









### LEGEND

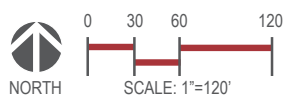
	DUPLEXES		MULTIFAMILY / SENIOR
	TOWNHOMES		ALLEYS & PARKING
	OPEN SPACE		COMMUNITY BUILDING

**HOUSING**  
**400 TOTAL HOMES**  
 240 MULTIFAMILY & SENIOR  
 114 TOWNHOMES  
 46 DUPLEXES

**PARKING**  
 1.65 SPACES/HOME

**AREAS**  
 ROW = 134,275 SF / 3.085 AC  
 BUILDINGS = 265,476 SF / 6.09 AC  
**45% OPEN SPACE = 469,194 / 10.77 AC**

*\* This illustrative plan does not represent a final plan for the neighborhood but instead shows the general placement of homes for Willoughby Corner. The plan was developed based on input received thus far and the goals and mission of the Boulder County Housing Authority in fulfilling its role in the intergovernmental agreement with the City of Lafayette. This plan will be refined based on community feedback, City requirements, and Boulder County Housing Authority input. Please visit [www.lafayettehousing.org](http://www.lafayettehousing.org) for the latest updated.*



WILLOUGHBY  
CORNER



**Kimley»Horn**



# Visualizing Density



# Willoughby Corner Traffic Figures

Existing Lane Configurations

Existing Traffic Volumes (Summer & School Year)

