SH7 BUS RAPID TRANSIT STUDY

STATE HIGHWAY 7
BUS RAPID TRANSIT

Land Use Analysis

April 2017 DRAFT

INTRODUCTION

Land use and the level of housing and employment densities along a Bus Rapid Transit corridor are critical to successful ridership numbers. The area directly adjacent to the transit stops should support walkability, complementary uses, and ease of access. Transit Oriented Development or TOD is a style of development that promotes alternative transportation options and reduces parking. This analysis examines the existing and future land use conditions for each proposed station along State Highway 7 and the steps needed to promote TOD standards. While walkability and density are important adjacent to each transit stop, each community and each stop has a different character that contribute to the success of the corridor. Many of the municipalities and Boulder, Broomfield, and Adams county have areas that are rural in nature so this document does not make density recommendations for the entire community, but rather for the area within 1/4 miles of the proposed transit stop. As the exact locations for the proposed transit stops have not been established yet, this document analyses the area within a 1/2 mile of the cross streets where a transit stop is likely to be located. This analysis generalizes existing and future land use into consolidated groups to make comparisons from existing to future conditions but is to be used as a general guidance document for community recommendations. The majority of these transit stop locations are within the Denver Regional Council of Government's urban center where there is an expectation of transit supportive growth. Below is a series of diagrams illustrating how to use this document.

HOW TO USE THIS DOCUMENT

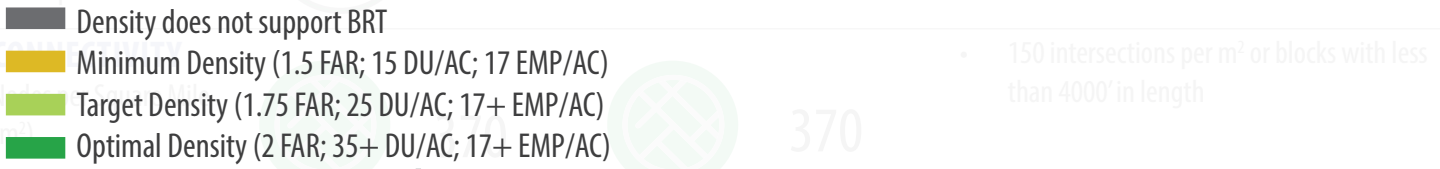
Commonly used terms and abbreviations:

FAR: Floor Area Ratio- "The the relationship between the total amount of usable floor area that a building has, or has been permitted for the building, and the total area of the lot on which the building is developed."

DU: Dwelling units - "A structure or the part of a structure that is used as a home, residence or sleeping place by one or more people who maintain a household."

EMP: Employees- "The number of people who work on a site"

DRCOG: Denver Regional Council of Governments- The MPO where all municipalities are located.



Indicates the location of the station for the analysis.

For the built lands within the .5 mile buffer, total number of dwelling units was divided by buildable acres.

Total acres of DRCOG building footprints divided by total buildable acres.

Using the FAR table from the appendix which illustrates the 75th percentile FARs of existing developed lands, the percent of lands that have an FAR at or over 1.5.

Using the density table from the appendix which illustrates the dwelling unit density of existing developed lands, this number represents the percent of lands with at or more than 15 DU per acre for the future land use.

The floor area ratio of future land uses when all lands are developed at the FARs listed in the appendix.

EXISTING DENSITY

2.55 FAR

30 DU/AC

100 EMP/AC

AREA WITH BRT SUPPORTIVE MINIMUM DENSITY CODE

27% FAR

18% DU/AC

35% EMP/AC

PLANNED DENSITY

2.55 FAR

30 DU/AC

100 EMP/AC

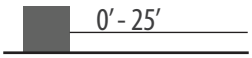
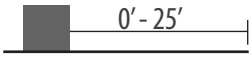
Using the density table from the appendix which illustrates the dwelling unit density of existing developed lands, this number represents the number of current dwelling units plus the number of expected dwelling units on developable lands divided by the number of developable acres.

Using the density table from the appendix which illustrates the employment density of existing developed lands, this number represents the number of current employees plus the number of expected employees on developable lands divided by the number of developable acres.

Using the density table from the appendix which illustrates the employment density of existing developed lands, this number represents the percent of lands with at or more than 17 EMP per acre for the future land use.

For the built lands within the .5 mile buffer, total number of employees was divided by buildable acres.

HOW TO USE THIS DOCUMENT

COMPARABLE CONDITION	EXISTING/ZONING	FUTURE LAND USE	BRT OPTIMAL
PARKING Parking Spaces per Square Foot (sf)	0 - 3.3 spaces per 1,000 sf non-residential  *No Minimum in Downtown	0 - 3.3 spaces per 1,000 sf non-residential  *No Minimum in Downtown	• No minimum parking requirements • Shared parking • Parking structures
SETBACK Front Setback	 0' - 25' *No Minimum in Downtown or MU	 0' - 25' *No Minimum in Downtown or MU	• Reduce setback to encourage a pedestrian scale
DEVELOPABLE % of Undeveloped Land Available for Development	 0%		• Minimal vacant land or open space within 1/3 mile • Infill and redevelopment

Based on a parcel by parcel analysis, this is the percentage of buildable land that is not yet developed. It is important to consider the contribution of supporting densities in greenfield development. If there is no buildable land, then redevelopment could be influential in the future.

Based on the zoning code for all of the municipalities within the 1/2 mile of the proposed transit stop, these are the minimum and maximum setbacks allowed within the zoning and future land use types. Large setbacks are not conducive to walkable transit areas.

Based on the zoning code for all of the municipalities within the 1/2 mile of the proposed transit stop, these are the minimum and maximum number of parking spaces allowed within the zoning and future land use types. Large parking areas are not conducive to walkable transit areas.

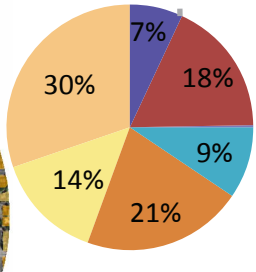
- Existing on the ground conditions and zoning
- Future land use and development plans
- Optimal conditions for a Bus Rapid Transit

Figure ground of developed area. DRCOG building footprints over county parcels.

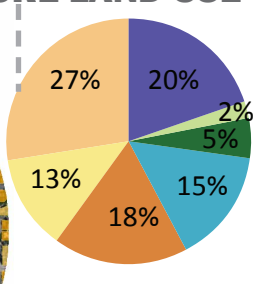
Generalized zoning percentages

Generalized future land use percentages

ZONING



FUTURE LAND USE



- Downtown
- Business
- Commercial
- Mixed Use
- Public/Quasi Public
- Planned Development
- Development Reserve
- TOD
- Open Space
- Park
- Agricultural
- Industrial
- Light Industrial
- Public Lands
- Single-Family Residential
- Residential High
- Residential Medium
- Residential Low
- Estate Residential
- Manufactured Housing

Generalized zoning uses

Generalized future land uses

HOW TO USE THIS DOCUMENT

Defines the optimal condition for a BRT

COMPARABLE CONDITION	EXISTING/ZONING	FUTURE LAND USE	BRT OPTIMAL
PARKING Parking Spaces per Square Foot (sf)	0 - 3.3 spaces per 1,000 sf non-residential *No Minimum in Downtown	0 - 3.3 spaces per 1,000 sf non-residential *No Minimum in Downtown	• No minimum parking requirements • Shared parking • Parking structures
SETBACK Front Setback	0' - 25' *No Minimum in Downtown or MU	0' - 25' *No Minimum in Downtown or MU	• Reduce setback to encourage a pedestrian scale
CONNECTIVITY Nodes per Square Mile (m^2)	 370 Nodes Indicates the number of nodes or connection points per square mile	 370 Nodes	• 150 intersections per m^2 or blocks with less than 4000' in length
TRANSIT Connections to Other Modes	 Local & Regional Bus Indicates existing and future bus connections that will support density and ridership	 Local & Regional Bus	• Both local and regional transit connections
BIKE/PEDESTRIAN Walking Connections	 Local & Regional Trails Indicates if there are current or future local and regional trails to support transit	 Local & Regional Trails	• Pedestrian and bike connection trails
PEDESTRIAN FLOW	 Crosswalks, Bridges & Trail Connections Indicates if there are continuous sidewalks, crosswalks, underpasses, and trail connections which promote pedestrian use	 Crosswalks, Bridges & Trail Connections	• Designs should favor walking or biking over driving
OVERLAY Existing TOD or Redevelopment Overlay	 Central Area General Improvement District Indicates if there is a current or future zoning overlay to increase density	 Central Area General Improvement District	• Existing density supported policies, guidelines, and incentives, and/or TOD overlays

Consider increasing the number of active alleyways for even more pedestrian connectivity.

COMMUNITY PROFILE: CITY OF BOULDER

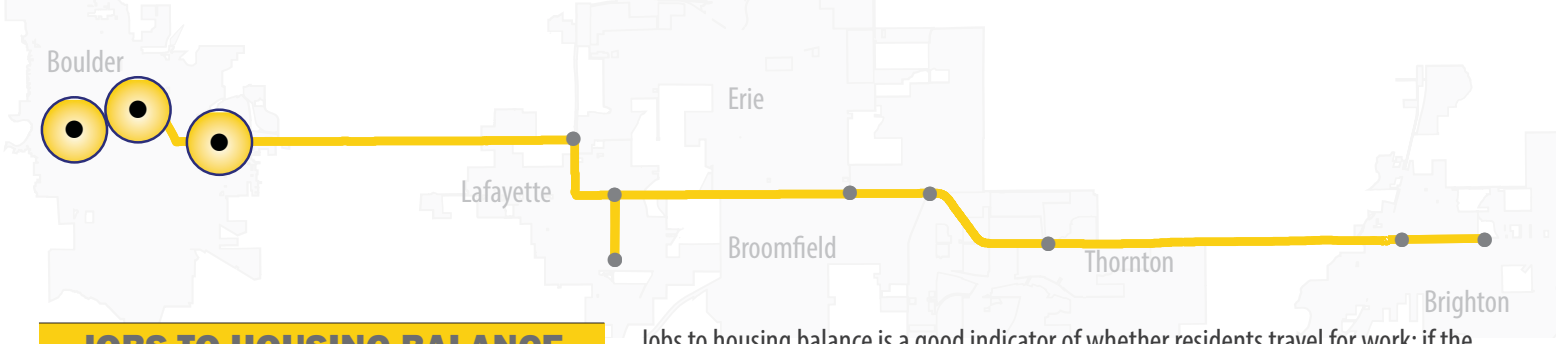
Boulder is an employment hub that has long been planning for transit, land use diversity, and pedestrian- and bicycle-friendly infrastructure. As Boulder has limited room to grow, redevelopment should continue to encourage housing diversity and affordability, pedestrian connections, and strive to make transit more attractive than automotive transportation.

The core of Boulder has both the benefit and the challenge of maintaining its historic status. Many of the buildings in Downtown Boulder are historic and cannot be dramatically altered as indicated in the Boulder Medium-Density Overlay Zoning Code. The historic nature and impressive viewshed also limit building heights. However, this area already exhibits short, dense blocks, areas of visual interest, and pedestrian and bicycle access through a variety of mobility options. With no option of greenfield development, Downtown Boulder is built out and will likely not see a great percentage of densification. As Downtown continues to increase its demand, more active alleyways and an expansion of underground parking could be a possibility in maximizing surface area uses.

Boulder Junction is a key redevelopment site. As a true future TOD, plans to increase land use diversity, create more connections, reduce parking surface area, increase public space, and increase transit and pedestrian mobility options, will help this area thrive.

55th Street and Arapahoe Road consists of a more industrial character with larger parking lots and fewer pedestrian connections. The larger area of East Arapahoe Road is the subject of East Arapahoe Transportation Plan, a new City of Boulder transportation initiative. The East Arapahoe Corridor is a busy regional travel corridor now, and population projections and forecasted demands of the corridor suggest that demand will only increase, inevitably leading to changes in how the corridor functions in the future. The stretch of Arapahoe Road between 28th and 55th Streets in particular has redevelopment potential. Among the ideas from the initial campaign were districts that supported large office spaces, arts and entertainment, shopping and dining, public gathering spaces, and workforce housing. Additionally, the Boulder Chamber and the boulder Area Realtors Association commissioned a panel in January to envision the redevelopment of 55th Street between Arapahoe Road and Pearl Parkway. Of the ideas that came out of their report, panelists from the Urban Land Institute recommended exploring the idea of building above Boulder's 55-foot height limit to create additional office space and to increase the residential density of the area. If these ideas came to fruition along East Arapahoe Road, it could go a long way to creating the sort of density needed to support Bus Rapid Transit along the corridor. As TOD takes hold in the area, a focus should be on pedestrian- and bike-friendly improvements within a 1/4-mile of the transit stop. The City should evaluate expansion of a potential code overlay to connect the site more easily with adjacent uses.

Within a 1/4- mile of the station locations, and at the city limits, Boulder County should mirror adjacent density requirements to develop continuous pedestrian flow and movement within the area.

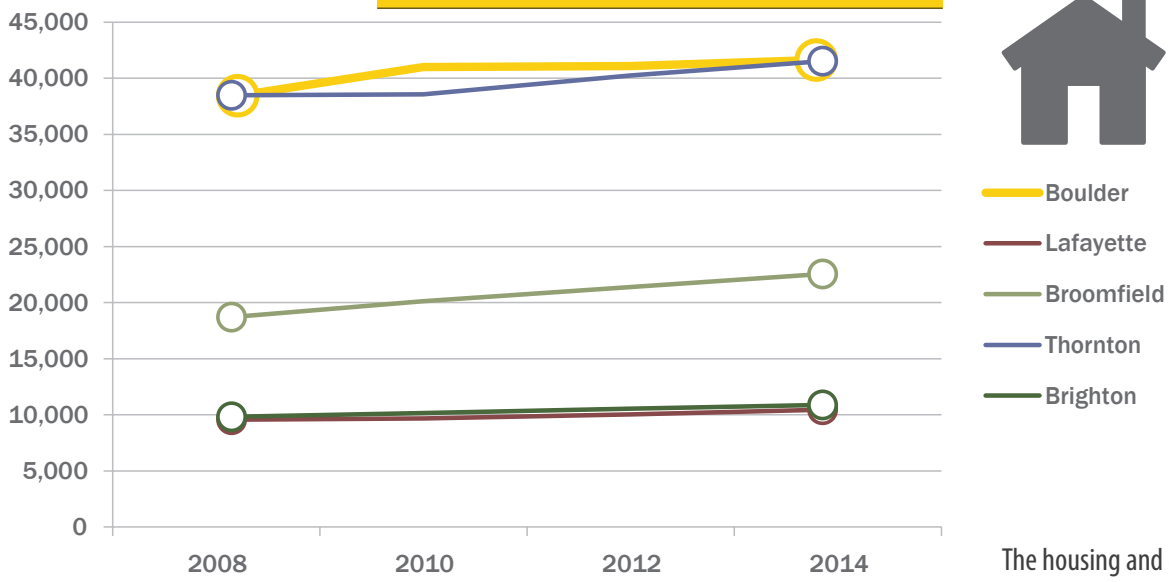


JOBS TO HOUSING BALANCE

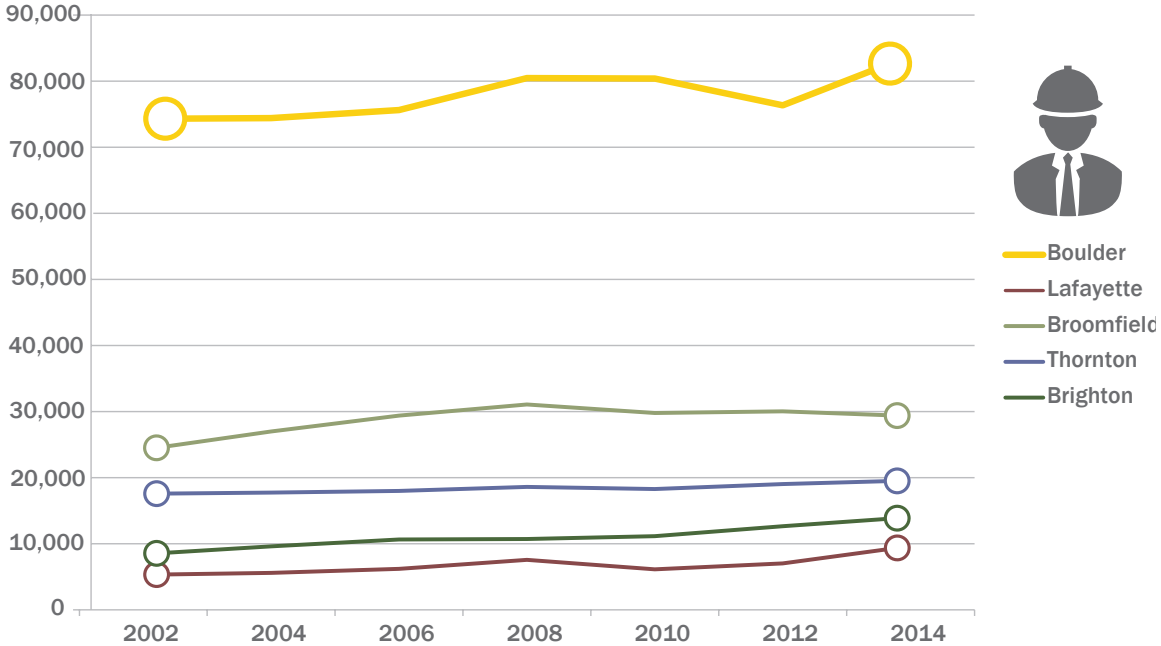
1.8 : 1

Jobs to housing balance is a good indicator of whether residents travel for work; if the densities of housing are supporting the workforce and vice versa; and tells the story about tax revenue sources. The ratio can also be indicative of a mismatch between job wages and household incomes. For example, more jobs than housing can mean that people cannot afford to live where they work.

HOUSING GROWTH OVER TIME

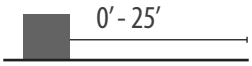
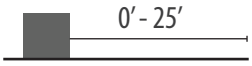


JOB GROWTH OVER TIME



The housing and employment growth relationship between the communities along the corridor illustrates their general trajectory as well as the points in time where they have peaked in development or hit low points. It is helpful in predicting future growth patterns.

