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Executive Summary

The City of Arvada will be served by three stations at Olde Town, Kipling, and Sheridan when the Gold Line opens in 2015. Bringing FasTracks to Arvada is about more than moving people. It is also about community building. It requires an understanding that by linking transportation with good land use planning, you can change the future one station at a time. The City of Arvada initiated the Arvada Transit Station Planning Project as a means to study the individual needs of each station and strengthen the potential at all three stations.

TOD Concepts to Fit the Community

The planning process considered the following transit-oriented development (TOD) principles for the three station areas:

- Defined center.
- Active, 18-hour place.
- Mix of uses, horizontally or vertically.
- Compact pedestrian-oriented design.
- Moderate to higher density development, especially near transit.
- Limited, managed parking.
- Sustained public leadership.

The principles were applied to the station areas during a process that included an assessment of the existing conditions, creation of plan alternatives, and selection of a preferred station area plan and implementation strategy for each station. The process involved a wide range of public input, including an ongoing Steering Committee, stakeholder interviews, and six design workshops with over 280 participants, to help identify the community needs and desires for the future. The process is described in Section IV of this report. The station area plans are described below.
Olde Town Station Area Plan

The character of the Olde Town Station area will be of a vibrant urban village that preserves its historic fabric and also allows new opportunities for living, employment, shopping, dining, and cultural experiences. It will be unique from all other stations along the Gold Line with its location in the heart of a national historic district and the “Grand View” to the south. Its role among the Gold Line stations will be that of the “heart”, providing the full range of land uses imagined in a transit-oriented development. Its residential opportunities will support other stations more focused on employment (like the Sheridan Station). Its shopping, dining and employment opportunities will support stations more focused on residential use (such as Kipling Station). The site context for Olde Town Station and more details about the TOD concept for Olde Town are described in Section 5 of this report.

Kipling Station Area Plan

The future Kipling Station character will be that of a vibrant village mixing residential, educational, and convenience retail uses. It will support the Olde Town Station by providing customers for Olde Town’s commercial establishments. Its housing will provide opportunities for those who work at other locations in Arvada or the region. It will support the region by providing easy transit access to a community college. The site context for Kipling Station and more details about the TOD concept for Kipling are described in Section VI of this report.

Sheridan Station Area Plan

The Sheridan Station area is an established industrial area, accommodating a variety of small and medium sized businesses. Sheridan and I-76 provide tremendous regional access, which will be further enhanced by the coming of the Gold Line. The area has a gritty character often found in industrial areas with metal and concrete buildings, outside storage of equipment and vehicles, and little landscaping. It is one of the few industrial areas in Arvada offering substantial employment opportunities. It is also unique in having a major chemical processor, Industrial Chemicals, which presents challenges for the type of uses that can be located in this area. Despite this industrial character, the area has some excellent natural amenities and recreational sites such as Clear Creek, Jim Baker Reservoir, and the future Hyland Hills Recreation District Park. The Sheridan Station’s unique role in the Gold Line is that of a
major employment center, providing a place to work for others in the region. The site context for Sheridan Station and more details about the TOD concept for Sheridan are described in Section VII of this report.

**Implementation Strategy**

The Arvada Station Area Plans are feasible from a planning, market, and financial perspective. Market timing and phasing will be an important consideration since the Gold Line will not open until 2015. The success of the Olde Town Station needs to be the preeminent focus of attention: what happens at Olde Town can set the tone for the Kipling and Sheridan stations.

Six strategies are recommended to move the station area plans to the next phase of implementation:

- Adopt station area plans for the Kipling, Olde Town and Sheridan Station areas.
- Assign dedicated staff to Station Area Plan Implementation.
- Develop and adopt supportive zoning.
- Develop a corridor strategy to identify priorities and linkages between the stations.
- Explore available public finance mechanisms.
- Include Station Area Plans in the Arvada Capital Improvements Plan.
- Undertake and implement Olde/New Town Parking Strategy.

**Parking Strategy**

A parking strategy for Olde Town, including identifying the best locations for parking garage(s), and a financial and management strategy for parking, will be required to ensure ample parking is provided for rail communities and uses of Olde Town.
Section 1: Introduction

When the FasTracks Gold Line opens for service in 2015, the City of Arvada will be served by three stations at Olde Town, Kipling, and Sheridan. Seeing the opportunity to expand on the potential of the Gold Line stations and attract quality growth and investment to Arvada, the City of Arvada initiated the Arvada Transit Station Planning Project in the spring of 2006.

This TOD Framework Plan is Arvada’s plan for the future of the three station areas in Arvada. The alignment represented in this plan is Arvada’s preferred alignment for the Gold Line EIS.