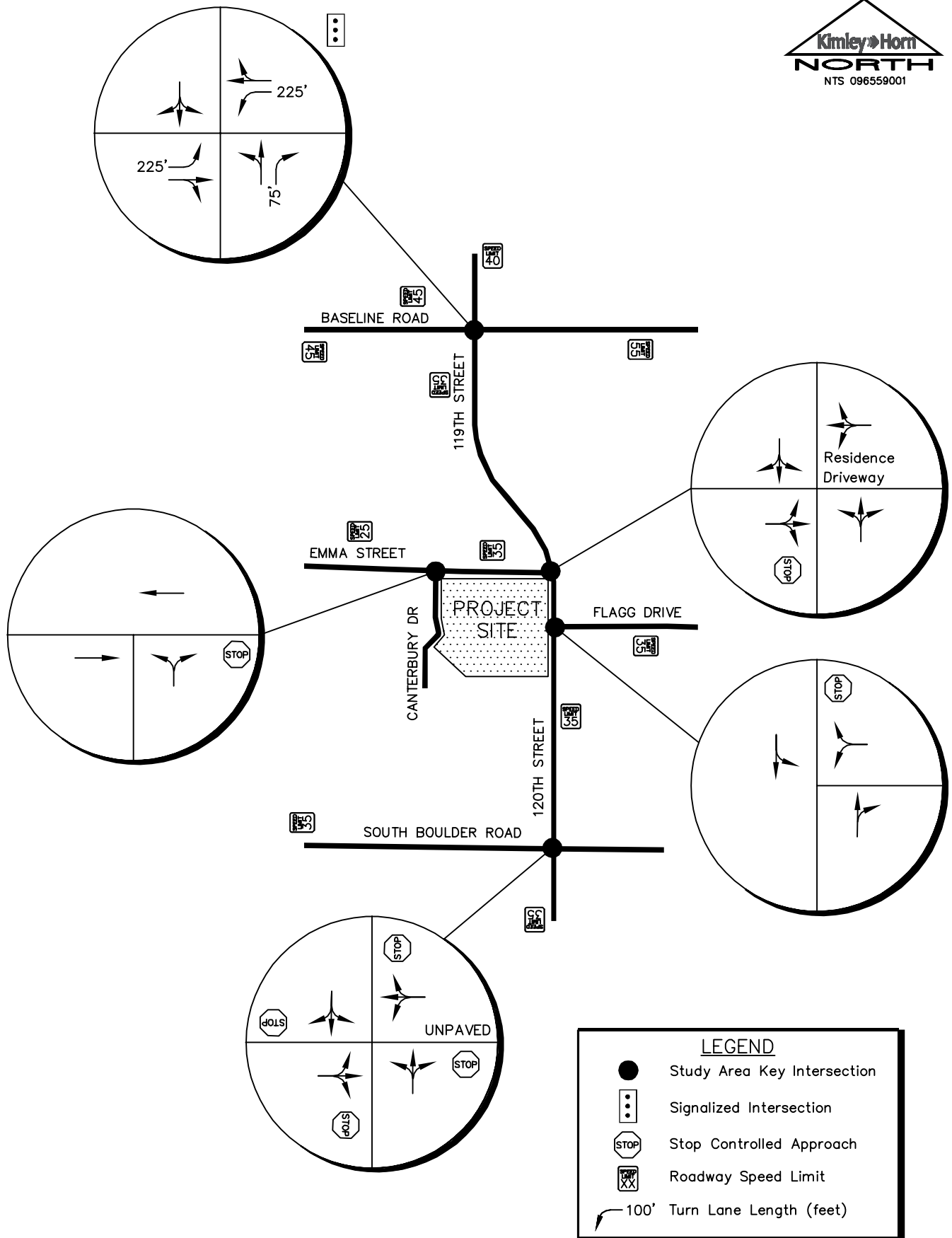
Willoughby Corner Trip Distribution

Willoughby Corner Trip Assignment

2020 Traffic Volumes with Willoughby Corner

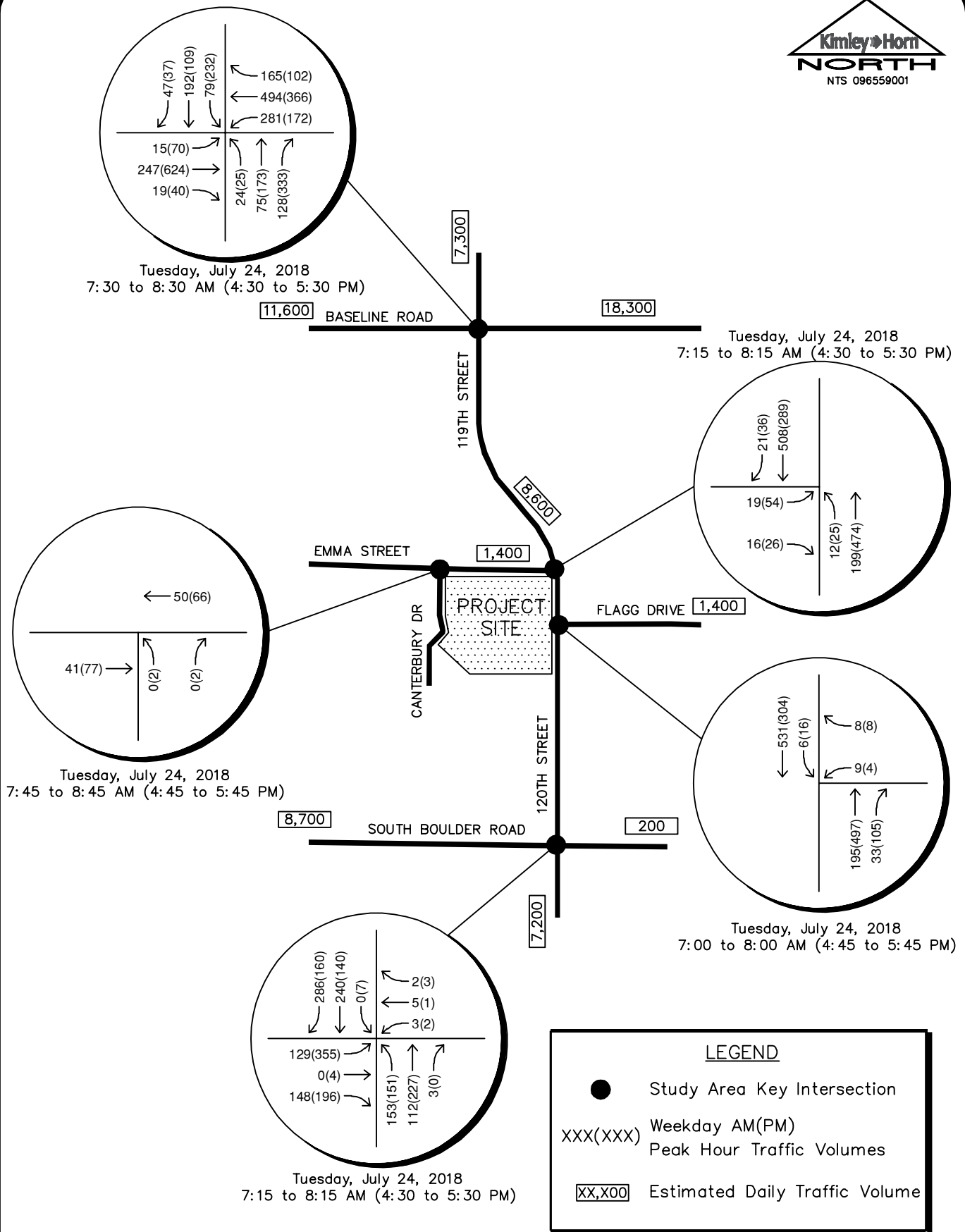
2040 Traffic Volumes with Willoughby Corner