DOWNTOWN BOULDER TRANSIT CENTER

COMPARABLE CONDITION	EXISTING/ZONING	FUTURE LAND USE	BRT OPTIMAL
PARKING Parking Spaces per Square Foot (sf)	0 - 3.3 spaces per 1,000 sf non-residential  No Minimum in Downtown	0 - 3.3 spaces per 1,000 sf non-residential  No Minimum in Downtown	• No minimum parking requirements • Shared parking • Parking structures
SETBACK Front Setback	 No Minimum in Downtown or MU	 No Minimum in Downtown or MU	• Reduce setback to encourage a pedestrian scale
DEVELOPABLE % of Undeveloped Land Available for Development		Redevelopment Options	• Minimal vacant land or open space within 1/3 mile • Infill and redevelopment
CONNECTIVITY Nodes per Square Mile (m^2)	 370 Nodes	 370 Nodes	• 150 intersections per m^2 or blocks with less than 4000' in length
TRANSIT Connections to Other Modes	 Local & Regional Bus	 Local & Regional Bus	• Both local and regional transit connections
BIKE/PEDESTRIAN Walking Connections	 Local & Regional Trails	 Local & Regional Trails	• Pedestrian and bike connection trails
PEDESTRIAN FLOW	 Crosswalks, Bridges & Trail Connections	 Crosswalks, Bridges & Trail Connections	• Designs should favor walking or biking over driving
OVERLAY Existing TOD or Redevelopment Overlay	 Central Area General Improvement District	 Central Area General Improvement District	• Existing density supported policies, guidelines, and incentives, and/or TOD overlays

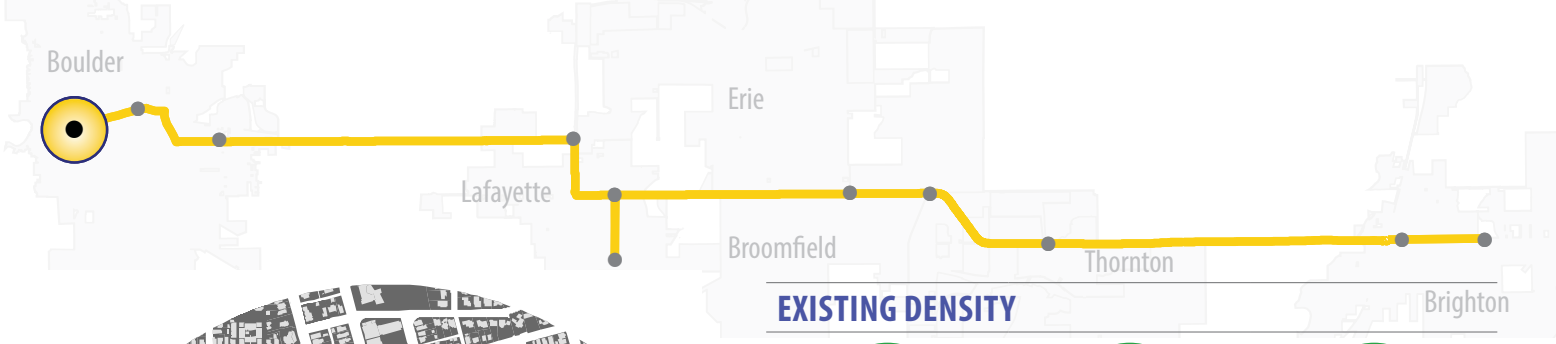
RECOMMENDATIONS

Continue to build underground parking garages to increase developable land area.

Continue to provide easy bicycle and bus transit both locally and regionally.

Continue to encourage a wide range of land use.

Continue to require minimum setbacks.



EXISTING DENSITY

2.55 FAR | 30 DU/AC | 100 EMP/AC

AREA WITH BRT SUPPORTIVE MINIMUM DENSITY CODE

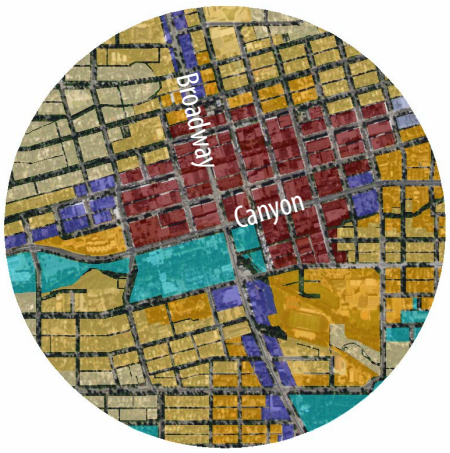
27% FAR | 18% DU/AC | 45% EMP/AC

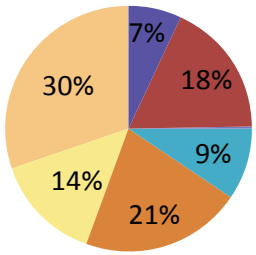
PLANNED DENSITY

2.55 FAR | 30 DU/AC | 100 EMP/AC

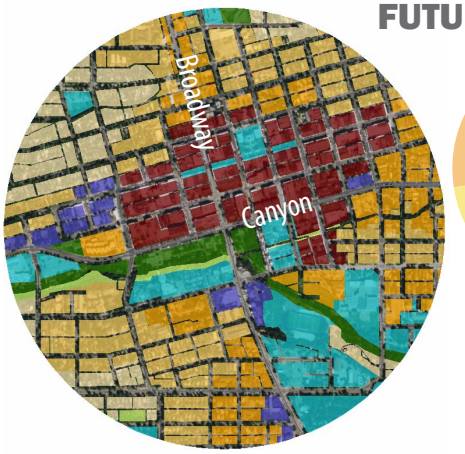
- Density does not support BRT
- Minimum Density (1.5 FAR; 15 DU/AC; 17 EMP/AC)
- Target Density (1.75 FAR; 25 DU/AC; 17+ EMP/AC)
- Optimal Density (2 FAR; 35+ DU/AC; 17+ EMP/AC)

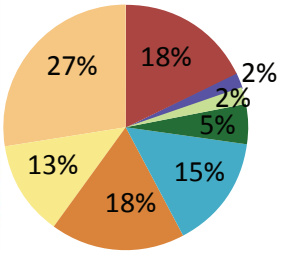
ZONING





FUTURE LAND USE





- Downtown
- Business
- Commercial
- Mixed Use
- Public/Quasi Public
- Planned Development
- Development Reserve
- TOD
- Open Space
- Park
- Agricultural
- Industrial
- Light Industrial
- Public Lands
- Single-Family Residential
- Residential High
- Residential Medium
- Residential Low
- Estate Residential
- Manufactured Housing

Continue to support the Central Area General Improvement District and their efforts to provide ease of mobility to Downtown.

Increase the amount of active alleyways to enhance pedestrian connectivity.

BOULDER JUNCTION

There are several feasible routing options through Boulder; serving Boulder Junction is one option but the final routing will be determined in future studies.

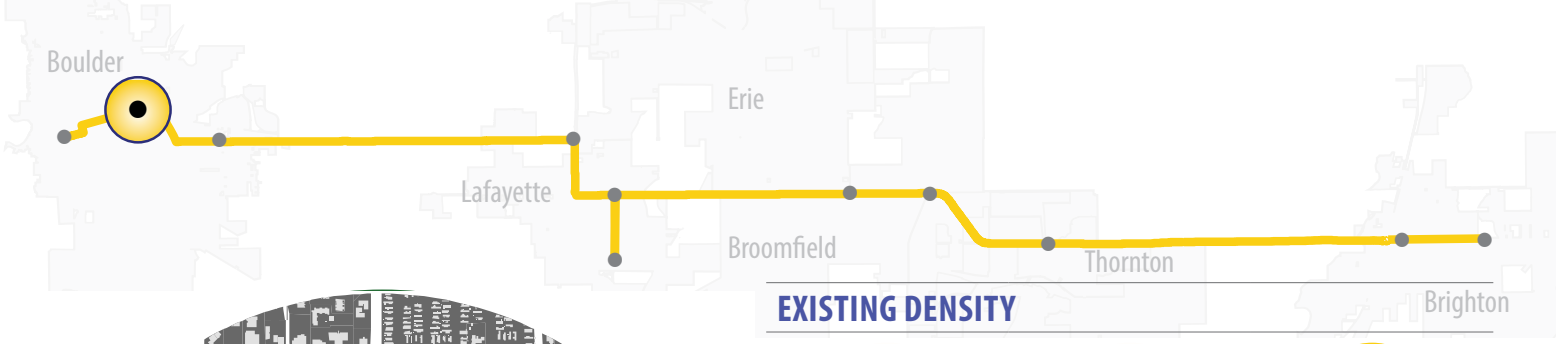
COMPARABLE CONDITION	EXISTING/ZONING	FUTURE LAND USE	BRT OPTIMAL
PARKING Parking Spaces per Square Foot (sf)	0 - 3.3 spaces per 1,000 sf non-residential No Minimum in MU-4 or RH6	0 - 3.3 spaces per 1,000 sf non-residential No Minimum in High Density Mixed Use	• No minimum parking requirements • Shared parking • Parking structures
SETBACK Front Setback	0' - 25' No Minimum on Business Main Street or Industrial Mixed Services	0' - 25' No Minimum on Main Street or Industrial Mixed Services	• Reduce setback to encourage a pedestrian scale
DEVELOPABLE % of Undeveloped Land Available for Development	4%	Redevelopment in progress	• Minimal vacant land or open space within 1/3 mile • Infill and redevelopment
CONNECTIVITY Nodes per Square Mile (m^2)	141 Nodes	Small block TOD redevelopment	• 150 intersections per m^2 or blocks with less than 4000' in length
TRANSIT Connections to Other Modes	Local & Regional Bus	Local & Regional Bus	• Both local and regional transit connections
BIKE/PEDESTRIAN Walking Connections	Local & Regional Trails	Local & Regional Trails	• Pedestrian and bike connection trails
PEDESTRIAN FLOW	Crosswalks, Bridges & Trail Connections	Crosswalks, Bridges & Trail Connections	• Designs should favor walking or biking over driving
OVERLAY Existing TOD or Redevelopment Overlay	Boulder Junction Access District	Boulder Junction Access District	• Existing density supported policies, guidelines, and incentives, and/or TOD overlays

RECOMMENDATIONS

Continue to redevelop Boulder Junction with regional transportation, housing diversity, and employment in mind.

Continue to provide easy bicycle and trail connections, and consider additional north-south connections.

With the transit options and parking garage available, use the Travel Demand Management Toolkit to manage parking on adjacent sites during redevelopment.



EXISTING DENSITY

.85 FAR | 6.7 DU/AC | 18 EMP/AC

AREA WITH BRT SUPPORTIVE CODE

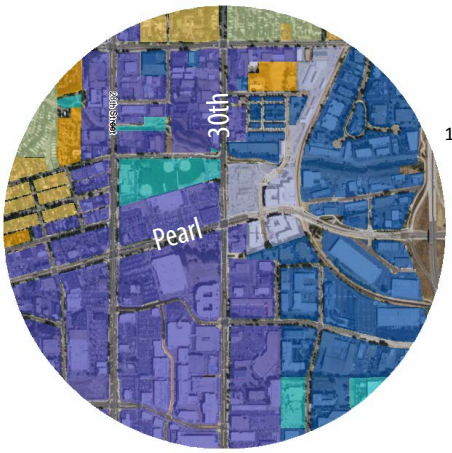
34% FAR | 3% DU/AC | 90% EMP/AC

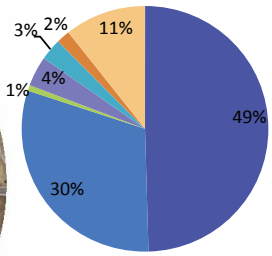
PLANNED DENSITY

2 + FAR | 15 DU/AC | 25 EMP/AC

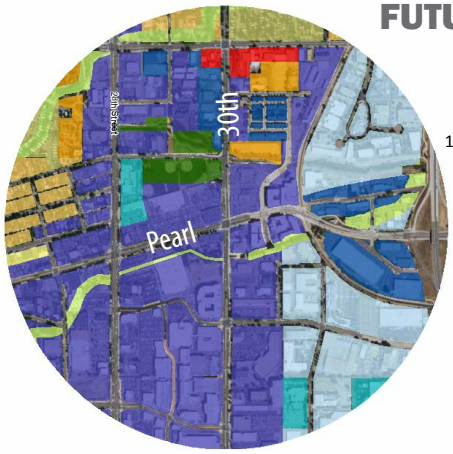
- Density does not support BRT
- Minimum Density (1.5 FAR; 15 DU/AC; 17 EMP/AC)
- Target Density (1.75 FAR; 25 DU/AC; 17+ EMP/AC)
- Optimal Density (2 FAR; 35+ DU/AC; 17+ EMP/AC)

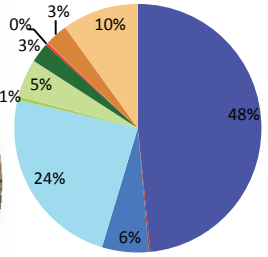
ZONING





FUTURE LAND USE





- Downtown
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- Public/Quasi Public
- Planned Development
- Development Reserve
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- Park
- Agricultural
- Industrial
- Light Industrial
- Public Lands
- Single-Family Residential
- Residential High
- Residential Medium
- Residential Low
- Estate Residential
- Manufactured Housing

Increase opportunities for easy north-south bike and pedestrian movement that connect into existing east-west trails.

55TH ST AND ARAPAHOE ROAD

COMPARABLE CONDITION	EXISTING/ZONING	FUTURE LAND USE	BRT OPTIMAL
PARKING Parking Spaces per Square Foot (sf)	.5 -5 spaces per 1,000 sf non-residential	.5 - 5 spaces per 1,000 sf non-residential	• No minimum parking requirements • Shared parking • Parking structures
SETBACK Front Setback	20' - 60' No Minimum on Business Main Street or Industrial Mixed Services	20' - 60' No Minimum on Main Street or Industrial Mixed Services	• Reduce setback to encourage a pedestrian scale
DEVELOPABLE % of Undeveloped Land Available for Development	8%		• Minimal vacant land or open space within 1/3 mile • Infill and redevelopment
CONNECTIVITY Nodes per Square Mile (m^2)	62 Nodes		• 150 intersections per m^2 or blocks with less than 4000' in length
TRANSIT Connections to Other Modes	Local & Regional Bus	Local & Regional Bus	• Both local and regional transit connections
BIKE/PEDESTRIAN Walking Connections	Local & Regional Trails	Local & Regional Trails	• Pedestrian and bike connection trails
PEDESTRIAN FLOW	Underpasses but minimal crosswalks	Underpasses but minimal crosswalks	• Designs should favor walking or biking over driving
OVERLAY Existing TOD or Redevelopment Overlay	Boulder Junction Access District	Boulder Junction Access District	• Existing density supported policies, guidelines, and incentives, and/or TOD overlays

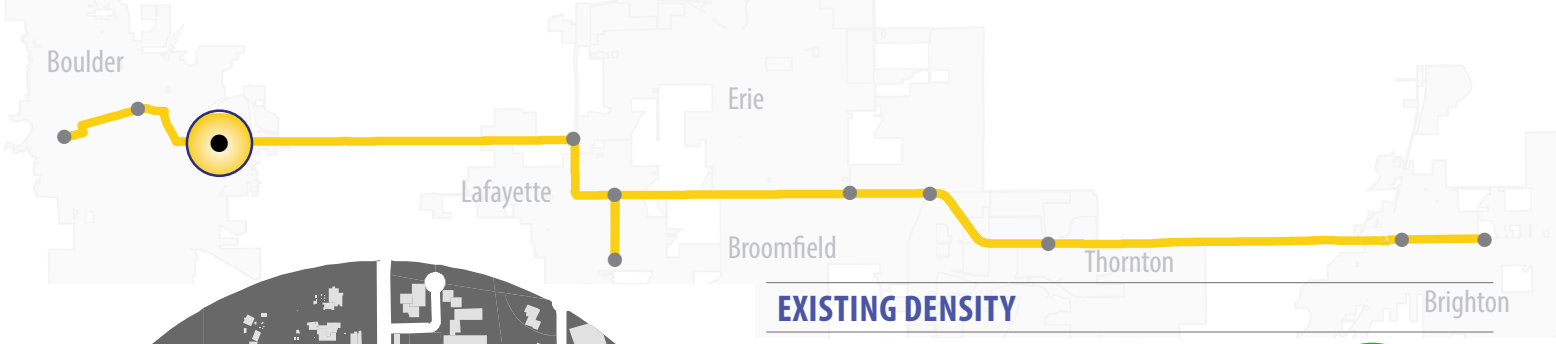
RECOMMENDATIONS

Increase densities within the Flatirons Industrial Park.

Increase residential densities along SH 7 while maintaining the diversity of housing types.

Increase the number of nodes and walkability between uses.

Continue to develop medical uses and support medical-related uses such as hotels, restaurants, etc.



EXISTING DENSITY

.6 FAR | 7.7 DU/AC | 25 EMP/AC

AREA WITH BRT SUPPORTIVE CODE

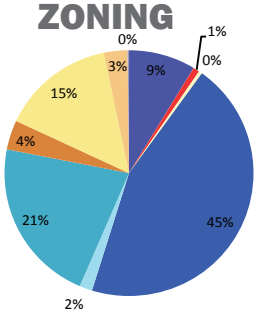
5% FAR | 4% DU/AC | 48% EMP/AC

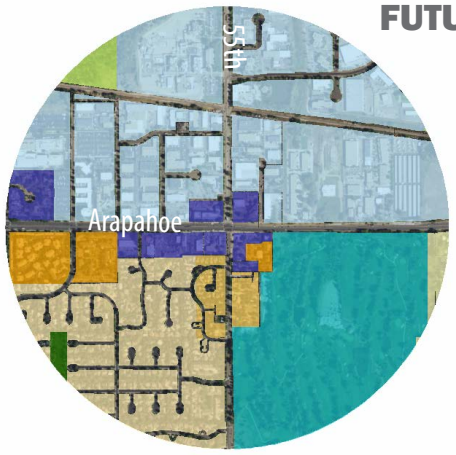
PLANNED DENSITY

.6 FAR | 7.7 DU/AC | 25 EMP/AC

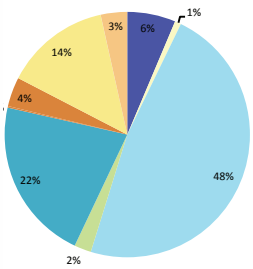
- Density does not support BRT
- Minimum Density (1.5 FAR; 15 DU/AC; 17 EMP/AC)
- Target Density (1.75 FAR; 25 DU/AC; 17+ EMP/AC)
- Optimal Density (2 FAR; 35+ DU/AC; 17+ EMP/AC)

ZONING





FUTURE LAND USE



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- Residential Low
- Estate Residential
- Manufactured Housing

Increase FAR standards and decrease parking standards within 1/4-mile of the transit station.

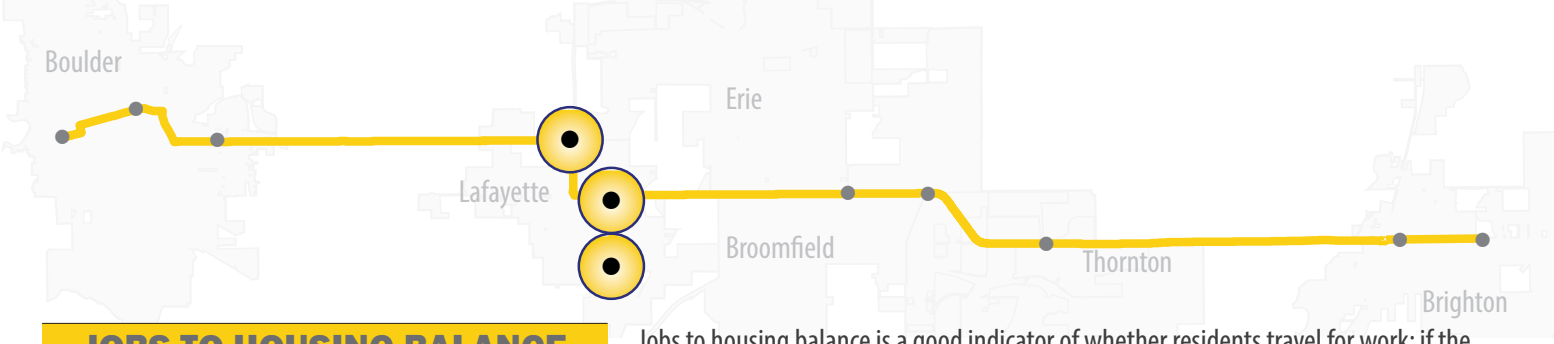
Unincorporated pockets of Boulder County should develop an overlay in this area to narrow the range of parking requirements and decrease maximum setbacks to create a more pedestrian-scale environment.

