, structured parking and other investments may be necessary;
- **Neighborhood outreach**—the introduction of TOD’s within an established neighborhood can be controversial due to fear that increased density will bring increased traffic and crime. As a result, neighborhood outreach can be a critical component of any station area plan effort, helping to convey the facts and dispel any unfounded concerns;
- **Public/private partnerships**—in addition to the above efforts, public/private partnerships are often used to implement transit-oriented developments near rail stations. Partnerships can include land swaps, tax abatement, and other incentives that reduce the gap between the cost of construction and the ultimate sales price of finished the units. Such incentives are often necessitated due to higher construction costs associated with intense development (e.g., structured parking, steel construction vs. wood frame).



5.2 Bus Rapid Transit Improvements

Studies are inconclusive on the impact of Bus Rapid Transit (BRT) on land use and economic development, although if BRT has dedicated lanes, it may be more likely to stimulate development. Also a factor in the ability of BRT systems to stimulate TOD at station locations; for example, if a BRT route travels along a surface street that is visible from and easily accessed from surrounding development parcels, opportunities for TOD are likely to be significantly higher than if the BRT route is a center-running system that travels in a dedicated lane within the median of a divided highway. In the center-running scenario, the BRT is separated from surrounding development parcels by several lanes of high-speed traffic. This configuration reduces the physical and visual connection between the transit station and any surrounding development, reducing the marketability and appeal of TOD.

As with rail transit, efforts to attract a more transit-oriented pattern of development along a BRT alignment will be enhanced by the proactive efforts of local municipalities, regardless of the BRT's location.



Transit-oriented development along the Orange Line (BRT) in Los Angeles, California. The Orange Line, which opened in 2005, provides express service between North Hollywood and the Warner Center.

5.3 Commuter Bus Improvements

Commuter bus stations are also fixed, in that they are typically associated with a park and ride facility; however, routes have more flexibility to respond to potential changes in ridership patterns over time. This potential route flexibility provides less certainty to municipalities and the development community regarding the longevity of a particular route. As a result, commuter bus stations are less likely to attract significant TOD. However, they may attract *transit-adjacent development*, which is likely to be lower in density than traditional TOD and may include a horizontal mix of uses (side-by-side) as opposed to a vertical mix of uses (multi-story).

5.4 Non-Transit Improvements

Non-transit improvements include new highways, highway widening, and interchanges. Research revealed that though there is general agreement that there is a correlation between transportation and land use, there are major discrepancies about exactly what that

correlation is. Some of the factors, other than transportation, that are found to influence land use change and economic development include distance to a major city, distance to another interchange, accessibility to other regional markets, interchange design, traffic volume, parcel location, timing and completion of construction, economy, public attitude, zoning, previous land use, land availability, and infrastructure. The impacts of highway interchanges are highly localized. Very little relationship was found between highway widening and land use changes, unless new interchanges were included. The extent of these impacts can vary greatly and are dependent upon a number of additional factors (such as those listed above) making it difficult to predict.

While it is generally agreed that transportation investments and economic activity are positively linked, the nature of the relationship remains uncertain. The timing of land use impacts seems largely dependent on general economic conditions. Where capital is available and there is demand for new development in a city, greater impacts are likely to take place.

6.0 Expert Panel

An induced growth Expert Panel was convened on October 31, 2006 to assist the Project Team in verifying existing projections and forecasting conceptual land use in the regional study area. The purpose of the Expert Panel was to get input on where future housing and employment growth could most likely occur based on the alternatives identified for the DEIS. The insights offered by the local expert panel remain valid for the Preferred Alternative because it is a combination of Package A and Package B. Twenty-one participants attended the meeting, including representatives from: the cities of Fort Collins, Loveland, and Longmont; the towns of Windsor, Dacono, Firestone, Frederick, and Mead; the NFRMPO, DRCOG, FHWA, CDOT, and several private development companies.

Prior to the meeting a package was sent to invitees with information on the alternatives, the role of the expert panel, and future population and employment data. In preparation for the meeting, expert panel members were asked to consider the following issues when considering where future housing and employment growth could most likely occur based on the alternatives identified:

- What are the political or physical restrictions to growth (Community boundaries/planning areas, environmental features)?
- What areas will allow new job growth?
- What types of employment or housing will develop?
- Is rezoning to more transit-supportive densities being considered?
- Is redevelopment anticipated within established areas of the corridor?
- What restrictions do the provision of services (sewer, water, utilities) present?
- What will the future land use be in the area with the No-Action Alternative?
- What role will future transportation facility improvements (e.g., interchange upgrades, express lanes) play in the distribution of land use?

- What, if any, are the potential changes to land use or the location of employment and housing associated with completion of either of the transit alternatives (BRT vs. Commuter Rail)?

At the meeting, a brief overview of the alternatives and the background material was provided to orient participants. A brief discussion of research on induced growth associated with transportation improvements was also provided. Facilitators then led the group through a discussion on each alternative and solicited feedback on potential changes in future land use patterns that could result under each of the three alternatives.

Due to the large scale of the regional study area, feedback was broad in nature. Feedback on each alternative is summarized below.

6.1 **No-Action**

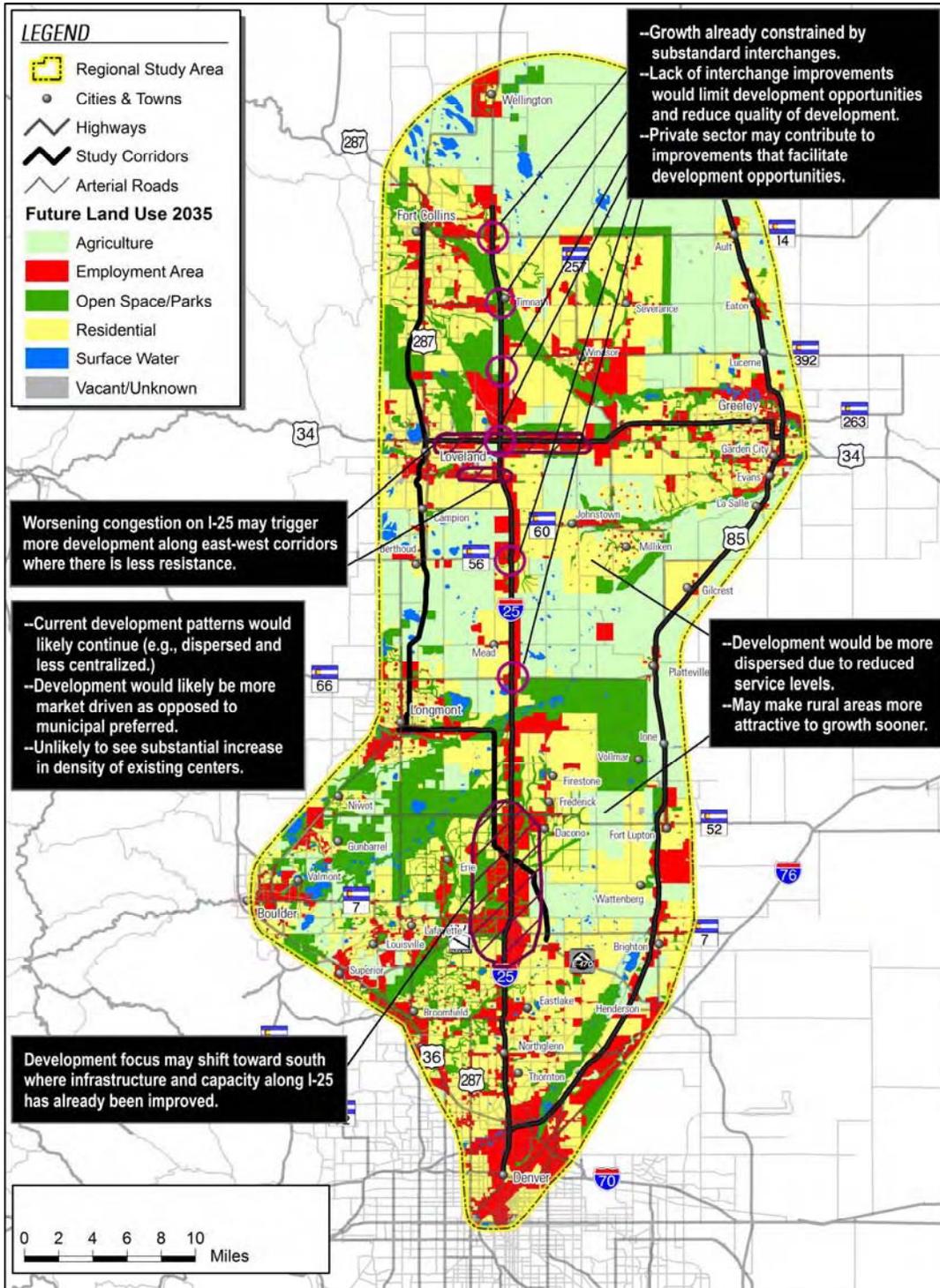
Under the No-Action Alternative, the expert panel believed growth would continue to occur largely on undeveloped agricultural land at the fringe of the regional study area's urbanized areas in accordance with municipal and county comprehensive plans. However, this low-density, dispersed pattern of development could eventually become constrained by increased congestion, increased travel times, and existing access issues hampered by a lack of interchange improvements. As a result, development may decrease in quality (e.g., highway-oriented strip commercial or warehouses would likely occur at interchange locations due to access limitations rather than coordinated, master-planned developments) unless market conditions are strong enough to warrant investment from the private sector in strategic locations to facilitate specific developments.

Decreasing service levels along major roadway corridors, such as I-25, may also result in the more rapid absorption of land in rural areas, as market forces push towards the path of least resistance. This may also be the case for many of the east-west and alternate corridors (e.g., US 34, SH 7, SH 52, SH 402) in the regional study area.

Due to the limited availability of transit, development intensities are unlikely to increase substantially over those which exist today. However, more focused development may occur towards the southern end of the regional study area where transit enhancements and highway improvements are already in place (FasTracks/I-25 widening).

Induced growth impacts for the No-Action Alternative as estimated by the expert panel are illustrated in **Figure 3**.

Figure 3: Expert Panel Induced Growth Impacts—No-Action



6.2 Package A

Under Package A, commuter rail would facilitate a shift in growth towards urban centers within the regional study area (e.g., Fort Collins, Loveland, and Longmont). This shift would help municipalities realize plans for downtown redevelopment and would increase the overall density and footprint of these urban centers. As the end-of-line for the commuter rail alignment, Fort Collins would likely attract a somewhat larger portion of urban center growth than stations located mid-alignment.

Longmont becomes a focus within the regional study area due to its central location, its direct connection the FasTracks system and the commuter rail, and its proximity to Denver International Airport. The combination of these factors would result in an overall increase in the intensity and size of Longmont, strengthening its role as a major center for the north Front Range.

Outside of established urban centers, commuter rail would help municipalities realize plans that otherwise would not be feasible—for example, the City of Longmont has plans for transit-oriented development along the proposed alignment at SH 66. Without commuter rail as a catalyst, this area would likely develop at typical suburban densities with a limited mix of uses. Smaller communities in the southern end of the regional study area, such as Frederick and Erie, may see impacts that extend beyond the immediate station area. These impacts will come in the form of an increased demand in service levels as former low-intensity commercial and industrial uses are redeveloped at higher intensities.

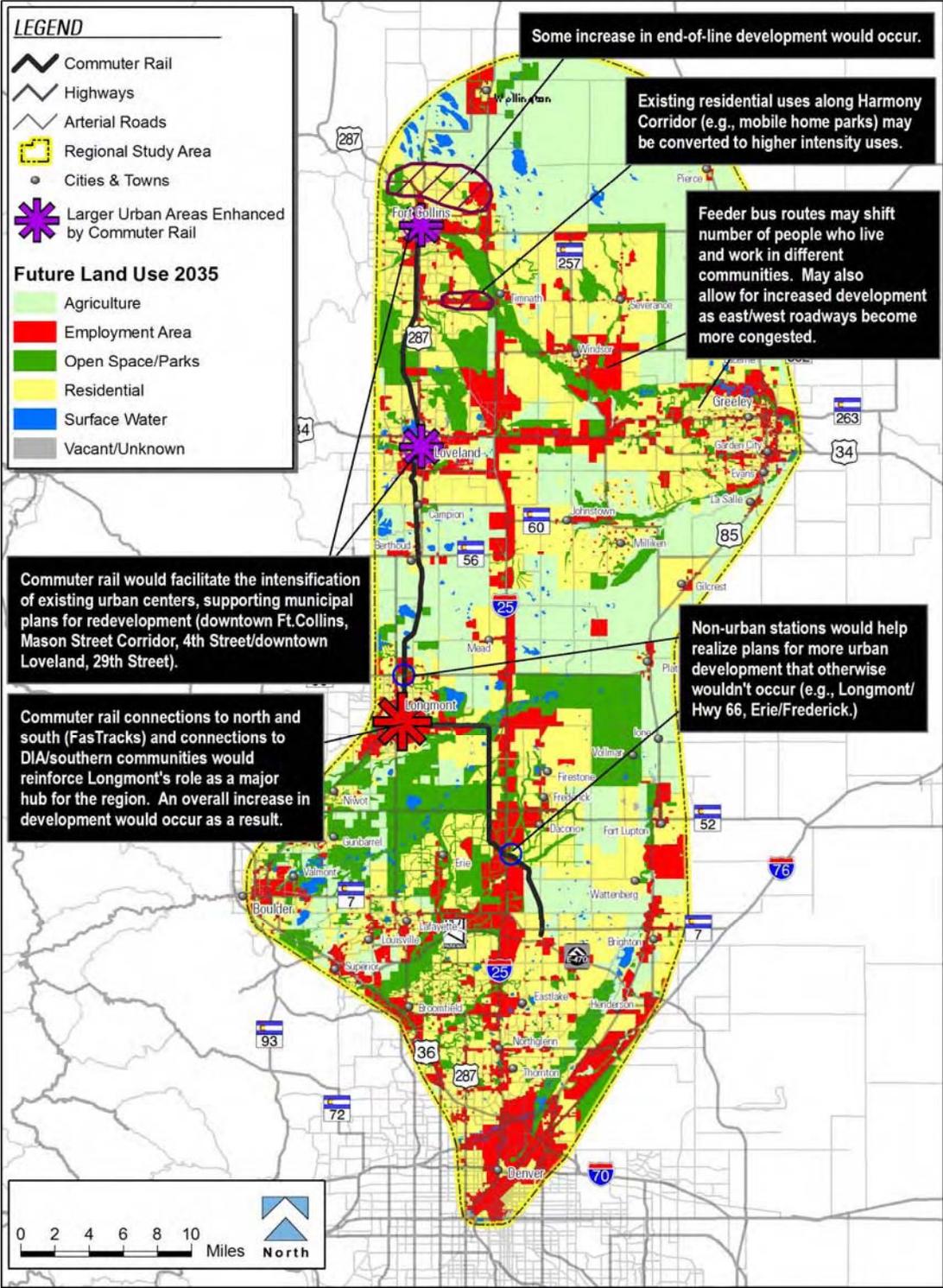
Feeder bus routes along east-west corridors designed to serve commuter rail stations will also stimulate increased levels of development as roadways become more congested. As a result, underutilized lands along these corridors will begin to be redeveloped as higher intensity residential uses become more desirable in close proximity to established employment centers.

Induced growth impacts for Package A as estimated by the expert panel are illustrated in **Figure 4**.

6.3 Package B

The introduction of BRT along the I-25 corridor represents a more modest improvement in transit than commuter rail and as a result provides less incentive for transit oriented development. As a result, under Package B growth would continue to be market-driven and to occur in accordance with municipal and county comprehensive plans. Growth would continue to be focused along the I-25 corridor, which would function as a “Main Street” for the North Front Range. Communities west of I-25 would continue to expand towards the east—spreading—rather than shifting in their concentration. Interchange improvements along the I-25 corridor would also improve access and reinforce this pattern. As a result,

Figure 4: Expert Panel Induced Growth Impacts—Package A



downtown infill and redevelopment efforts in established urban centers (Fort Collins, Longmont, Loveland, Greeley) would be hampered.

The location of the BRT stations (e.g., center-running vs. side running) and the distance of the stations from any associated development would limit the likelihood that they would attract substantial new types of development. However, some increase in density and the rate of growth may occur in the surrounding station areas.

Feeder bus service along SH 52 would connect Tri-town communities (Frederick, Firestone, Dacono) to FasTracks Station at Niwot or Gunbarrel and to the BRT at I-25, reinforcing existing patterns of employment and housing (employment to the west and housing to the east) and limiting the ability of these communities to shift away from being bedroom communities.

As the FasTracks end-of-line, Longmont would experience some intensification in development within its urban center, but not as much as under Package A.

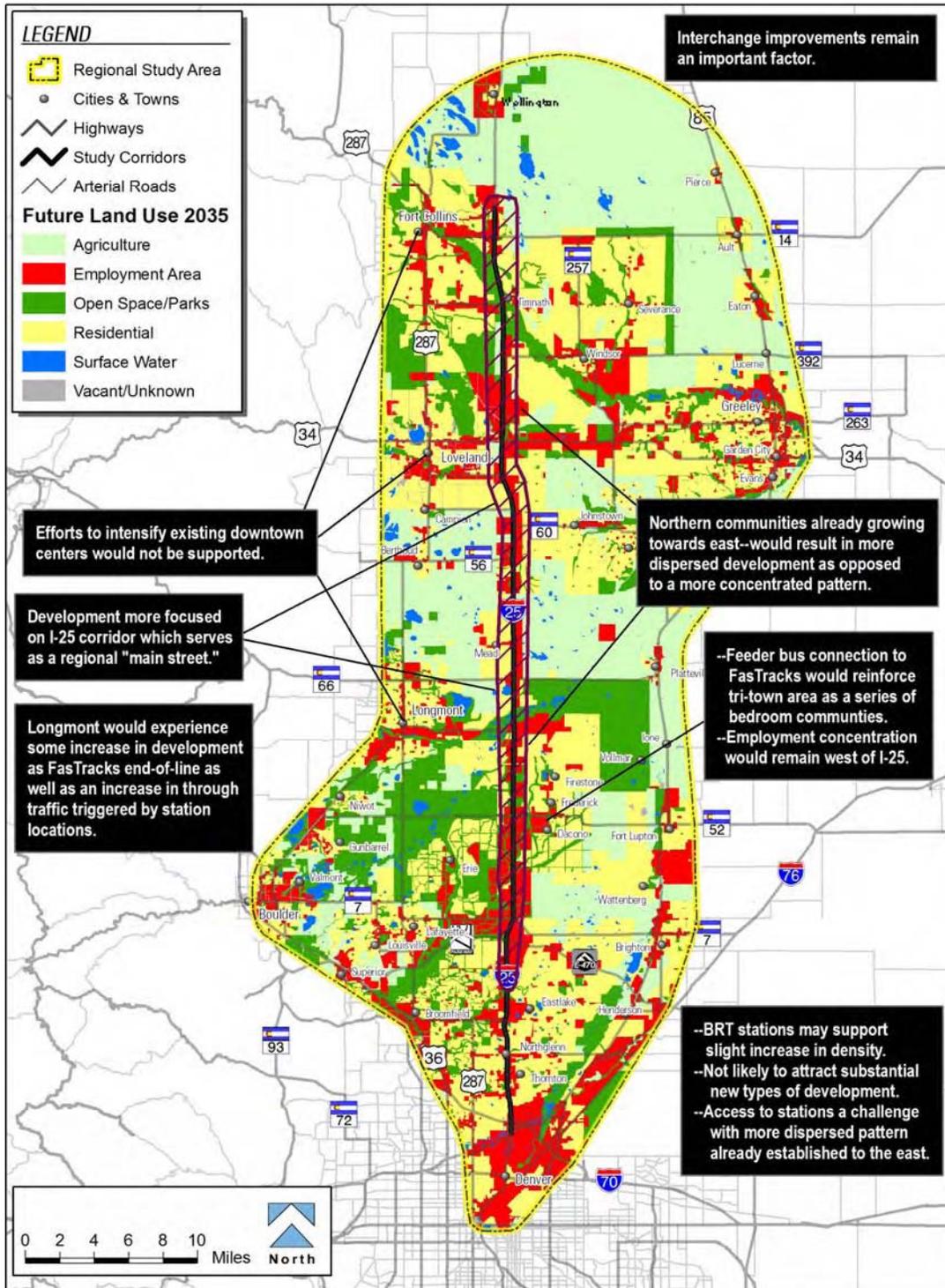
Induced growth impacts for Package B as determined by the expert panel are illustrated in **Figure 5**.

6.4 Preferred Alternative

There is little difference in indirect effects from induced growth along the I-25 corridor between the build packages since highway widening and improvements at existing interchanges are common to all packages. Under the No-Action Alternative, development activity along I-25 might shift more toward the south to the Denver Metro Area where there is a greater concentration of newer infrastructure (interchanges). Under the build packages, improvements to existing interchanges could stimulate some growth, but not as much as if completely new interchanges were proposed.

Under the Preferred Alternative, commuter rail would likely facilitate a shift in growth towards urban centers within the project area (e.g., Fort Collins, Loveland, and Longmont). It should be noted, however, that since no commuter rail construction is planned for the first phase of construction, this growth shift is not likely to occur in the immediate future. This shift would help municipalities realize plans for downtown redevelopment and would increase the overall density and footprint of these urban centers. As the end-of-line for the commuter rail alignment, Fort Collins would likely attract a somewhat larger portion of urban center growth than stations located mid-alignment. As a result, the rate at which environmental resources would be affected in undeveloped and suburban areas within the project area could be slowed because growth pressures would likely be concentrated more at the existing urban centers. This would be the case particularly along the I-25 corridor where substantial agricultural lands, several floodplains, and a number of other resources exist. Increased densities along the BNSF/Longmont North Metro Connection corridor would likely have a limited impact upon natural-resource related environmental resources, as the corridor is nearly built out and most growth would occur in the form of infill and redevelopment.

Figure 5: Expert Panel Induced Growth Impacts—Package B



Longmont would likely become a focus within the project area due to its central location, its direct connection to the FasTracks system and the commuter rail, and its close proximity to DIA. Overall, the combination of these factors likely would increase the density and size of Longmont, strengthening its role as a major center for the north Front Range.

Outside of established urban centers, commuter rail could help municipalities realize plans that otherwise would not be feasible—for example, the City of Longmont has plans for transit-oriented development along the proposed alignment at SH 66. Without commuter rail as a catalyst, this area would likely develop at typical suburban densities with a limited mix of uses. Smaller communities in the southern end of the regional study area, such as Frederick and Erie, could see impacts that extend beyond the immediate station area. These impacts could come in the form of an increased demand in service levels as former low-intensity commercial and industrial uses are redeveloped at higher intensities.

Some recent information from RTD confirms these conclusions on the induced growth effect of commuter rail. In 2007, RTD conducted a survey of over 25 experts in the fields of economic development, transit, and land use planning from cities around the United States. A conclusion of the survey is that investment in transit redistributes growth and also can attract new growth to the region under certain conditions. However, the amount of new growth is a minor consideration in overall regional growth patterns (RTD, 2007).

RTD additionally in 2007 studied the effect of its current light rail transit (LRT) lines on development patterns. It was found the LRT service is providing an impetus for redevelopment/revitalization of land near stations and allowing for a greater mix of land use types and densities. The report states that development along the LRT system at that time (consisting primarily of the southwest and southeast lines) is extensive: 9,635 residential units, 2,214 hotel rooms, 2.5 million square feet of retail, 2.6 million square feet of office space, and 2.4 million square feet of institutional space (including medical, cultural, and convention uses) had been built or was under construction. These development projects are within an approximate half-mile radius of LRT stations (RTD, 2007).

RTD is currently planning, designing, and constructing the FasTracks system (a transit expansion plan to build 122 miles of new commuter rail and light rail, 18 miles of bus rapid transit, and enhanced bus service across the eight-county district). In anticipation of rail service, many communities have demonstrated a proactive approach to update their local plans to promote higher density, mixed-use transit-oriented development (TOD) near FasTracks stations.

The introduction of express bus along the I-25 corridor would represent a less permanent form of transit improvement than commuter rail and as a result would provide less incentive for TOD. Review of a limited number of case studies nationwide supports this thesis: TOD related to express bus type service is more tenuous than TOD associated with rail. Some limited concentration of growth could occur near some express bus stations along the I-25 corridor. Such development would depend upon the type and proximity of adjacent land use activity. At stations located in areas with development, some limited higher density growth patterns due to the express bus station might be realized.

Feeder bus routes along east-west corridors designed to serve commuter rail and express bus stations could also stimulate increased levels of development as roadways become more congested. As a result, underused lands along these corridors could begin to be redeveloped as higher intensity residential uses become more desirable in close proximity to established employment centers and transit lines.