Willoughby Corner Recommended Lane Configuration & Control



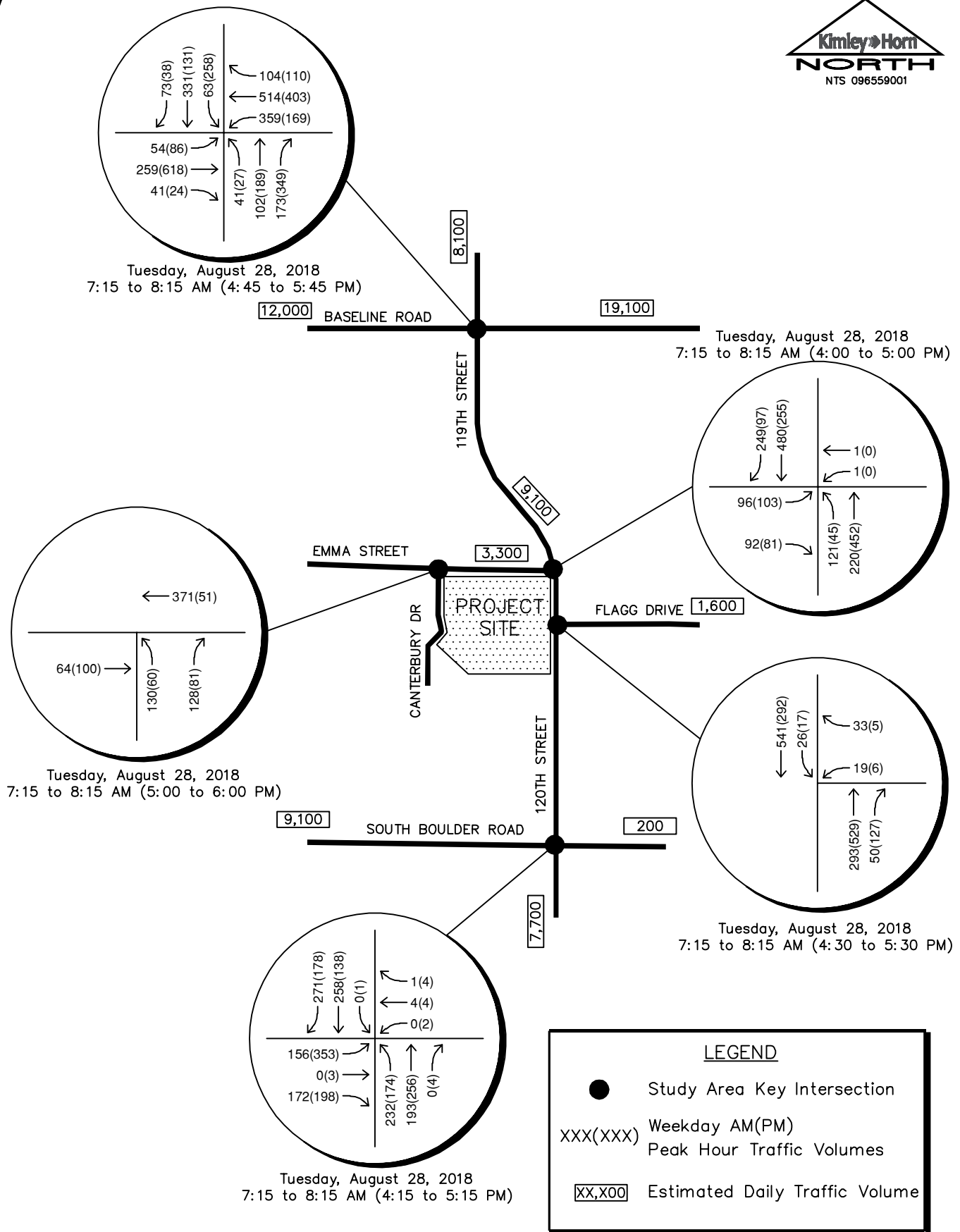
WILLOUGHBY CORNER - LAFAYETTE  
 EXISTING LANE CONFIGURATIONS

FIGURE 1



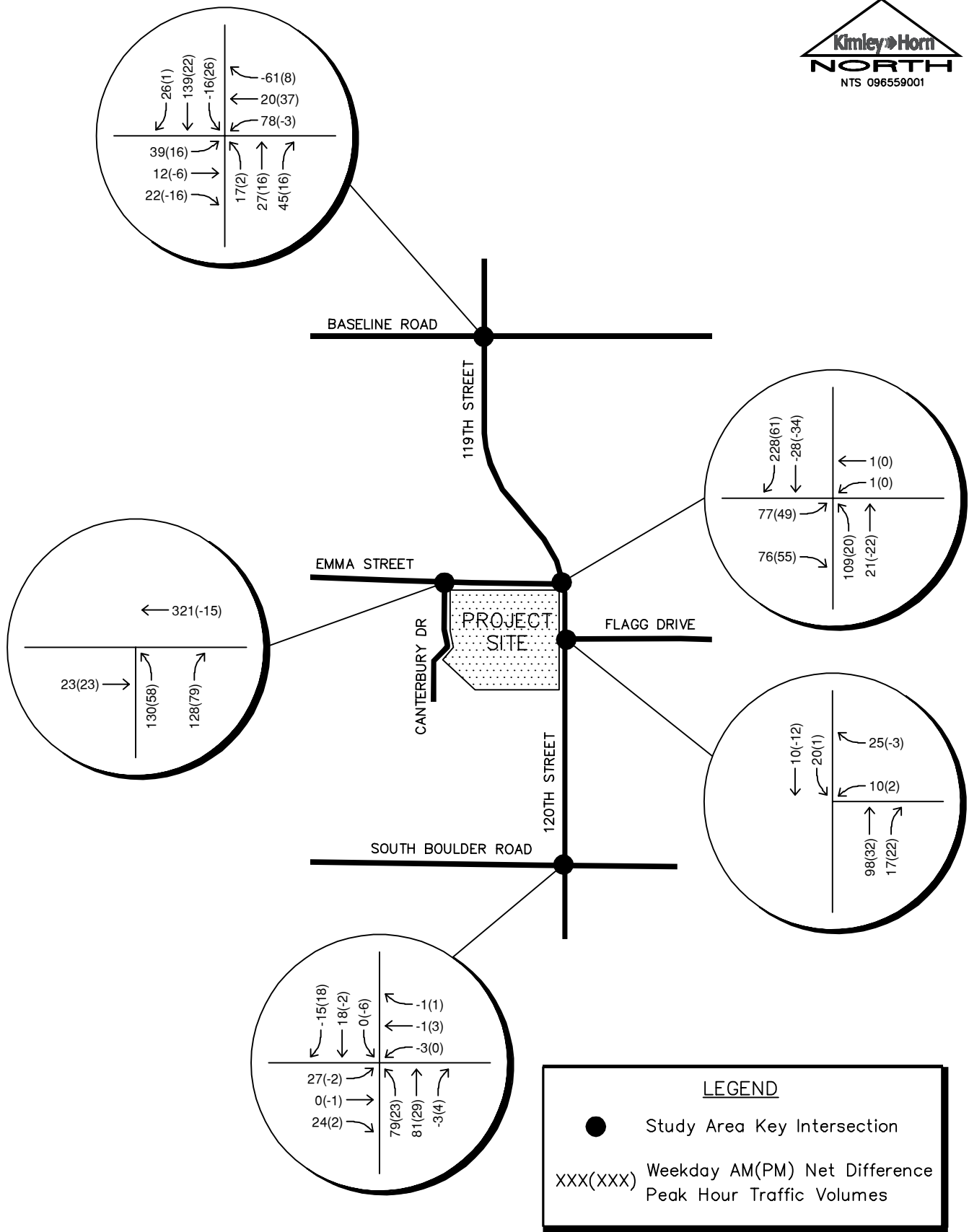
WILLOUGHBY CORNER – LAFAYETTE  
EXISTING TRAFFIC VOLUMES (SUMMER)