This project considered the opportunities at the proposed Olde Town, Kipling and Sheridan stations, listened to public opinion about its desires and needs for the community, and developed land use and transportation concepts that apply Transit Oriented Development (TOD) principles by creating mixed-use, compact walkable development near the stations. Arvada’s stations are very different places, and how TOD occurs at the stations reflects those differences:

- Olde Town is Arvada’s downtown station. The Olde Town Station will be an important destination not just for Arvada, but for the entire metro region because of its unique character and variety of uses.
- The Kipling Station features a compact transit village with residential and mixed-uses serving the station and the Red Rocks Community College.
- The Sheridan Station will provide a diverse range of employment opportunities within an easy walk of the station. While residential use will be allowed, it must be subordinate to the employment uses.

The following report summarizes the TOD principles applied at the Olde Town, Kipling and Sheridan stations, describes the vision created for each station, and presents the station area plan developed to support the vision at each station. Each station area plan includes a TOD concept, urban design plan, and circulation plan. Detail is also provided regarding the process and context in which the Station Area Plans were created.
Transit Villages

Dense urban communities well served by transit and high quality train systems make it easy to live without a car - by riding transit and walking through pleasant urban environments. Transit Villages have active, vibrant, and strong neighborhood centers focused around transit. – www.transitvillages.org
Section 2: Community Building with FasTracks

Bringing FasTracks to Arvada is about more than moving people. It is also about building community in a new way. FasTracks is a long-term investment. In order to make it a good investment, it requires an understanding that its success will require more than destiny; it will require an understanding that by linking transportation with good land use planning, you can change the future one station at a time.

There is no simple rule of thumb or formula for what it takes to make a station area attractive for development. Since each station is unique, so are its individual needs. Pursuing a cookie-cutter approach toward Arvada’s three stations will only weaken, rather than strengthen them.

Successful TOD is more than dense, walkable, mixed-use development that happens to be next to transit. Creating successful TODs in Arvada starts with understanding the context of each station area. The identity of each TOD needs to be thought about and understood at a number of scales - the region, the corridor, the community, and the TOD as a distinct place.

Building FasTracks is about more than moving people. It is also about building community in a new way.
• TOD within the Region: How are TODs in Arvada unique among the 57 new stations in the Denver region and approximately 100 total stations? How will Arvada’s TODs compete within the regional real estate market for investment?
• TOD as part of the Corridor: What is the relationship of Arvada’s three planned TODs to each other along the Gold Line? How will they be mutually supportive?
• TOD as part of the Community: How do the Kipling, Olde Town and Sheridan TOD’s complement/reinforce/add value to each other and existing neighborhoods they rest in? How will the future uses be complementary between stations?
• TOD as a Place: What is each TOD’s distinct identity? Is it a destination? A place to pass through? An employment area? What does each of the three stations in Arvada contribute to the identity of the TOD? The Community?
• A missing link in many TOD plans comes down to understanding how the presence of transit can bring additional value to the community. What can it mean to have a station in your community? How do you take advantage of having a station? How will the transit work? How do you make transit behave and be a good neighbor in the community? How will the presence of transit affect the real estate market for development in Arvada? How is a TOD different from conventional mixed-use? Who can you expect to live in a TOD and how do you design it to meet their needs versus conventional urban infill? In answering these questions, Arvada can draw on TOD experience from throughout the Denver region and in other American cities. The next section helps lay the groundwork of the fundamentals of good TOD design.
Planning and implementation of a successful TOD involves many small decisions to assure development is consistent with TOD principles. Some of the key principles needed to create a successful TOD are:

- Defined center.
- Active, 18-hour place.
- Mix of uses, horizontally or vertically.
- Compact pedestrian-oriented design.
- Moderate to higher density development, especially near transit.
- Limited, managed parking.
- Sustained public leadership.

**Sense of Place**

Each station area in Arvada can provide a sense of place by creating a unique character and identity that enables the citizens of Arvada to have a personal connection and experience with the place in their daily lives and builds a great community recognized throughout the region.

**Defined Center**

The concept of a TOD is more than providing easy access from home and work to transit. Although transit can be an important anchor for a center, the center must create a destination: a sense of place and community. In Arvada, each station center is distinctive and unique to the neighborhood or area of the City. Olde Town has the historic downtown core to build off of; Kipling has a new transit village that will be the heart of that station and is close to Red Rocks Community College; and Sheridan is an employment area that will serve as the center. While the character of the center is different at all these stations, they all contain some common, essential elements, including:
A sense of vitality, with a compact urban form oriented toward walking and a mix of uses.
A commitment to innovative development, a flexible approach, and the removal of barriers to development.
Evidence of leadership and community vision.
Excellent accessibility to transit and major roads.
Responsiveness to the fundamentals of market supply and demand.
A mix of land uses (e.g., residential, retail, employment, civic, cultural, and/or recreational) and a connections between those uses and the overall center.

