

Community Visions

City of Boulder

1) Provide a brief overall snapshot of your community.

The Boulder Valley has a population of about 120,000 and employment of almost 100,000. The University of Colorado's main campus is a foundation of the economy, supporting location of numerous federal labs and a large technology sector. An extensive open space system, numerous bike facilities and the natural setting makes Boulder an attractive community for many, resulting in housing affordability and transportation challenges.

2) Summarize your community's vision for the SH 7 corridor or station area(s).

The land use vision is being developed through the Boulder Valley Comprehensive Plan and the supportive transportation vision through the East Arapahoe Transportation Plan. Generally, the expectation is for increased mixed use development, housing and employment focused on the anticipate future BRT stops. Access to transit will be supported by an enhanced and fine grained network of bike and pedestrian facilities.

3) Describe the planned land use and zoning for the SH 7 corridor.

The East Arapahoe corridor contains major retail and light industrial uses, including the Twenty-Ninth Street Retail Center, Boulder Community Health, Ball Aerospace, Naropa University's Nalanda Campus, the CU East Campus and Boulder Valley School District (BVSD) offices along with generally low-density residential areas. The western end is highly developed with mixed-use commercial and residential the intensity of land use decreases to the east.

4) Summarize the transportation plan for the SH 7 corridor and connecting facilities (identify planned highway, transit, and bicycle/pedestrian projects on SH 7).

Are currently developing the East Arapahoe Transportation Plan, a long-range plan considering potential transportation improvements within the East Arapahoe corridor, including biking and walking enhancements, Bus Rapid Transit (BRT) and local bus service, and automobile travel. This plan will facilitate safe travel and access by people using all modes and support existing and future land use in the corridor.

5) Summarize your community's transportation policies and goals (site plan review, development fees, etc.)

Policies and goals are contained in the Transportation Master Plan, first adopted in 1989 and updated four times since, most recently in 2014. The basic policy is to develop a complete and sustainable transportation system for all modes, accommodating the expected increase in person trips through walking, biking and transit while reducing single occupant vehicle (SOV) trips. Boulder is a mature community with very little ability to expand roadways.

6) Are there any new or notable developments along the SH 7 Corridor?

Boulder Jewish Commons at corner of Cherryvale has opened, including child care and preschool facilities. Later phases include a number of other buildings including housing for seniors. The CU East Campus is in the process of building out to densities comparable to the main campus, increasing from 1.5 million square feet to 4.5 million square feet, including classrooms and student residences.

City/County of Broomfield

1) Provide a brief overall snapshot of your community.

The City and County of Broomfield became a city and county in 2001, allowing consolidation of services for our citizens. We are served by six school districts. The population of Broomfield is 56,000 people, we are one of the fastest growing communities in the state. Broomfield is 34 square miles, has 200 miles of streets, 258 miles of bike and walking trails and 63 parks.

2) Summarize your community's vision for the SH 7 corridor or station area(s).

Our existing Anthem Ranch and Anthem Highlands neighborhoods provide high quality single family development with significant parks and trails. The Ranch is a 55 and over community. The underdeveloped portions of SH 7 is envisioned to include vibrant mixed use and higher density housing including some multi-unit housing. We envision SH 7 as an iconic boulevard where people will want to live, work and shop.

3) Describe the planned land use and zoning for the SH 7 corridor.

The south side of SH 7 from the county's west boundary to just west of Sheridan is low density housing and parks. Moving east, the south side of SH 7 to I-25 is envisioned to be mixed use commercial and employment, with TOD at the southeastern corner. Mixed used, commercial and housing uses are planned north of SH 7 with small grid blocks fostering a good walking and biking environment. East of Huron Street to I-25 is envisioned as regional retail.

4) Summarize the transportation plan for the SH 7 corridor and connecting facilities (identify planned highway, transit, and bicycle/pedestrian projects on SH 7).

The plan generally follows the SH 7 PEL, anticipating 4 travel lanes with turn lanes and painted medians, 12' shoulders, bike lanes on shoulders, shared use paths. A pedestrian grade separation is anticipated at Coal Creek. From relocated County Line Road to Sheridan Pkwy, 4 travel lanes, raised median, aux lanes and 12' shoulders, bike lanes on shoulders, shared use path. We would like to revisit how cyclists are accommodated to specifically designate a safe place to ride.

5) Summarize your community's transportation policies and goals (site plan review, development fees, etc.)

Our vision is to provide a well-connected and well maintained multimodal transportation system that safely and effectively accommodates all modes, provides mobility for people and goods while supporting economic development. We review new projects for multimodal transportation capacity and connectivity and access needs. Broomfield charges a "Service Expansion Fee" of \$1 per square foot on new residential development, half goes to transportation and the remainder to school facilities.

6) Are there any new or notable developments along the SH 7 Corridor?

Children's Hospital anchors the north-eastern end of the corridor. University of Colorado Health has purchased significant acreage for future development.

City of Lafayette

1) Provide a brief overall snapshot of your community.