COMMUNITY PROFILE: CITY OF LAFAYETTE

With growing demand and available open lands, Lafayette has lots of great opportunity to generate TOD developments around the proposed station locations. Within Lafayette there is a great diversity of land uses adjacent to the proposed transit stops, density overlays may be appropriate in key locations to get the desired FAR and dwelling unit or employment density desired to facilitate active use of the BRT. Some shift in land use from commercial to higher density employment options may be appropriate downtown.

When developing these commercial areas limit the big-box model within 1/4-mile of the transit stop to facilitate walkability between uses. With the Downtown URA, mixed use development, take the opportunity to maximize the integration of supporting land uses such as residential and office. To reduce parking and setback in key locations where a TOD design will promote ridership, maximize access to the park n' rides and reduce parking requirements for those developments and re-developments.

Existing development precedents in Lafayette have suitable FARs to support intensive development. The comprehensive plan identifies a minimum number of dwelling units per acre, for high density there is a minimum of six. Create a TOD overlay with higher minimum densities closer to the BRT minimum of 15 dwelling units per acre to achieve the goal densities within 1/4-mile of a transit stop.

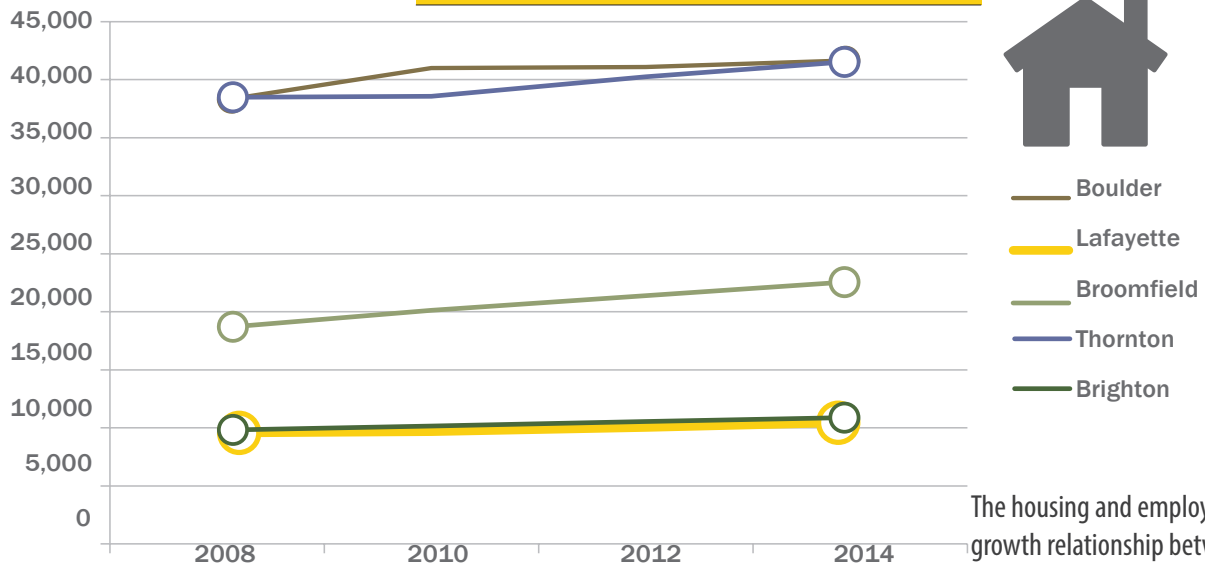


JOBS TO HOUSING BALANCE

1 : .8

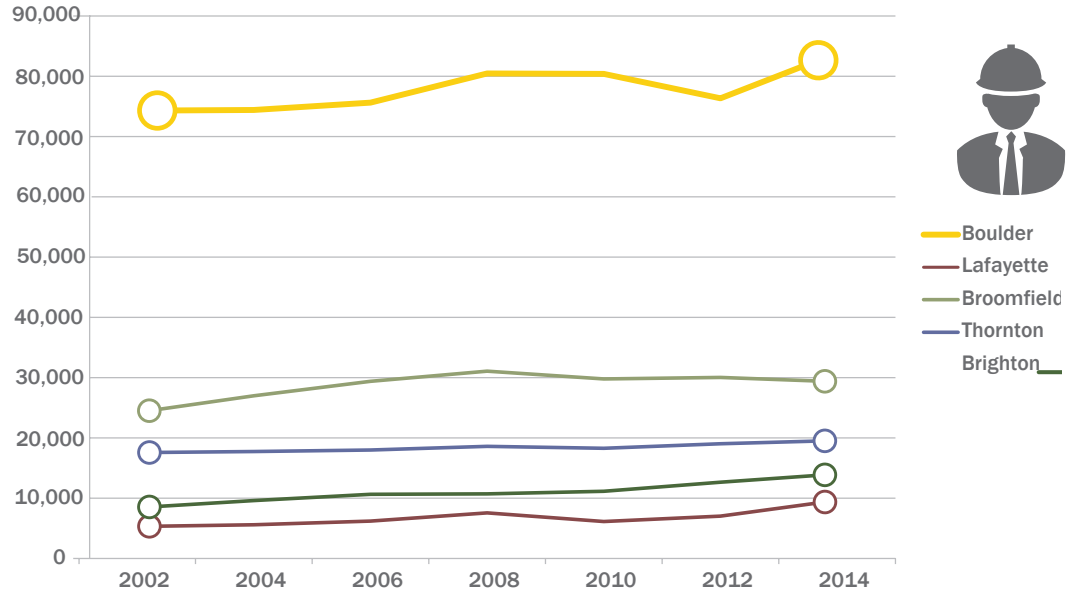
Jobs to housing balance is a good indicator of whether residents travel for work; if the densities of housing are supporting the workforce and vice versa; and tells the story about tax revenue sources. The ratio can also be indicative of a mismatch between job wages and household incomes. For example, more jobs than housing can mean that people cannot afford to live where they work.

HOUSING GROWTH OVER TIME

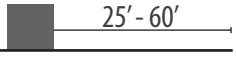


The housing and employment growth relationship between the communities along the corridor illustrates their general trajectory as well as the points in time where they have peaked in development or hit low points. It is helpful in predicting future growth patterns.

JOB GROWTH OVER TIME



US 287

COMPARABLE CONDITION	EXISTING/ZONING	FUTURE LAND USE	BRT OPTIMAL
PARKING Parking Spaces per Square Foot (sf)	1 -10 spaces per 1,000 sf non-residential 	1 - 10 spaces per 1,000 sf non-residential 	• No minimum parking requirements • Shared parking • Parking structures
SETBACK Front Setback	 RR has no min, T1, DR, & R1 require 45' at an Arterial	 Depends on if commercial development is County or Lafayette	• Reduce setback to encourage a pedestrian scale
DEVELOPABLE % of Undeveloped Land Available for Development		Redevelopment in progress	• Minimal vacant land or open space within 1/3 mile • Infill and redevelopment
CONNECTIVITY Nodes per Square Mile (m^2)	 80 Nodes	 Future development	• 150 intersections per m^2 or blocks with less than 4000' in length
TRANSIT Connections to Other Modes	 Local & Regional Bus	 Local & Regional Bus	• Both local and regional transit connections
BIKE/PEDESTRIAN Walking Connections	 Prince Reservoir #2 connection	 Regional in new development	• Pedestrian and bike connection trails
PEDESTRIAN FLOW	 Limited pedestrian crossings	 New crossings with development	• Designs should favor walking or biking over driving
OVERLAY Existing TOD or Redevelopment Overlay	 None currently	 None Currently	• Existing density supported policies, guidelines, and incentives, and/or TOD overlays

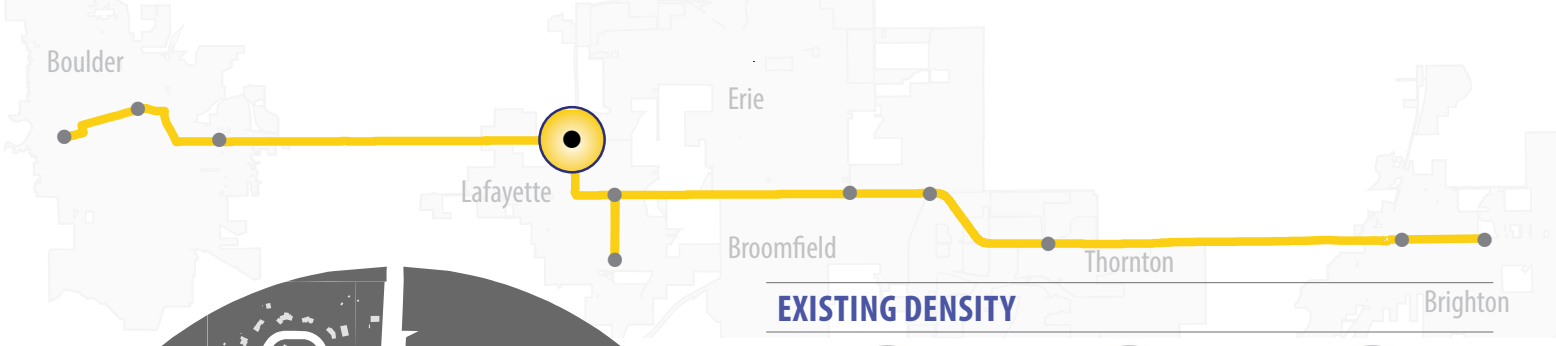
RECOMMENDATIONS

Continue to work with the Town of Erie and Boulder County to create transit-oriented development densities.

Increase the density of housing from medium-density to high-density where development has not yet occurred.

Create a pedestrian-scale commercial area with minimum setbacks.

Utilize the proposed Park n' Ride to reduce commercial parking requirements.



EXISTING DENSITY

.6 FAR | 7.2 DU/AC | .8 EMP/AC

AREA WITH BRT SUPPORTIVE CODE

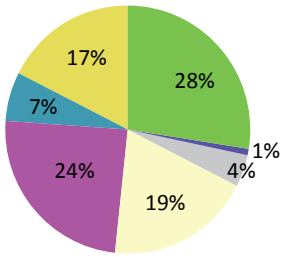
30% FAR | 0% DU/AC | 6% EMP/AC

PLANNED DENSITY

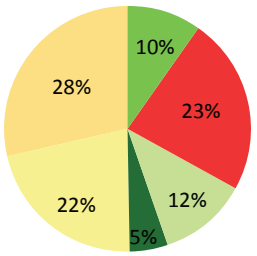
.6 FAR | 8.4 DU/AC | 3.3 EMP/AC

- Density does not support BRT
- Minimum Density (1.5 FAR; 15 DU/AC; 17 EMP/AC)
- Target Density (1.75 FAR; 25 DU/AC; 17+ EMP/AC)
- Optimal Density (2 FAR; 35+ DU/AC; 17+ EMP/AC)

ZONING



FUTURE LAND USE



- Downtown
- Business
- Commercial
- Mixed Use
- Public/Quasi Public
- Planned Development
- Development Reserve
- TOD
- Open Space
- Park
- Agricultural
- Industrial
- Light Industrial
- Public Lands
- Single-Family Residential
- Residential High
- Residential Medium
- Residential Low
- Estate Residential
- Manufactured Housing

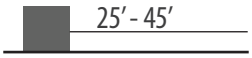
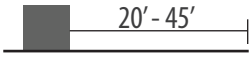
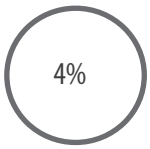
Extend the regional trail system to this area and increase pedestrian crossings across US 287 and SH 7.

Ensure ease of pedestrian access and walkability between the commercial areas at the US 287 and SH 7 intersection.

Enhance the corner of US 287 and SH 7 into a welcoming gateway and featured entrance for Erie and Lafayette.

SOUTH PUBLIC ROAD

Serving Lafayette at SH 7 & Public Road and/or at South Boulder Road & Public Road are both viable options; the final routing pattern(s) will be determined in future studies.

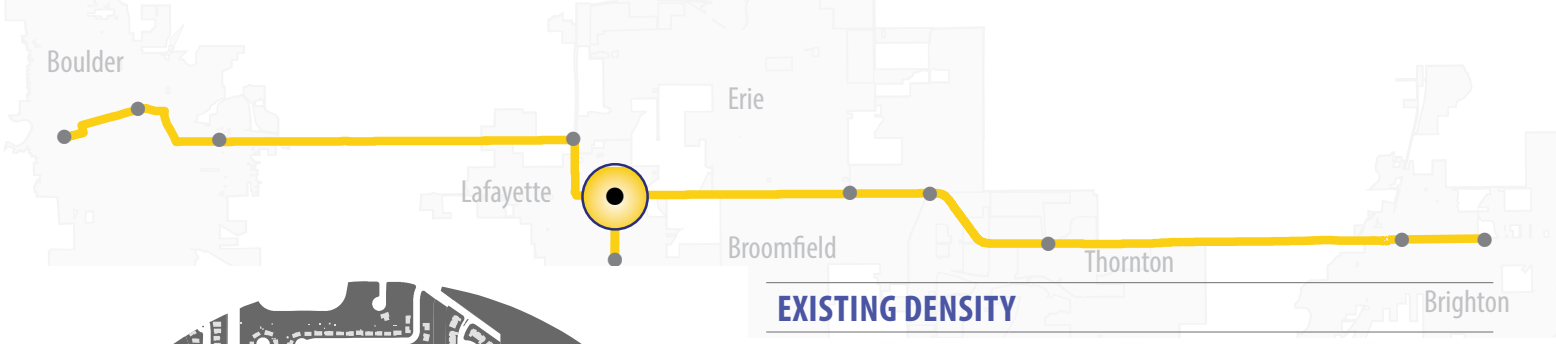
COMPARABLE CONDITION	EXISTING/ZONING	FUTURE LAND USE	BRT OPTIMAL
PARKING Parking Spaces per Square Foot (sf)	2 -10 spaces per 1,000 sf non-residential 	2.5 - 10 spaces per 1,000 sf non-residential 	• No minimum parking requirements • Shared parking • Parking structures
SETBACK Front Setback	 RR has no min, T1, DR, & R1 require 45' at an Arterial	 Commercial setback requirements are less than Transitional Business	• Reduce setback to encourage a pedestrian scale
DEVELOPABLE % of Undeveloped Land Available for Development		Redevelopment in progress	• Minimal vacant land or open space within 1/3 mile • Infill and redevelopment
CONNECTIVITY Nodes per Square Mile (m^2)	 136 Nodes		• 150 intersections per m^2 or blocks with less than 4000' in length
TRANSIT Connections to Other Modes	 Local Bus	 Local & Regional Bus	• Both local and regional transit connections
BIKE/PEDESTRIAN Walking Connections	 Local trails	 Local trails	• Pedestrian and bike connection trails
PEDESTRIAN FLOW	 Limited pedestrian crossings	 New crossings with development	• Designs should favor walking or biking over driving
OVERLAY Existing TOD or Redevelopment Overlay	 None currently	 Urban Renewal District Public Road	• Existing density supported policies, guidelines, and incentives, and/or TOD overlays

RECOMMENDATIONS

Within this area, adjust the minimum density for High-Density Residential from 12 DU/acre to 20 DU/ acre.

Continue to create a vertical mixed use area along South Public Road in the Urban Renewal District to encourage density.

Identify a year by which to reach target densities within the Urban Renewal District. If the target year elapses without reaching densities, apply a form-based code overlay.



EXISTING DENSITY

1 FAR | 20 DU/AC | 4 EMP/AC

AREA WITH BRT SUPPORTIVE CODE

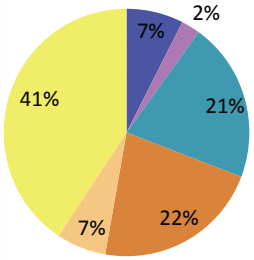
37% FAR | 0% DU/AC | 0% EMP/AC

PLANNED DENSITY

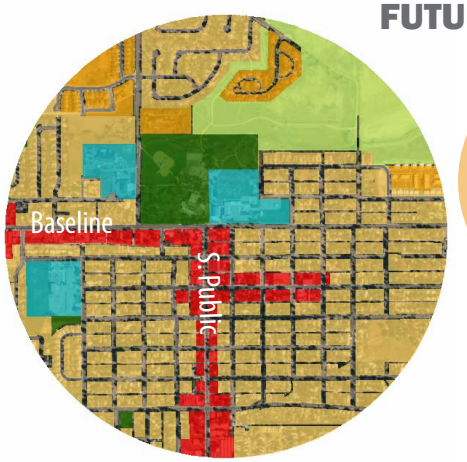
1+ FAR | 21+ DU/AC | 4+ EMP/AC

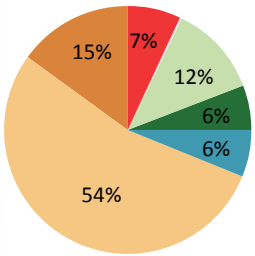
- Density does not support BRT
- Minimum Density (1.5 FAR; 15 DU/AC; 17 EMP/AC)
- Target Density (1.75 FAR; 25 DU/AC; 17+ EMP/AC)
- Optimal Density (2 FAR; 35+ DU/AC; 17+ EMP/AC)

ZONING



FUTURE LAND USE





- Downtown
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- Planned Development
- Development Reserve
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- Open Space
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- Industrial
- Light Industrial
- Public Lands
- Single-Family Residential
- Residential High
- Residential Medium
- Residential Low
- Estate Residential
- Manufactured Housing

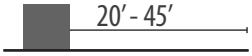
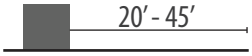
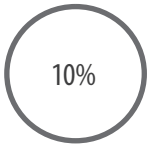
Extend the regional trail system into Downtown. Apply minimum setbacks in walkable areas.

Reduce the maximum number of parking areas in B1, DR, and T1 zoning categories for Downtown.

Consider more high-intensity employment future land use in Downtown.

PUBLIC ROAD AND SOUTH BOULDER ROAD

Serving Lafayette at SH 7 & Public Road and/or at South Boulder Road & Public Road are both viable options; the final routing pattern(s) will be determined in future studies.

