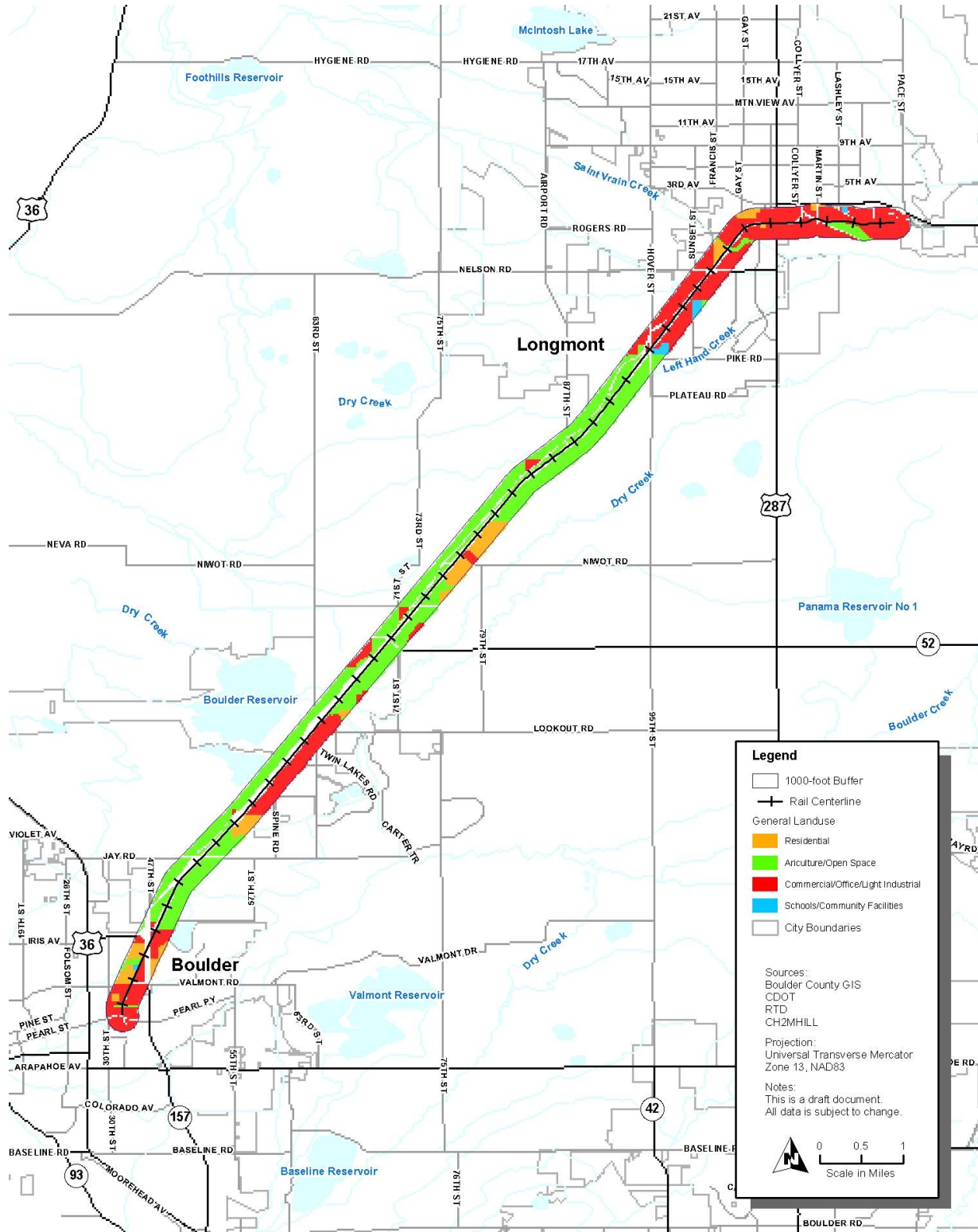


Figure 1-2: Map of Existing Land Use in Diagonal Corridor



Hover/Pike Station Area Land Use

This area of the Diagonal corridor includes the most significant areas of active agricultural uses. Expansive areas of cropland and cattle grazing typify much of the surrounding land. A local commercial operation for firewood products is located south of this site and west of 87th Street. Near the intersection of Hover Street and SH 119, the character of this area changes to primarily office and commercial uses. Commercial and office uses border the BNSF line east of Hover Street. Many of the commercial uses are recent construction (within 10 years) and are directly adjacent to the rail line. The Boulder County campus of Front Range Community College is located in an office complex at the northeast quadrant of Hover Street and Pike Road. Vacant land exists in the southeast quadrant of this intersection, bordered by other office uses and Left Hand Creek.

Hover/Pike Station to 1st Avenue/Terry Street Station Area Land Use

The area east of Hover Street includes office, commercial/retail, and light industrial/ warehouse uses. The Twin Peaks Mall and associated retail pad sites are located to the northwest of the BNSF rail with office uses located to the southeast of the line. The Career Development Center (located in the Olde Columbine High School) and the Sunset Middle School are within 1,000 feet of the BNSF line, east of Sunset Street.

Moving northeast toward downtown Longmont, the area bordering the Diagonal corridor (named Ken Pratt Boulevard in this area) consists of light industrial/warehouse and some commercial uses. One area of residential development exists northwest of the BNSF rail line, south of the St. Vrain Greenway, and north of Nelson Road. This triangular-shaped neighborhood is the St. Vrain Village mobile home park. A pedestrian bridge is located parallel to the rail bridge crossing the St. Vrain Creek, connecting this neighborhood to the north side of the Creek. Land uses on the north side of the St. Vrain Creek extending to the proposed 1st Avenue and Terry Street Station are primarily light industrial/warehouse with commercial uses intermixed.

The BNSF line turns east at approximately Pratt Street to parallel 1st Avenue. The area immediately surrounding the proposed 1st Avenue and Terry Street station includes mixed commercial, an electrical substation, and the ConAgra Foods plant. A small, residential mobile home park is also located south of the rail line and 1st Avenue between commercial uses. Few other residential uses exist in this immediate vicinity.