Induced growth impacts for the Preferred Alternative are illustrated in **Figure 6**

7.0 Potential Indirect Land Use Impacts to Environmental Resources

A variety of environmental resources could potentially be affected by induced growth within the regional study area. These resources include wildlife, threatened and endangered species, wetlands, farmlands, water resources, floodplains, and parks and recreation properties. A brief overview of potential impacts by package is provided below.

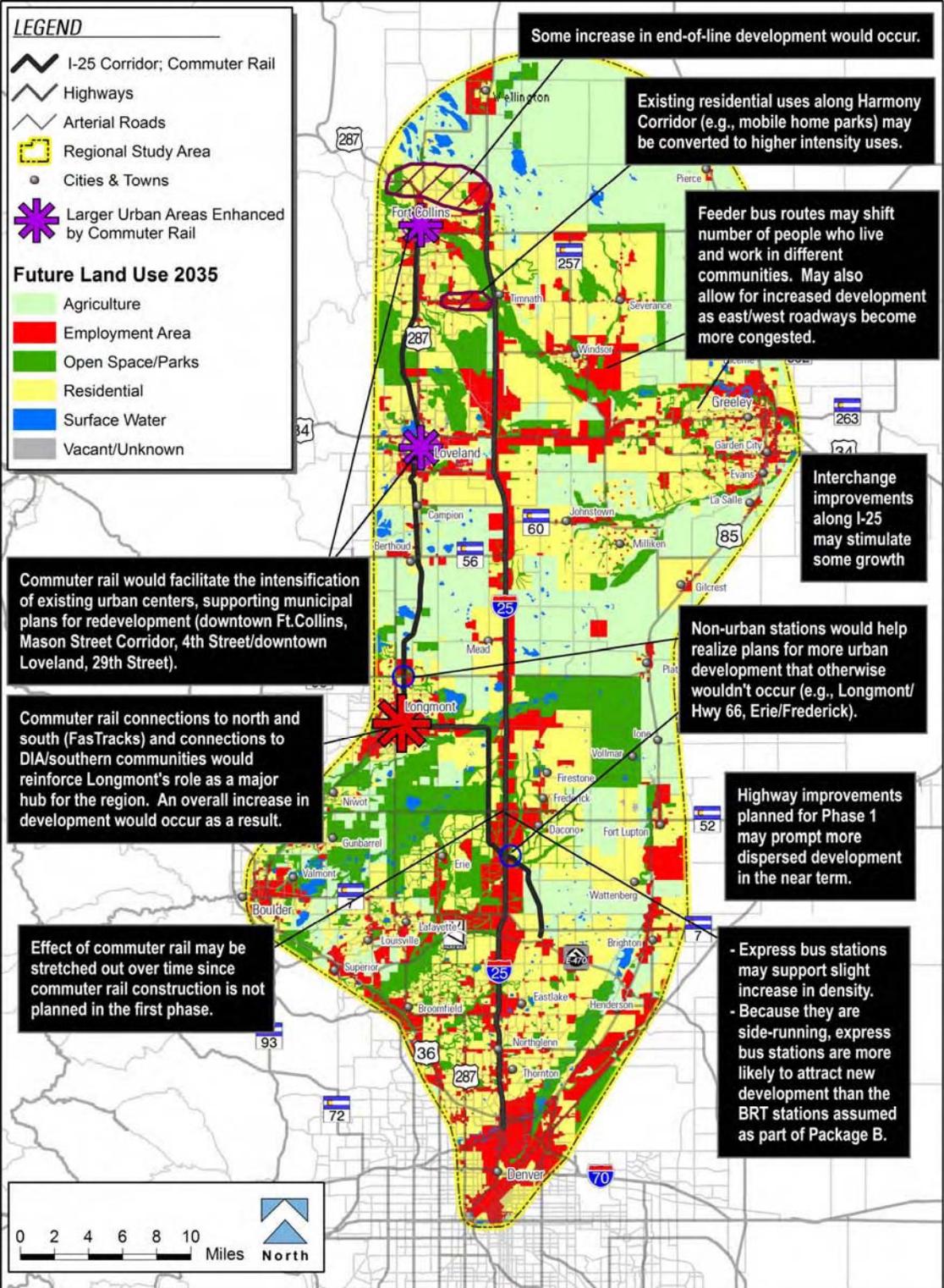
7.1 No-Action

Under the No-Action Alternative, growth would continue to occur largely on undeveloped agricultural land at the fringe of the regional study area's urbanized areas in accordance with municipal and county comprehensive plans. The more dispersed development pattern that would occur in response to the No-Action Alternative would result in greater land consumption and a broader potential impact to the regional study area's environmental resources. The continuation of non-contiguous growth practices in southern portions of the regional study area east of I-25 will further fragment remaining agricultural lands, reducing the long-term viability of the remaining lands and potentially impacting wildlife habitat. The extent of this impact would be dependent upon existing policies and regulations pertaining to the protection of environmental resources, which vary from community to community and from county to county.

7.2 Package A—BNSF/Longmont North Metro Connection Corridor

Under Package A, commuter rail along BNSF/Longmont North Metro Connection Corridor would facilitate a shift in growth towards urban centers within the regional study area (e.g., Fort Collins, Loveland, and Longmont.) As a result, the rate at which environmental resources would be affected in undeveloped and suburban areas within the regional study area would be slowed. This would particularly be the case along the I-25 Corridor where substantial agricultural lands, several floodplains, and a number of other resources exist. Increased densities along the BNSF/Longmont North Metro Connection Corridor would likely have a limited impact upon environmental resources, as the corridor is nearly built out and most growth would need to occur in the form of infill and redevelopment.

Figure 6: Induced Growth Impacts—Preferred Alternative



7.3 Package B—I-25 Corridor

Under Package B, growth would continue to be market driven and occur in accordance with municipal and county comprehensive plans. Growth would continue to be focused along the I-25 Corridor, with continued expansion to the east. Some concentration of growth would occur near BRT stations along the I-25 Corridor. The more dispersed development pattern that would occur in response to Package B would result in greater land consumption and a broader potential impact to the regional study area's environmental resources. The continuation of non-contiguous growth practices in southern portions of the regional study area east of I-25 will further fragment remaining agricultural lands, reducing the long-term viability of the remaining lands and potentially impacting wildlife habitat. The extent of this impact would be dependent upon existing policies and regulations pertaining to the protection of environmental resources, which vary from community to community and from county to county.

7.4 Preferred Alternative—I-25 and BNSF/Longmont North Metro Connection Corridors

Similar to Package A, commuter rail along BNSF/Longmont North Metro Connection Corridor under the Preferred Alternative would facilitate a shift in growth towards urban centers within the regional study area (e.g., Fort Collins, Loveland, and Longmont.). However; under the Preferred Alternative this shift would be less drastic as I-25 improvements would help to balance this shift between the two corridors. The rate at which environmental resources would be affected in undeveloped and suburban areas within the regional study area would still be slowed. Increased densities along the BNSF/Longmont North Metro Connection Corridor would likely have a limited impact upon environmental resources, as the corridor is nearly built out and most growth would need to occur in the form of infill and redevelopment.

Under The Preferred Alternative, growth would continue to occur along the I-25 Corridor, with continued expansion to the east although not as drastically as under Package B. Some concentration of growth would occur near express bus stations along the I-25 Corridor. The dispersed development pattern that would occur in response to the Preferred Alternative improvements along I-25 would result in land consumption and a potential impact to the regional study area's environmental resources. The continuation of non-contiguous growth practices in southern portions of the regional study area east of I-25 will continue to fragment remaining agricultural lands, reducing the long-term viability of the remaining lands and potentially impacting wildlife habitat. The extent of this impact would be dependent upon existing policies and regulations pertaining to the protection of environmental resources, which vary from community to community and from county to county.

7.5 Packages A, B, and the Preferred Alternative—Connector Corridors

Harmony Road/Weld County Road 74 from SH 257 to US 287

Due to the largely built out nature of this corridor, potential impacts to environmental resources by induced growth would be relatively limited, as most growth would need to occur in the form of infill and redevelopment and some areas have been set aside for open space.

SH 257 from Weld County Road 74 to US 34

Due to the less intense pattern of development anticipated along this corridor, potential impacts to environmental resources by induced growth would be relatively limited. However, they would be least under Package A, due to larger concentrations of growth along the BNSF/Longmont North Metro Connection Corridor to the west.

US 34 from Greeley to Loveland

Potential impacts to environmental resources by induced growth along this corridor would be highest east of the I-25, where land is more readily available for development and the largest concentration is anticipated to occur. Potential impacts would be least under Package A, due to larger concentrations of growth along the BNSF/Longmont North Metro Connection Corridor to the west. West of I-25 potential impacts are reduced by the more established pattern of growth.

SH 60 from Milliken to I-25

Potential impacts to environmental resources by induced growth along this corridor are relatively high due to the availability of developable agricultural land and the potential for dispersed growth.

SH 56 from I-25 to Berthoud

Potential impacts to environmental resources by induced growth along this corridor are relatively low due to a strong desire by the Town (as expressed in the Town's Comprehensive Plan) to maintain a distinct urban edge that transitions to agricultural lands. Potential impacts would be concentrated at the I-25/SH 56 interchange where a major mixed-use activity center is planned.

SH 119 from I-25 to Longmont

Potential impacts to environmental resources by induced growth along this corridor are relatively low due to existing protections on environmental resources north of SH 119 and the relatively established pattern of development in other areas of the corridor.

SH 52 from Fort Lupton to Niwot

East of I-25, potential impacts to environmental resources are relatively high due to the availability of agricultural lands and the potential for additional dispersed growth. West of I-25, potential impacts to environmental resources are relatively high as the corridor passes through the growth areas of Erie and Frederick. However, as the corridor enters Boulder County, the presence of existing open space corridors and agricultural easements provide substantial protections to existing resources.

E-470 from I-25 to Denver International Airport

Potential impacts to environmental resources are relatively high in this location due to a large supply of developable agricultural land and a high demand for growth.

**Appendix B:
US 85 Commuter Bus—
FEIS Package A
and Preferred Alternative
Generalized Land Use and Zoning**

NORTH I-25
EIS



information. cooperation. transportation.

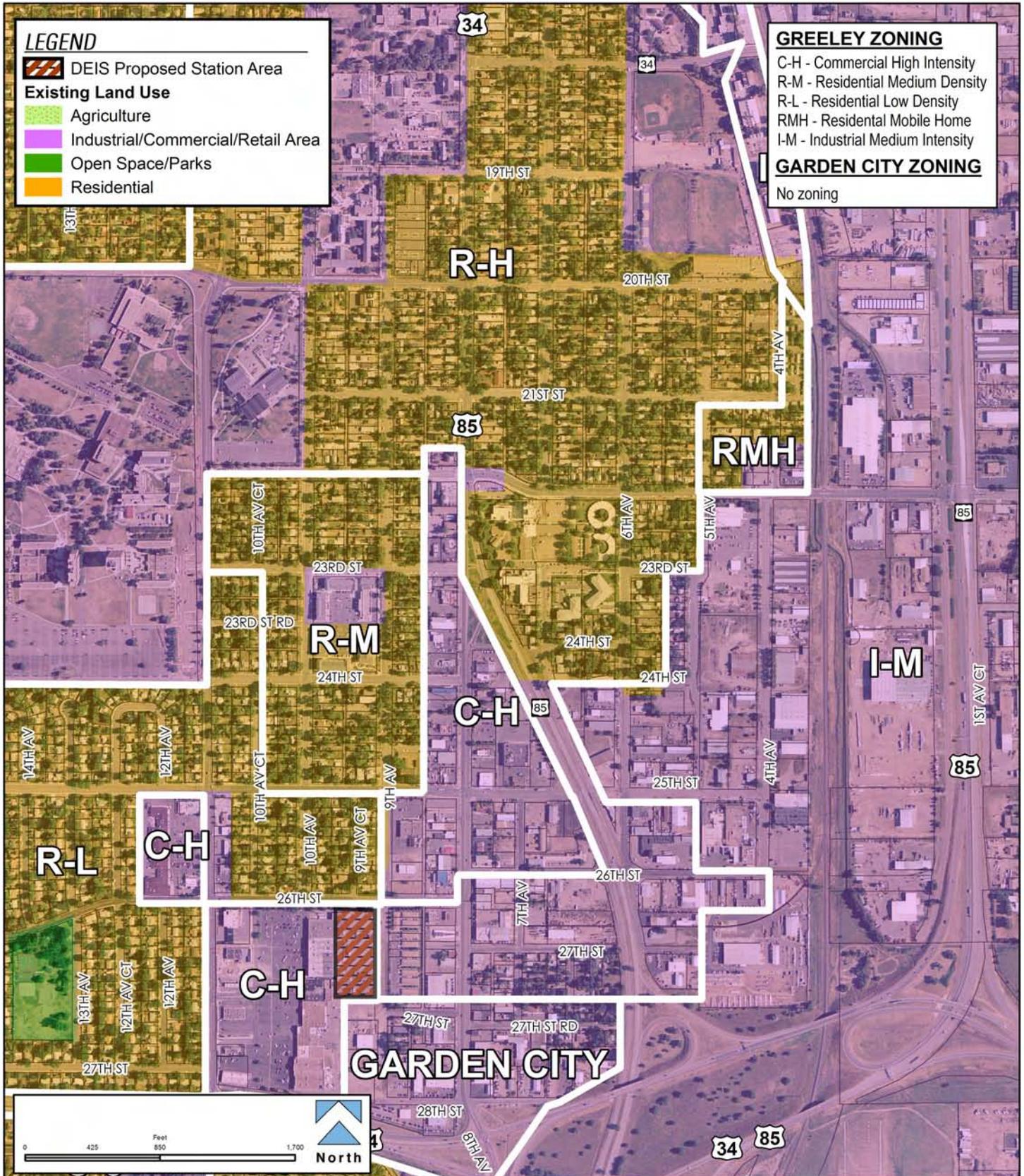
US 85 Commuter Bus - FEIS Package A and Preferred Alternative Generalized Land Use and Zoning

2 - South Greeley

NORTH I-25
EIS

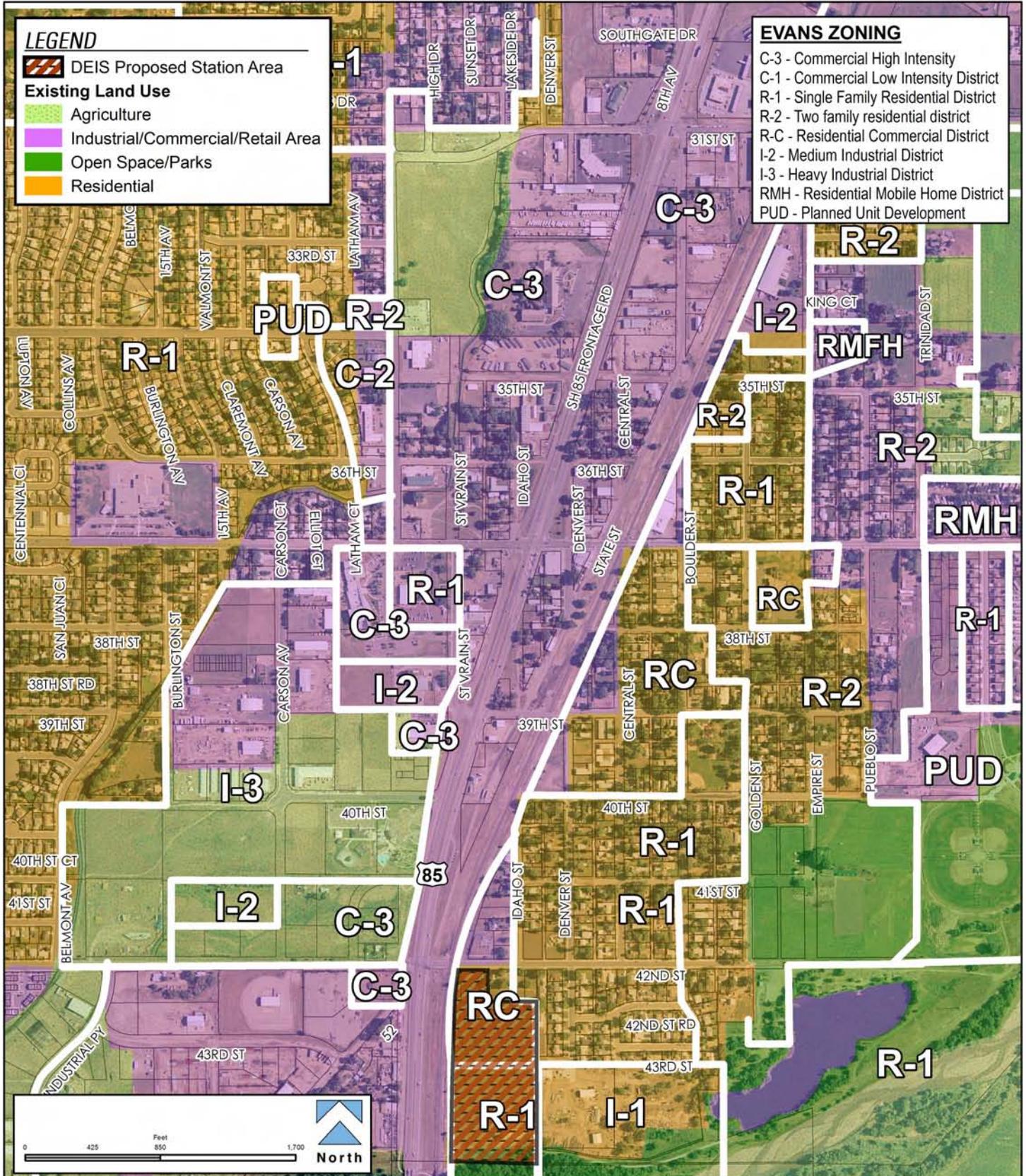


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US 85 Commuter Bus - FEIS Package A and Preferred Alternative Generalized Land Use and Zoning

3 - Evans



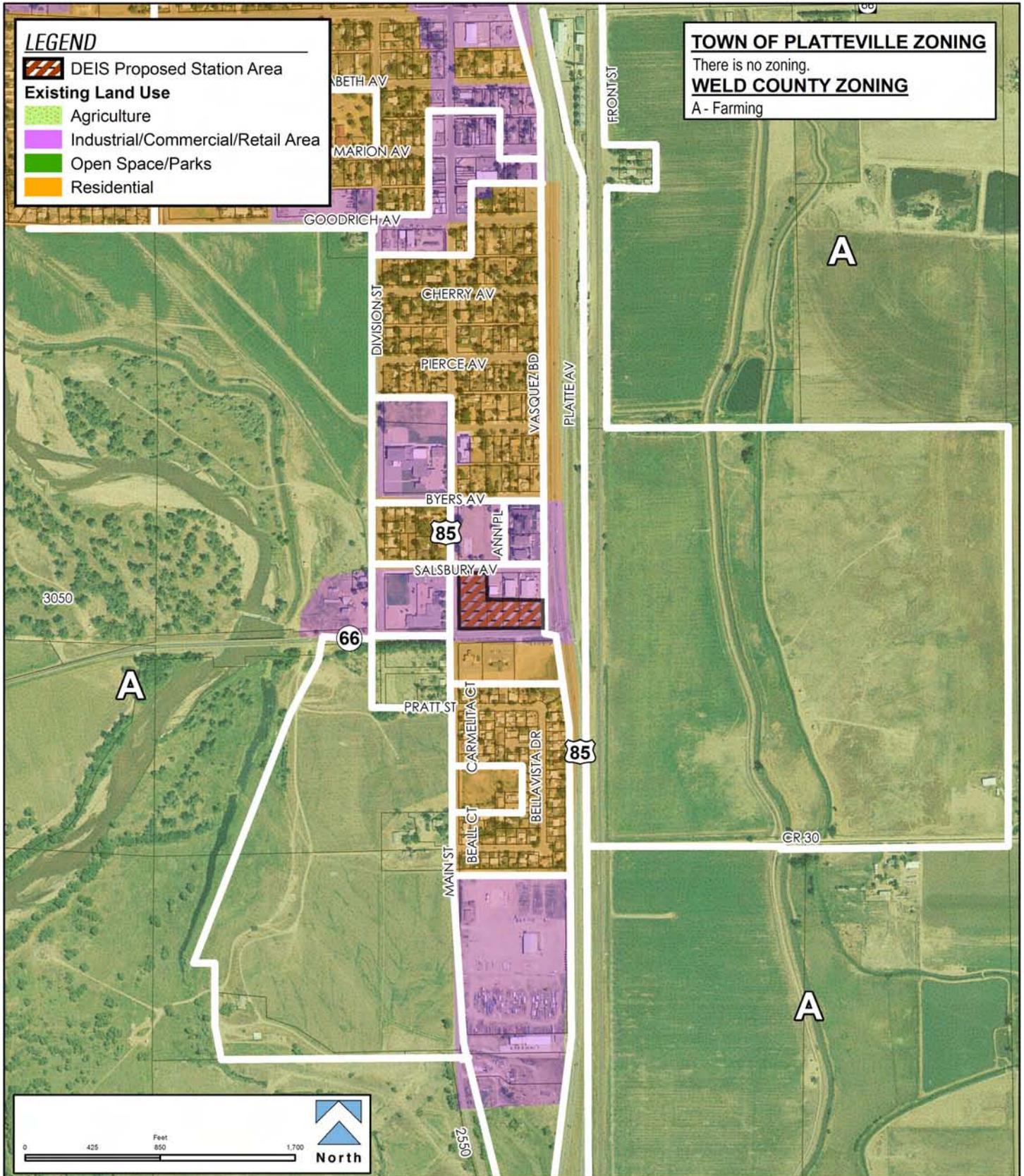
US 85 Commuter Bus - FEIS Package A and Preferred Alternative Generalized Land Use and Zoning

4 - Platteville

NORTH I-25
EIS

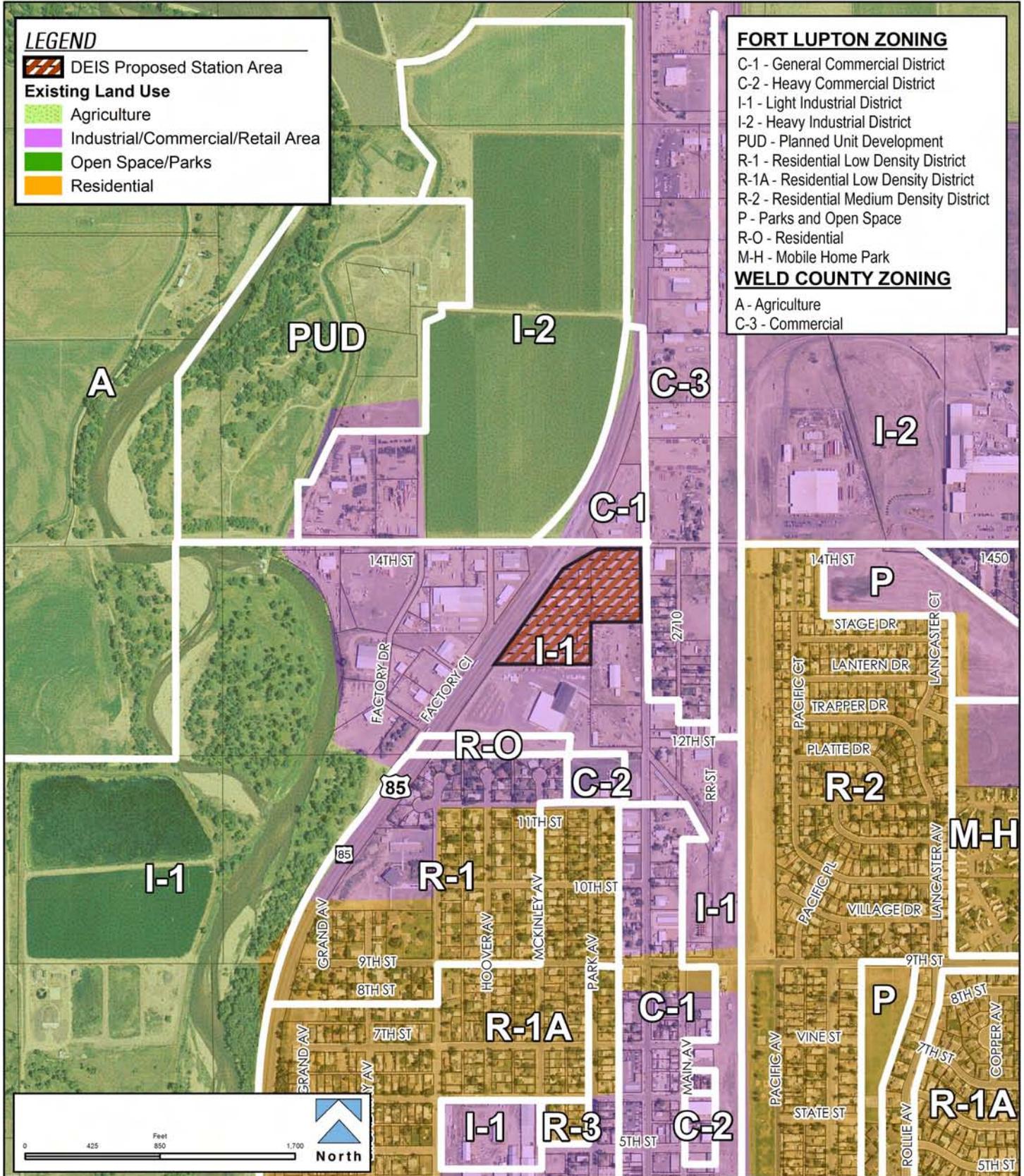


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US 85 Commuter Bus - FEIS Package A and Preferred Alternative Generalized Land Use and Zoning