Community of approximately 28,000 residents, 10 miles east of Boulder and 5 miles west of I-25. Majority of residents commute to Boulder for work/school, with the second largest group commuting to the Denver area. Major employers include Exempla Good Samaritan Medical Center, Kaiser, and BVSD.

2) Summarize your community's vision for the SH 7 corridor or station area(s).

Lafayette is seeking to retain and if needed, expand of the Lafayette park and ride located in downtown on Public Road north of South Boulder Road. If bus rapid transit utilizes the park and ride as a station, transit would bypass Baseline and run on South Boulder Road. When headed east from the Park and Ride bus rapid transit would continue east on S. Boulder Road and head north on 120th street to the intersection with Baseline Road east of the City. This route would be supported by transit improvements on 120th Street and South Boulder Road to the Lafayette park and ride. The intent of using this routing is to allow BRT to bypass the congestion on Baseline Rd. through Old Town Lafayette. Transit stations could be located at: P-n-R, 119th Street/Baseline, and Arapahoe/Hwy 287.

3) Describe the planned land use and zoning for the SH 7 corridor.

Low Density residential on the western leg between 95th and Hwy 287. Higher density mixed use and commercial at Hwy 287 & Arapahoe and primarily commercial along the shared Hwy 7/287 leg. Eastern leg includes mixed use commercial and higher density residential. Zoning along the route includes C1 (Regional Business), R1 (Medium Density Res), R0 (Low Density Res), B1/URA (Community Service Business/Urban Renewal), and OTR (Old Town Residential).

4) Summarize the transportation plan for the SH 7 corridor and connecting facilities (identify planned highway, transit, and bicycle/pedestrian projects on SH 7).

Bus service to I-25 per the findings of the Transit Services Enhancement Plan. Planned improvements to 120th Street could include dedicated bus lane. Widening of South Boulder Road from 120th Street to Public Road to accommodate multi modal capacity. Intersection improvements to 119th/120th Street & Baseline Road per the 2013 Highway 7 PEL. Improvements to the Arapahoe Road/Hwy 287 intersection in all directions.

5) Summarize your community's transportation policies and goals (site plan review, development fees, etc.)

Lafayette seeks to strategically manage its transportation system by promoting the use of alternative travel modes and targeting roadway improvements that address major transportation bottlenecks. Promote the development of alternative transportation choices to the SOV that are safe & convenient for residents, workers & visitors. Support land use patterns that encourage alternative modes of transportation & provide bus bike & pedestrian access to all parts of Lafayette including downtown.

6) Are there any new or notable developments along the SH 7 Corridor?

Weems (HeartEye Village) at Arapahoe and 287. Lafayette Promenade commercial center, Boulder County Housing Authority.

City of Thornton

1) Provide a brief overall snapshot of your community.

The City of Thornton, founded in 1956, is a home rule city operating under the Council - Manager form of government. A growing population of approximately 132,000, Thornton's projected build out population is 250,000. Currently, Thornton is the 6th largest city in the State. Thornton is a diverse community with a strong commitment to quality of life and environmental issues.

2) Summarize your community's vision for the SH 7 corridor or station area(s).

SH 7 serves as a major east/west corridor that in the future will provide multimodal connections to bus, rail, bicycle, pedestrian, and vehicular modes. At buildout, SH 7 will be a 6-lane multimodal roadway with local and BRT bus, bicycle lanes, access to rail, pedestrian and vehicular modes of transportation that build off the SH 7 PEL study.

3) Describe the planned land use and zoning for the SH 7 corridor.

The planning land use and zoning in the SH 7 corridor include regional commercial, commercial, mixed use, single and multi-family residential, residential estates, and TOD.

4) Summarize the transportation plan for the SH 7 corridor and connecting facilities (identify planned highway, transit, and bicycle/pedestrian projects on SH 7).

The plan builds to the SH 7 PEL or to Thornton Transportation plan. At grade intersections with queue jump lanes for transit and bicycle lanes. There will be trails/sidewalks along and connecting to the 6-lane highway. Colorado Boulevard will be moved east for the future Fastracks station and TOD area. A diverging diamond is starting under design at SH 7 & I-25. 160th Avenue will be realigned to the north. Widening is under construction in the York area. There will be a new signal at Quebec.

5) Summarize your community's transportation policies and goals (site plan review, development fees, etc.)

It is Thornton's policy to have transportation improvements built at time of development. Sometimes cash in lieu is received. If needed, CIP projects are developed to build transportation improvements. There are some Urban Renewal Authorities and Metro Districts that fund some transportation improvements.

6) Are there any new or notable developments along the SH 7 Corridor?

Morrison Farms on the NE corner of York has 432 homes and Cundall on the SE corner has 363. On the SE corner of Quebec the developments have 1586 single family homes. Multifamily homes are approved for Larkridge. Development at 160th include mix use of commercial, light industrial, and multifamily. There is the TOD (3500 multifamily) north along Colorado Boulevard. There is also mixed use on the south side of the SH 7 corridor from Colorado to Quebec.