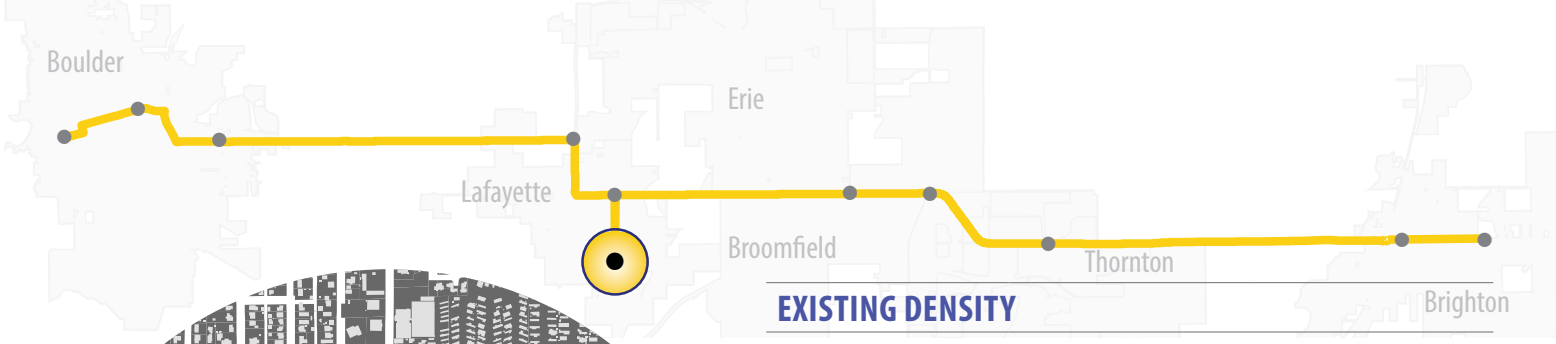
COMPARABLE CONDITION	EXISTING/ZONING	FUTURE LAND USE	BRT OPTIMAL
PARKING Parking Spaces per Square Foot (sf)	2 -10 spaces per 1,000 sf non-residential 	2 - 10 spaces per 1,000 sf non-residential 	• No minimum parking requirements • Shared parking • Parking structures
SETBACK Front Setback			• Reduce setback to encourage a pedestrian scale
DEVELOPABLE % of Undeveloped Land Available for Development		Redevelopment in progress	• Minimal vacant land or open space within 1/3 mile • Infill and redevelopment
CONNECTIVITY Nodes per Square Mile (m^2)	 132 Nodes	 Future development	• 150 intersections per m^2 or blocks with less than 4000' in length
TRANSIT Connections to Other Modes	 Local & Regional Bus	 Local & Regional Bus	• Both local and regional transit connections
BIKE/PEDESTRIAN Walking Connections	 Local & Regional Trails	 Local & Regional Trails	• Pedestrian and bike connection trails
PEDESTRIAN FLOW	 Large blocks and large parking areas	 Development & redevelopment opportunities	• Designs should favor walking or biking over driving
OVERLAY Existing TOD or Redevelopment Overlay	 None currently	 Urban Renewal District Public Road	• Existing density supported policies, guidelines, and incentives, and/or TOD overlays

RECOMMENDATIONS

Continue to increase overall housing densities and housing diversity options.

Reduce parking in new development, and redevelopment within a 1/4 mile of the transit stop and create shorter pedestrian-scale blocks with a mix of walkable destinations.

Continue to increase the number of local and regional bus routes as demand increases.



EXISTING DENSITY

.44 FAR | 8 DU/AC | 9 EMP/AC

AREA WITH BRT SUPPORTIVE CODE

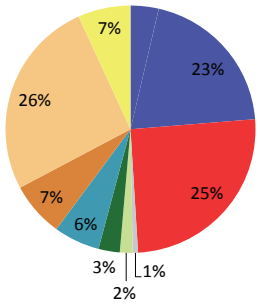
67% FAR | 0% DU/AC | 0% EMP/AC

PLANNED DENSITY

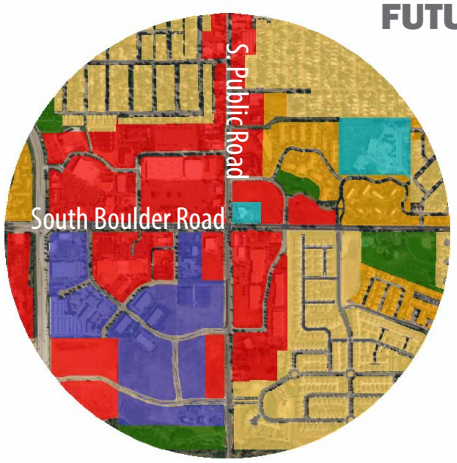
1.2 + FAR | 8+ DU/AC | 10+ EMP/AC

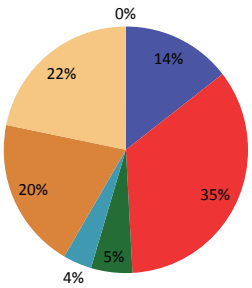
- Density does not support BRT
- Minimum Density (1.5 FAR; 15 DU/AC; 17 EMP/AC)
- Target Density (1.75 FAR; 25 DU/AC; 17+ EMP/AC)
- Optimal Density (2 FAR; 35+ DU/AC; 17+ EMP/AC)

ZONING



FUTURE LAND USE





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- Residential Low
- Estate Residential
- Manufactured Housing

Increase the number of local trails for improved connectivity to Downtown.

Accommodate pedestrian-scale landscaping and amenities within commercial and industrial areas south of South Boulder Road.

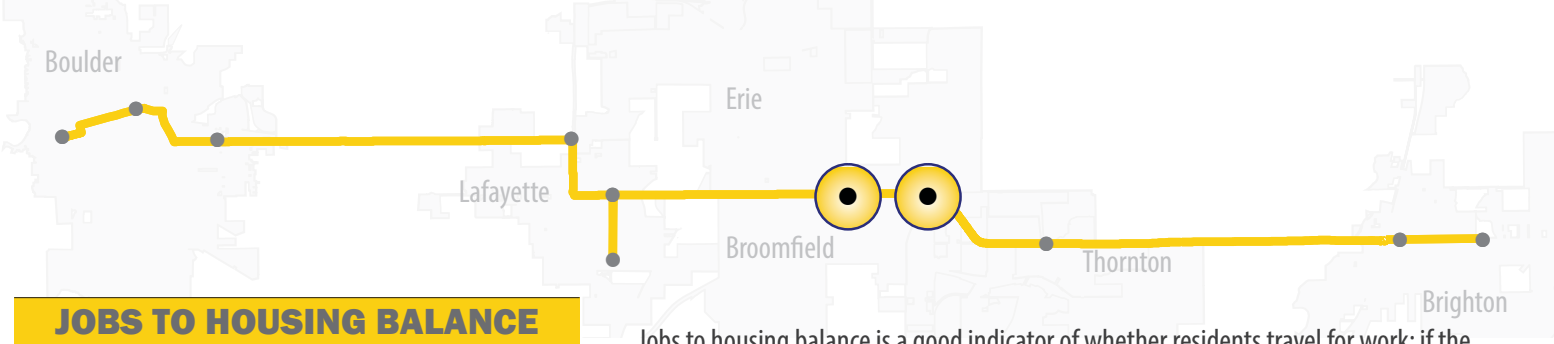
Install wayfinding signage around transit stops towards Downtown, north of South Boulder Road.

COMMUNITY PROFILE: CITY AND COUNTY OF BROOMFIELD

The portion of Broomfield that fronts SH 7 is primarily PUD. The plans for North Park, and Palisade Park illustrate high density multi-use designs with a diversity of employment and housing types. These PUDs predict to be developed as a major employment and housing center for the region. These uses are highly conducive to a successful BRT. Because this is greenfield development, projects should be phased to the best degree possible to develop adjacent to the highway first. Commercial development adjacent to the transit stop should reflect a pedestrian scale, with buildings set forward, limited continuous parking lot area, easy highway crossings. One possibility to enforce these walkable standards could be a form-based-code overlay that promotes walkability directly adjacent to the stop. There should be a mix of commercial development types; however any large big box models with large parking lots should be avoided within 1/4-mile of the stop.

Currently, planned development within the Highlands development is single family. Increasing the density directly behind the commercial area fronting State Highway 7 within walking distance of the transit stop and gradually transitioning to single-family residential land uses around that area could increase the overall residential density for the transit stop.

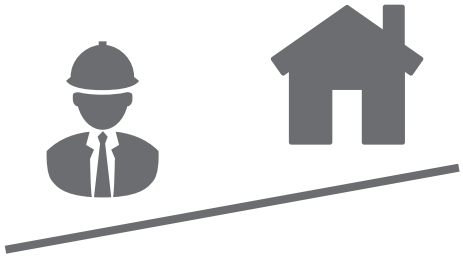
Broomfield should also continue planning for future connections to areas that currently have small populations but are staged to grow. These connections to regional trails, and other regional bus routes will continue to make these developments successful as other surrounding areas grow.



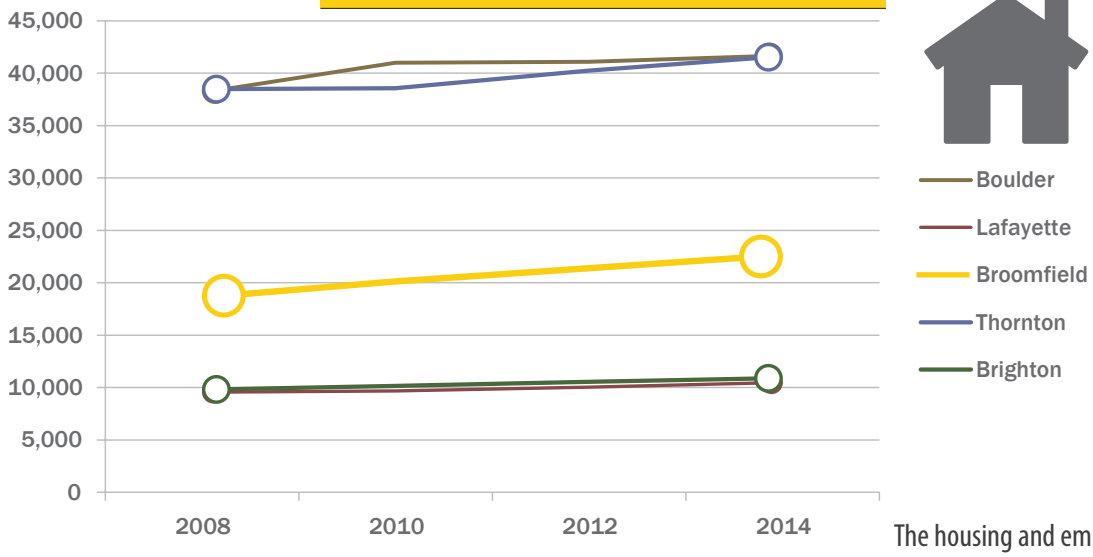
JOBS TO HOUSING BALANCE

1.1 : 1

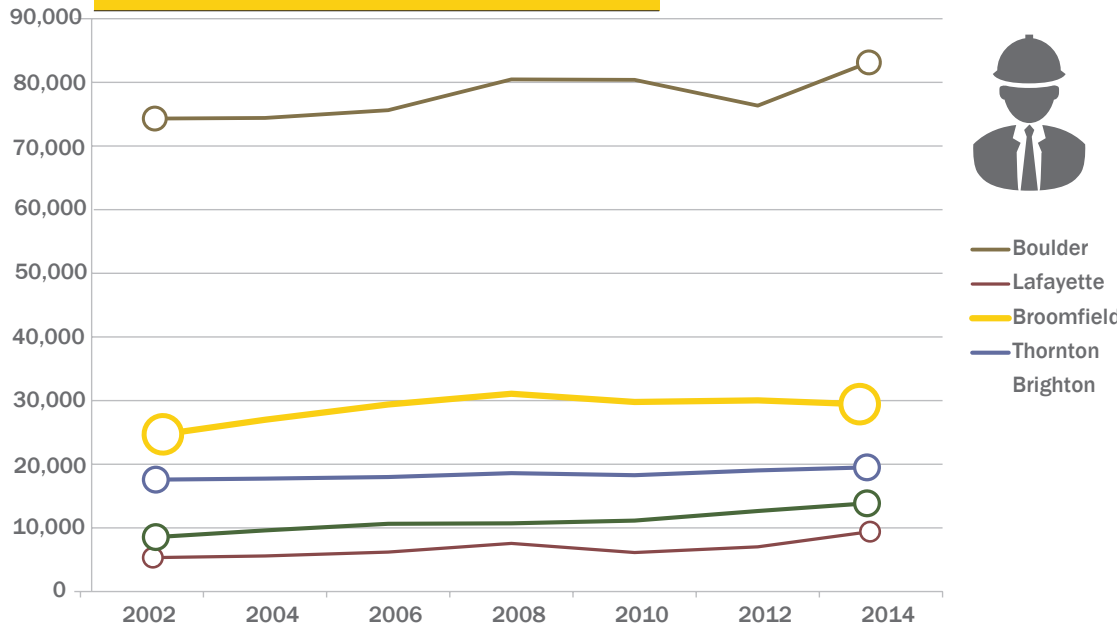
Jobs to housing balance is a good indicator of whether residents travel for work; if the densities of housing are supporting the workforce and vice versa; and tells the story about tax revenue sources. The ratio can also be indicative of a mismatch between job wages and household incomes. For example, more jobs than housing can mean that people cannot afford to live where they work.



HOUSING GROWTH OVER TIME



JOB GROWTH OVER TIME



The housing and employment growth relationship between the communities along the corridor illustrates their general trajectory as well as the points in time where they have peaked in development or hit low points. It is helpful in predicting future growth patterns.

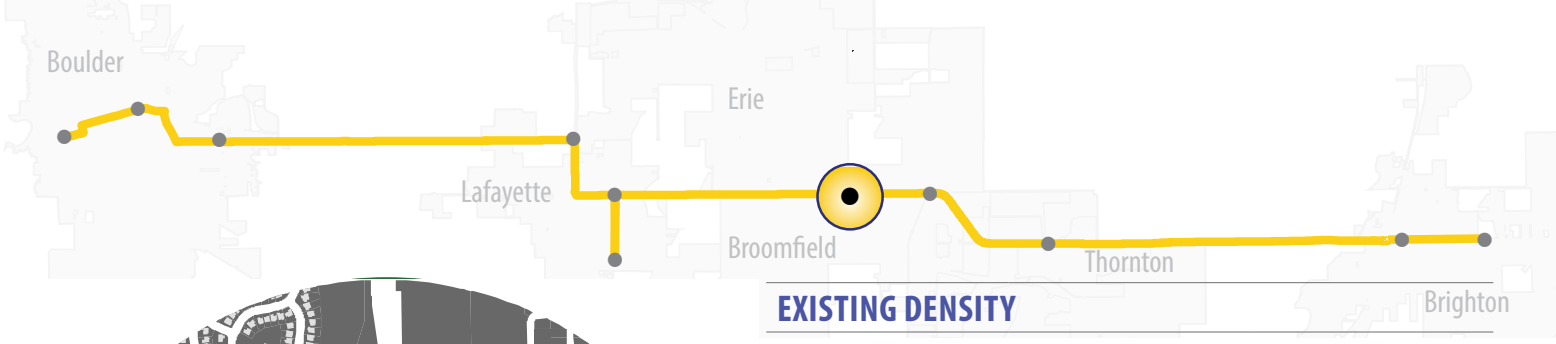
SHERIDAN PARKWAY

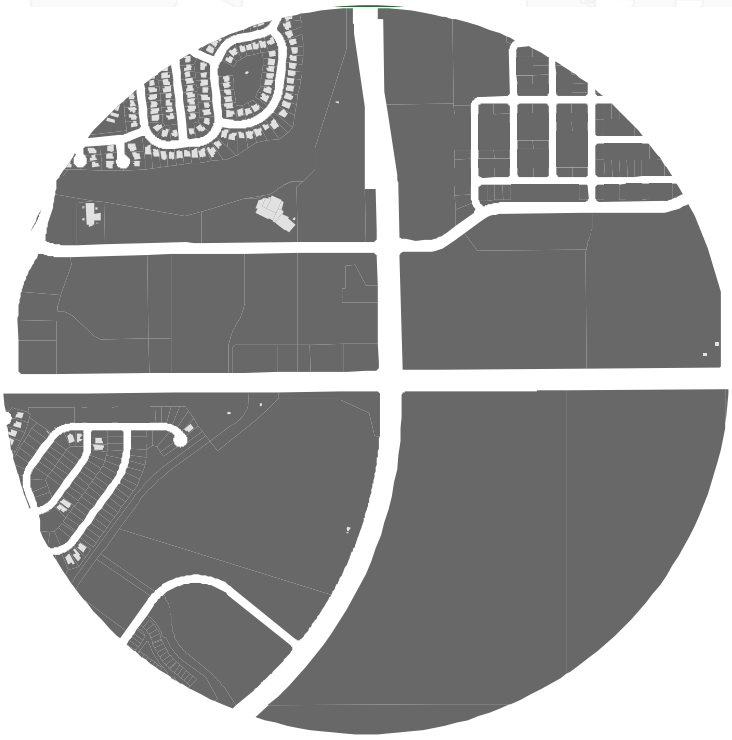
COMPARABLE CONDITION	EXISTING/ZONING	FUTURE LAND USE	BRT OPTIMAL
PARKING Parking Spaces per Square Foot (sf)	2 - 6 spaces per 1,000 sf non-residential	2 - 6 spaces per 1,000 sf non-residential	• No minimum parking requirements • Shared parking • Parking structures
SETBACK Front Setback	25′	25′	• Reduce setback to encourage a pedestrian scale
DEVELOPABLE % of Undeveloped Land Available for Development	76%	Redevelopment in progress	• Minimal vacant land or open space within 1/3 mile • Infill and redevelopment
CONNECTIVITY Nodes per Square Mile (m^2)	20 Nodes	Future development	• 150 intersections per m^2 or blocks with less than 4000′ in length
TRANSIT Connections to Other Modes	None currently	Local & Regional Bus	• Both local and regional transit connections
BIKE/PEDESTRIAN Walking Connections	Local & Regional Trails	Local & Regional Trails	• Pedestrian and bike connection trails
PEDESTRIAN FLOW	Undeveloped	Crosswalks, sidewalks, & small blocks	• Designs should favor walking or biking over driving
OVERLAY Existing TOD or Redevelopment Overlay	None currently	None currently	• Existing density supported policies, guidelines, and incentives, and/or TOD overlays

RECOMMENDATIONS

Limit large lot commercial development and encourage pedestrian-scale commercial.

Create a mix of commercial types that provide high-intensity employment such as office and flex, and supporting commercial services such as restaurants.