5 - Fort Lupton



LEGEND

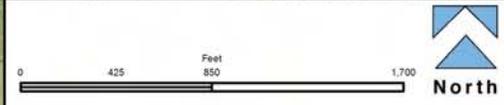
-  DEIS Proposed Station Area
- Existing Land Use**
-  Agriculture
-  Industrial/Commercial/Retail Area
-  Open Space/Parks
-  Residential

FORT LUPTON ZONING

- C-1 - General Commercial District
- C-2 - Heavy Commercial District
- I-1 - Light Industrial District
- I-2 - Heavy Industrial District
- PUD - Planned Unit Development
- R-1 - Residential Low Density District
- R-1A - Residential Low Density District
- R-2 - Residential Medium Density District
- P - Parks and Open Space
- R-O - Residential
- M-H - Mobile Home Park

WELD COUNTY ZONING

- A - Agriculture
- C-3 - Commercial



Appendix C: Station Alternatives

I-25 Bus Rapid Transit/Express Bus—FEIS Package B and Preferred Alternative

NORTH I-25
EIS



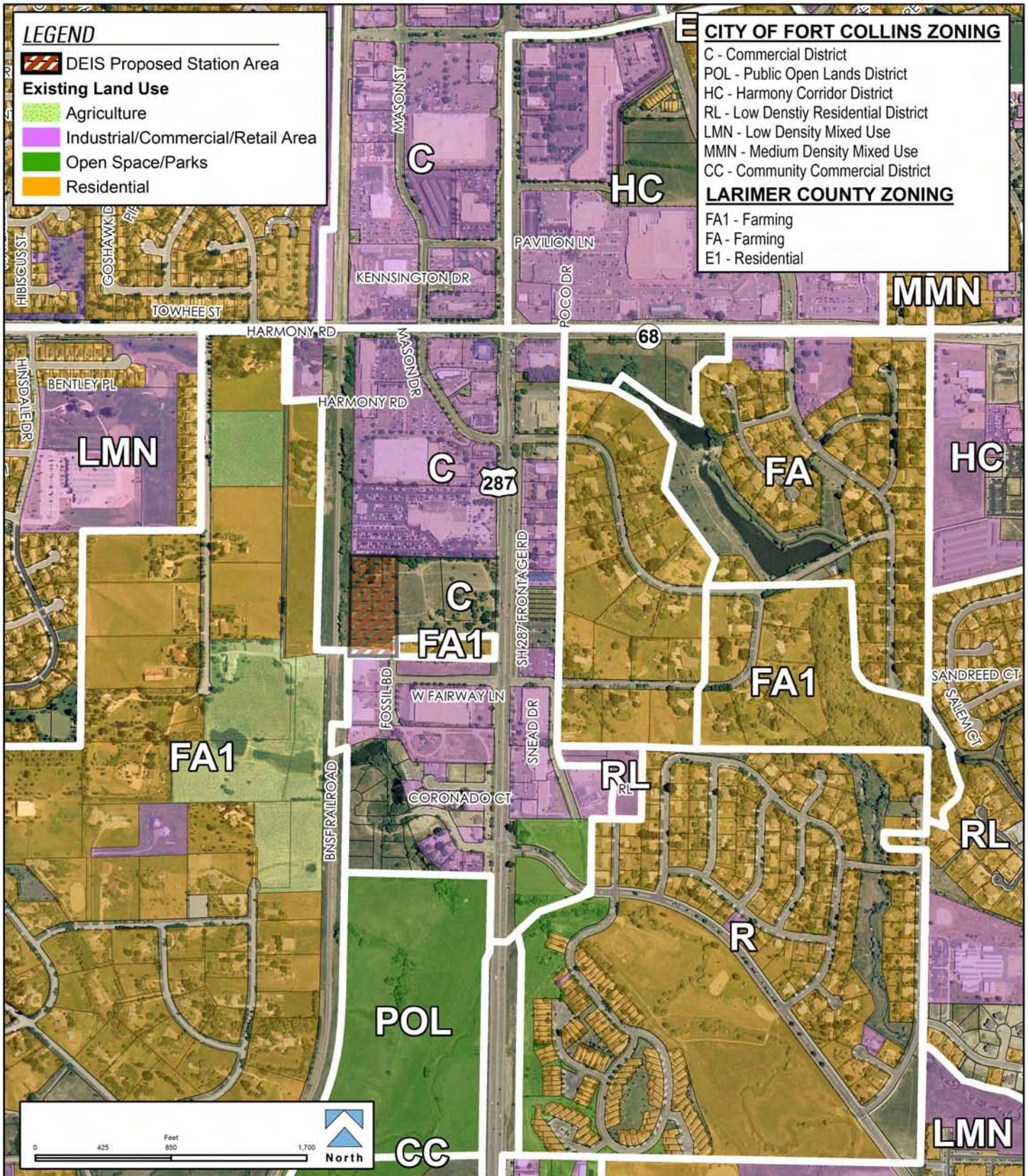
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Station Alternatives

I-25 Bus Rapid Transit/Express Bus - FEIS Package B and Preferred Alternative



1 - South Fort Collins Transit Center (New)

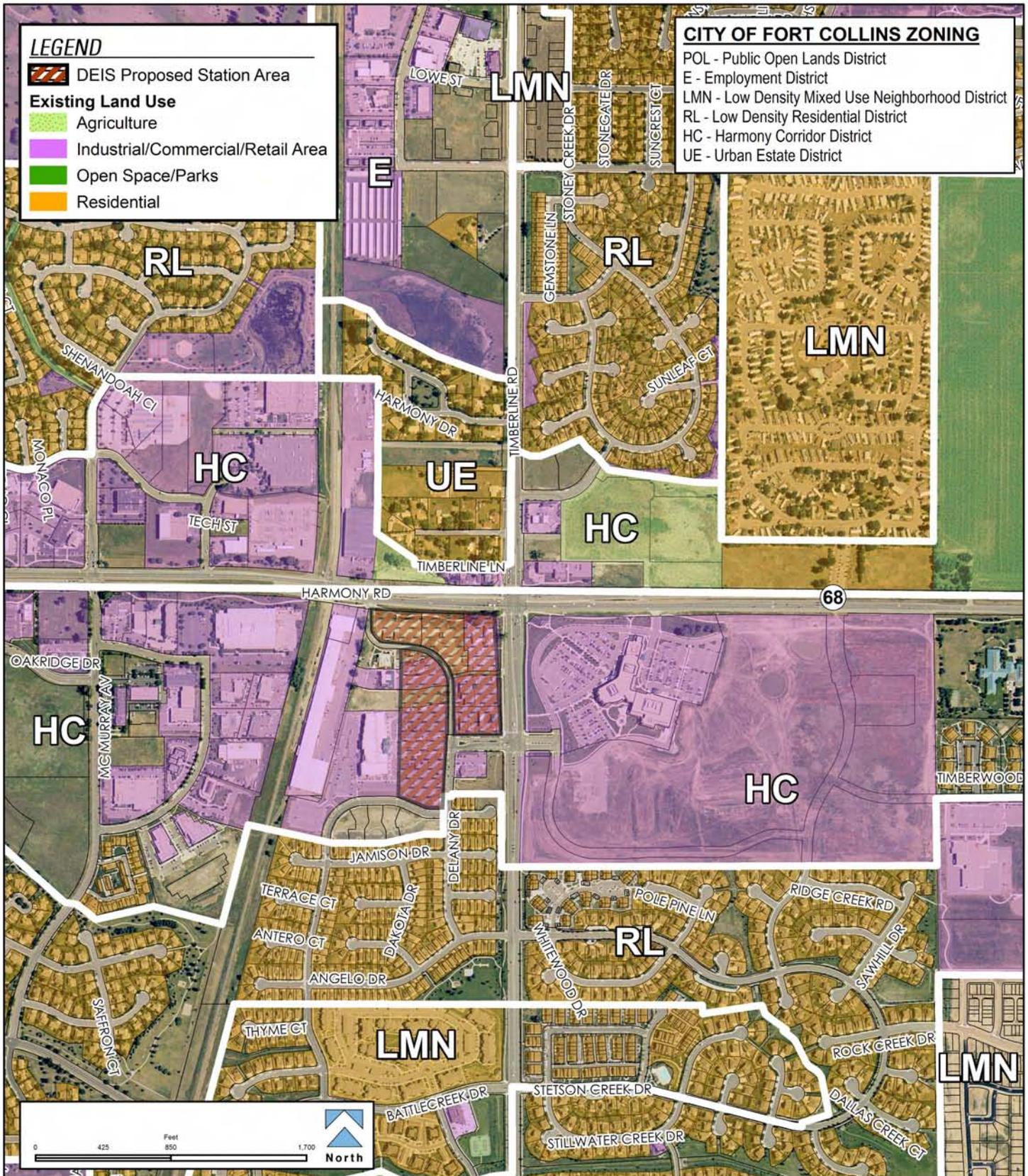


Station Alternatives

I-25 Bus Rapid Transit/Express Bus - FEIS Package B and Preferred Alternative



2 - Harmony Road and Timberline

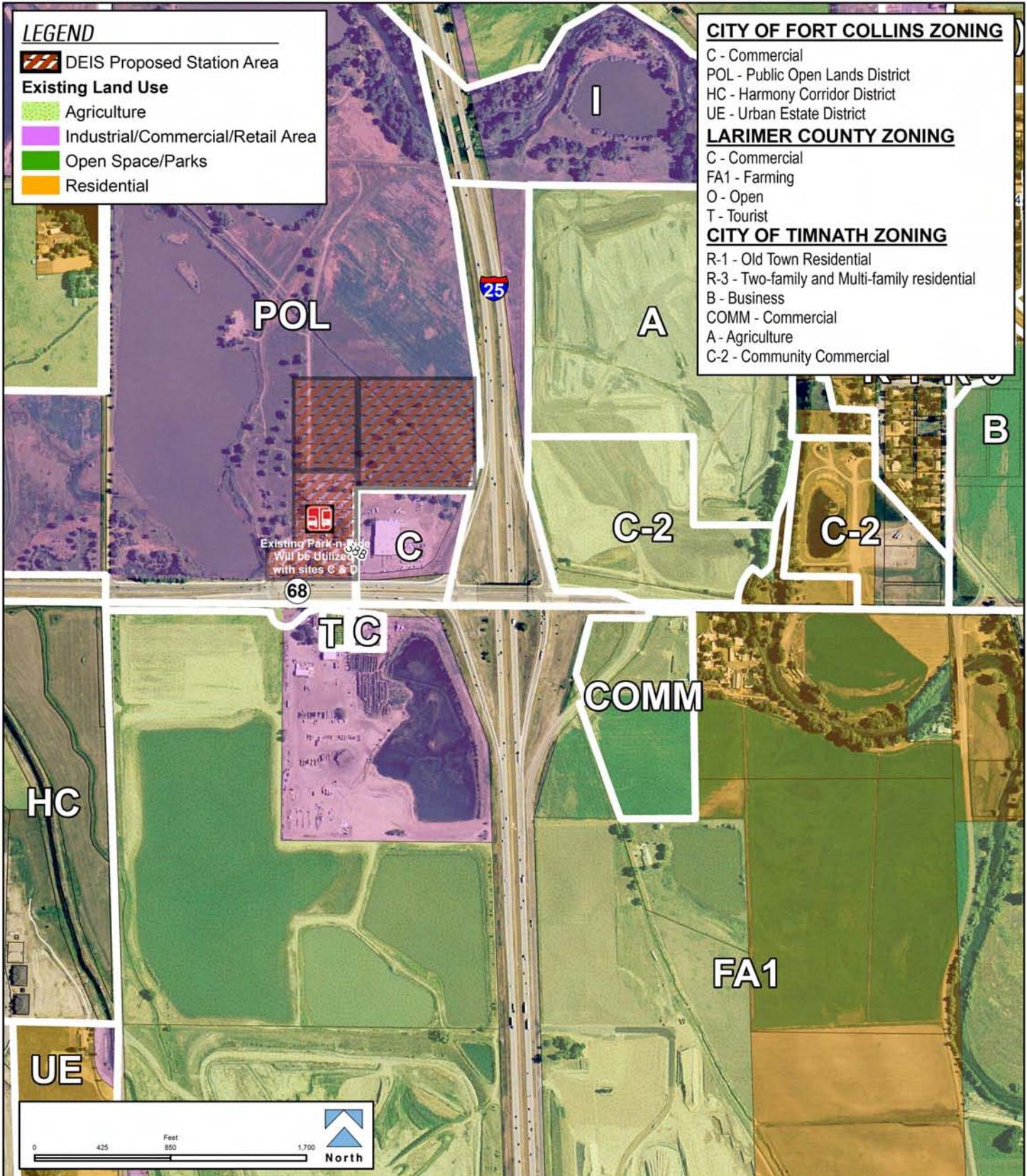


Station Alternatives

I-25 Bus Rapid Transit/Express Bus - FEIS Package B and Preferred Alternative



3 - I-25 and Harmony Road

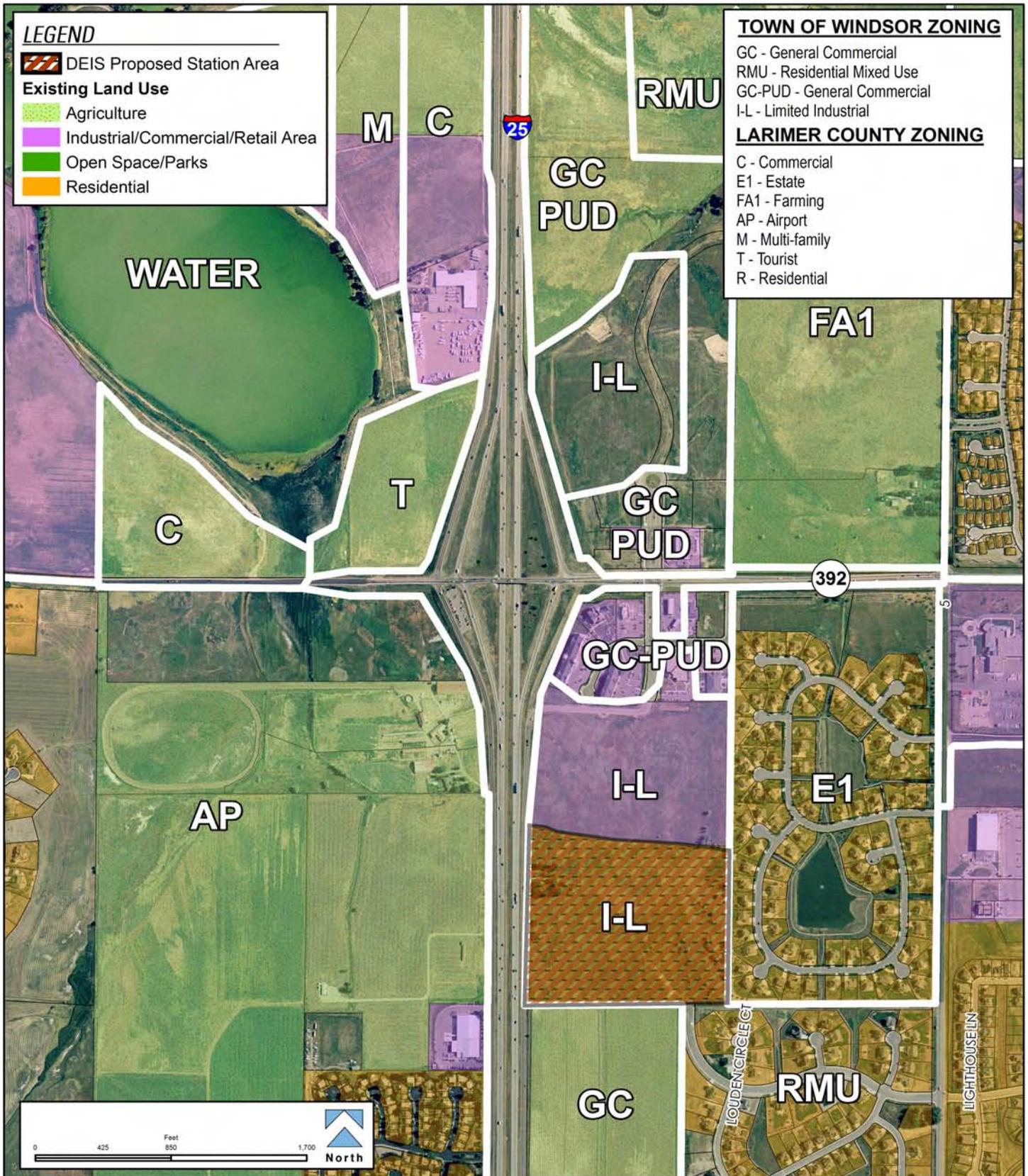


Station Alternatives

I-25 Bus Rapid Transit/Express Bus - FEIS Package B and Preferred Alternative



4 - Windsor



Station Alternatives

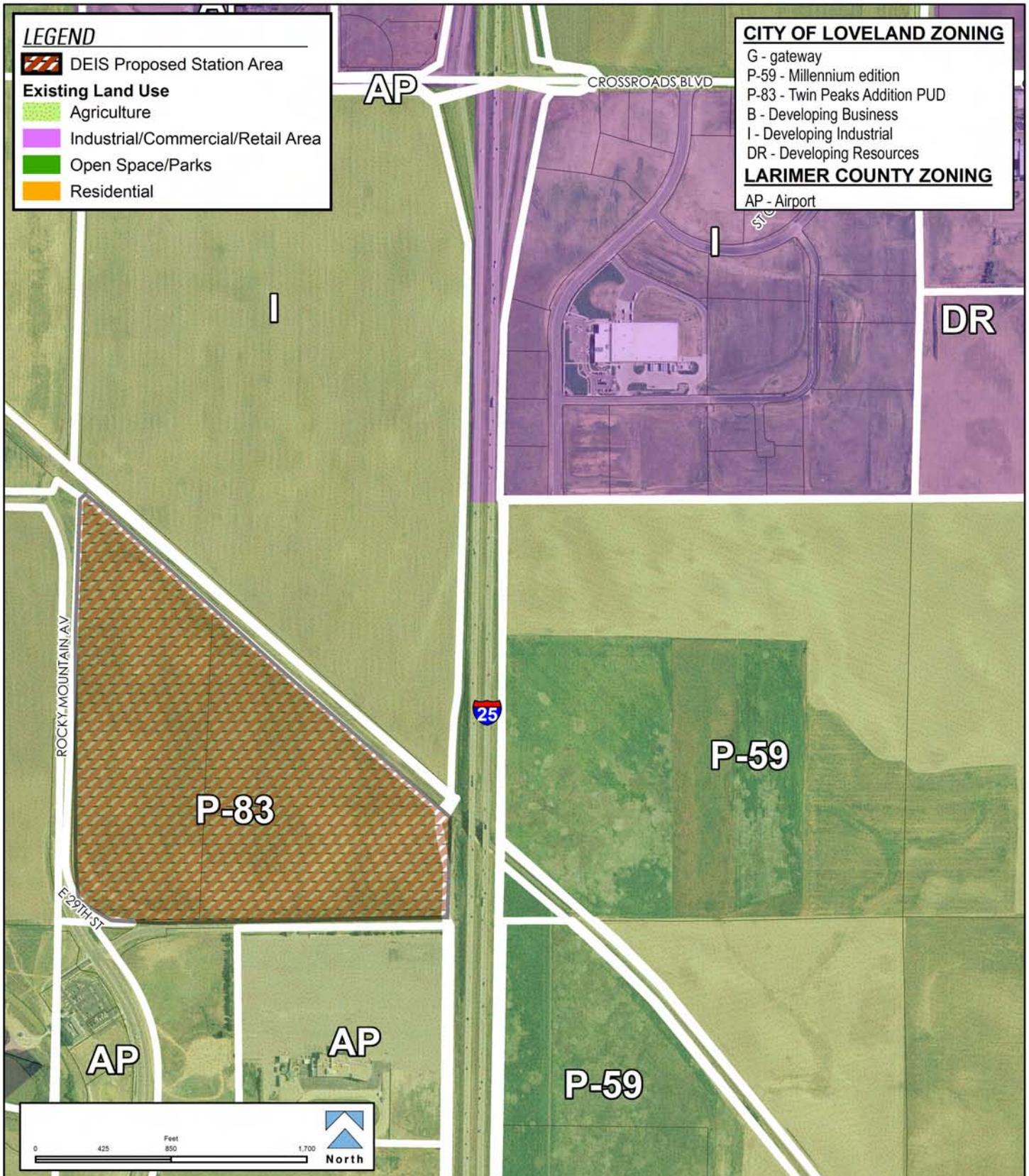
I-25 Bus Rapid Transit/Express Bus - FEIS Package B and Preferred Alternative

NORTH I-25
EIS



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5 - Crossroads - Part B



Station Alternatives

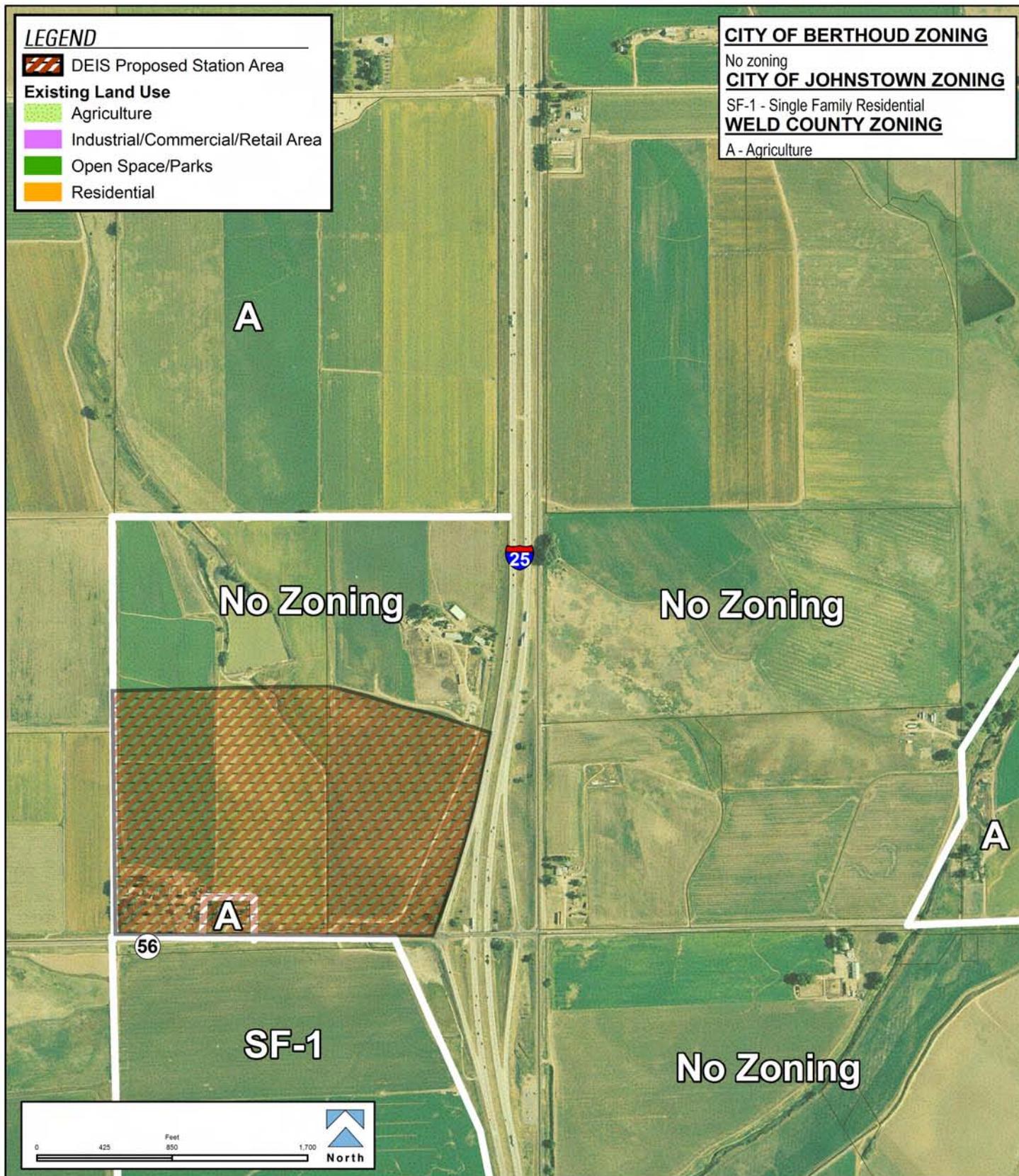
I-25 Bus Rapid Transit/Express Bus - FEIS Package B and Preferred Alternative