FIGURE 2



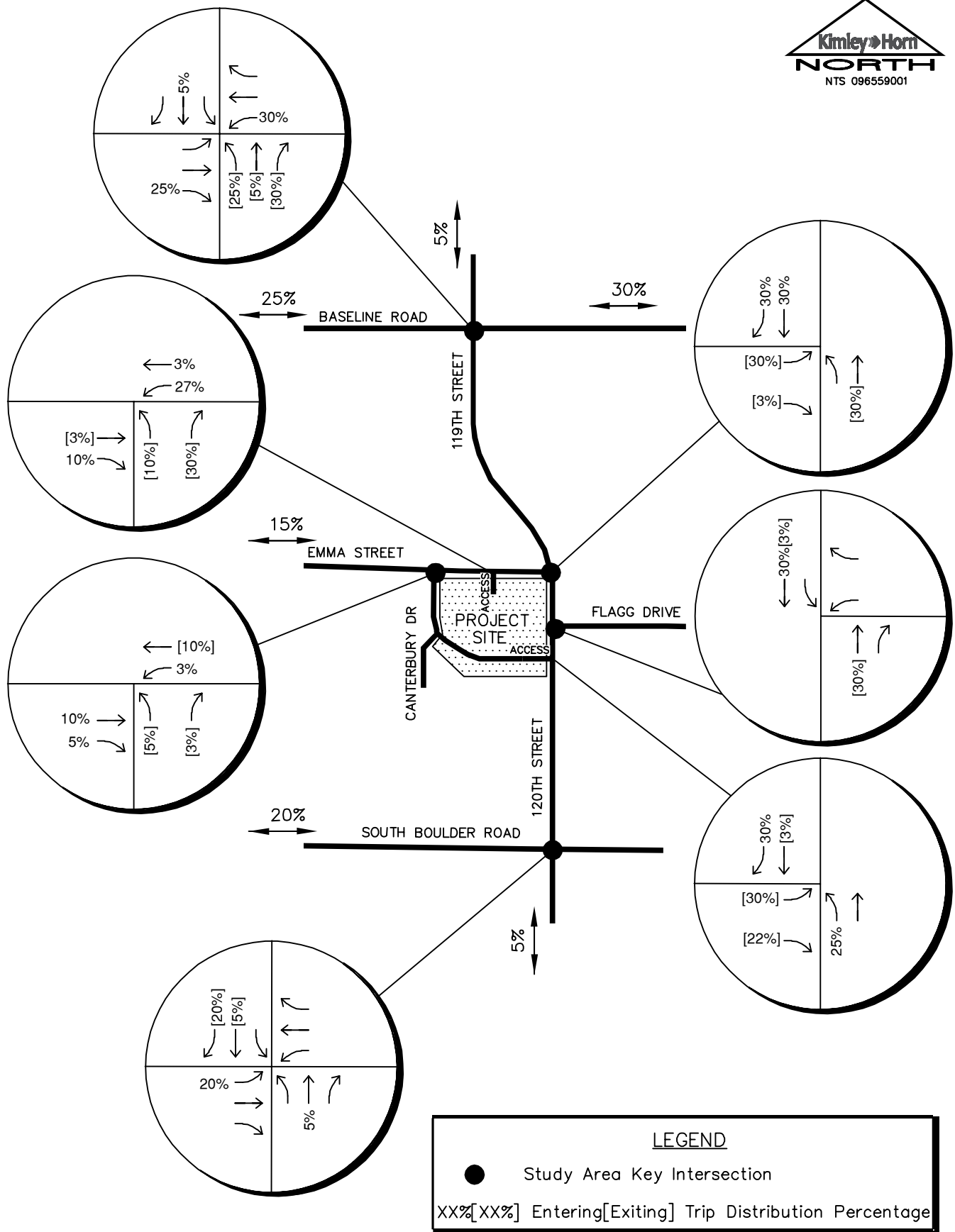
WILLOUGHBY CORNER – LAFAYETTE  
EXISTING TRAFFIC VOLUMES (SCHOOL)