EXISTING DENSITY

.14 FAR | 2 DU/AC | 0 EMP/AC

AREA WITH BRT SUPPORTIVE CODE

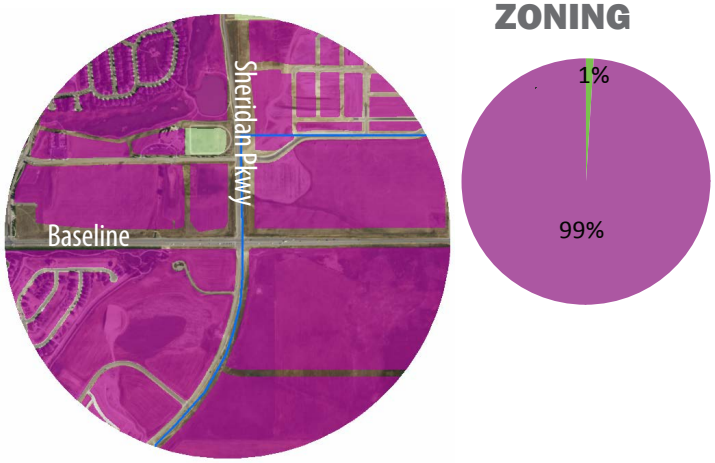
24 % FAR | 0% DU/AC | 71% EMP/AC

PLANNED DENSITY

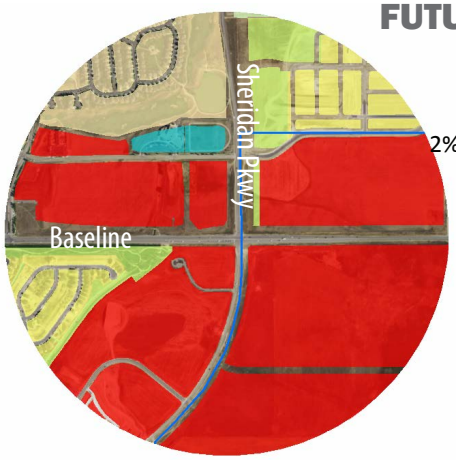
.91+ FAR | 15+ DU/AC | 12 + EMP/AC

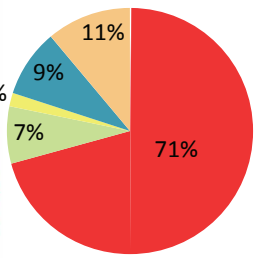
- Density does not support BRT
- Minimum Density (1.5 FAR; 15 DU/AC; 17 EMP/AC)
- Target Density (1.75 FAR; 25 DU/AC; 17+ EMP/AC)
- Optimal Density (2 FAR; 35+ DU/AC; 17+ EMP/AC)

ZONING



FUTURE LAND USE





- Downtown
- Business
- Commercial
- Mixed Use
- Public/Quasi Public
- Planned Development
- Development Reserve
- TOD
- Open Space
- Park
- Agricultural
- Industrial
- Light Industrial
- Public Lands
- Single-Family Residential
- Residential High
- Residential Medium
- Residential Low
- Estate Residential
- Manufactured Housing

Incorporate higher density residential uses instead of planned single-family residential within 1/4-mile of the station location.

Increase trail connections and pedestrian crossings across SH 7 to increase movement between the four commercial corners.

Maintain scale and block size as identified in the North Park PUD Plan.

I-25

COMPARABLE CONDITION	EXISTING/ZONING	FUTURE LAND USE	BRT OPTIMAL
PARKING Parking Spaces per Square Foot (sf)	2 -6 spaces per 1,000 sf non-residential	0 -6 spaces per 1,000 sf non-residential* *TOD has no Min	• No minimum parking requirements • Shared parking • Parking structures
SETBACK Front Setback	25′	20′- 30′	• Reduce setback to encourage a pedestrian scale
DEVELOPABLE % of Undeveloped Land Available for Development	82%	Redevelopment in progress	• Minimal vacant land or open space within 1/3 mile • Infill and redevelopment
CONNECTIVITY Nodes per Square Mile (m^2)	11 Nodes	Future development	• 150 intersections per m^2 or blocks with less than 4000′ in length
TRANSIT Connections to Other Modes	None currently	Local & Regional Bus	• Both local and regional transit connections
BIKE/PEDESTRIAN Walking Connections	Local & Regional Trails	Local & Regional Trails	• Pedestrian and bike connection trails
PEDESTRIAN FLOW	Undeveloped	Planned I-25 pedestrian crossing	• Designs should favor walking or biking over driving
OVERLAY Existing TOD or Redevelopment Overlay	None currently	TOD future land use district	• Existing density supported policies, guidelines, and incentives, and/or TOD overlays

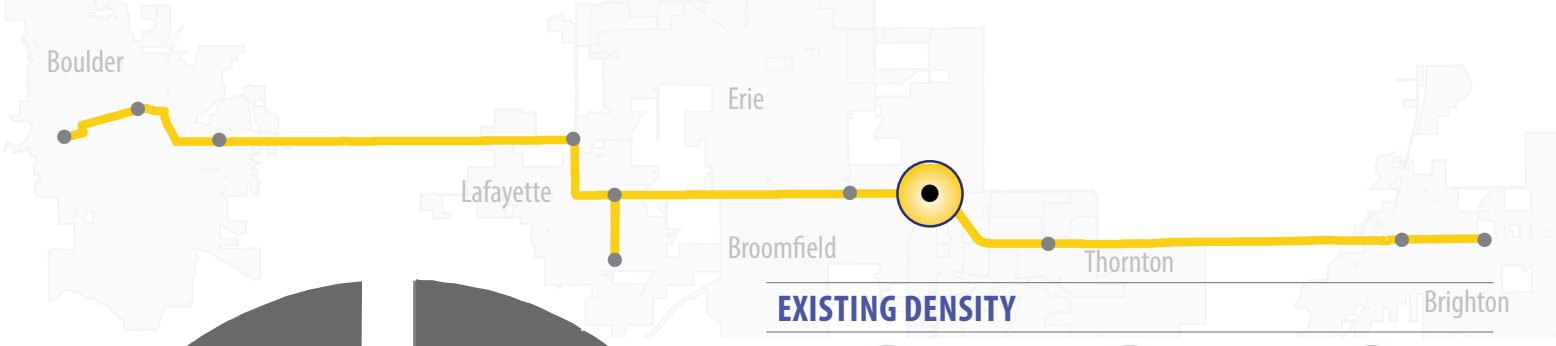
RECOMMENDATIONS

Require areas of pedestrian-scale, walkable commercial and office development intermixed in the larger commercial development.

Provide paths or sidewalks directly from adjacent high-density and medium-density residential land uses to the station.

Continue to work with adjacent governments to provide complementary services, land uses, and design guidelines.

Create a pedestrian bridge across I-25 to remove major pedestrian barriers.



EXISTING DENSITY

.2 FAR | 0 DU/AC | 1.5 EMP/AC

AREA WITH BRT SUPPORTIVE CODE

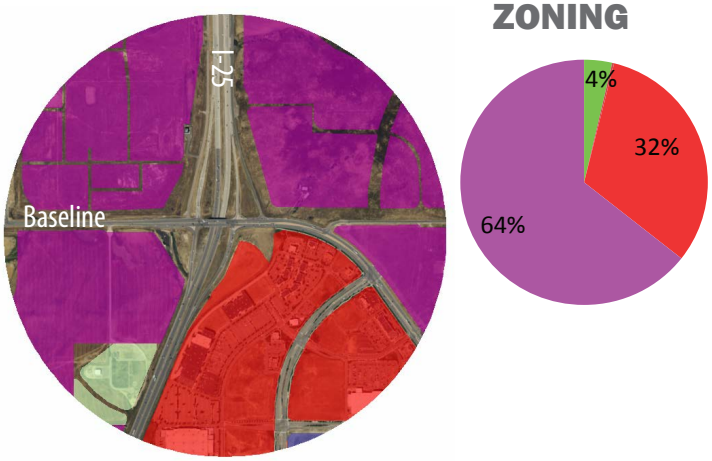
57 % FAR | 16 % DU/AC | 95 % EMP/AC

PLANNED DENSITY

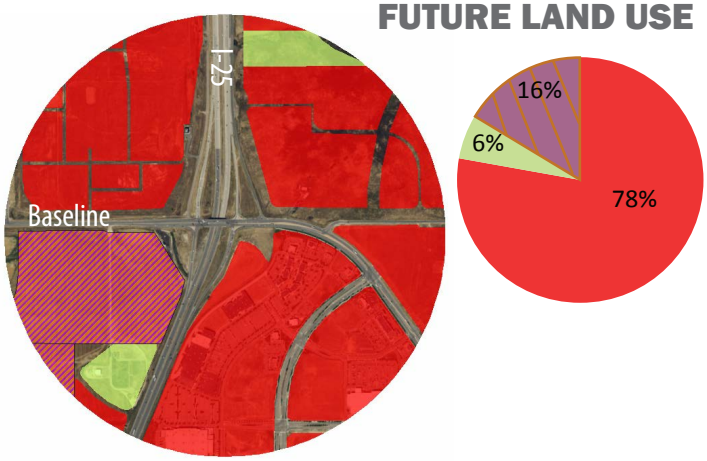
.97 + FAR | 11+ DU/AC | 24 + EMP/AC

- Density does not support BRT
- Minimum Density (1.5 FAR; 15 DU/AC; 17 EMP/AC)
- Target Density (1.75 FAR; 25 DU/AC; 17+ EMP/AC)
- Optimal Density (2 FAR; 35+ DU/AC; 17+ EMP/AC)

ZONING



FUTURE LAND USE



- Downtown
- Business
- Commercial
- Mixed Use
- Public/Quasi Public
- Planned Development
- Development Reserve
- TOD
- Open Space
- Park
- Agricultural
- Industrial
- Light Industrial
- Public Lands
- Single-Family Residential
- Residential High
- Residential Medium
- Residential Low
- Estate Residential
- Manufactured Housing

Prioritize filling in and densifying Larkridge before promoting greenfield development on adjacent sites.

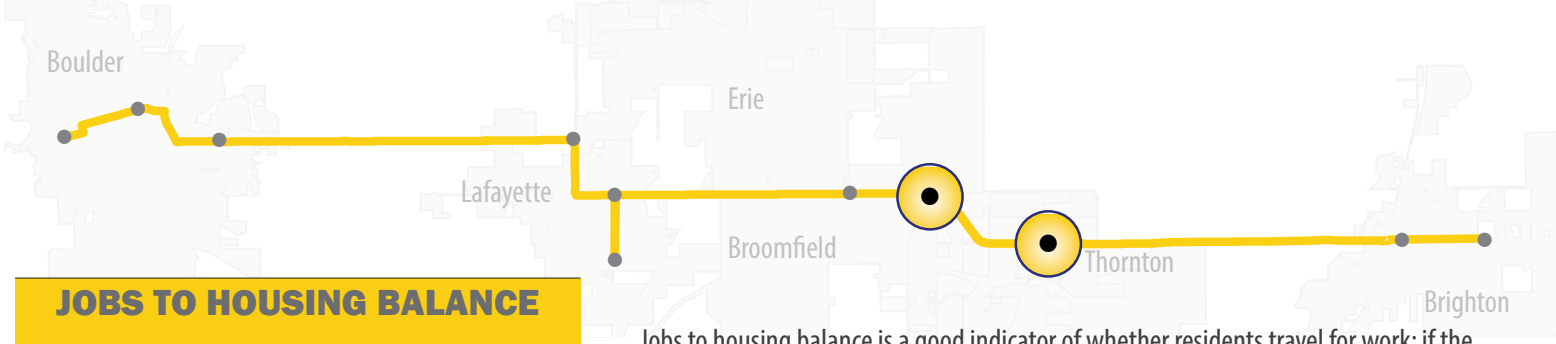
Promote vertical development on existing sites before expanding to more commercial development.

COMMUNITY PROFILE: CITY OF THORNTON

Thornton, like Broomfield is also in the midst of a development boom especially for the areas directly adjacent to SH 7 and I-25. The result of the planned developments will dramatically increase the number of jobs and homes in the area. Mixed use developments in other locations within Thornton have an FAR of 4.0 highlighting the density that is possible around the mixed use area. Currently parking requirements for restaurants and service areas require 1 space for every 150 square feet of space and retail shops and banks require 1 space for every 200 square feet. Consider reducing this parking requirement within 1/4-mile of the transit stop. Considerations should be taken to apply some of the TOD code elements to the Mixed Use area such as a 10% parking reduction. Thornton should ensure a high number of residents and employees per acre by requiring the maximum densities identified in the comprehensive plan for transit stop areas. Existing plans for the area will increase the average dwelling units per acre and employment per acre. Encourage development adjacent to the proposed transit stops before expanding outward to develop the catalyst target densities.

With the proposed high density mixed use development at the North Metro station site, consider gradually transitioning to the existing adjacent low density residential developments. With new development, also promote small, walkable block sizes that encourage a high level of connectivity to the existing developments. Also at the North Metro Station, anticipate flooding events and orient development to celebrate the open space adjacent to Big Dry Creek.

Thornton should continue to work with Adams County and to anticipate high-density developments in future annex areas directly adjacent to the proposed stops. Efforts to continue to work with the City and County of Broomfield to increase ease of movement between cities and develop complementary land uses will also improve the success of transit in the area.

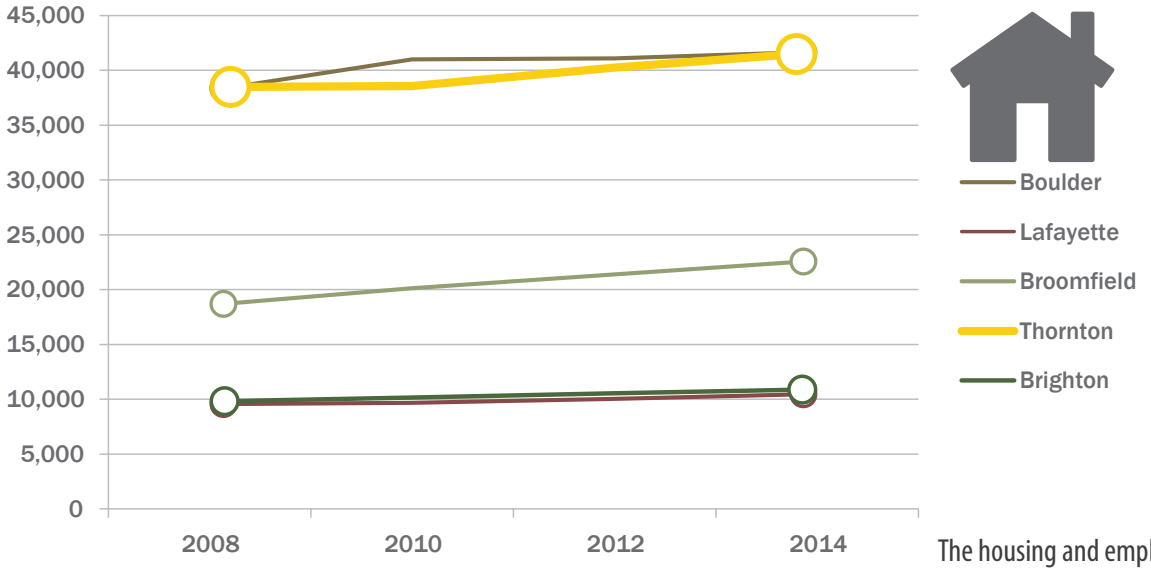


JOBS TO HOUSING BALANCE

.4 : 1

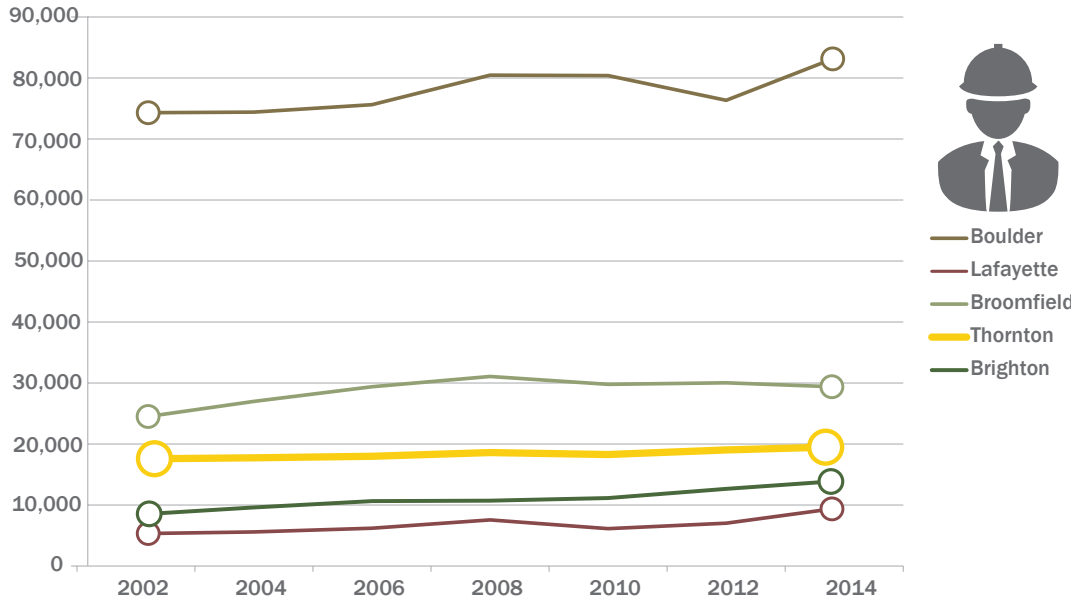
Jobs to housing balance is a good indicator of whether residents travel for work; if the densities of housing are supporting the workforce and vice versa; and tells the story about tax revenue sources. The ratio can also be indicative of a mismatch between job wages and household incomes. For example, more jobs than housing can mean that people cannot afford to live where they work.

HOUSING GROWTH OVER TIME



The housing and employment growth relationship between the communities along the corridor illustrates their general trajectory as well as the points in time where they have peaked in development or hit low points. It is helpful in predicting future growth patterns.