6 - Berthoud

NORTH I-25
EIS



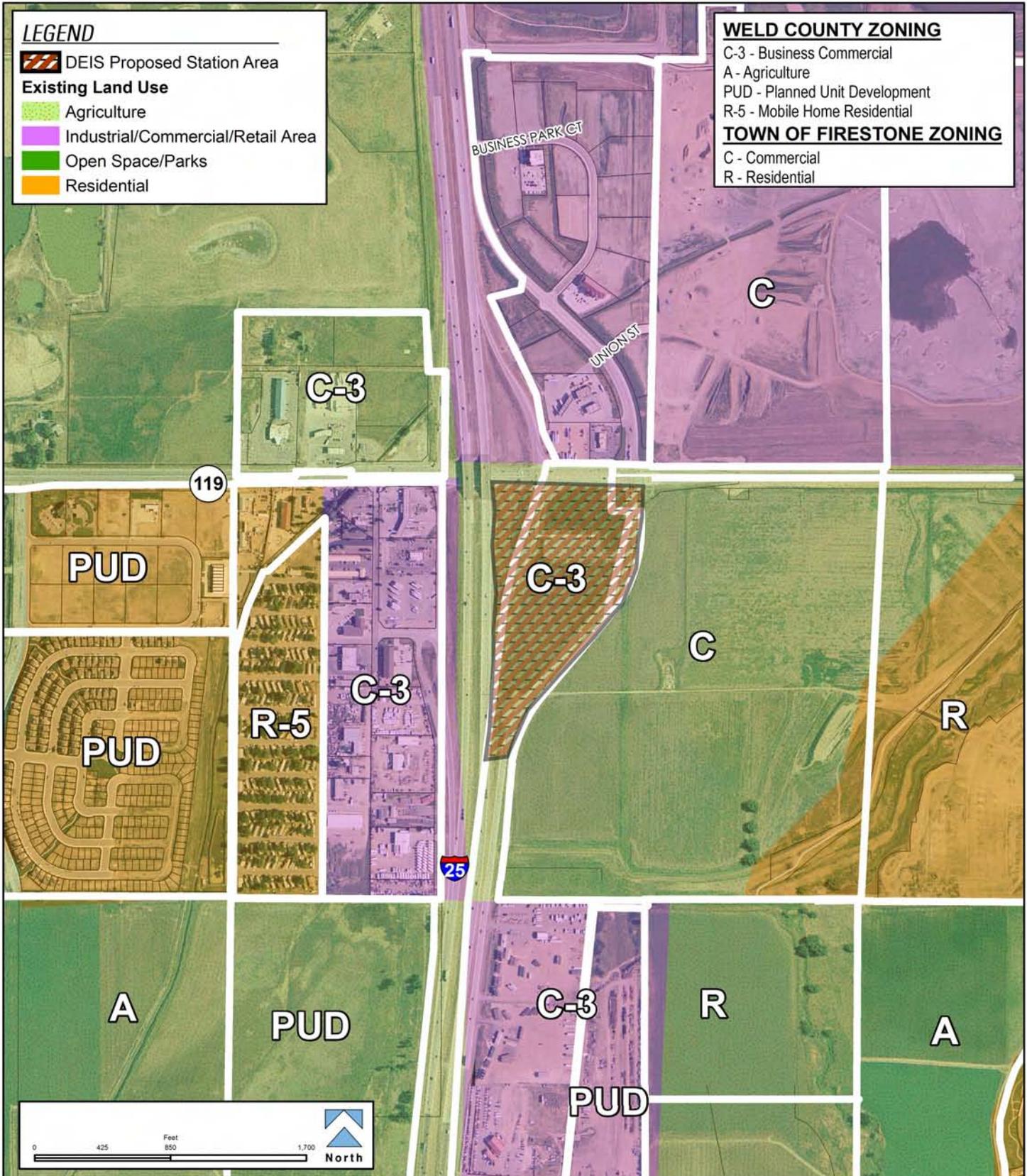
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Station Alternatives

I-25 Bus Rapid Transit/Express Bus - FEIS Package B and Preferred Alternative

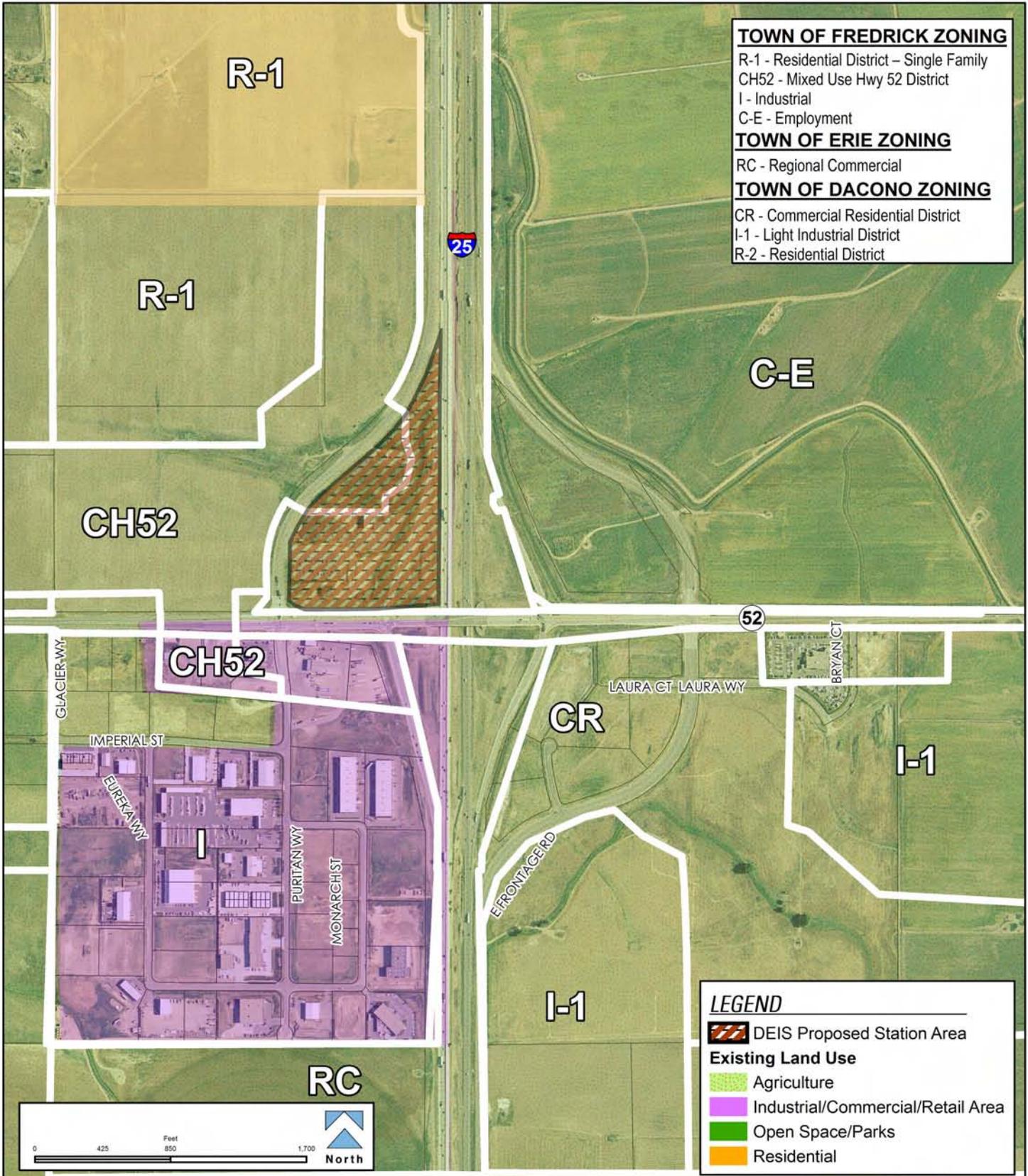
7 - Firestone



Station Alternatives

I-25 Bus Rapid Transit/Express Bus - FEIS Package B and Preferred Alternative

8 - Frederick-Dacono



Station Alternatives

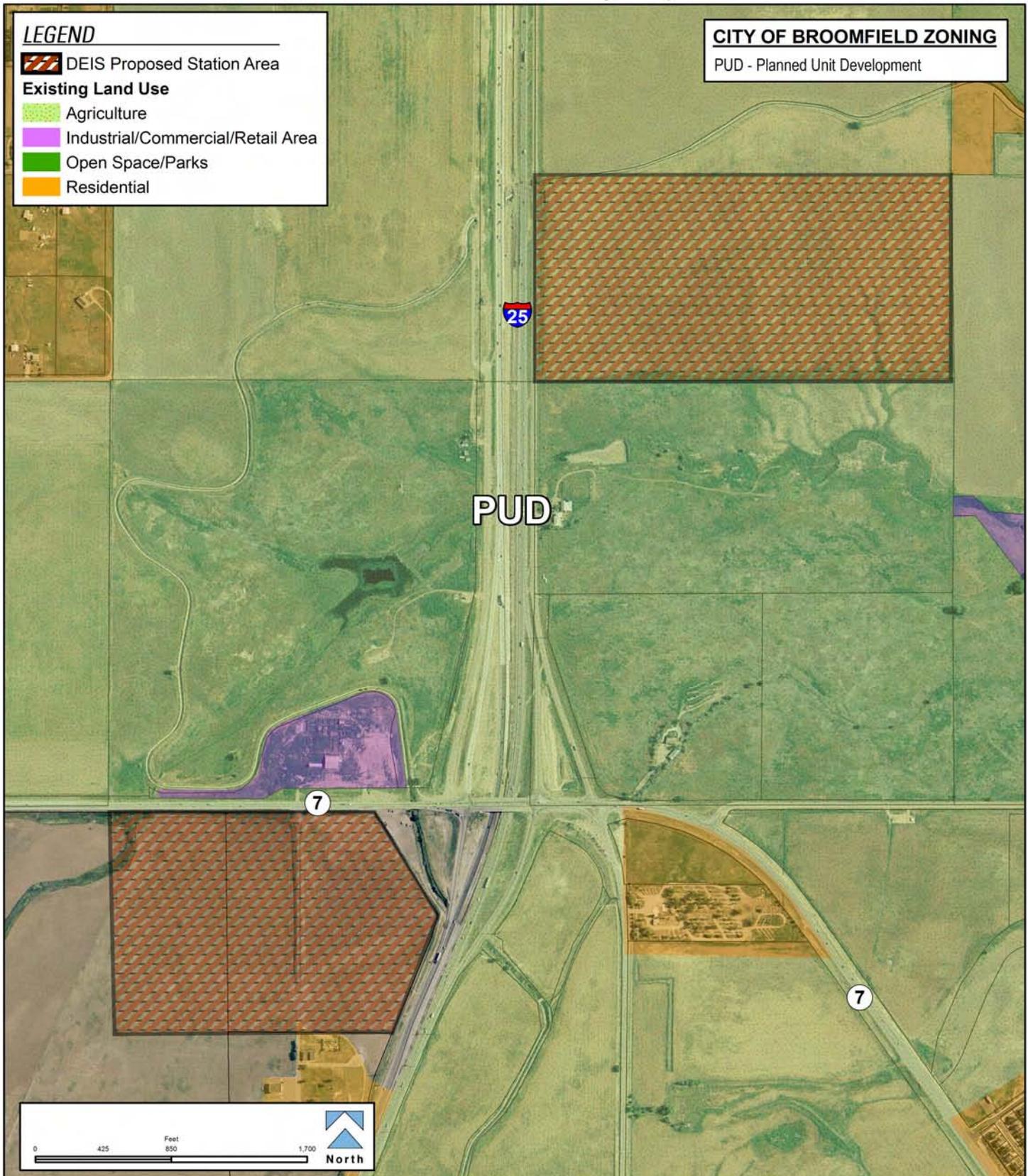
I-25 Bus Rapid Transit/Express Bus - FEIS Package B and Preferred Alternative

NORTH I-25
EIS



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9 - I-25 and State Highway 7



Station Alternatives

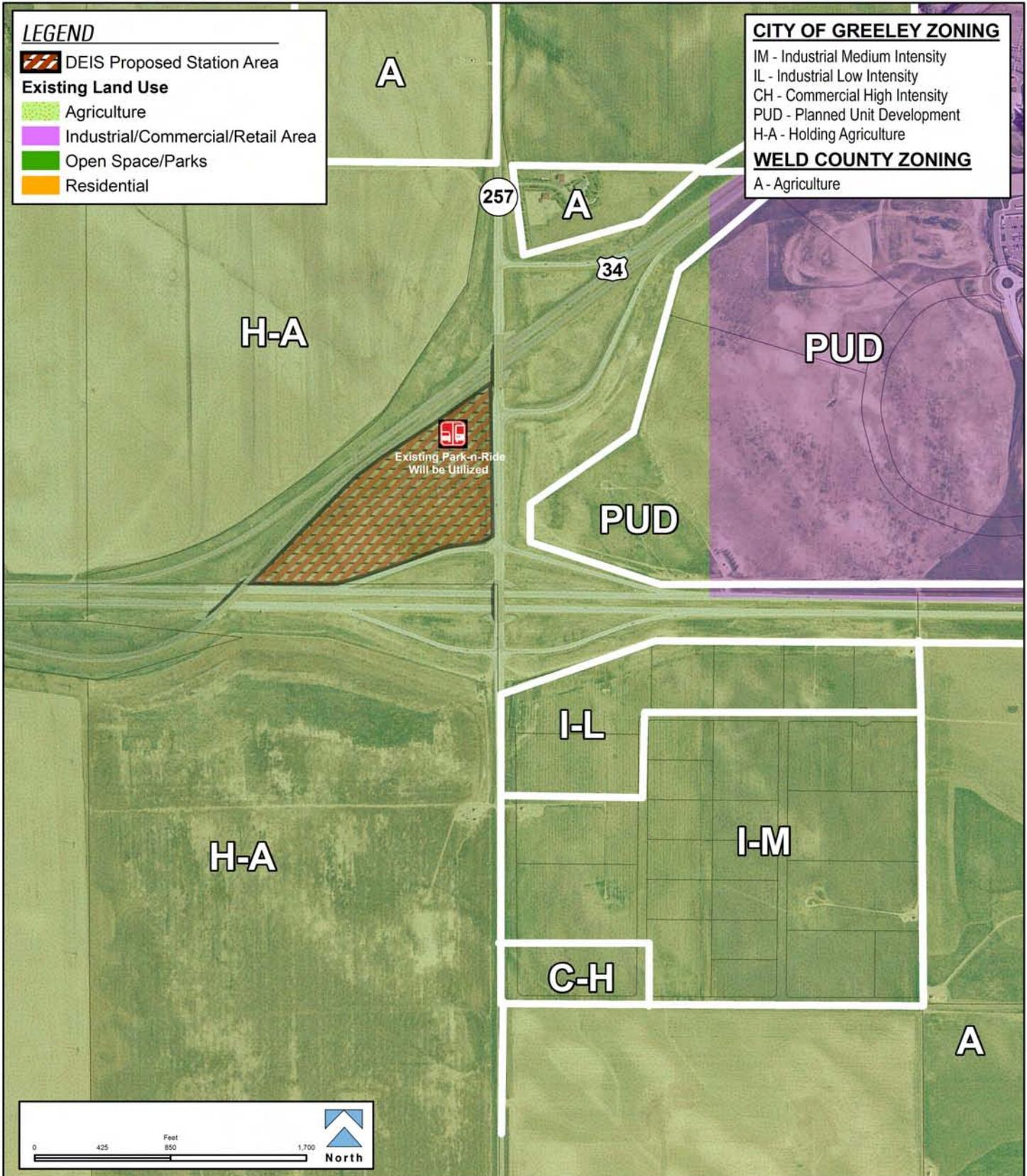
I-25 Bus Rapid Transit/Express Bus - FEIS Package B and Preferred Alternative

10 - US 34 and SH 257

NORTH I-25
EIS



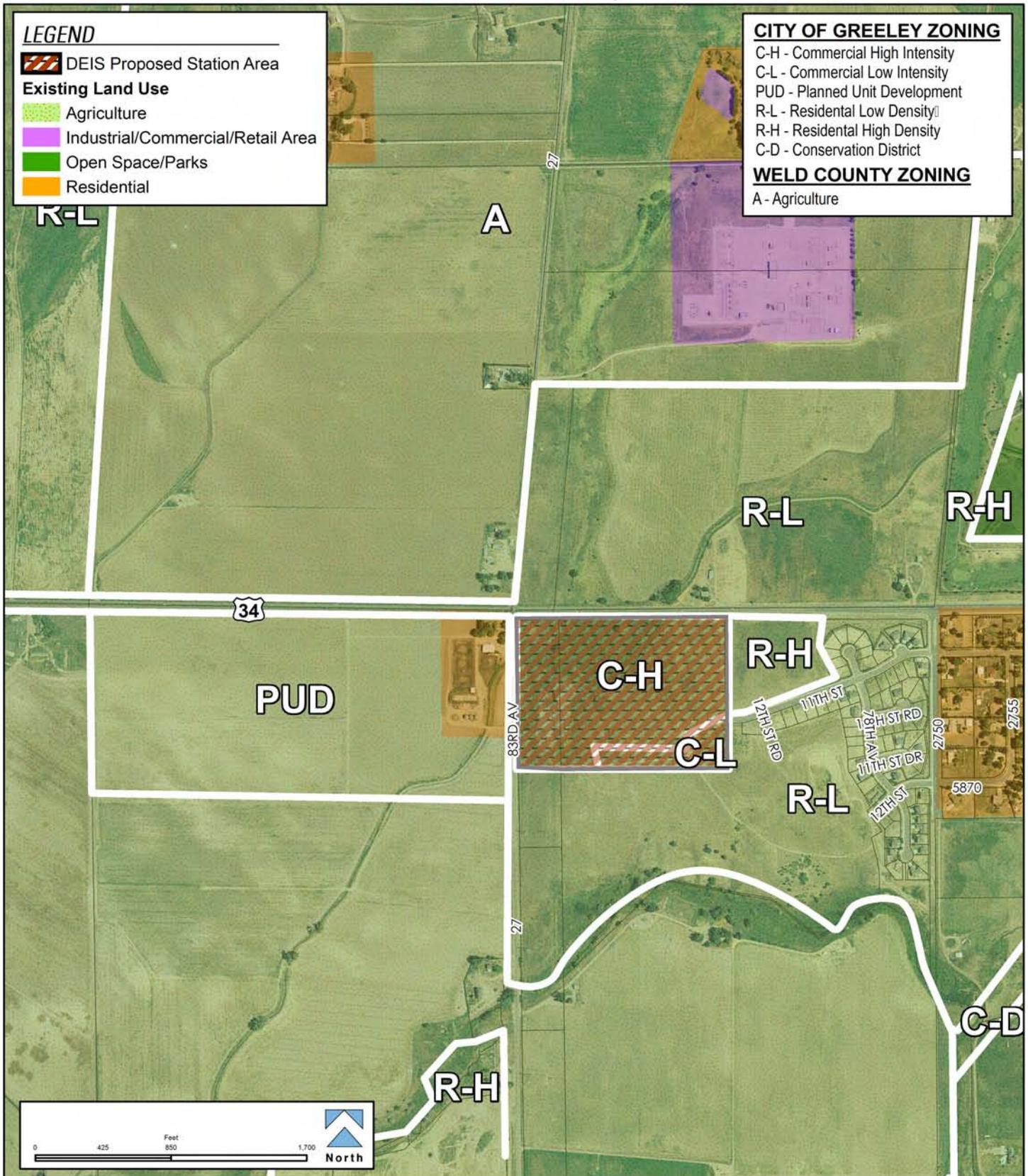
information. cooperation. transportation.



Station Alternatives

I-25 Bus Rapid Transit/Express Bus - FEIS Package B and Preferred Alternative

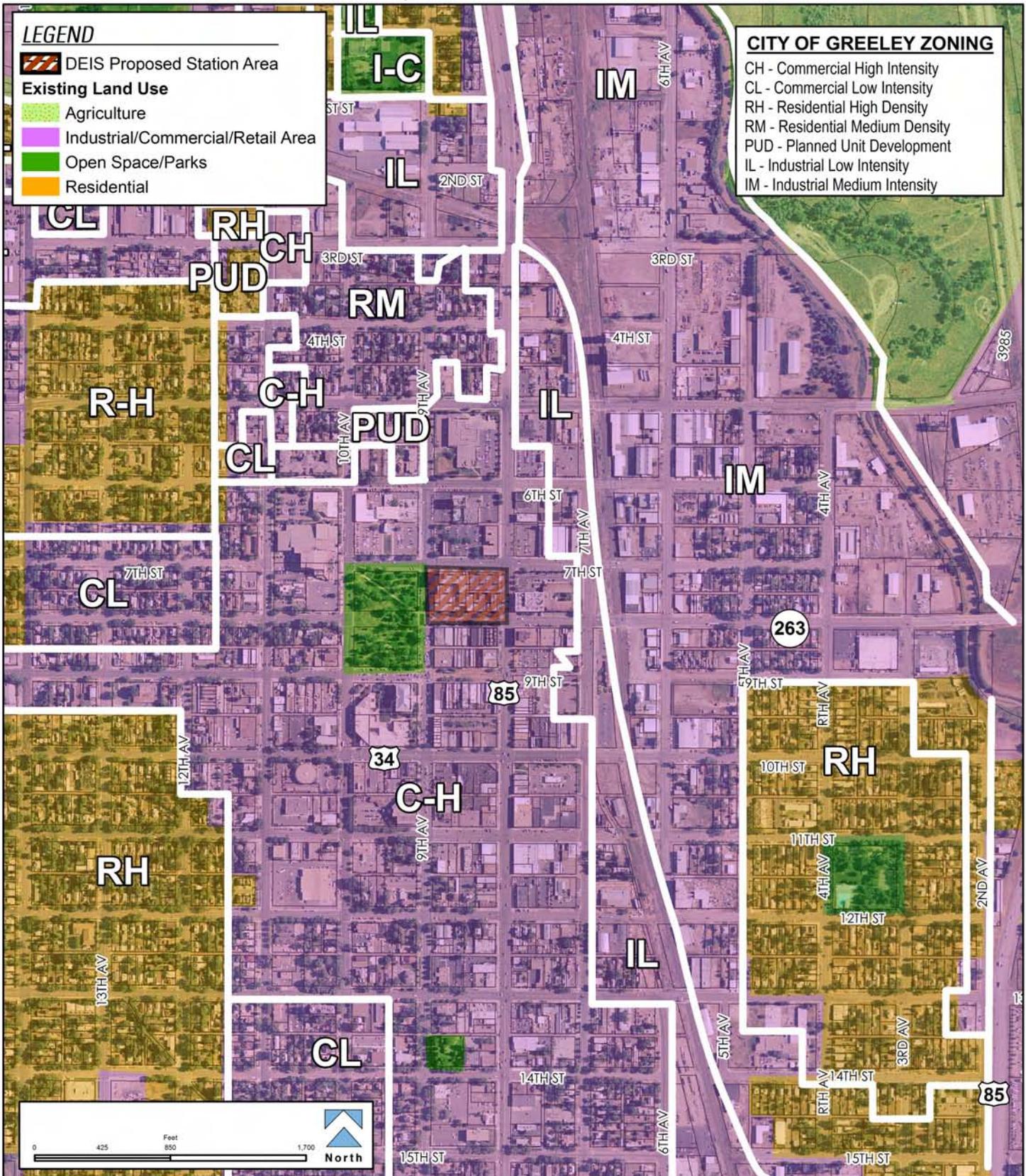
11 - West Greeley



Station Alternatives

I-25 Bus Rapid Transit- FEIS Package B

12 - Greeley Downtown Transfer Center



Appendix D:

Station Alternatives

US 287 Commuter Rail—FEIS Package A and Preferred Alternative



Station Alternatives

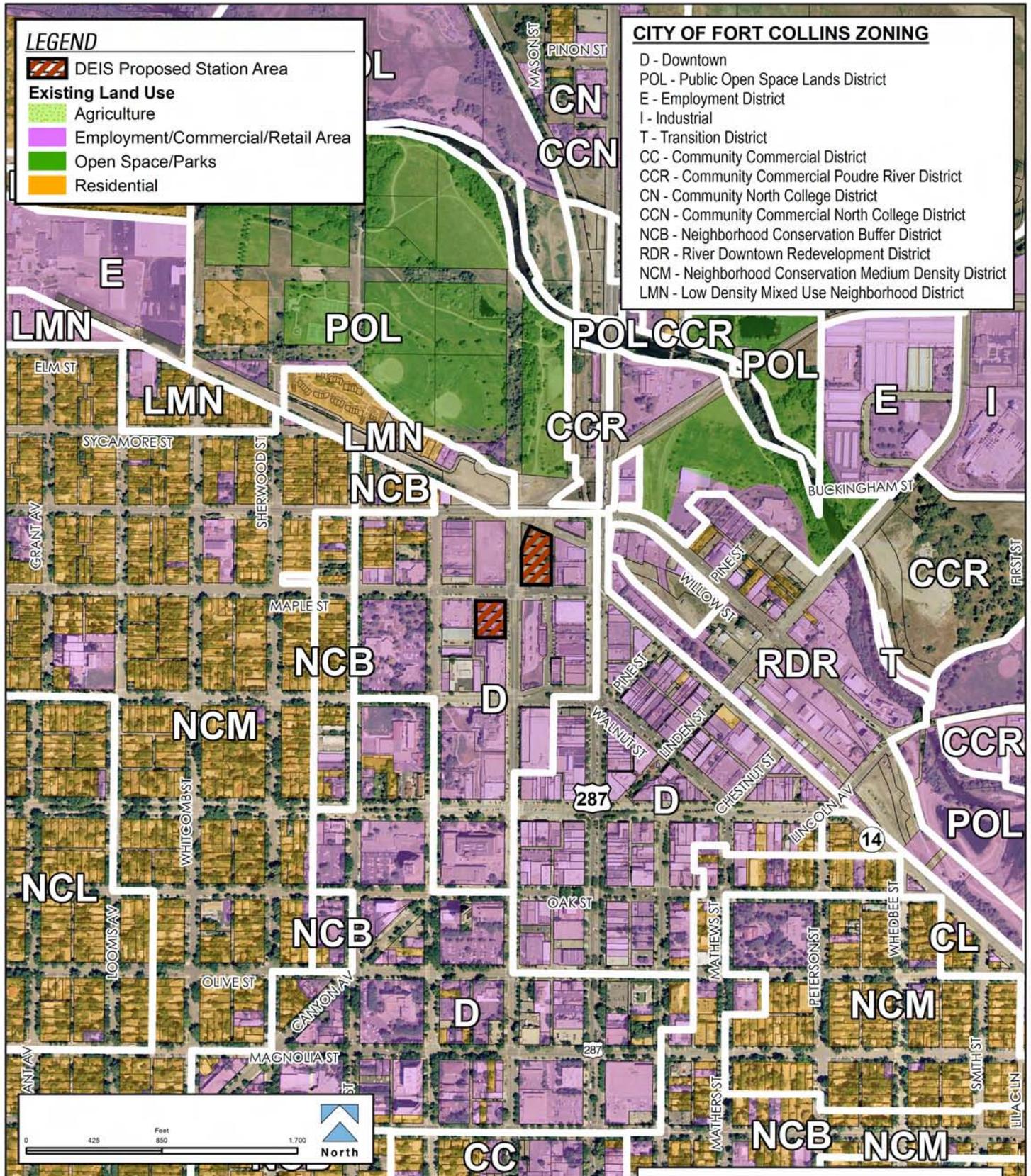
US 287 Commuter Rail - FEIS Package A and Preferred Alternative

1 - Fort Collins Downtown Transit Center

NORTH I-25
EIS



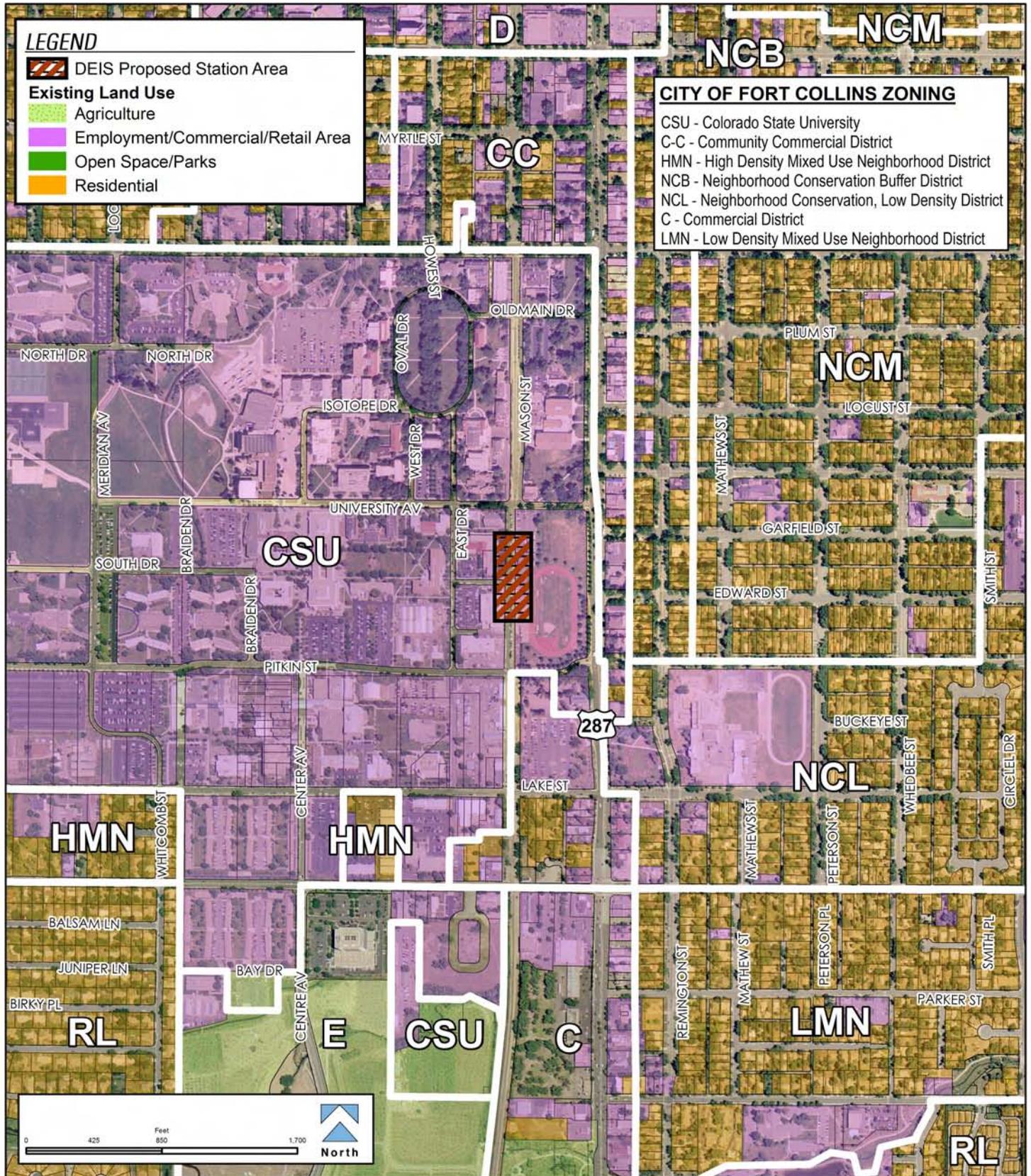
information. cooperation. transportation.



Station Alternatives

US 287 Commuter Rail - FEIS Package A and Preferred Alternative

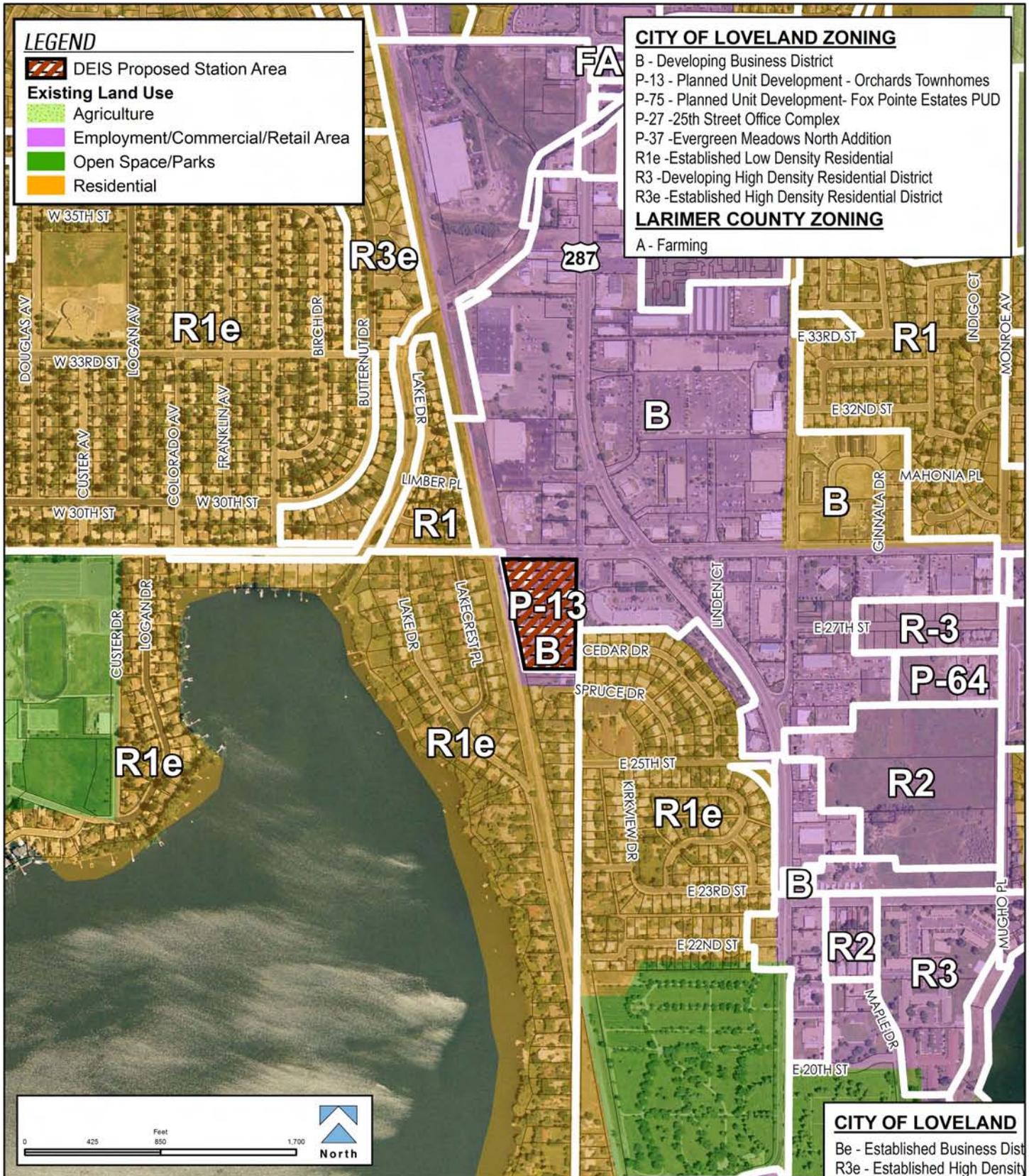
2 - Colorado State University



Station Alternatives

US 287 Commuter Rail - FEIS Package A and Preferred Alternative

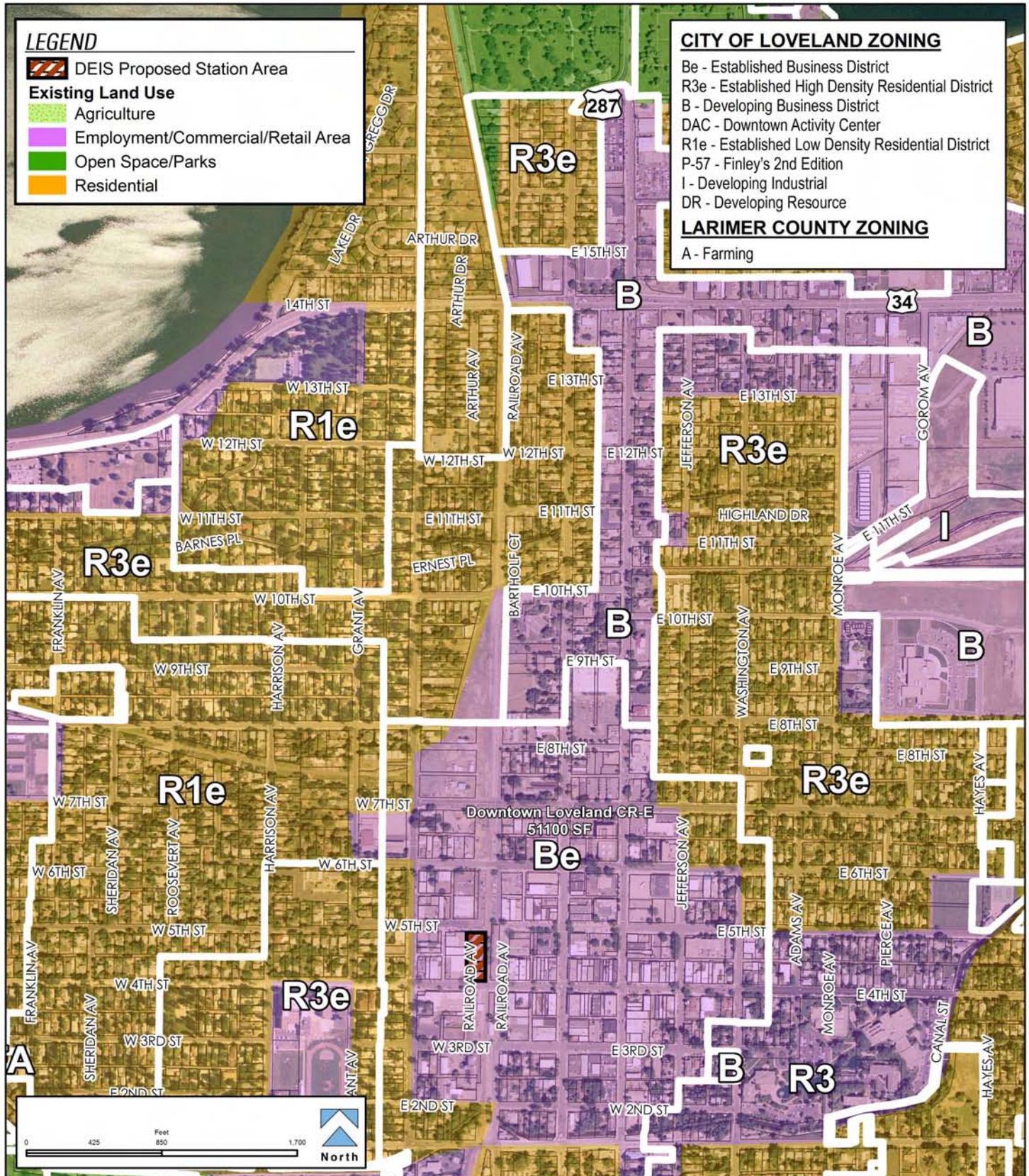
4 - North Loveland



Station Alternatives

US 287 Commuter Rail - FEIS Package A and Preferred Alternative

5 - Downtown Loveland

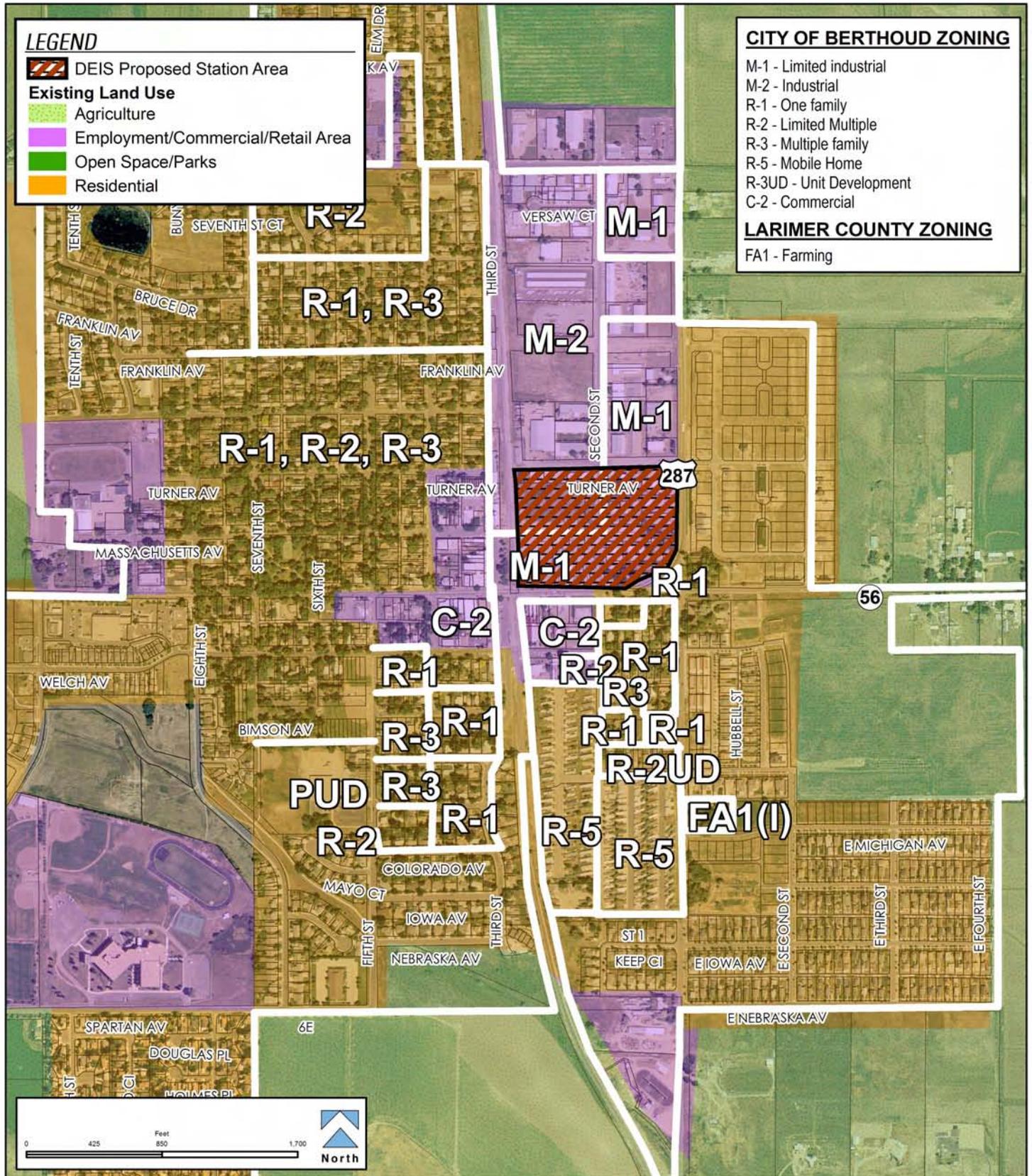


Station Alternatives

US 287 Commuter Rail - FEIS Package A and Preferred Alternative



6 - Berthoud



Station Alternatives

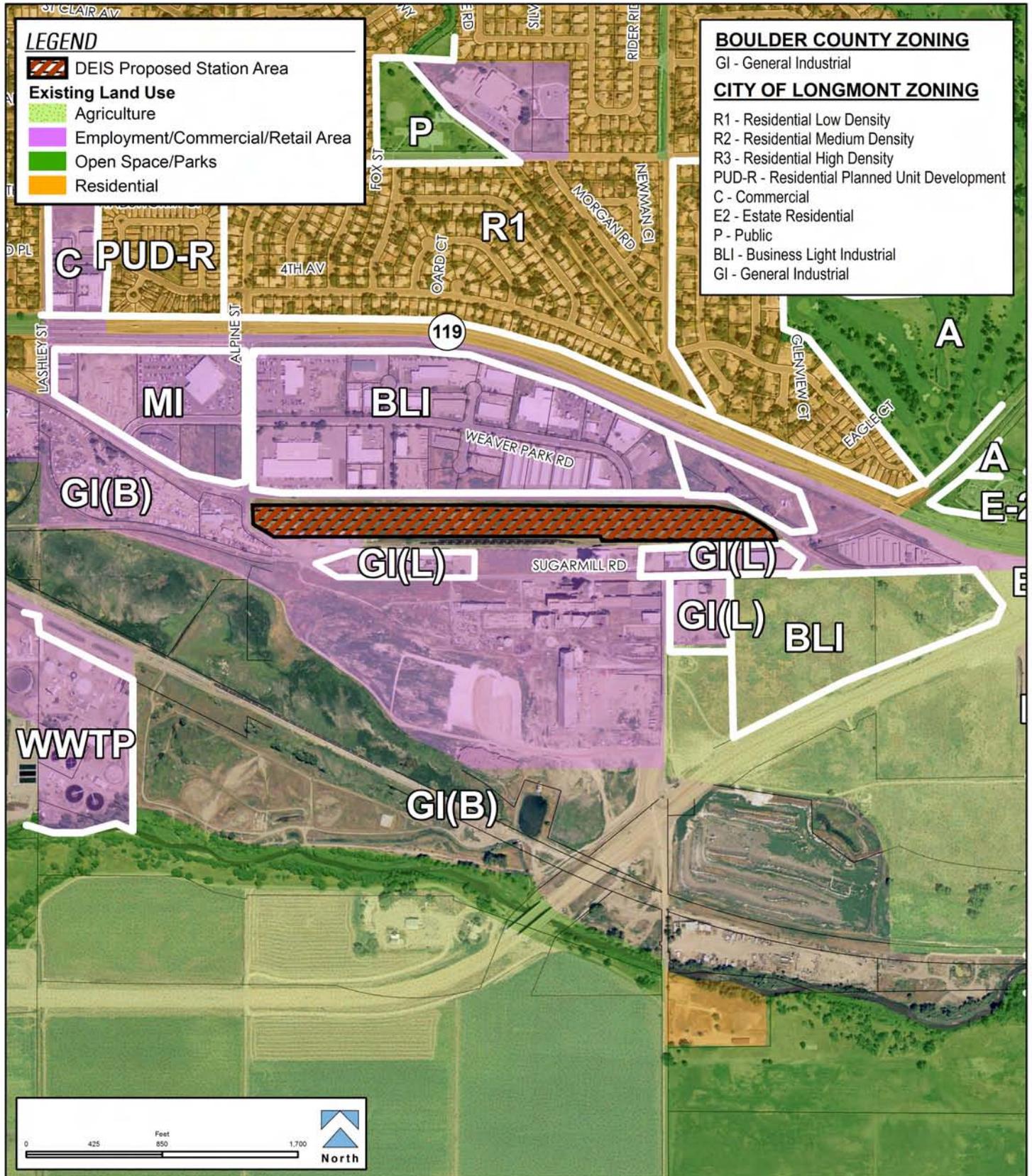
US 287 Commuter Rail - FEIS Package A and Preferred Alternative