FIGURE 3



WILLOUGHBY CORNER – LAFAYETTE  
 EXISTING TRAFFIC VOLUMES  
 (DIFFERENCE: SUMMER TO SCHOOL)

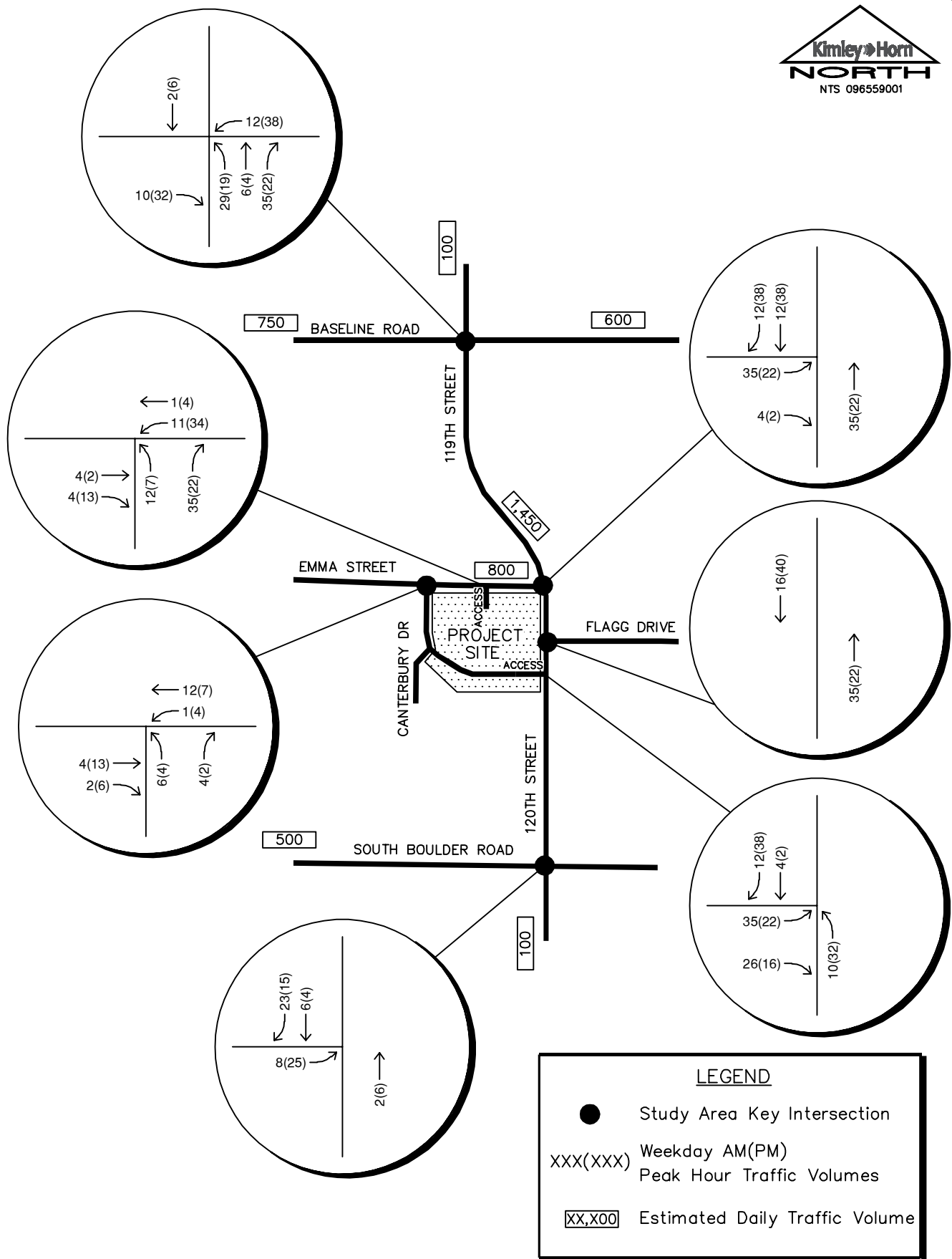
FIGURE 4



WILLOUGHBY CORNER - LAFAYETTE  
PROJECT TRIP DISTRIBUTION

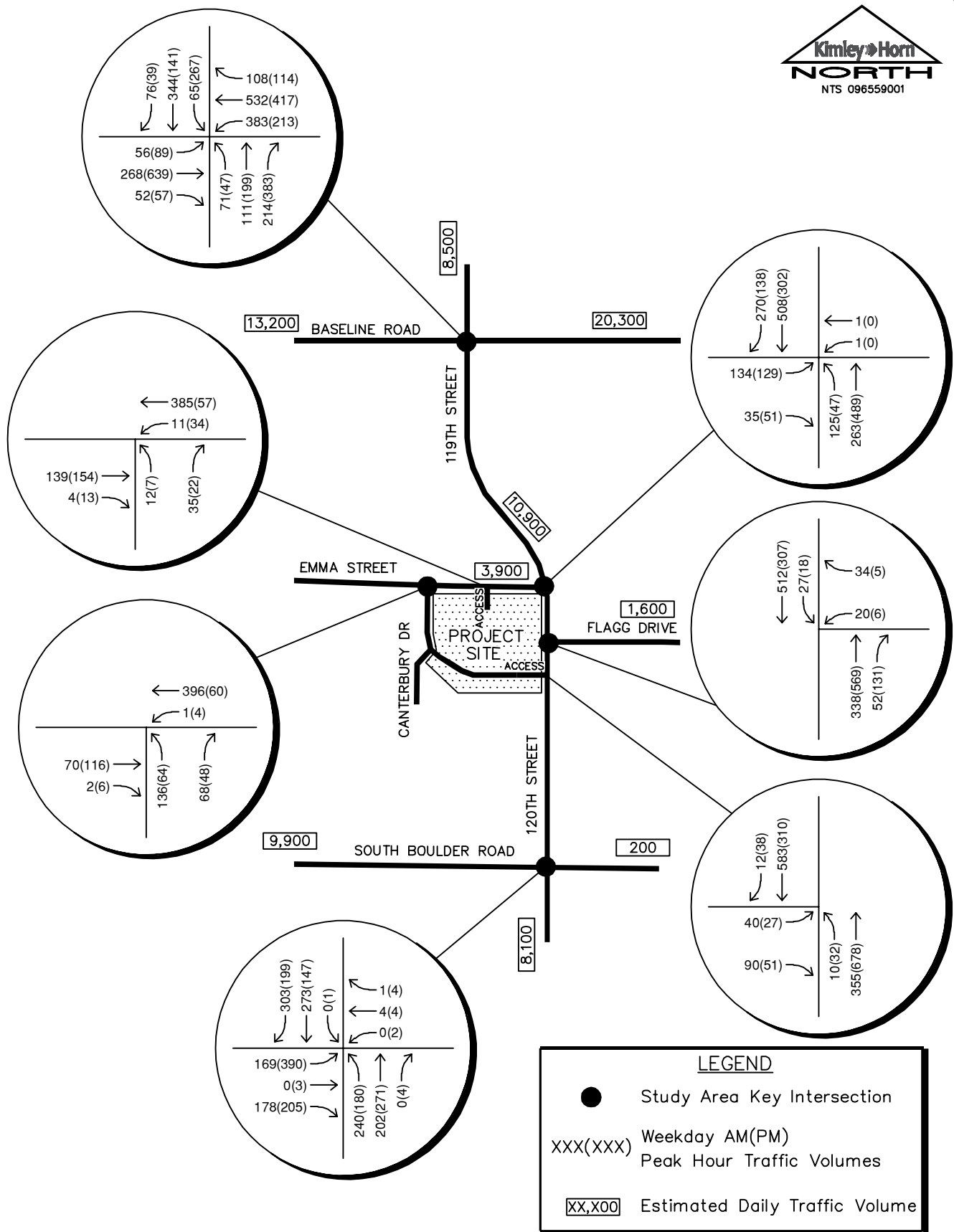
FIGURE 7





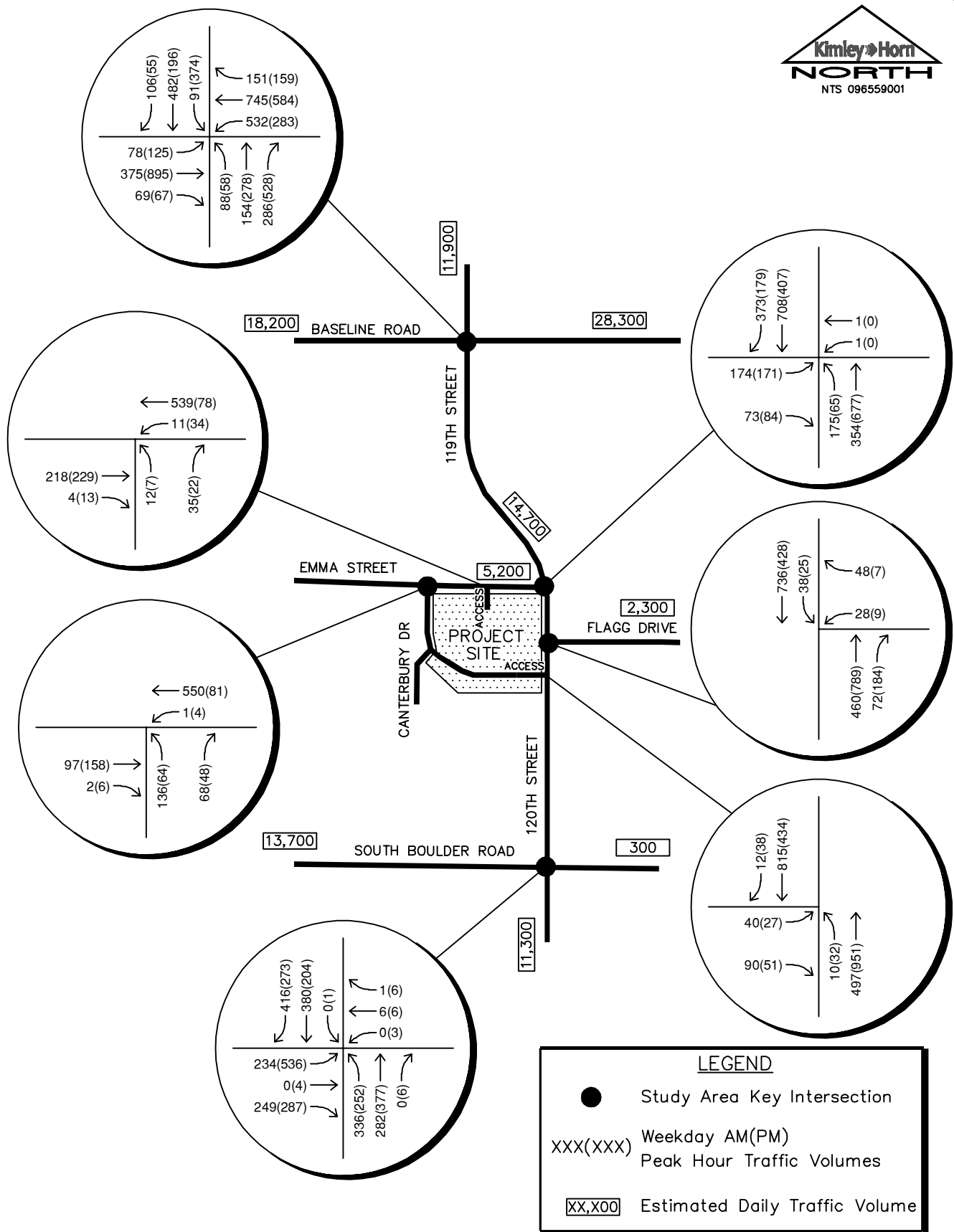