JOB GROWTH OVER TIME



NORTH METRO STATION

COMPARABLE CONDITION	EXISTING/ZONING	FUTURE LAND USE	BRT OPTIMAL
PARKING Parking Spaces per Square Foot (sf)	2 -5 spaces per 1,000 sf non-residential	1.8 -4.5 spaces per 1,000 sf non-residential* *10% parking reduction for TOD	• No minimum parking requirements • Shared parking • Parking structures
SETBACK Front Setback	20' - 50'	15' - 50' *Assumption that mixed use is lodging, office, and residential	• Reduce setback to encourage a pedestrian scale
DEVELOPABLE % of Undeveloped Land Available for Development	74%	Redevelopment in progress	• Minimal vacant land or open space within 1/3 mile • Infill and redevelopment
CONNECTIVITY Nodes per Square Mile (m^2)	8 Nodes	Future development	• 150 intersections per m^2 or blocks with less than 4000' in length
TRANSIT Connections to Other Modes	None currently	Local & Regional Bus	• Both local and regional transit connections
BIKE/PEDESTRIAN Walking Connections	Local & Regional Trails	Local & Regional Trails	• Pedestrian and bike connection trails
PEDESTRIAN FLOW	Undeveloped	Crosswalks and increased connectivity	• Designs should favor walking or biking over driving
OVERLAY Existing TOD or Redevelopment Overlay	None currently	None currently	• Existing density supported policies, guidelines, and incentives, and/or TOD overlays

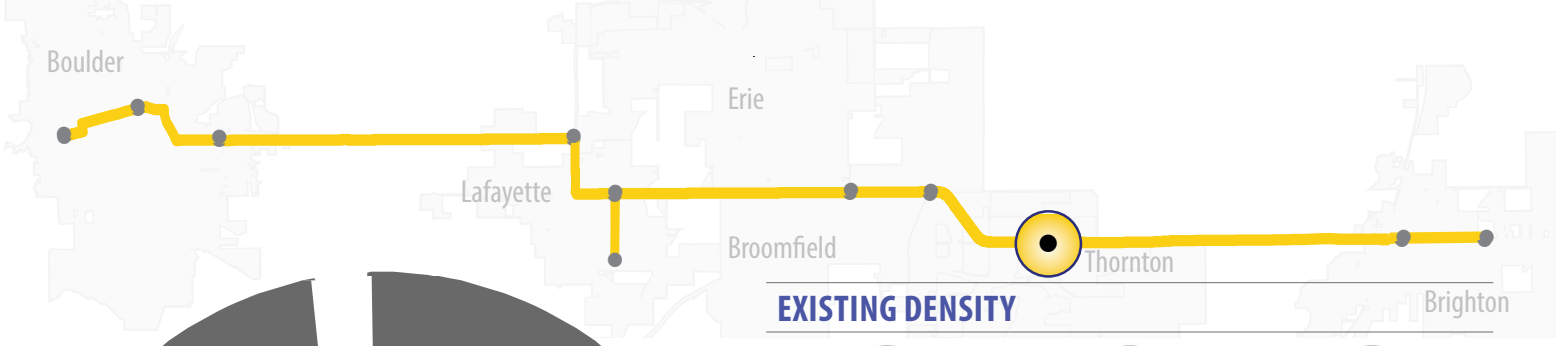
RECOMMENDATIONS

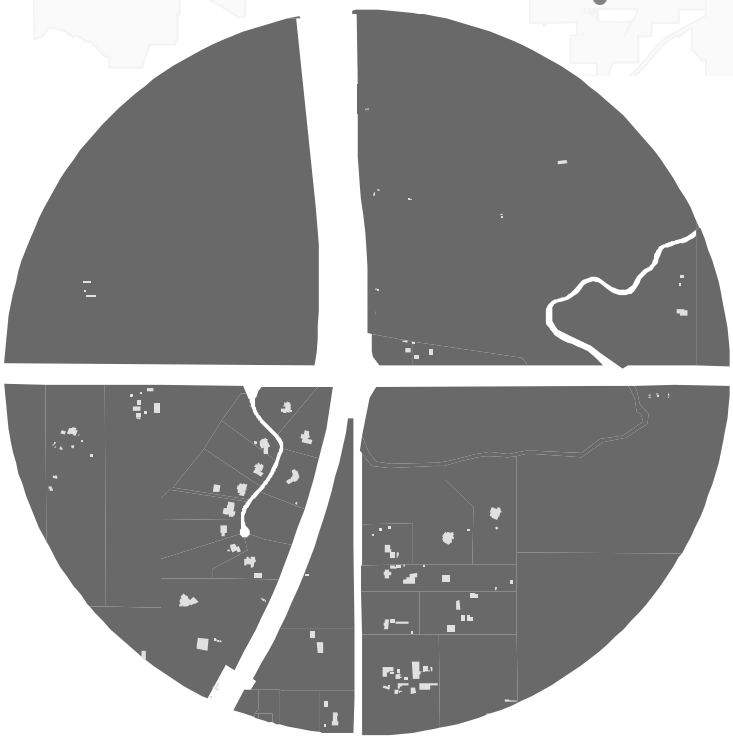
Protect and celebrate the adjacent floodplain and open space access.

Utilize the mixed use development area to encourage high-density residential and supportive walkable commercial areas.

Densify undeveloped medium-density residential areas.

Continue to ensure regional trail connections as development occurs, to allow transit users from the greater area to access the transit stop.





EXISTING DENSITY

.1 FAR | 1.3 DU/AC | 0 EMP/AC

AREA WITH BRT SUPPORTIVE CODE

81% FAR | 55% DU/AC | 39 % EMP/AC

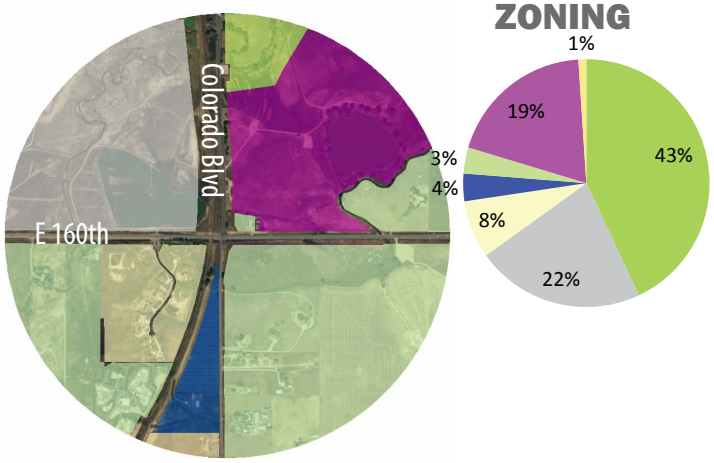
PLANNED DENSITY

*Mixed use included

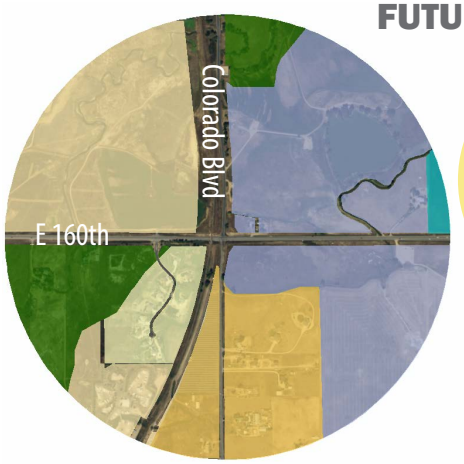
2.2 + FAR | 8+ DU/AC | 19+ MU EMP/AC

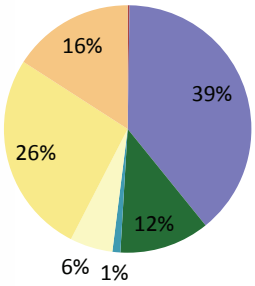
- Density does not support BRT
- Minimum Density (1.5 FAR; 15 DU/AC; 17 EMP/AC)
- Target Density (1.75 FAR; 25 DU/AC; 17+ EMP/AC)
- Optimal Density (2 FAR; 35+ DU/AC; 17+ EMP/AC)

ZONING



FUTURE LAND USE





- Downtown
- Business
- Commercial
- Mixed Use
- Public/Quasi Public
- Planned Development
- Development Reserve
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- Open Space
- Park
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- Industrial
- Light Industrial
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- Single-Family Residential
- Residential High
- Residential Medium
- Residential Low
- Estate Residential
- Manufactured Housing

Ensure new development does not compromise the character of the existing low-density residential while anticipating the far distant future of low density residential re-development.

Create short blocks with many points of connection in new development.

COMMUNITY PROFILE: CITY OF BRIGHTON

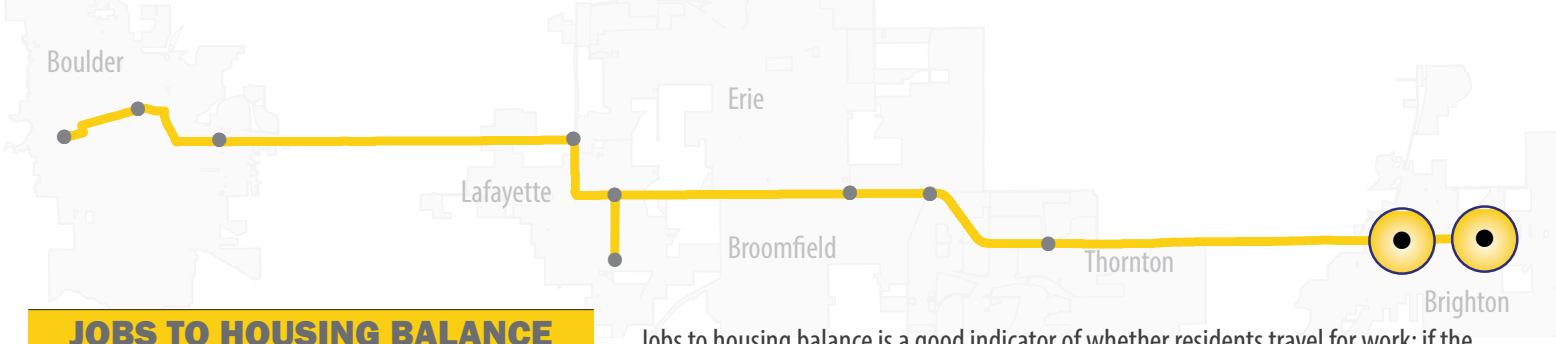
Like Boulder, Downtown Brighton is also a developed historic community with short blocks, diverse land uses and ease of walkability. Infill development should continue to promote the high level of connectivity and decrease the number of parking spaces while maintaining the historic charm of downtown. To promote better pedestrian flow, increase the number of sidewalks across SH 7 in downtown. Maximum densities and FARs should be applied per each land use within 1/4-mile of the proposed stop.

The proposed station at 27th Street is mostly undeveloped and provides opportunity for a dense development that capitalizes on the existing Brighton Lateral and Fulton Ditch Trails to promote non-motorized mobility to the stop. Within this area, introduce pockets of office or light industrial to increase the density of employees in this area.

In some of the land uses adjacent to the 27th street stop, areas of unincorporated Adams county are zoned as A1 residential. The future land use for Brighton shows those areas as annexed with low density residential in the future. The future land uses should have pockets of higher density residential within ¼ mile of the station to increase density. Brighton should continue to work with Adams County and ensure that the development of those areas match the intended future residential density of land uses within proposed annexation areas within 1/2-mileof the proposed transit stops.

As the east end of the BRT 7 line, promote 'end of the line' uses such as grocery stores, restaurants, child care, and automotive repairs within a walking distance of the transit stops. The area at 27th will also connect to other major regional centers and should provide uses that support the transition from one bus line to another such as restaurants, and daily services.

Trail connections are being made to cross SH 85. As Brighton continues to grow, and as adjacent communities continue to grow, anticipate regional trail connections that promote the use of existing and future trails that connect to transit stations.

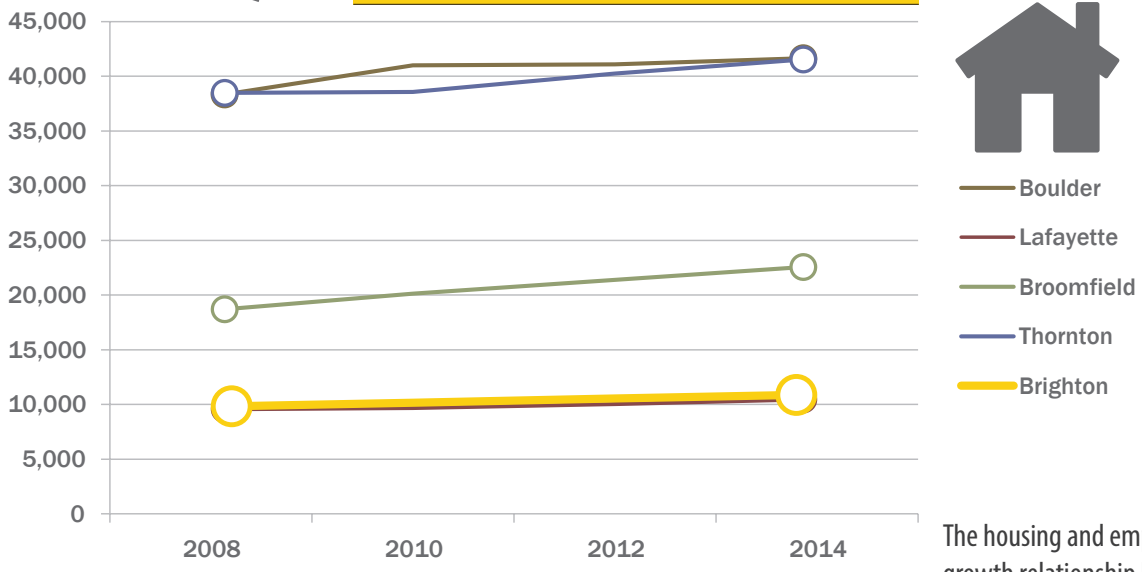


JOBS TO HOUSING BALANCE

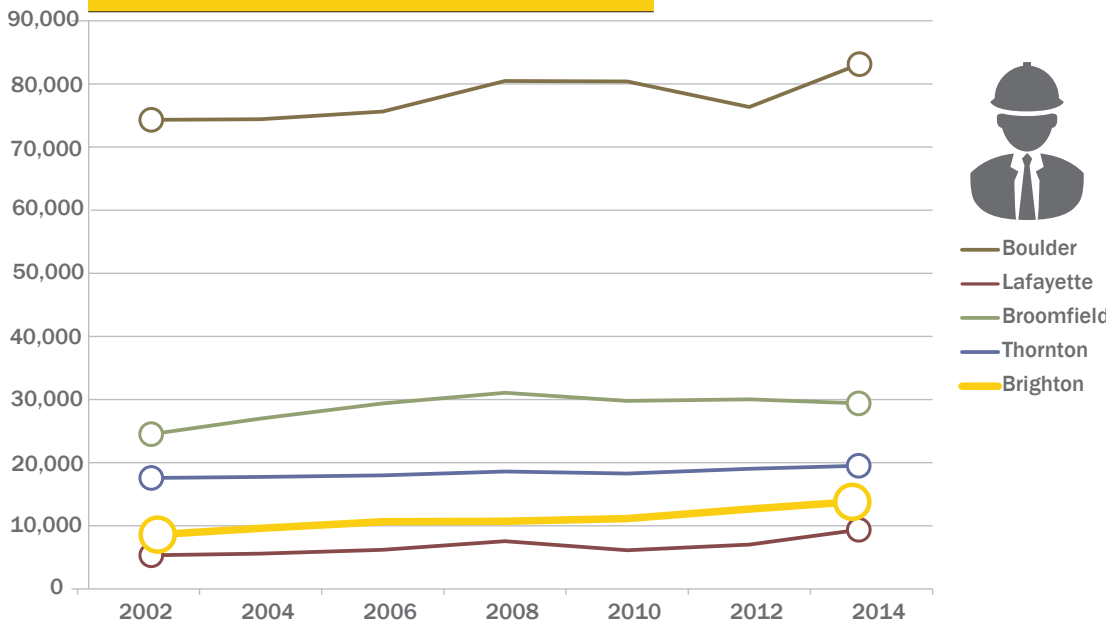
.8 : 1

Jobs to housing balance is a good indicator of whether residents travel for work; if the densities of housing are supporting the workforce and vice versa; and tells the story about tax revenue sources. The ratio can also be indicative of a mismatch between job wages and household incomes. For example, more jobs than housing can mean that people cannot afford to live where they work.

HOUSING GROWTH OVER TIME

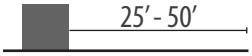
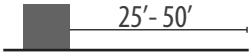
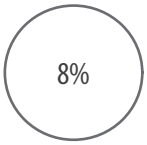


JOB GROWTH OVER TIME



The housing and employment growth relationship between the communities along the corridor illustrates their general trajectory as well as the points in time where they have peaked in development or hit low points. It is helpful in predicting future growth patterns.

DOWNTOWN BRIGHTON

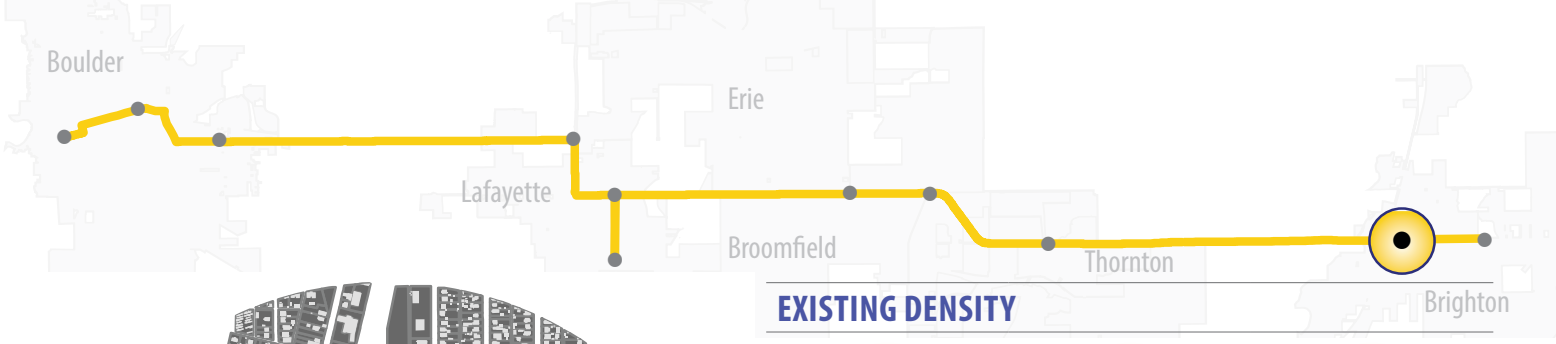
COMPARABLE CONDITION	EXISTING/ZONING	FUTURE LAND USE	BRT OPTIMAL
PARKING Parking Spaces per Square Foot (sf)	.75 - 10 spaces per 1,000 sf non-residential 	.75 -10 spaces per 1,000 sf non-residential 	• No minimum parking requirements • Shared parking • Parking structures
SETBACK Front Setback			• Reduce setback to encourage a pedestrian scale
DEVELOPABLE % of Undeveloped Land Available for Development		Redevelopment in progress	• Minimal vacant land or open space within 1/3 mile • Infill and redevelopment
CONNECTIVITY Nodes per Square Mile (m^2)	 135 Nodes	 Future trail connection points	• 150 intersections per m^2 or blocks with less than 4000' in length
TRANSIT Connections to Other Modes	 Local & Regional Bus	 Local & Regional Bus	• Both local and regional transit connections
BIKE/PEDESTRIAN Walking Connections	 Regional Trail Connection Needed	 Local & Regional Trails	• Pedestrian and bike connection trails
PEDESTRIAN FLOW	 Undeveloped	 Crosswalks and increased connectivity	• Designs should favor walking or biking over driving
OVERLAY Existing TOD or Redevelopment Overlay	 South 4th Avenue Overlay District Map	 South 4th Avenue Overlay District Map	• Existing density supported policies, guidelines, and incentives, and/or TOD overlays

RECOMMENDATIONS

Encourage uses that facilitate ease of resident transit use such as grocery, daycare, etc.

Reduce block size through redevelopment efforts to allow for a wider variety of uses, and create more pedestrian-scale uses.

Extend trails and pathways across SH 85, as mentioned in the TMP. Consider a TOD overlay in this area to increase minimum densities and reduce parking requirements.