NORTH I-25
EIS



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8 - Longmont at Sugar Mill



Station Alternatives

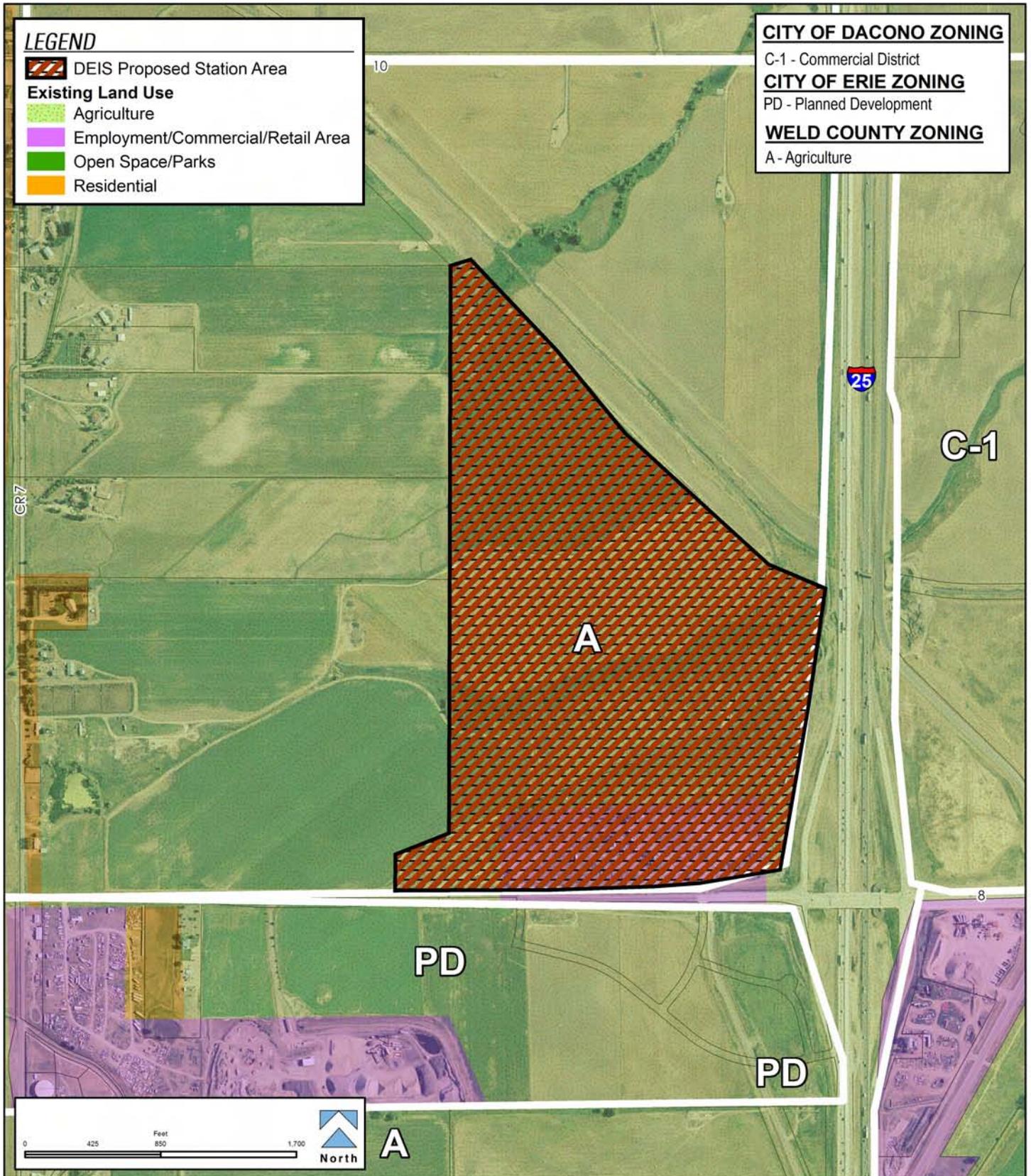
US 287 Commuter Rail - FEIS Package A and Preferred Alternative

9 - I-25 and County Road 8

NORTH I-25
EIS



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Appendix E:

Operation and Maintenance Facility

Commuter Rail—FEIS Package A

Potential Sites

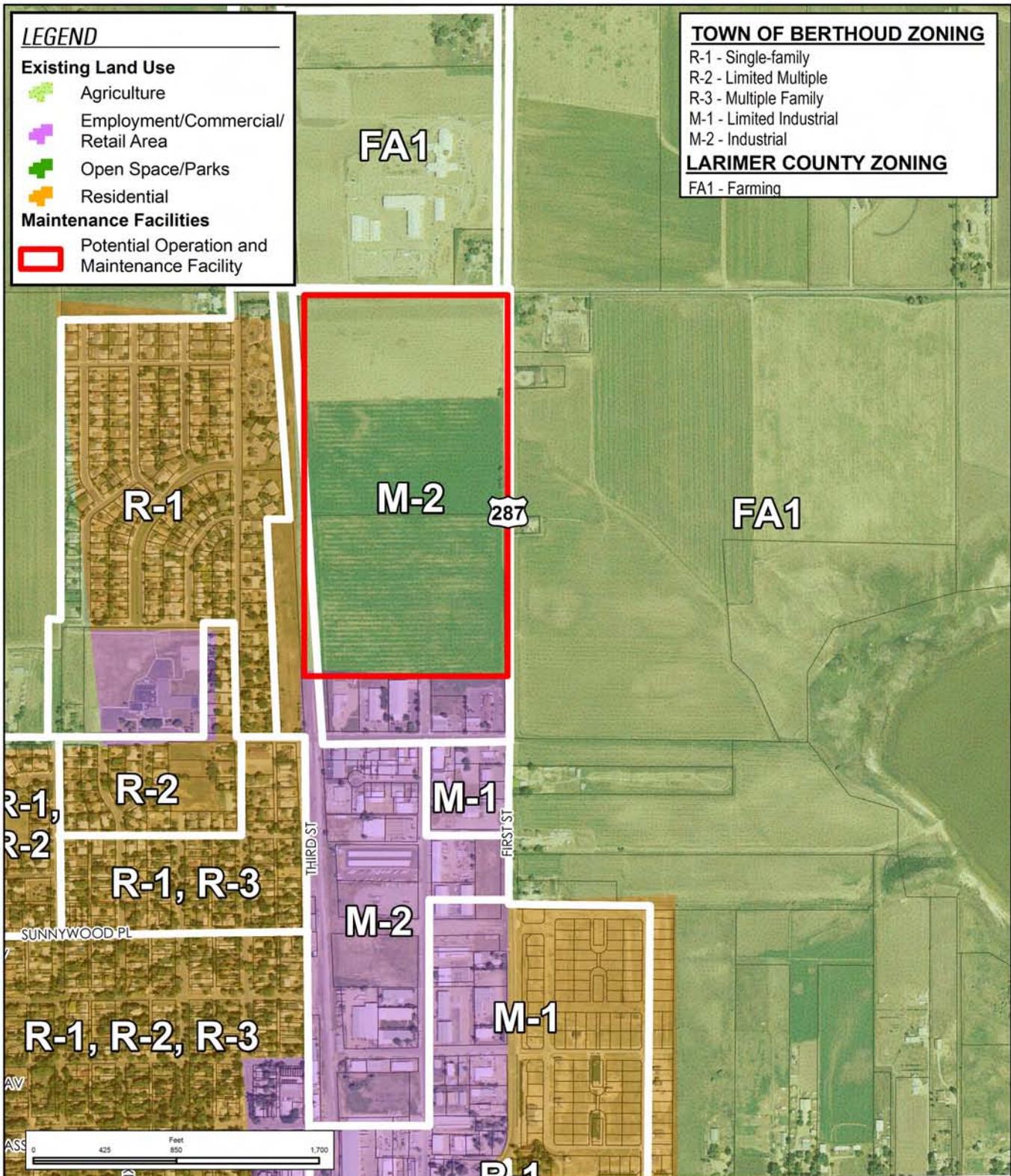


Operation and Maintenance Facility

Commuter Rail - FEIS Package A

Potential Sites

County Road 46 and US 287 - Berthoud

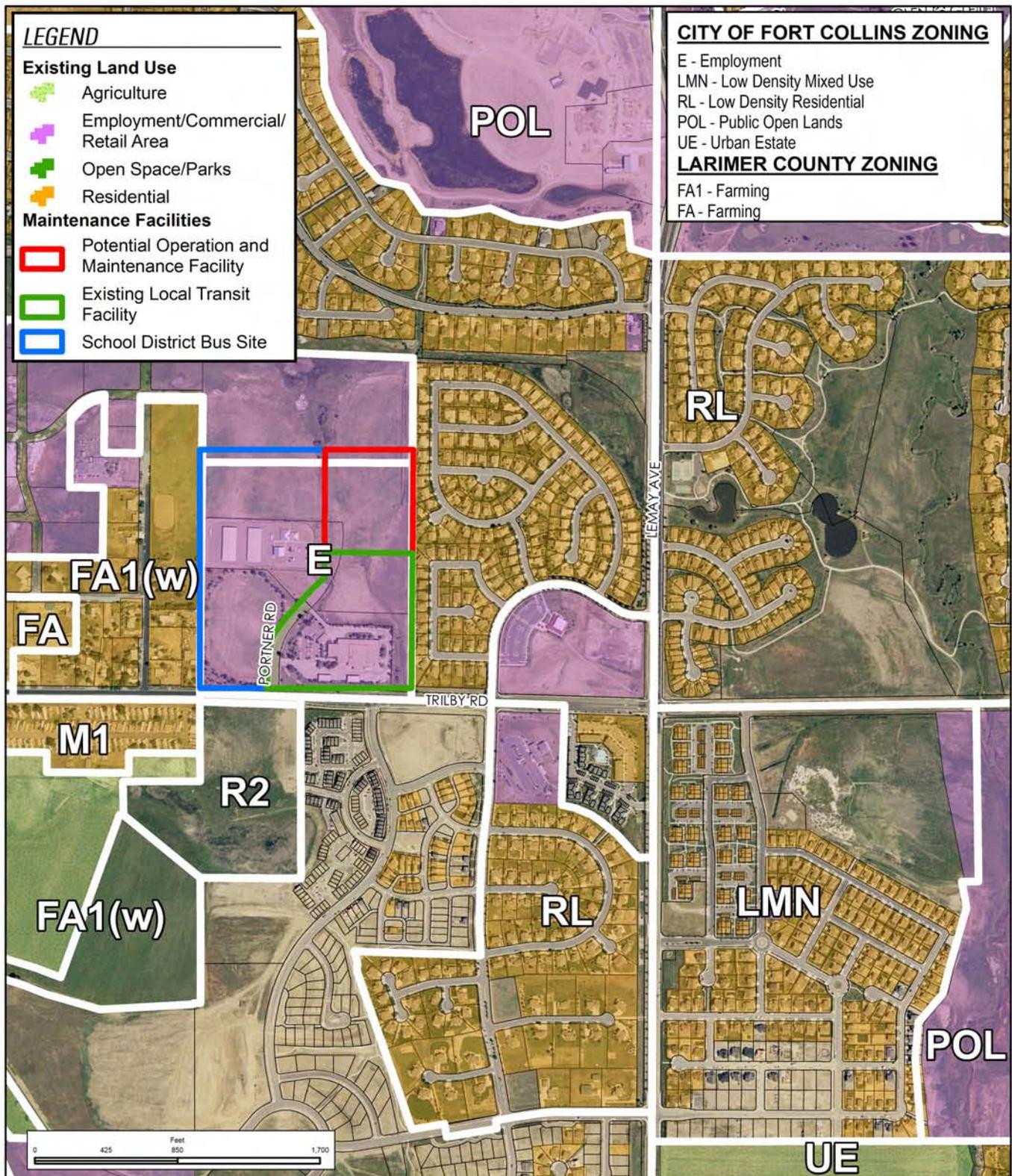


Operation and Maintenance Facility

Commuter Rail - FEIS Package A

Potential Sites

Portner Rd. and Trilby Rd. - Fort Collins



Appendix F:

Interchange Upgrades

FEIS Package A, B, or Preferred Alternative

NORTH I-25
EIS



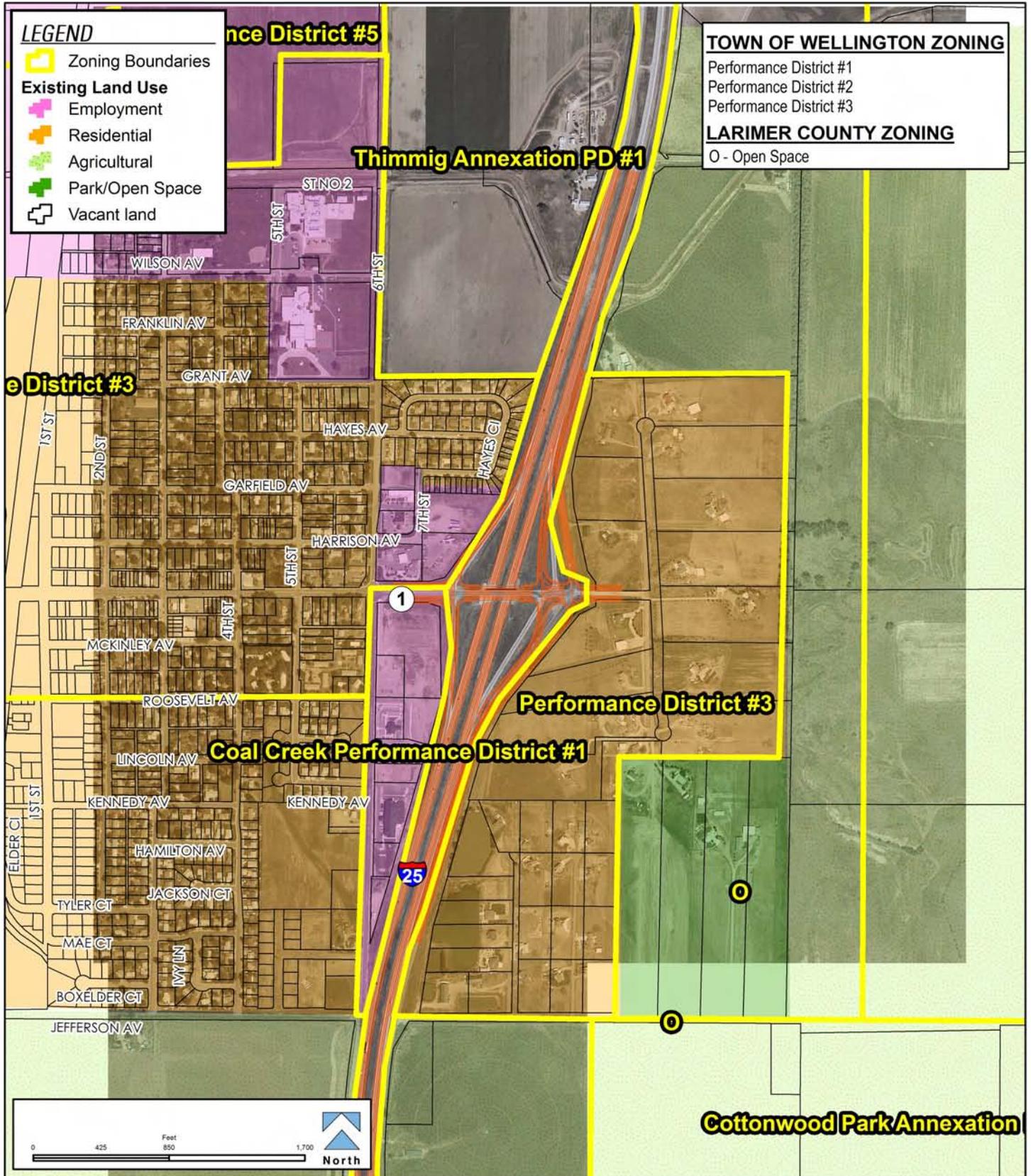
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Interchange Upgrades

FEIS Package A, B, or Preferred Alternative



1 - State Highway 1

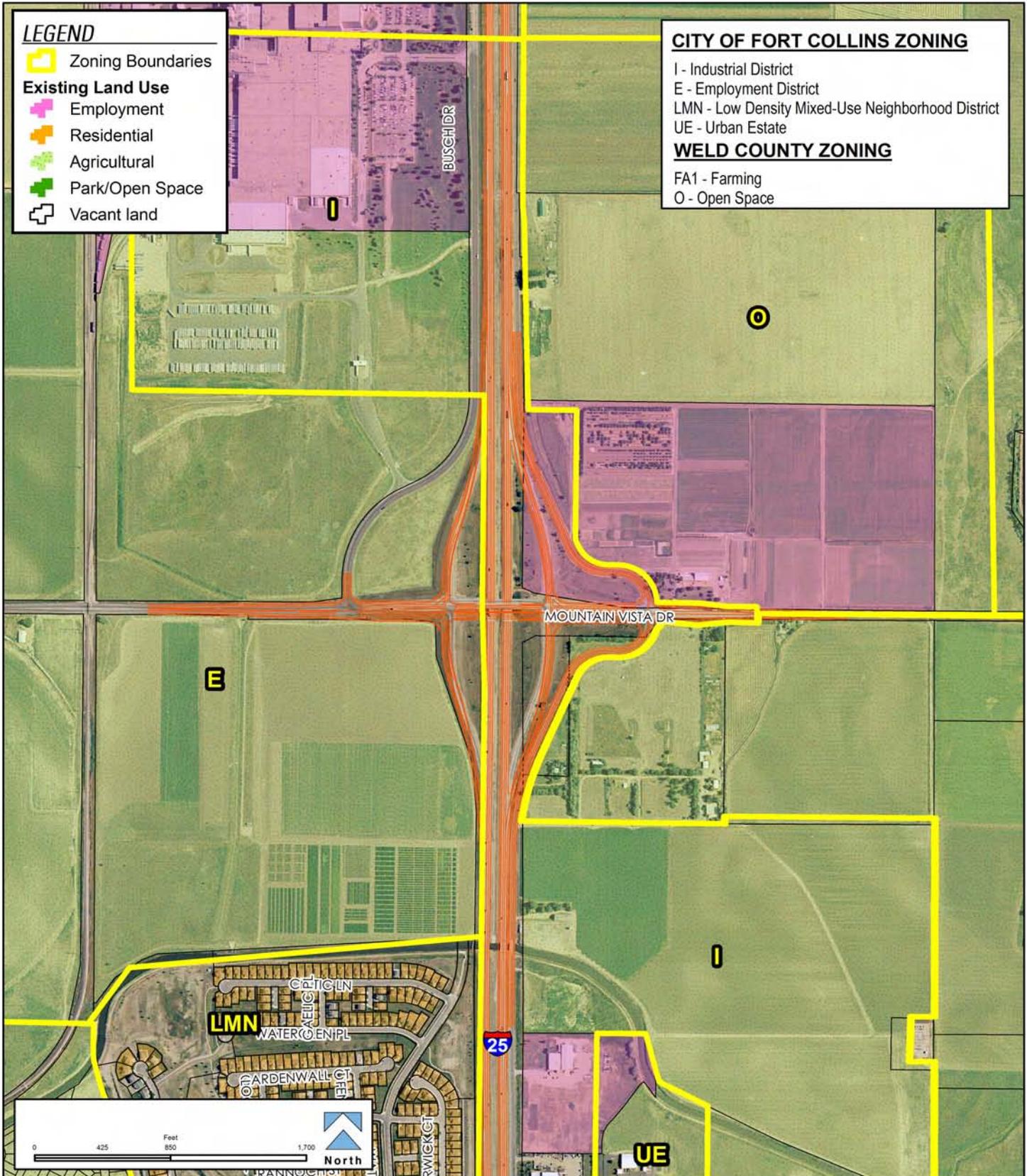


Interchange Upgrades

FEIS Package A, B, or Preferred Alternative



2 - Mountain Vista Dr.



Interchange Upgrades

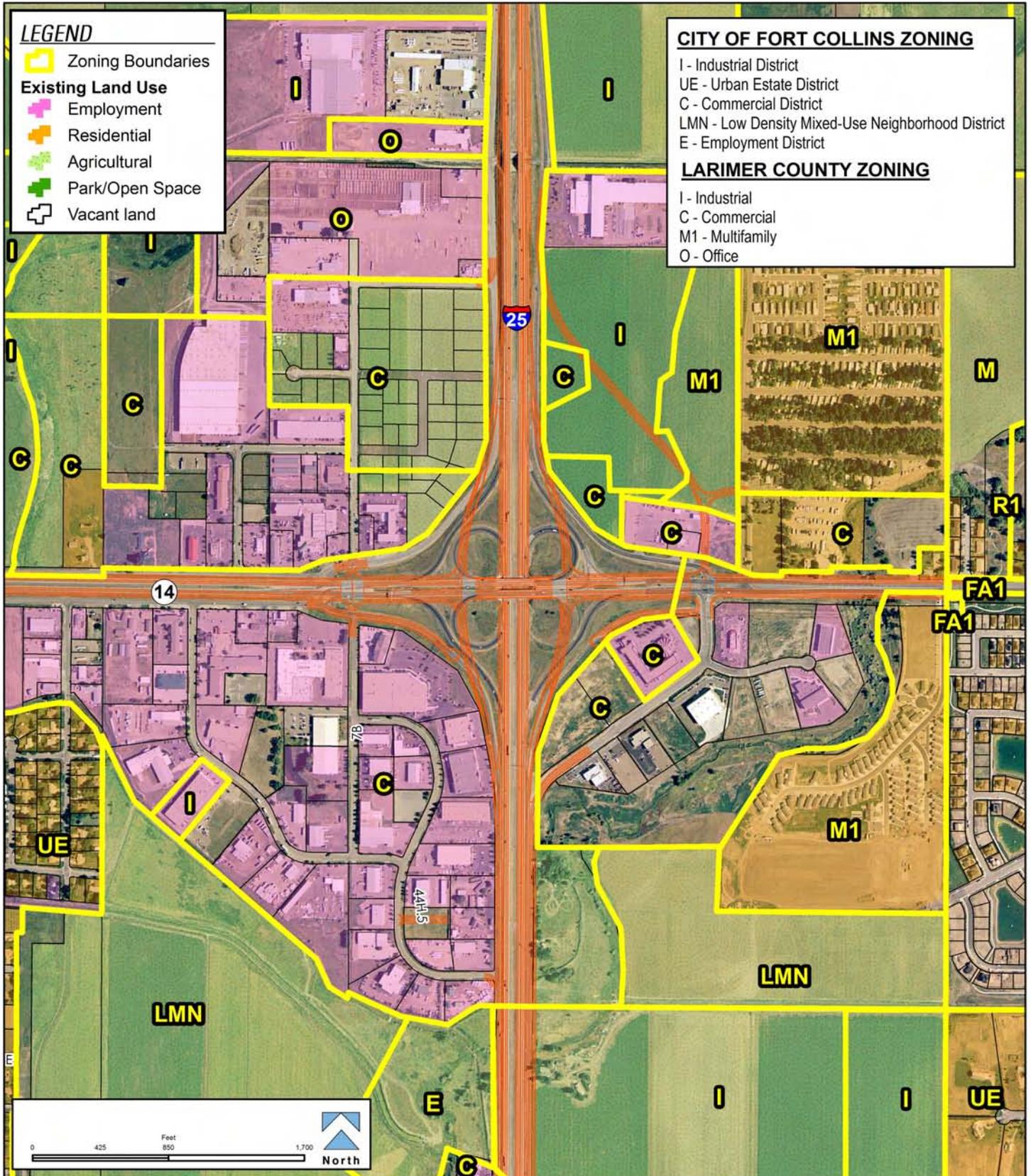
FEIS Package A, B, or Preferred Alternative

NORTH I-25
EIS



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3 - State Highway 14



Interchange Upgrades

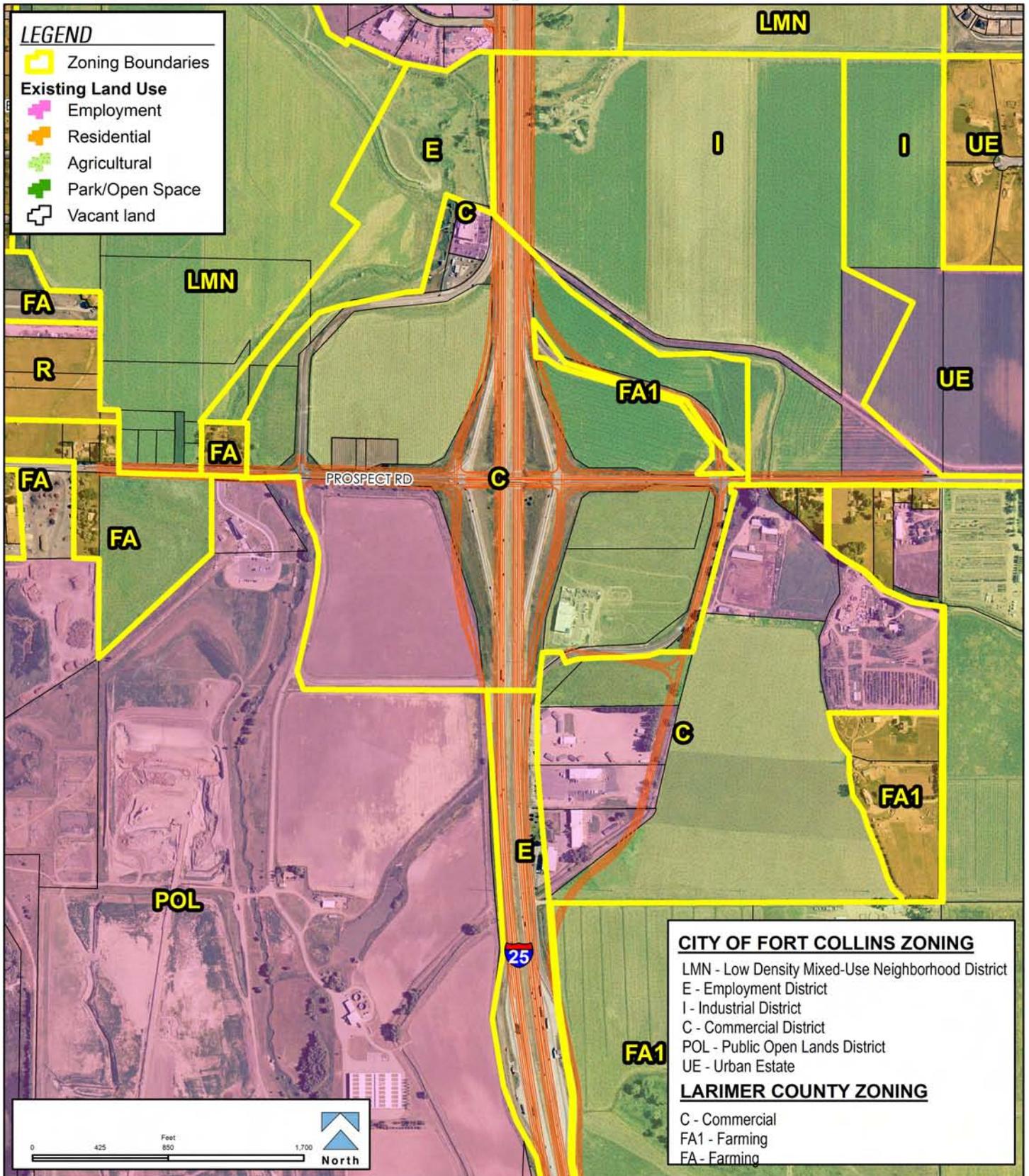
FEIS Package A, B, or Preferred Alternative

NORTH I-25
EIS



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4 - Prospect Rd.