WILLOUGHBY CORNER – LAFAYETTE  
 PROJECT TRAFFIC ASSIGNMENT

FIGURE 8



WILLOUGHBY CORNER – LAFAYETTE  
2020 BACKGROUND  
PLUS PROJECT TRAFFIC VOLUMES

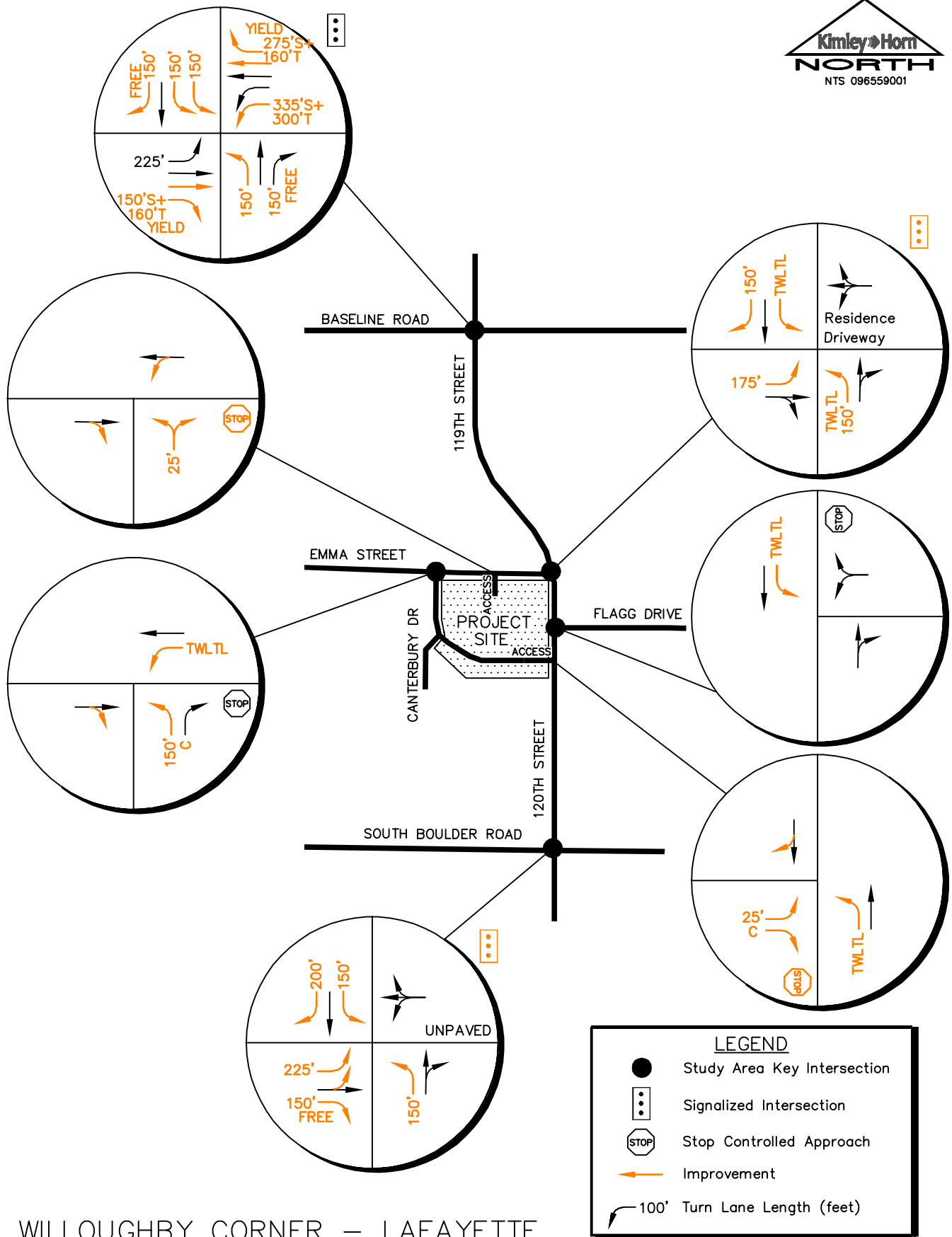
FIGURE 9



WILLOUGHBY CORNER – LAFAYETTE  
2040 BACKGROUND  
PLUS PROJECT TRAFFIC VOLUMES

FIGURE 10











WILLOUGHBY CORNER – LAFAYETTE  
 2020 & 2040 RECOMMENDED  
 LANE CONFIGURATIONS AND CONTROL

FIGURE 11

# Willoughby Corner Level of Service Tables















Existing Intersections Level of Service (Summer & School Year)  
Intersection Level of Service with Willoughby Corner