EXISTING DENSITY

1.58 FAR | 28.4 DU/AC | 11.8 EMP/AC

AREA WITH BRT SUPPORTIVE CODE

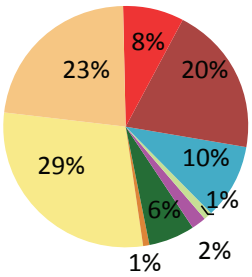
81% FAR | 3 % DU/AC | 15 % EMP/AC

PLANNED DENSITY

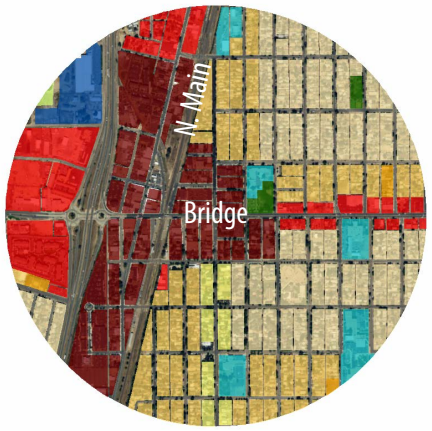
1.6 FAR | 28.6 DU/AC | 14.5 EMP/AC

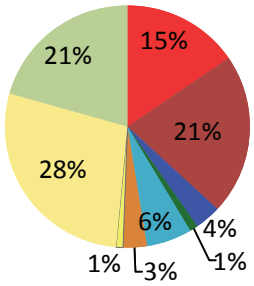
- Density does not support BRT
- Minimum Density (1.5 FAR; 15 DU/AC; 17 EMP/AC)
- Target Density (1.75 FAR; 25 DU/AC; 17+ EMP/AC)
- Optimal Density (2 FAR; 35+ DU/AC; 17+ EMP/AC)

ZONING



FUTURE LAND USE





- Downtown
- Business
- Commercial
- Mixed Use
- Public/Quasi Public
- Planned Development
- Development Reserve
- TOD
- Open Space
- Park
- Agricultural
- Industrial
- Light Industrial
- Public Lands
- Single-Family Residential
- Residential High
- Residential Medium
- Residential Low
- Estate Residential
- Manufactured Housing

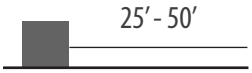
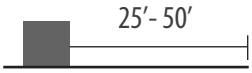
Within 1/4-mile of the transit station, reduce parking requirements and reduce setbacks.

Change the land use to provide higher intensity jobs, such as office, where appropriate.

Continue to support a diversity of land uses.

Increase the number of crosswalks and tie trails into the urban grid.

27TH STREET AND BRIDGE STREET

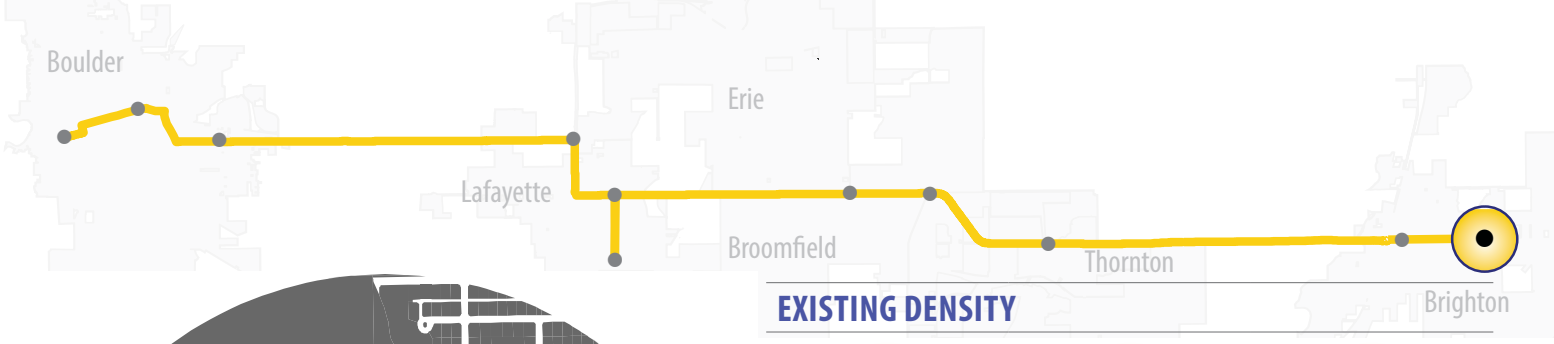
COMPARABLE CONDITION	EXISTING/ZONING	FUTURE LAND USE	BRT OPTIMAL
PARKING Parking Spaces per Square Foot (sf)	.75 - 10 spaces per 1,000 sf non-residential 	.75 -10 spaces per 1,000 sf non-residential 	• No minimum parking requirements • Shared parking • Parking structures
SETBACK Front Setback	25’ - 50’ 	25’ - 50’ 	• Reduce setback to encourage a pedestrian scale
DEVELOPABLE % of Undeveloped Land Available for Development		Redevelopment in progress	• Minimal vacant land or open space within 1/3 mile • Infill and redevelopment
CONNECTIVITY Nodes per Square Mile (m^2)	 58 Nodes	 Future development 	• 150 intersections per m^2 or blocks with less than 4000’ in length
TRANSIT Connections to Other Modes	 Local Bus	 Local & Regional Bus	• Both local and regional transit connections
BIKE/PEDESTRIAN Walking Connections	 Local & Regional Trails	 Local & Regional Trails	• Pedestrian and bike connection trails
PEDESTRIAN FLOW	 Segmented by use type	 Crosswalks and increased connectivity	• Designs should favor walking or biking over driving
OVERLAY Existing TOD or Redevelopment Overlay	 None currently	 None currently	• Existing density supported policies, guidelines, and incentives, and/or TOD overlays

RECOMMENDATIONS

Adams County should increase the density of residential development zoning in this area, and Brighton should increase the density of residential development in their future land use annexation plans.

Intensify commercial development by directing parking to the future Park n’ Ride.

Infill existing commercial parking with pedestrian-scale commercial development.



EXISTING DENSITY

.46 FAR | 3.9 DU/AC | 15.6 EMP/AC

AREA WITH BRT SUPPORTIVE CODE

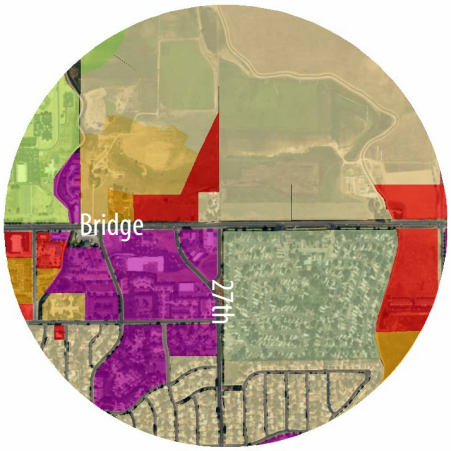
0% FAR | 6 % DU/AC | 13 % EMP/AC

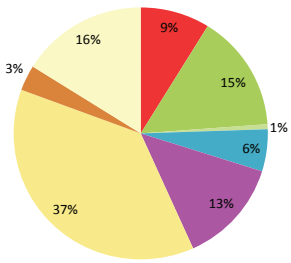
PLANNED DENSITY

.8 FAR | 4.8 DU/AC | 28 EMP/AC

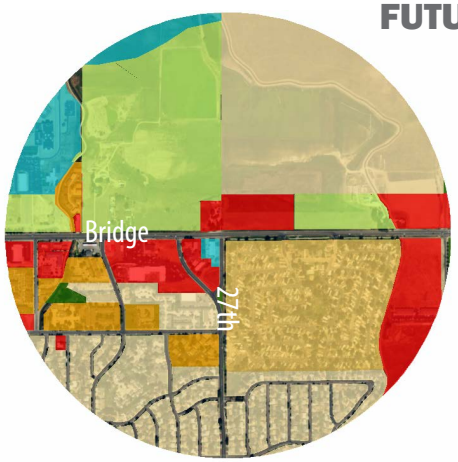
- Density does not support BRT
- Minimum Density (1.5 FAR; 15 DU/AC; 17 EMP/AC)
- Target Density (1.75 FAR; 25 DU/AC; 17+ EMP/AC)
- Optimal Density (2 FAR; 35+ DU/AC; 17+ EMP/AC)

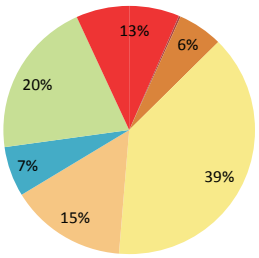
ZONING





FUTURE LAND USE





- Downtown
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- Mixed Use
- Public/Quasi Public
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- Development Reserve
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- Open Space
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- Industrial
- Light Industrial
- Public Lands
- Single-Family Residential
- Residential High
- Residential Medium
- Residential Low
- Estate Residential
- Manufactured Housing

Increase pedestrian connections to the station through trail networks and crosswalks.

Increase higher density residential within 1/4-mile of the transit station.

EXECUTIVE SUMMARY

Each transit stop along the corridor has a different character, though they all share great potential to promote BRT in their respective communities. BRT between these municipalities will not only promote sustainability and safe travel, both locally and regionally, but it will also increase economic growth for each community. This document starts to identify which undeveloped areas will likely not have a high enough planned density to support a BRT based on other developed areas with the same land use, comprehensive plan densities, or planned development documents. For the proposed stations with Planned Density shown in gray in the assessment above, expected densities will not support a BRT. If a land use surrounding a potential station is built at a lower density, it will hurt overall ridership and could impinge on the efforts of transit to improve sustainability, traffic numbers, and safety.

In order to successfully have a BRT along SH7, there are two specific issues that communities along the transit line must address. The first, and most important, is density. The municipalities that will benefit from having a BRT station within their community must provide and require higher density development around the proposed stops, particularly within a half mile of the BRT station. For the stations within this document that have gray icons under the Planned Density section (Boulder's 55th St & Arapahoe Road; Lafayette's US 287, South Public Road, and Public Road & South Boulder Road; Broomfield's Sheridan Parkway; Thornton's North Metro Station; and Brighton's Downtown Brighton and 27th Street & Bridge Street) a higher density overlay or form-based code is recommended to achieve the density necessary to support the BRT. A higher density overlay has the power to mandate that a proposed development support a minimum number of dwelling units or employees per acre, and to reduce the minimum number of parking spots required (based on nearby Park n' Rides or parking structures).

The second issue that all municipalities along the BRT line need to address is the necessity of high-quality facilities and services that increase the accessibility of transit stops from riders' points of origin, and from transit stops to their destination. Commonly referred to as the "first and last mile", this is an issue that contributes to less than ideal transit ridership levels. The development of facilities and services that ease the commute by connecting residential and commercial areas to BRT stations can take the form of bicycle and pedestrian trails, bike share programs, or discount taxi or carpool services for transit riders.

APPENDIX A LAND USE DENSITIES

LAND USE	JURISDICTION	DU/AC	EMP/AC	SOURCE
Agriculture	Adams County	0.40	0.40	
Commercial	Adams County	0.00	15.00	Planners Estimating Guide
Estate Residential	Adams County	0.50	0.00	Comprehensive Plan
Industrial	Adams County	0.00	15.00	Other Studies
Parks and Open Space	Adams County	0.00	0.00	Other Studies
Residential	Adams County	12.00	0.00	Mapped confirmation on R-3
Agriculture	Boulder City	0.10	0.10	Comprehensive Plan
Community Business	Boulder City	0.00	24.00	On The Map
Community Industrial	Boulder City	0.00	35.00	On The Map
Environmental Preservation	Boulder City	0.00	0.00	
General Business	Boulder City	0.00	30.00	On The Map
General Industrial	Boulder City	0.00	10.00	On The Map
High Density Residential	Boulder City	20.00	0.00	Aerial check
Light Industrial	Boulder City	0.00	24.00	On The Map
Low Density Residential	Boulder City	6.00	0.00	Comprehensive Plan
Manufactured Housing	Boulder City	6.50	0.00	Aerial check
Medium Density Residential	Boulder City	14.00	0.00	Comprehensive Plan
Mixed Use Business	Boulder City	6.00	22.00	On the map aerial check
Mixed Use Industrial	Boulder City		16.00	Planners Estimating Guide
Mixed Use Residential	Boulder City	10.00	10.00	Aerial check
Mixed Density Residential	Boulder City	12.00	0.00	Average of densities
Open Space Acquired	Boulder City	0.00	0.00	
Open Space Development Rights	Boulder City	0.00	0.00	
Open Space Other	Boulder City	0.00	0.00	

LAND USE	JURISDICTION	DU/AC	EMP/AC	SOURCE
Park Urban and other	Boulder City	0.00	0.00	
Public	Boulder City	4.00	20.00	As high as 20 and 4 because of CU
Regional Business	Boulder City	10.00	55.00	On the map
Service commercial	Boulder City	0.00	15.00	Planners Estimating Guide
Transitional Business	Boulder City	0.00	20.00	On the map
Very Low Density Residential	Boulder City	2.00	0.00	Comprehensive plan
Agricultural	Boulder County	0.03	0.03	Comprehensive plan
Business	Boulder County	0.00	7.00	Aerial check specific to the corridor
Estate Residential	Boulder County	1.00	0.00	Comprehensive plan
General Industrial	Boulder County	0.00	6.50	On the map
Light Industrial	Boulder County	0.00	16.00	Planners Estimating Guide
Rural Residential	Boulder County	1.00	0.00	Comprehensive plan
Agriculture	Brighton	0.40	0.40	Copied from Adams County
Commercial	Brighton	0.00	10.00	On the map
Downtown	Brighton	4.00	10.00	10 from commercial and 4 =12*30%
Employment - Commercial	Brighton	0.00	20.00	Planners Estimating Guide avg com and general office
Estate Residential	Brighton	5.00	0.00	2-5 comp plan
High Density Residential	Brighton	20.00	0.00	Copy from Boulder
Industrial	Brighton	0.00	16.00	Planners Estimating Guide
Low Density Residential	Brighton	5.00	0.00	.5-5 comp plan
Medium Density Residential	Brighton	12.00	0.00	5-12 comp plan
Mixed Use Commercial	Brighton	0.00	10.00	Copied from commercial
Mixed Use Residential	Brighton	12.00	2.00	12 is average max density res and 2=10*20%

LAND USE	JURISDICTION	DU/AC	EMP/AC	SOURCE
Natural Resource Conservation	Brighton	0.00	0.00	
Parks & Open Space	Brighton	0.00	0.00	
Public Land	Brighton	0.00	9.00	On the map
Commercial	Broomfield	0.00	24.00	Other Studies
Mixed Use Commercial	Broomfield	11.50	6.00	Other Studies
Open Lands	Broomfield	0.00	0.00	
Public/ Quasi Public	Broomfield	0.00	14.00	Other Studies
Regional Commercial	Broomfield	0.00	20.00	Other Studies
Residential	Broomfield	4.00	0.00	Parcel check
Transit Oriented Development	Broomfield	25.00	12.00	Other Studies
Airport	Erie	0.00	0.10	On the map
Agriculture	Erie	0.10	0.10	Similar to City of Boulder
Business	Erie	0.00	24.00	Other Studies
Community Commercial	Erie	0.00	10.00	Other Studies
High Density Residential	Erie	16.00	0.00	Other Studies
Industrial	Erie	0.00	10.00	On the map
Low Density Residential	Erie	4.00	0.00	Comprehensive Plan
Medium Density Residential	Erie	8.00	0.00	Comprehensive Plan
Mixed Use	Erie	11.50	6.00	Number from Broomfield
Public Open Space	Erie	0.00	0.00	
Public/Quasi-public	Erie	0.00	14.00	Other Studies
Regional Commercial	Erie	0.00	24.00	Other Studies
Rural Residential	Erie	1.00	0.00	Comprehensive Plan
Commercial	Lafayette	0.00	10.00	On the map
High Density Residential	Lafayette	12.00	0.00	Aerial confirmation
Industrial District	Lafayette	0.00	10.00	On the map
Low Density Residential	Lafayette	3.00	0.00	Comprehensive Plan
Low intensity commercial	Lafayette	0.00	7.00	Similar gas station densities no aerial check not developed

LAND USE	JURISDICTION	DU/AC	EMP/AC	SOURCE
Medium Density Residential	Lafayette	6.00	0.00	Comprehensive Plan
Parks and Open Space	Lafayette	0.00	0.00	
Public Facility	Lafayette	0.00	14.00	Same as Erie
Commercial	Thornton	0.00	20.00	Other Studies
Employment Center	Thornton	0.00	30.00	Other Studies
Mixed Use	Thornton	5.40	14.00	Other Studies
Parks and Open Space	Thornton	0.00	0.00	
Regional Commercial	Thornton	0.00	20.00	Other Studies
Residential Estates	Thornton	1.00	0.00	Comprehensive Plan
Residential High	Thornton	25.00	0.00	Comprehensive Plan
Residential Low	Thornton	5.00	0.00	Comprehensive Plan
Residential Medium	Thornton	15.00	0.00	Comprehensive Plan
Institutional	Thornton	0.00	14.00	Other Studies
Urban Reserve	Thornton	0.00	0.00	Other Studies
Urban Village	Thornton	25.00	12.00	Other Studies
Agriculture	Weld County	1.00	0.00	Other Studies
Planned Commercial	Louisville	0.00	18.00	On the map
Residential low density	Louisville	4.00	0.00	Comprehensive Plan
Planed community residential	Louisville	6.00	0.00	Comprehensive Plan
Park	Louisville	0.00	0.00	
Open Space	Louisville	0.00	0.00	

APPENDIX B FLOOR AREA RATIO DENSITIES

JURISDICTION	LOCAL ZONE DISTRICT ABBREVIATION	LOCAL ZONE DISTRICT NAME	75TH PERCENTILE FLOOR AREA RATIO
Boulder	A	Agricultural	0.12
Boulder	BC-1	Business - Community 1	0.90
Boulder	BC-2	Business - Community 2	0.99
Boulder	BCS	Business - Commercial Services	1.08
Boulder	BMS	Business - Main Street	1.00
Boulder	BR-1	Business - Regional 1	2.00
Boulder	BR-2	Business - Regional 2	0.78
Boulder	BT-1	Business - Transitional 1	0.96
Boulder	BT-2	Business - Transitional 2	0.50
Boulder	DT-1	Downtown 1	2.00
Boulder	DT-2	Downtown 2	2.00
Boulder	DT-3	Downtown 3	2.70
Boulder	DT-4	Downtown 4	2.20
Boulder	DT-5	Downtown 5	2.70
Boulder	E		0.00
Boulder	F	Flex	0.64
Boulder	IG	Industrial - General	0.50
Boulder	IM	Industrial - Manufacturing	0.40
Boulder	IMS	Industrial - Mixed Services	0.60
Boulder	IS-1	Industrial - Service 1	0.50
Boulder	IS-2	Industrial - Service 2	0.50
Boulder	MH	Mobile Home	0.54
Boulder	MU-1	Mixed Use 1	0.67
Boulder	MU-2	Mixed Use 2	0.60
Boulder	MU-3	Mixed Use 3	1.00
Boulder	MU-4	Mixed Use 4	2.00
Boulder	P	Public	0.72
Boulder	RE	Residential - Estate	0.62
Boulder	RH-1	Residential - High 1	1.29
Boulder	RH-2	Residential - High 2	1.11
Boulder	RH-3	Residential - High 3	1.05
Boulder	RH-4	Residential - High 4	1.05
Boulder	RH-5	Residential - High 5	1.05
Boulder	RH-6	Residential - High 6	0.87
Boulder	RH-7	Residential - High 7	1.13
Boulder	RL-1	Residential - Low 1	0.62