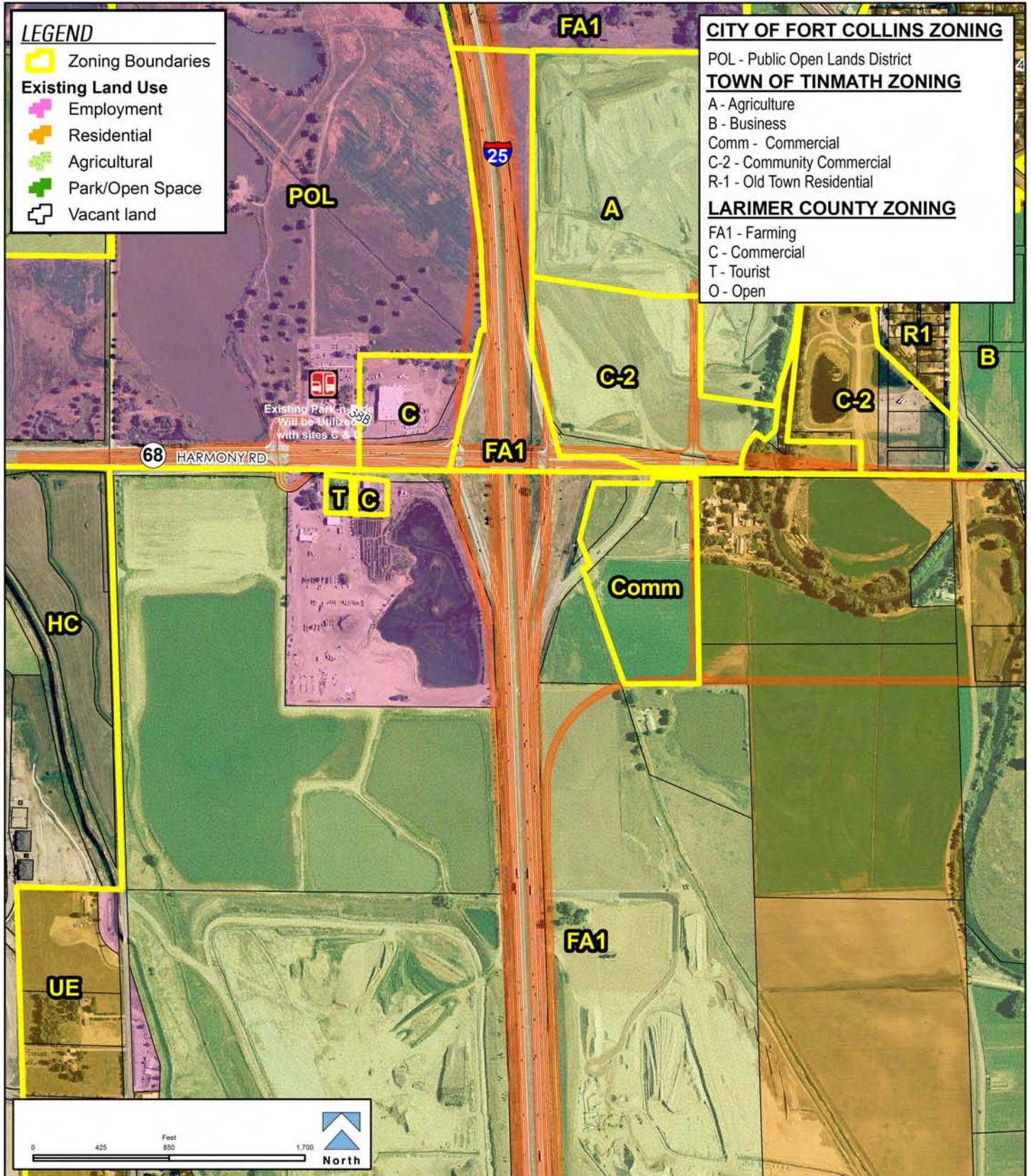


Interchange Upgrades

FEIS Package A, B, or Preferred Alternative



5 - Harmony Rd.



Interchange Upgrades

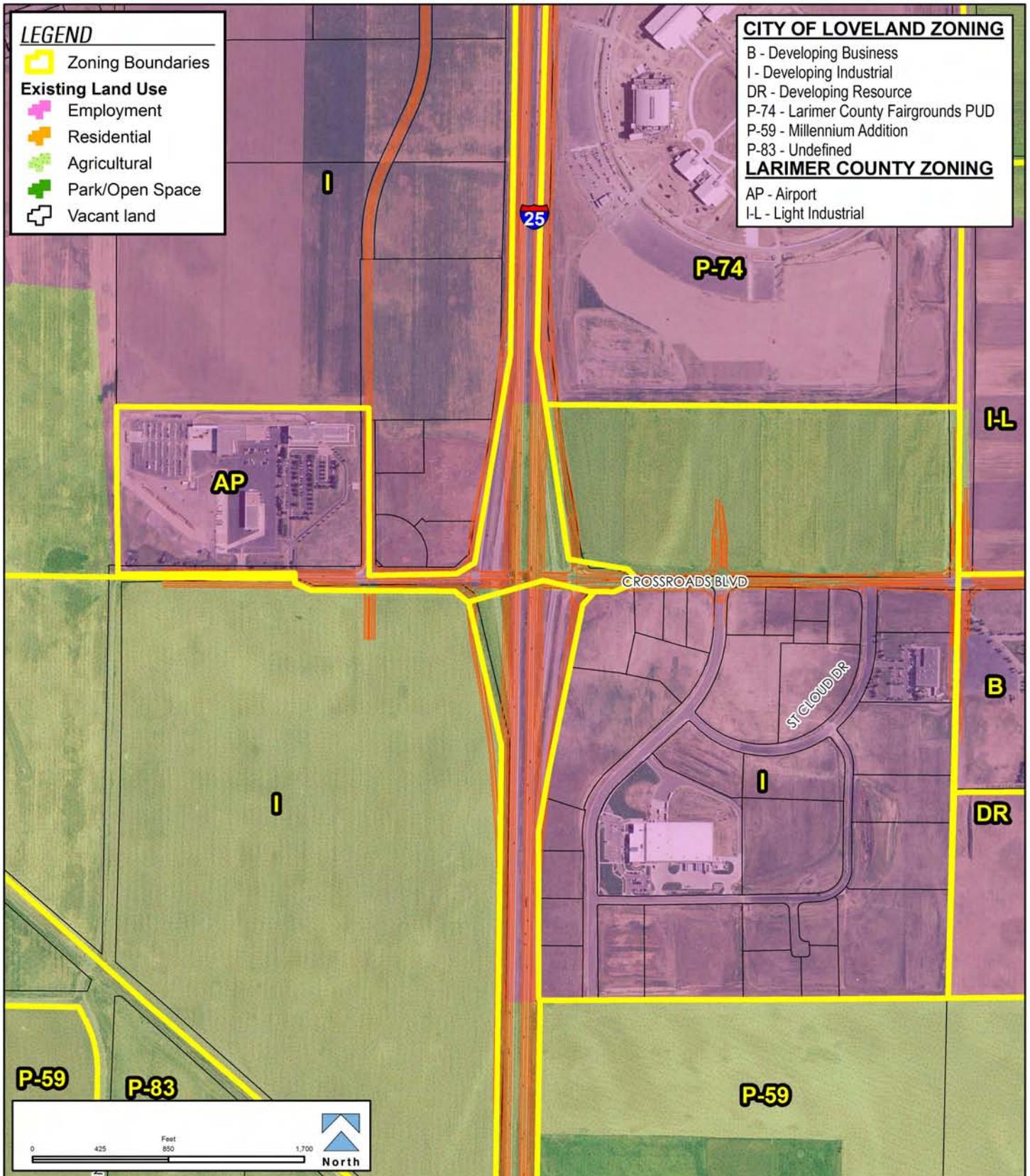
FEIS Package A, B, or Preferred Alternative

NORTH I-25
EIS



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6 - Crossroads Blvd.



Interchange Upgrades

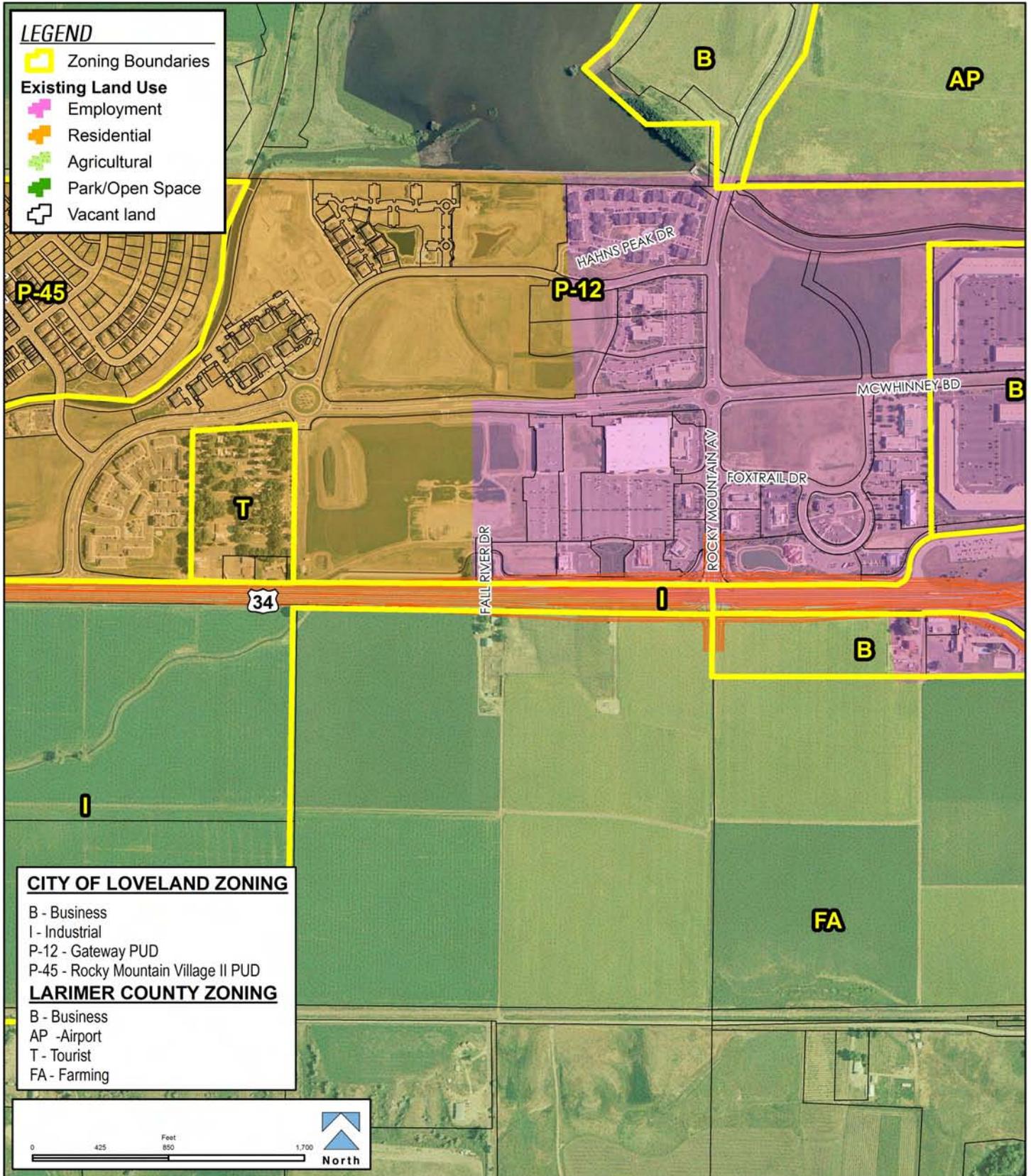
FEIS Package A, B, or Preferred Alternative

NORTH I-25
EIS



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7 - US 34 (1 of 3 - West)



Interchange Upgrades

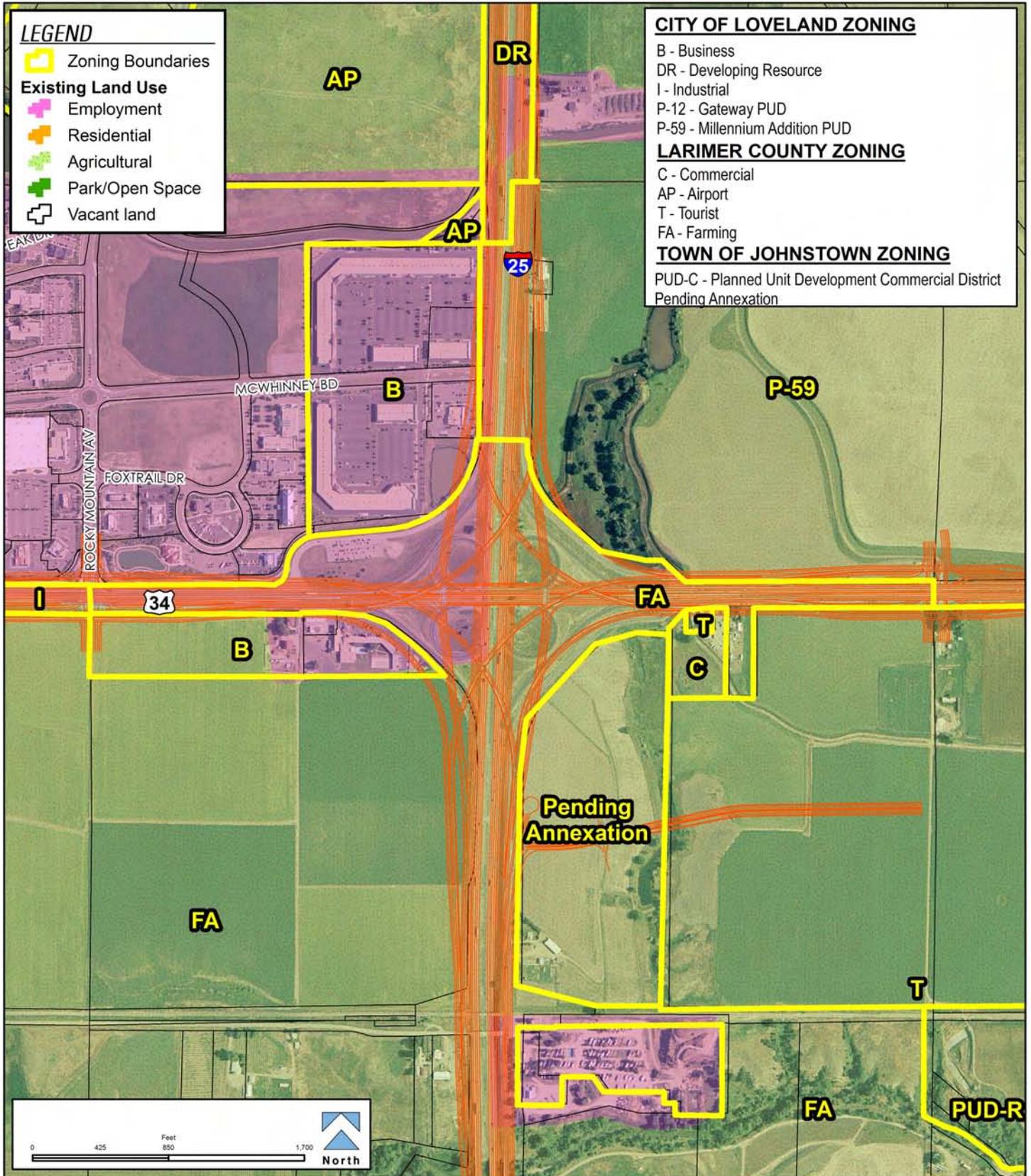
FEIS Package A, B, or Preferred Alternative

NORTH I-25
EIS



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8 - US 34 (2 of 3 - West)

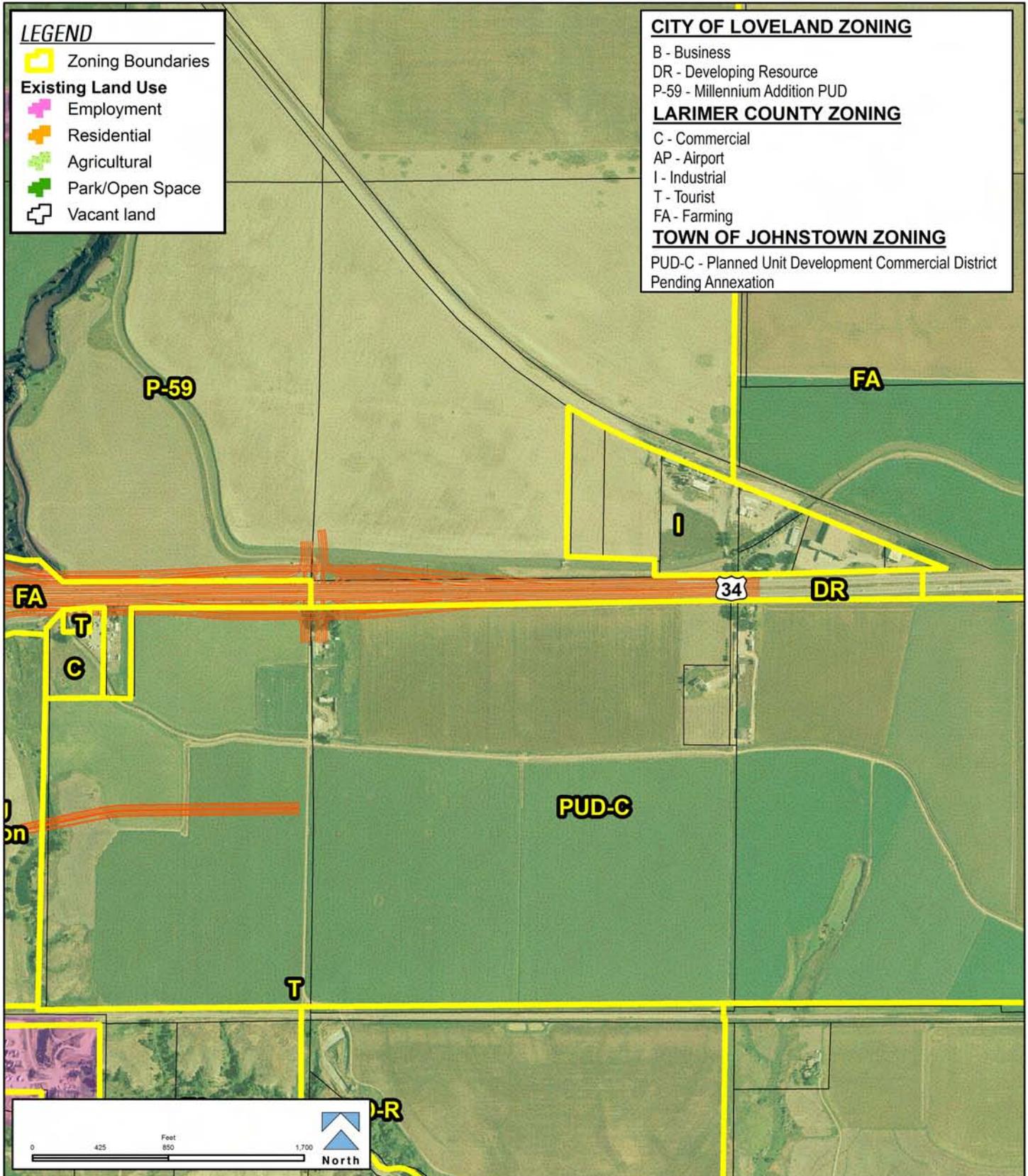


Interchange Upgrades

FEIS Package A, B, or Preferred Alternative



9 - US 34 (3 of 3 - West)