## Table 1 – Study Area Intersections LOS Results

Intersection	Control	Movement	2018 Existing Without School Traffic Volumes		2018 Existing With School Traffic Volumes	
			AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
			LOS (Delay)	LOS (Delay)	LOS (Delay)	LOS (Delay)
Baseline Rd & 119 <sup>th</sup> St (#1)		Overall	47.7 D	69.7 E	83.9 F	97.8 F
Emma St & Canterbury Dr (#2)		Northbound Approach	0.0 A	9.1 A	50.8 F	11.1 B
Emma St & 120 <sup>th</sup> St (#3)		Northbound Left	8.8 A	8.1 A	13.2 B	8.5 A
		Eastbound Approach	19.2 C	27.7 D	799.3 F	89.8 F
		Westbound Approach	0.0 A	0.0 A	113.0 F	0.0 A
		Southbound Left	0.0 A	0.0 A	0.0 A	0.0 A
Flagg Dr & 120 <sup>th</sup> St (#4)		Westbound Approach	12.1 B	16.2 C	17.0 C	17.5 C
		Southbound Left	7.8 A	9.2 A	8.3 A	9.2 A
S Boulder Rd & 120 <sup>th</sup> St (#5)		Overall	31.9 D	65.9 F	71.0 F	63.4 F



## Table 2 – 2020 and 2040 Study Area Intersections LOS Results

Existing Conditions					Future Conditions							
Intersections	Control	Movement	2018 Existing With School Traffic Volumes		Intersections	Improvement	Control	Movement	2020 Background and Project Volume		2040 Background and Project Volume	
			AM Peak Hour	PM Peak Hour					AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
			LOS (Delay)	LOS (Delay)					LOS (Delay)	LOS (Delay)	LOS (Delay)	LOS (Delay)
Baseline Rd & 119 <sup>th</sup> St (#1)		Overall	83.9 F	97.8 F	Baseline Rd & 119 <sup>th</sup> St (#1)	-Two EB and WB through lanes -EB+WB channelized right turn lane -WB & SB dual left turn lanes -NB+SB channelized right turn lane		Overall	40.3 D	32.7 C	52.5 D	37.8 D
Emma St & Canterbury Dr (#2)		Northbound Approach	50.8 F	11.1 B	Emma St & Canterbury Dr (#2)	-Access allowed southbound on Canterbury Drive -NB left turn lane		Northbound Left	42.8 E	10.9 B	59.8 F	11.8 B
								Northbound Right	9.4 A	9.5 A	9.5 A	9.9 A
								Westbound Left	7.4 A	7.5 A	7.5 A	7.6 A
Emma St & 120 <sup>th</sup> St (#3)		-NB left turn lane	13.2 B	8.5 A	Emma St & 120 <sup>th</sup> St (#3)	-Signalized -EB left turn lane -NB left turn lane -SB right turn lane		Overall	12.5 B	9.8 A	27.8 C	11.2 B
		-Eastbound Approach	799.3 F	89.8 F								
		-Westbound Approach	113.0 F	0.0 A								
		- SB right turn lane	0.0 A	0.0 A								
Flagg Dr & 120 <sup>th</sup> St (#4)		-Westbound Approach	17.0 C	17.5 C	Flagg Dr & 120 <sup>th</sup> St (#4)	-SB left turn lane		Westbound Approach	14.8 B	14.9 B	24.3 C	20.2 C
		-Southbound Left	8.3 A	9.2 A				Southbound Left	8.4 A	9.4 A	9.1 A	10.9 B
S Boulder Rd & 120 <sup>th</sup> St (#5)		Overall	71.0 F	63.4 F	S Boulder Rd & 120 <sup>th</sup> St (#5)	-Signalized -EB dual left turn lanes -EB channelized free right turn lane -NB left turn lane -SB left turn lane -SB right turn lane		Overall	7.8 A	18.8 B	14.2 B	20.8 C
N/A	N/A	N/A	N/A	N/A	Emma Street Access (#6)	-EB shared through/right turn lane -WB shared through/right turn lane -NB shared all movement lane -Stop controlled NB approach		Northbound Approach	10.4 B	9.6 A	11.8 B	10.2 B
								Westbound Left	7.5 A	7.7 A	7.7 A	7.8 A
N/A	N/A	N/A	N/A	N/A	120th Street Access (#7)	-EB left and right turn lanes -Stop controlled EB approach -SB shared through/right turn lane -NB left turn lane		Northbound Left	8.9 A	8.1 A	9.8 A	8.5 A
								Eastbound Left	15.8 C	17.5 C	20.7 C	24.2 C
								Eastbound Right	14.5 B	10.7 B	19.8 C	11.9 B