The former Golden West Flour Mill property is located directly north of the rail corridor and east of the Pratt Street overcrossing. This property has been identified for potential redevelopment by the owners and the City of Longmont. Currently the site includes a vacant mill operation building and elevators. The potential for mixed commercial/retail and residential uses is being studied for this site. This site has been identified for transit-oriented development in combination with the station proposed near this location.

1st Avenue/Terry Street Station to Sugar Mill Station Area Land Use

Continuing east along the corridor, the rail line generally parallels 1st Avenue and is bounded by additional light industrial/warehouse uses. Several salvage yards lie adjacent to the BNSF line to the north with undeveloped land to the south.

Commercial uses, a small strip of residential development, and office uses exist between the rail line and 3rd Avenue, including auto dealerships, an office park complex, a gas station, and the Salud Health Clinic (on Rogers Road).

The rail corridor ends at the former Great Western Sugar Company (Sugar Mill) site at Sugar Mill Road and 119th Street. The mill site is currently not operating and is used for storage, and closure of the site is ongoing. Several agricultural industrial operations buildings surround the former mill and are occupied by Hillehog Sugarbeet Seed Company. This includes equipment yards, office buildings and greenhouses. This potential station site has been identified by its owners and the City of Longmont for redevelopment. The potential exists for a mixed commercial/retail, office, and residential transit-oriented development on this site.

Future Land Use

Boulder County and the City of Longmont have developed agreements and detailed comprehensive plans that focus more intense development in those areas along the Diagonal corridor where they can be supported by infrastructure, access, and employment. The approach of focusing development in specific areas is reflected in the planning documents for each jurisdiction.

Table 1-1 identifies the plans used to determine the project's compatibility with land use in the Diagonal corridor, focusing on the Longmont area.