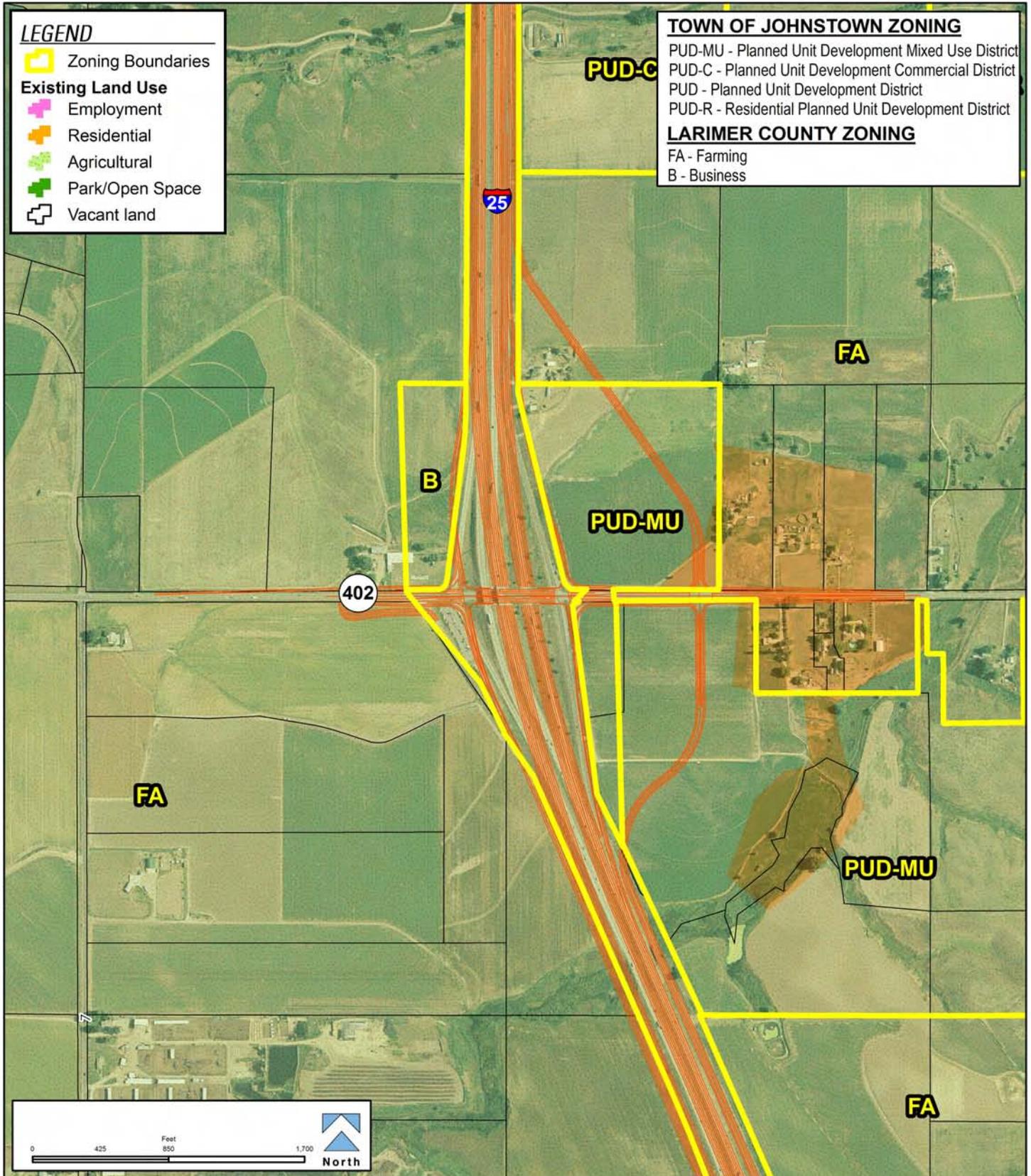


Interchange Upgrades

FEIS Package A, B, or Preferred Alternative



10 - State Highway 402



Interchange Upgrades

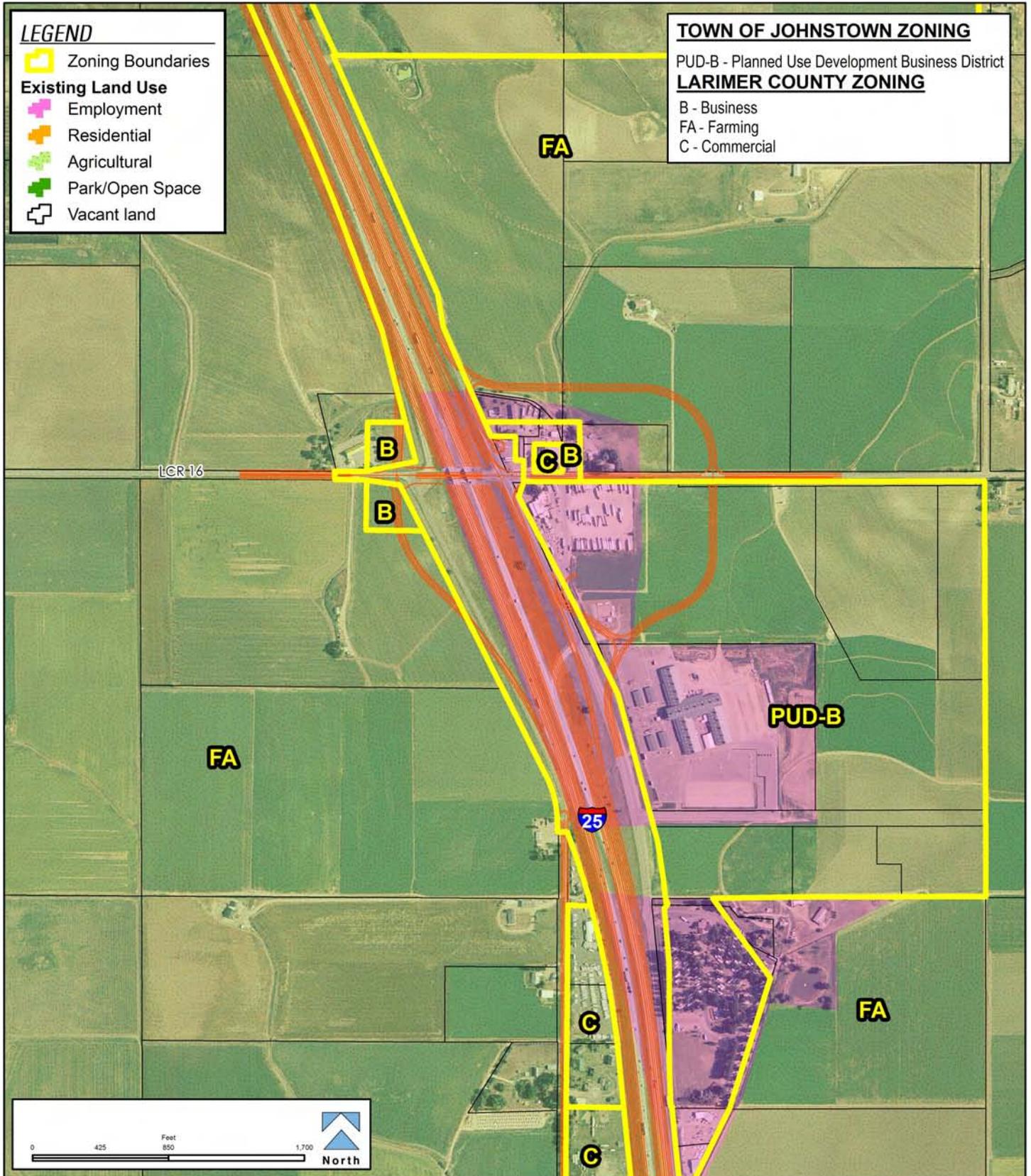
FEIS Package A, B, or Preferred Alternative

NORTH I-25
EIS



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11 - Larimer County Road 16



Interchange Upgrades

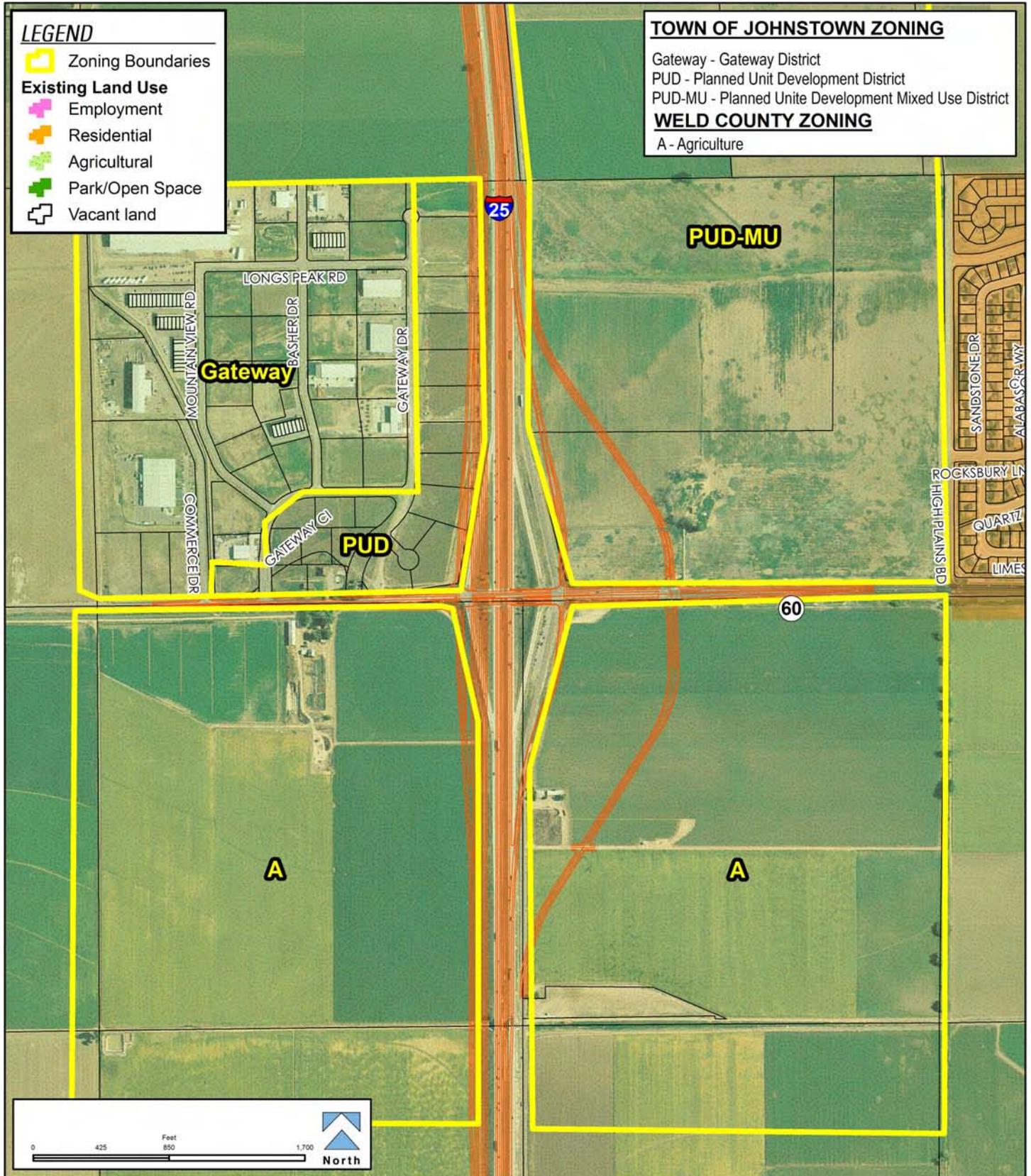
DEIS Package A, B, or Preferred Alternative

NORTH I-25
EIS



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12 - State Highway 60



Interchange Upgrades

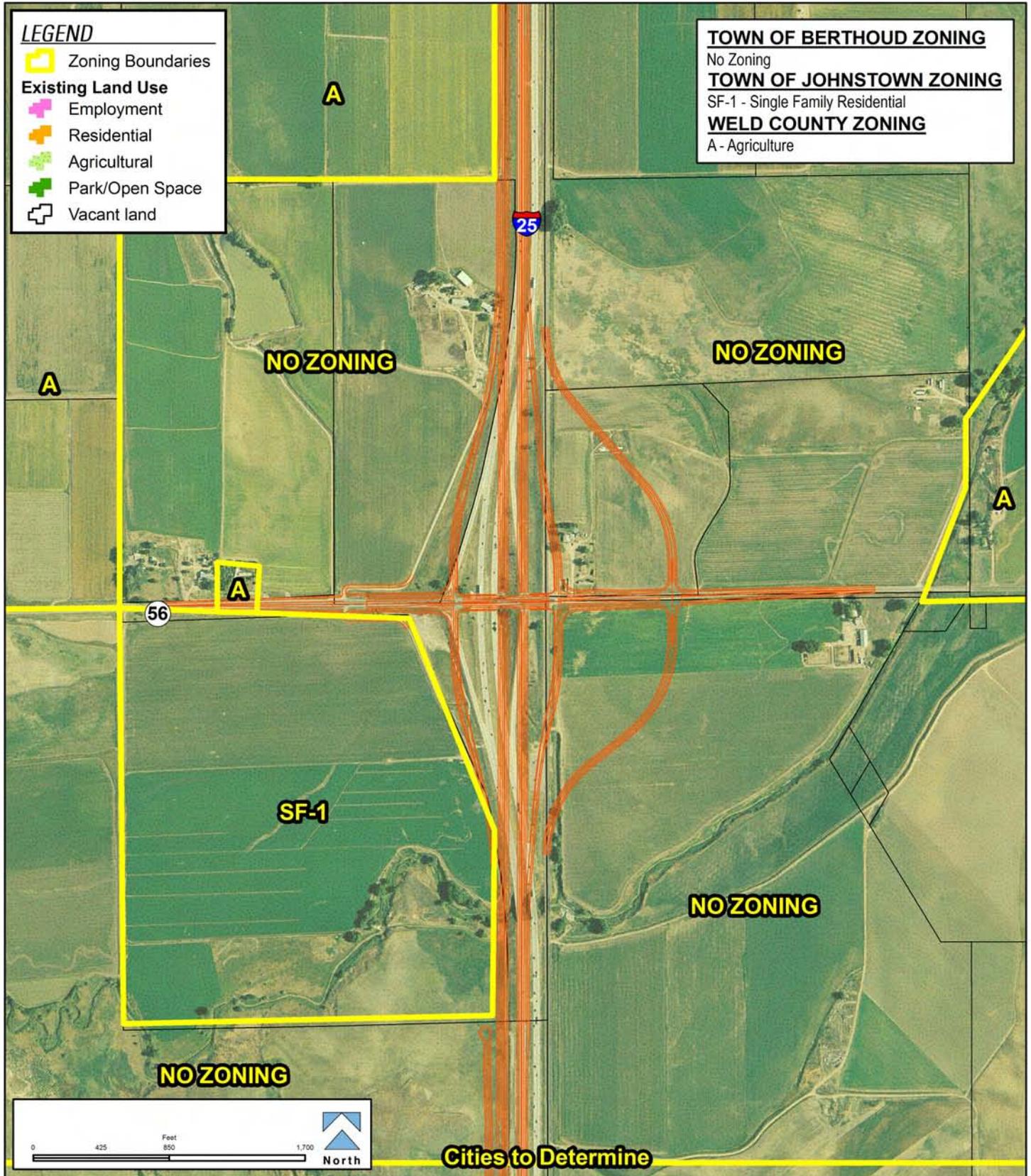
FEIS Package A, B, or Preferred Alternative

NORTH I-25
EIS



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13 - Highway 56



Interchange Upgrades

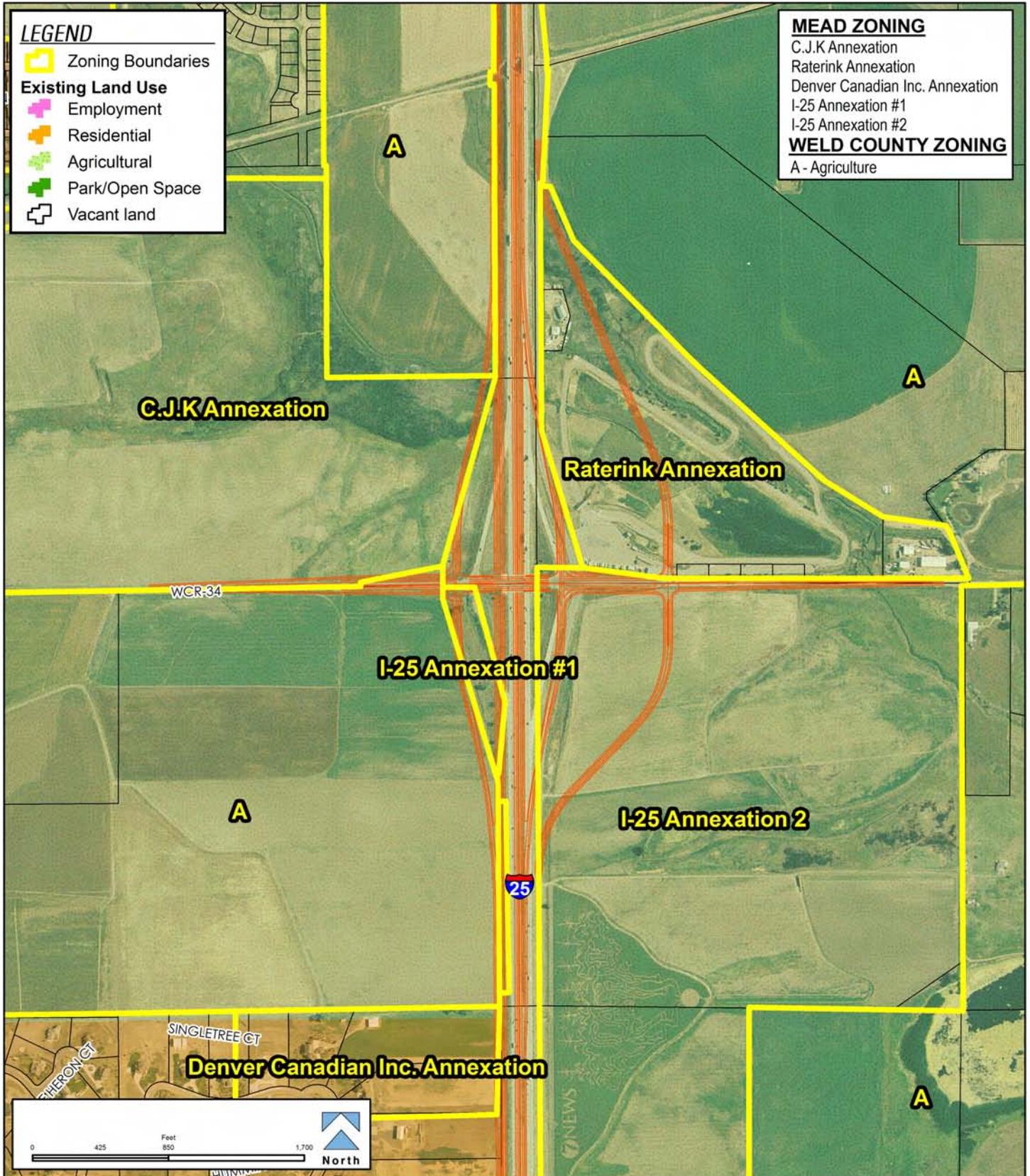
FEIS Package A, B, or Preferred Alternative

NORTH I-25
EIS



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14 - County Road 34



Interchange Upgrades

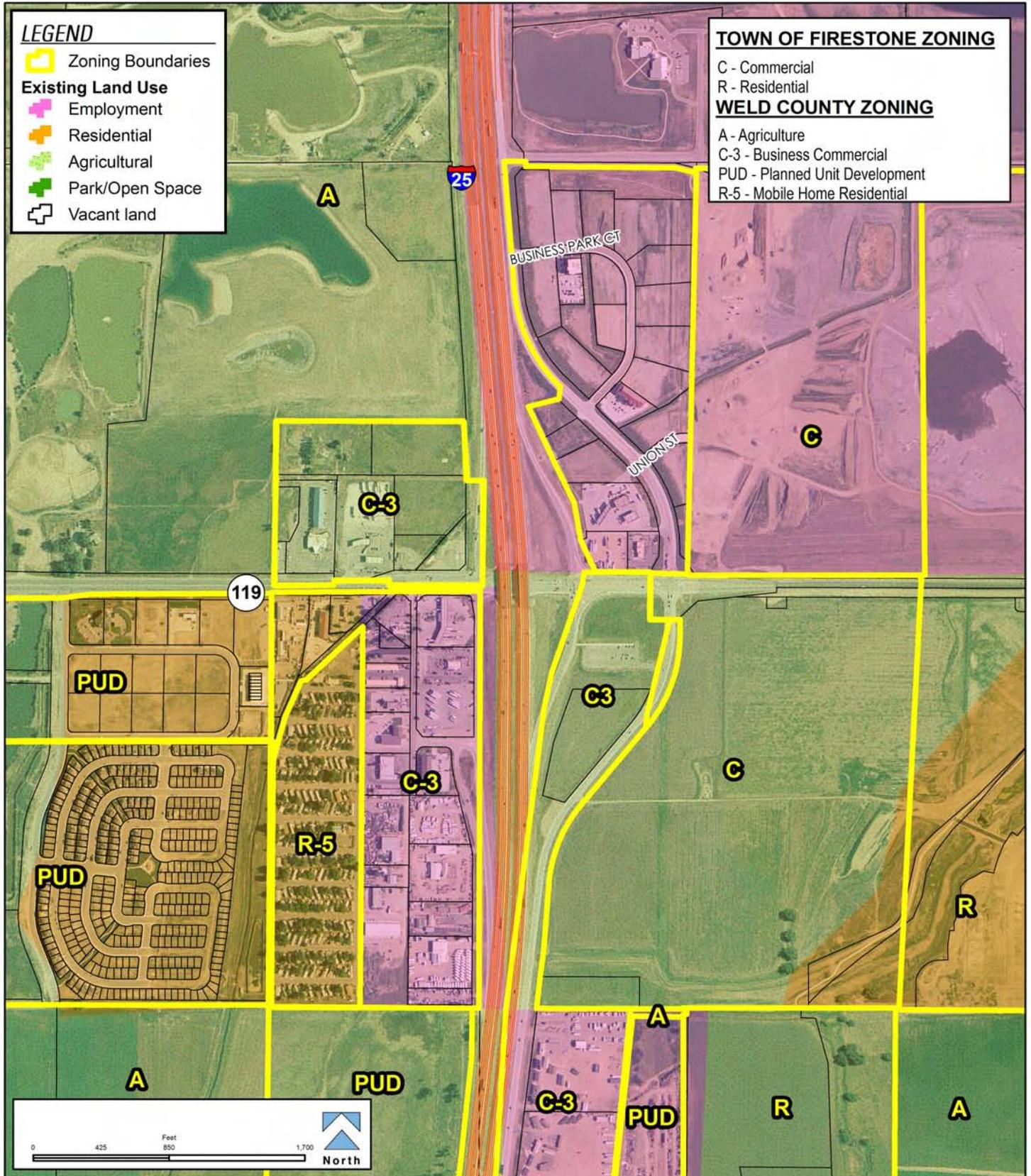
FEIS Package A, B, or Preferred Alternative

NORTH I-25
EIS



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15 - Highway 119



Interchange Upgrades

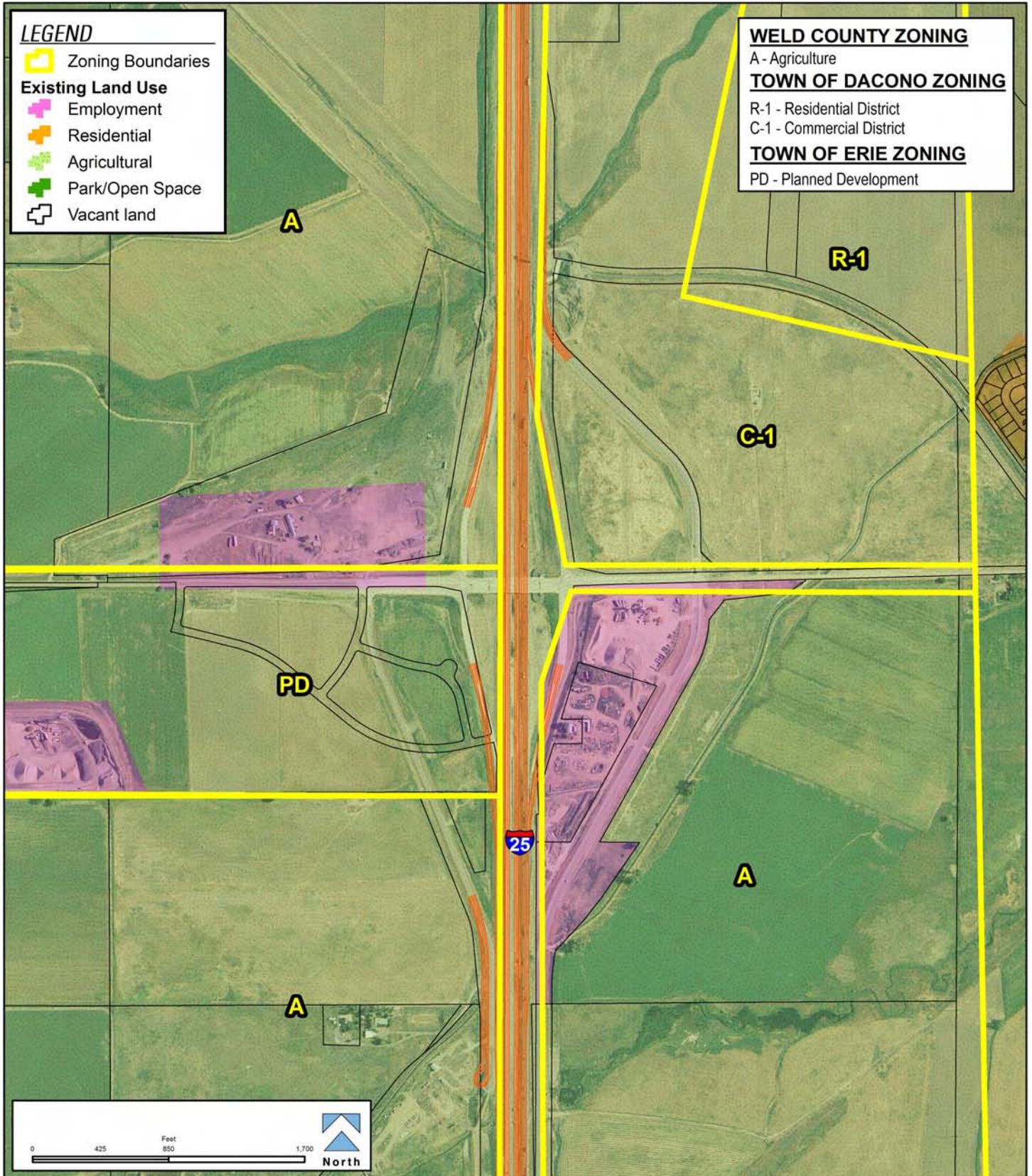
DEIS Package A, B, or Preferred Alternative

NORTH I-25
EIS



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17 - County Road 8



Interchange Upgrades

FEIS Package A, B, or Preferred Alternative

NORTH I-25
EIS



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18 - State Highway 7