JURISDICTION	LOCAL ZONE DISTRICT ABBREVIATION	LOCAL ZONE DISTRICT NAME	75TH PERCENTILE FLOOR AREA RATIO
Boulder	RL-2	Residential - Low 2	0.62
Boulder	RM-1	Residential - Medium 1	0.93
Boulder	RM-2	Residential - Medium 2	1.14
Boulder	RM-3	Residential - Medium 3	1.32
Boulder	RMX-1	Residential - Mixed 1	0.74
Boulder	RMX-2	Residential - Mixed 2	1.32
Boulder	RR-1	Residential - Rural 1	0.62
Boulder	RR-2	Residential - Rural 2	0.62
Boulder County	A	Agricultural	0.48
Boulder County	B	Business	1.24
Boulder County	C	Commercial	1.60
Boulder County	ED	Economic Development	0.73
Boulder County	ER	Estate Residential	0.14
Boulder County	F	Forestry	0.10
Boulder County	GI	General Industrial	0.88
Boulder County	H	Historic	1.79
Boulder County	LI	Light Industrial	1.52
Boulder County	MF	Multifamily	1.44
Boulder County	MH	Manufactured Home Park	0.17
Boulder County	MI	Mountain Institutional	0.23
Boulder County	Mountain PUD	Mountain PUD	1.79
Boulder County	NCNUPUD	Noncontiguous Non-urban Planned Unit Development	1.79
Boulder County	NUPUD	Non-urban Planned Unit Development	1.79
Boulder County	PUD	Planned Development	1.79
Boulder County	RC	Rural Community	1.79
Boulder County	RR	Rural Residential	0.04
Boulder County	SR	Suburban Residential	0.48
Boulder County	T	Transitional	1.08
Boulder County	TDR/PUD	Transferred Development Rights Planned Unit Development	1.79
Boulder County		Floodway	0.00
Boulder County		Flood fringe	0.00
Boulder County		Niwot Rural Community II	0.48
Boulder County		Niwot Rural Community I	1.03
Erie	AG/OS	Agricultural / Open Space	0.23
Erie	Annex		0.00
Erie	AP	Airport	1.05
Erie	B	Business	0.73

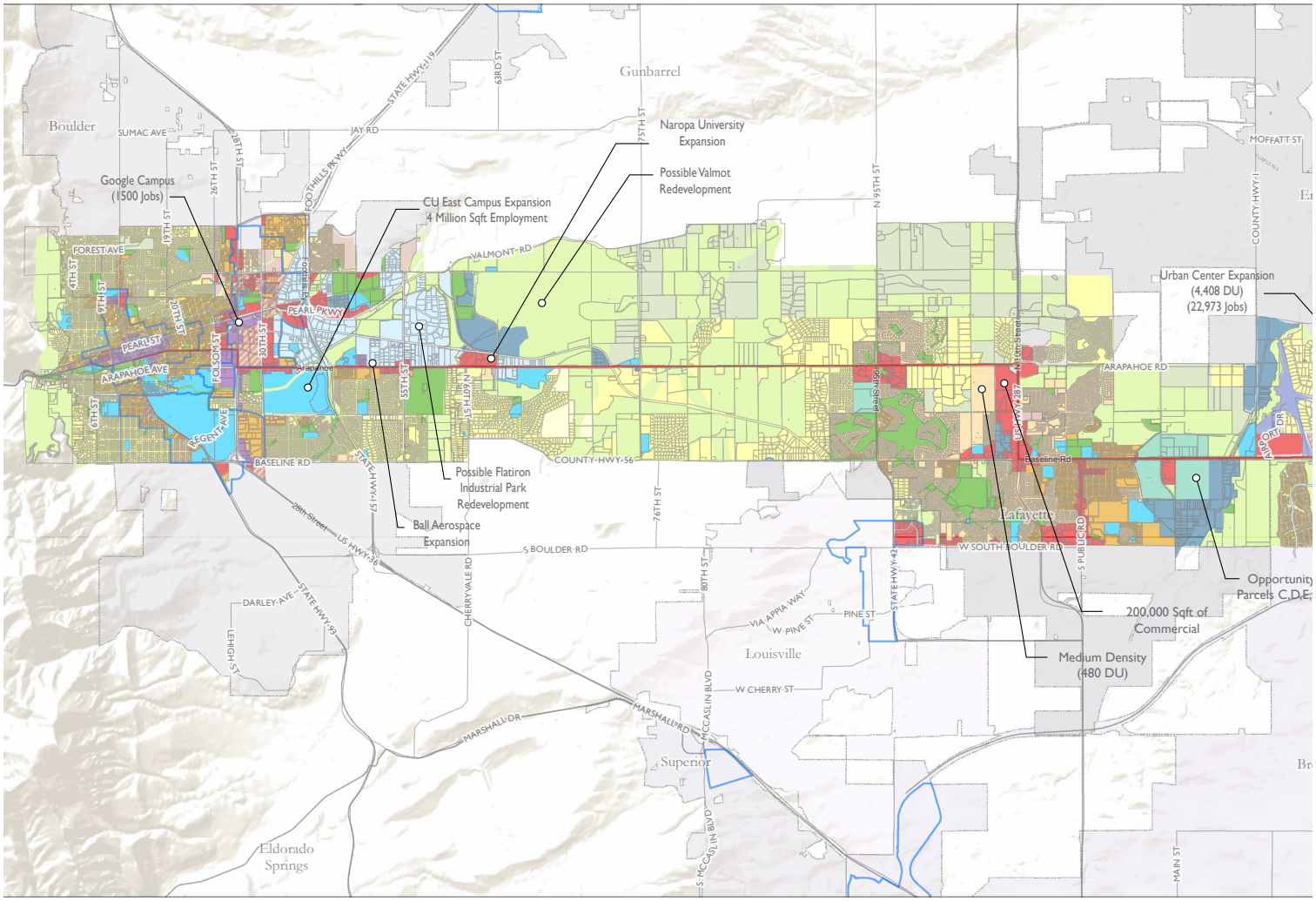
JURISDICTION	LOCAL ZONE DISTRICT ABBREVIATION	LOCAL ZONE DISTRICT NAME	75TH PERCENTILE FLOOR AREA RATIO
Erie	CC	Community Commercial	1.03
Erie	CMU	Community Mixed-Use	1.79
Erie	DT	Downtown District	1.79
Erie	ER	Estate Residential	0.48
Erie	HR	High-Density Residential	1.13
Erie	LI	Light Industrial	1.05
Erie	LR	Low-Density Residential	0.48
Erie	MR	Medium-Density Residential	1.13
Erie	NMU	Neighborhood Mixed-Use	1.79
Erie	OTR	Old Town Residential	1.13
Erie	PD	Planned Development	1.79
Erie	PLI	Public Land and Institution	1.57
Erie	RC	Regional Commercial	1.03
Erie	RE-3		0.35
Erie	ROW	Right-of-Way	0.00
Erie	RP-1	Rural Preservation 1	0.36
Erie	RP-2	Rural Preservation 2	0.36
Erie	RP-3	Rural Preservation 3	0.36
Erie	RR	Rural Residential	0.48
Erie	SR	Suburban Residential	0.48
Erie	XLA		0.00
Lafayette	AG	Agricultural	0.20
Lafayette	B1	Community Service Business District	1.50
Lafayette	C1	Regional Business District	1.03
Lafayette	C1-M1	Regional Business Industrial District	1.29
Lafayette	DR	Developing Resource	1.79
Lafayette	M1	Industrial	1.05
Lafayette	OTR	Old Town Residential	0.60
Lafayette	P	Public	1.573333333
Lafayette	R0	Low Density Residential	0.60
Lafayette	R1	Medium Density Residential	0.60
Lafayette	R2	Single-family and two-family residential	0.60
Lafayette	R3	Multifamily Residential	0.90
Lafayette	R4	High Density Residential	0.90
Lafayette	RE1	Rural Estate Residential	0.30
Lafayette	RE2	Rural Residential	0.50
Lafayette	RSR	Senior and Special Residential	1.13
Lafayette	T1	Transitional Business	1.00
Broomfield	A (B)	Agricultural (Boulder County)	0.00

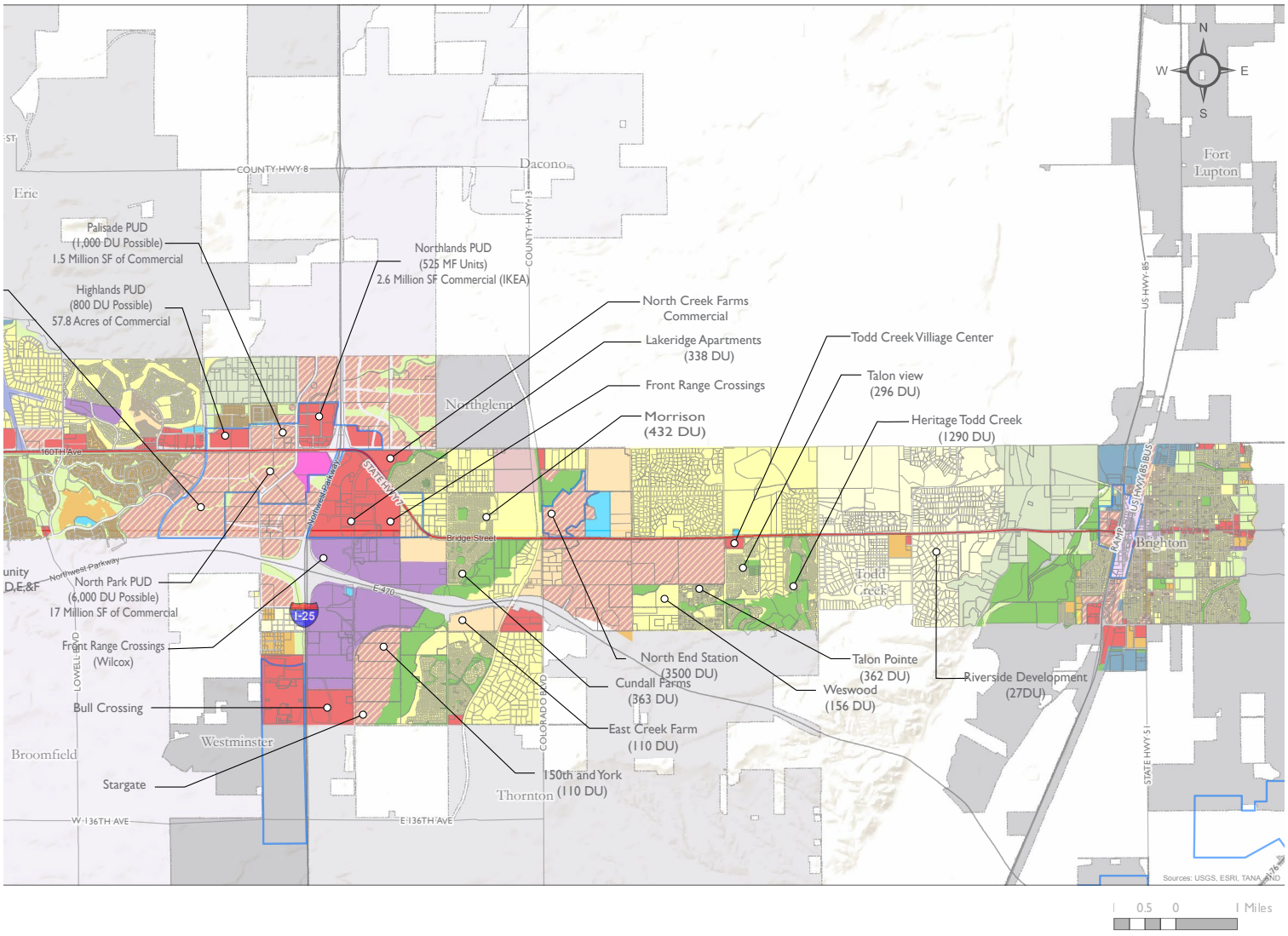
JURISDICTION	LOCAL ZONE DISTRICT ABBREVIATION	LOCAL ZONE DISTRICT NAME	75TH PERCENTILE FLOOR AREA RATIO
Broomfield	A (W)	Agricultural (Weld County)	0.03
Broomfield	A-1	Agricultural	0.14
Broomfield	A-1 (A)	Agricultural 1 (Adams County)	0.06
Broomfield	A-1 (J)	Agricultural - One (Jefferson County)	0.15
Broomfield	A-2 (A)	Agricultural 2 (Adams County)	0.01
Broomfield	A-3 (A)	Agricultural 3 (Adams County)	0.05
Broomfield	B-1	Limited Business	1.29
Broomfield	B-1-PUD	Limited Business Planned Unit Development	0.75
Broomfield	B-2	General Business	1.05
Broomfield	B-2-PUD	General Business Planned Unit Development	0.60
Broomfield	B-PUD	Business Planned Unit Development	1.11
Broomfield	C-1 (J)	Commercial - One (Jefferson County)	1.15
Broomfield	C-2 (J)	Commercial - Two (Jefferson County)	0.72
Broomfield	E-1	Estate	0.10
Broomfield	E-2	Estate	0.58
Broomfield	E-3	Estate	0.22
Broomfield	GA	General Aviation	0.77
Broomfield	I-1	Limited Industrial	1.35
Broomfield	I-1 (J)	Industrial - One (Jefferson County)	0.28
Broomfield	I-1-PUD	Limited Industrial Planned Unit Development	0.75
Broomfield	I-2	General Industrial	1.32
Broomfield	I-2 (J)	Industrial - Two (Jefferson County)	1.10
Broomfield	I-2-PUD	General Industrial Planned Unit Development	0.42
Broomfield	I-3	Industrial	0.77
Broomfield	I-3 (J)	Industrial - Three (Jefferson County)	0.64
Broomfield	LI (B)	Light Industrial (Boulder County)	0.28
Broomfield	OLPF	Open Lands and Public Facilities	0.00
Broomfield	OS	Open Space	0.00
Broomfield	P-D (J)	Planned Development (Jefferson County)	0.36
Broomfield	PUD ; OS	Planned Unit Development ; Open Space	0.00
Broomfield	R-1	Low-density Residential	0.60
Broomfield	R-1A (J)	Residential - One A (Jefferson County)	0.48

JURISDICTION	LOCAL ZONE DISTRICT ABBREVIATION	LOCAL ZONE DISTRICT NAME	75TH PERCENTILE FLOOR AREA RATIO
Broomfield	R-PUD	Residential Planned Unit Development	0.68
Broomfield	R-1-PUD	Low-density Residential Planned Unit Development	0.46
Broomfield	R-2 (J)	Residential - Two (Jefferson County)	0.48
Broomfield	R-3	Medium-density Residential	0.44
Broomfield	R-3-PUD	Medium-density Residential Planned Unit Development	0.84
Broomfield	R-5	High-density Residential	1.11
Broomfield	R-5-PUD	High-density Residential Planned Unit Development	0.57
Broomfield	RC (J)	Restricted Commercial (Jefferson County)	0.90
Broomfield	RE (A)	Residential Estate (Adams County)	0.16
Broomfield	RR	Rural Residential	0.06
Broomfield	RR (B)	Rural Residential (Boulder County)	0.16
Brighton	FC	Flood Plain Control	0.09
Brighton	O	Open Space and Parks	0.09
Brighton	A/E	Agricultural Estate	0.39
Brighton	A/R	Agricultural/ Residential	0.39
Brighton	RE	Rural Estate	0.39
Brighton	MH	Mobile Home	0.50
Brighton	R-1	Single-Family Residential	0.50
Brighton	R-1-A	Single- and Two-Family Residential	0.50
Brighton	R-1-B	City Lot Residential	0.50
Brighton	C-1	Local Retail	0.91
Brighton	C-2	Restricted Retail and Services	0.91
Brighton	C-3	General Retail and Services	0.91
Brighton	CO	Commercial Office	0.95
Brighton	MU-CC	Mixed Use Commercial Center	0.95
Brighton	MU-NC	Mixed Use Neighborhood Center	0.95
Brighton	MU-R/EC	Mixed Use Regional/ Employment Center	0.95
Brighton	R-2	Single- to Eight-Family Residential	1.21
Brighton	R-3	Multiple-Family Residential	1.21
Brighton	PL	Public Land	1.32
Brighton	DT	Downtown	1.59
Brighton	I-1	Light Industrial	1.78
Brighton	I-2	Heavy Industrial	1.78
Brighton	ME	Mineral Extraction	1.78

JURISDICTION	LOCAL ZONE DISTRICT ABBREVIATION	LOCAL ZONE DISTRICT NAME	75TH PERCENTILE FLOOR AREA RATIO
Brighton	BP	Business Park	3.00
Thornton		Parks and Open Space	0.09
Thornton		Preservation / Revitalization	1.59
Thornton		Mineral Conservation	1.78
Thornton	A	Agricultural	0.40
Thornton	BP	Business Park	0.50
Thornton	CC	City Center	1.50
Thornton	CR	Community Retail	0.50
Thornton	EB	Eastlake Business	1.50
Thornton	EC	Employment Center	4.00
Thornton	EO	Eastlake Office	0.50
Thornton	ER	Eastlake Residential	1.50
Thornton	ES	Eastlake Service	1.00
Thornton	ETD	Eastlake Transit-Oriented Development	1.50
Thornton	I	Industrial	0.50
Thornton	MF	Multifamily	1.40
Thornton	MH	Manufactured Home	0.50
Thornton	MU	Mixed Use	4.00
Thornton	NS	Neighborhood Service	0.25
Thornton	OI	Office/Institutional	0.50
Thornton	RC	Regional Commercial	0.50
Thornton	RE	Residential Estate	0.70
Thornton	SFA	Single-Family Attached	1.60
Thornton	SFD	Single-Family Detached	1.50
Thornton	TOD	Transit Oriented Development	3.00
Thornton	TOD	Transit Oriented Development	5.00
Thornton		Planned Development	1.00
Thornton		Development Reserve	1.20

APPENDIX C PLANNED DEVELOPMENTS




Palisade PUD
(1,000 DU Possible)
1.5 Million SF of Commercial
Highlands PUD
(800 DU Possible)
57.8 Acres of Commercial
Northlands PUD
(525 MF Units)
2.6 Million SF Commercial (IKEA)
North Creek Farms
Commercial
Lakeridge Apartments
(338 DU)
Front Range Crossings
Morrison
(432 DU)
Todd Creek Villiage Center
Talon view
(296 DU)
Heritage Todd Creek
(1290 DU)
North Park PUD
(6,000 DU Possible)
17 Million SF of Commercial
Front Range Crossings
(Wilcox)
Bull Crossing
Stargate
North End Station
(3500 DU)
Cundall Farms
(363 DU)
East Creek Farm
(110 DU)
150th and York
(110 DU)
Talon Pointe
(362 DU)
Weswood
(156 DU)
Riverside Development
(27DU)
Erie
Dacono
Fort
Lupton
Northglenn
Brighton
Todd
Creek
Broomfield
Westminster
Thornton
COUNTY HWY 8
COUNTY HWY 13
US HWY 85
160TH Ave
STATE HWY 7
Northwest Parkway
Bridge Street
E-470
I-25
LOWELL BLVD
COLORADO BLVD
W 136TH AVE
E 136TH AVE
STATE HWY 51
US HWY 6/BUS
RAMP
N
W
E
S
Sources: USGS, ESRI, TANA, AND
0.5 0 I Miles