Mix of Uses
Creating a mix of land uses provides diversity and variety, helps to define the center, and creates a more active, vibrant place. The diversity in land uses enables people to take care of the majority of their needs within a short walking distance. The mix of uses can be either vertical, in the same building, or horizontal, located next to each other. The key is to locate the various uses close together, make them easily accessible and supportive of each other.
At each station in Arvada, the plan defines a mix of uses that matches the character, needs, opportunities, and constraints of the area.

Active, 18-hour Place
A mix of land uses promotes activity around the clock, either within the TOD or easily accessible from the TOD. This in turn promotes the most efficient use of the transit system: travel in both directions, throughout the day. A mix of employment, residential, and recreational uses that provides services during the day, evenings, and weekends expands transit ridership beyond the morning and evening commute to encourage transit use for shopping and entertainment purposes. The Olde Town Station has the best potential for creating an active 18-hour place. The existing shops and restaurants and the potential for additional development to support the historic Olde Town is a tremendous opportunity.

Fruitvale Transit Village, Oakland, CA
Connected directly to the BART Transit Station, this mixed-use TOD provides a sense of arrival and served as a catalyst in the economic and social transformation of the community.

Pioneer Place, Portland, OR
Pioneer Place incorporates the transit station directly into the design of this one million square foot mixed-use TOD project in the heart of downtown Portland.
Pedestrian-Oriented Design

Within a TOD, non-auto trips increase when a mix of uses is easily accessible and arranged in a way that emphasizes travel on foot rather than car. In Portland, Oregon, research found that residents of TODs were twice as likely to choose to walk for non-work trips than residents of the general region.

Creating a pedestrian environment requires considering the dimensions of the human body and the scale of the spaces that people use. Subtle factors, focused on a pleasant environment for the pedestrian, encourage people to walk. As noted in the Creating Transit Station Communities in the Central Puget Sound Region – A Transit-Oriented Development Workbook, “most people do not feel comfortable walking in a wide-open area with busy traffic passing closely by. Pedestrians are drawn to streets and paths with a feeling of intimacy and enclosure. This feeling can be created by locating buildings close to the sidewalk, by lining the street with trees, and by buffering the sidewalk with planting strips or parked cars. People on foot enjoy small details, such as displays in shop windows, street level lighting and signs, and public art and displays.”

Each station in Arvada has the potential to be a great walkable neighborhood in itself with streets and open spaces that help create the identity of the station area.
Moderate to Higher Density Development

Residential or employment development near transit stations provides a ready market for transit trips. Consequently, higher densities strengthen the demand for transit. Development should be at higher densities in TODs in relation to the existing surrounding development pattern. Within TODs, densities should be the highest nearest transit. Historically, 6 to 7 dwelling units per acre will support a bus line and 9 to 25 dwelling units per acre will support a rail line. When the density increases to over 50 dwelling units per acre, the number of auto and non-auto trips are equal. The general rule of thumb is that a 10 percent increase in density equates to a five percent increase in transit trips.

The densities planned for each station in Arvada try to push the envelope for creating higher density within Arvada. The proposed densities however, need to be sensitive to the adjacent uses and the wants and desires of the community. It will be necessary to transition density at the edges of the transit oriented development.

Managed Parking

Parking to reflect the impact of transit is one of the most challenging aspects of any TOD. Typical suburban development, with 50 to 75 percent of the site devoted to surface parking, results in land use densities that are too low to support transit service. By creating a more limited parking supply and moving parking from surface parking lots to on-street parking and parking structures, residents, shoppers, and employees are encouraged to use transit to get to the TOD and walk.

We know from research that TODs behave differently from conventional development:

- People living and working in TODs walk more, use transit more and own fewer cars than the rest of the region.
- At an individual transit station, TOD can increase ridership by 20 to 40 percent and up to five percent overall at the regional level.
- People who live in a TOD are five times more likely to commute by transit than other residents.
While the relationship between parking supply and travel behavior is well understood, there has been a disconnect between research and real world practice. Developers and financial institutions still tend to prefer conventional parking ratios in TODs despite local policies and codes that provide options for less parking.

Parking in a TOD should consider four fundamental components: size, location, design, and management:

- Parking needs to be sized sufficiently to meet auto needs that cannot be satisfied by transit. Shared parking between uses or a parking management district can reduce the need for parking by 25 percent over conventional ratios depending on the mix of uses.
- Strategies such as counting on-street parking as part of the requirements can help reduce the dominance of parking as a land use.
- Parking facilities should be located so the buildings, not the parked cars, are the dominant visual feature.
- Parking design should be integrated with the development to relate to the streetscape, circulation routes. Once parking has been “right sized” to transit, it needs to be managed.

Without a doubt, the Olde Town Station area will have the most issues related to parking compared to the other two stations. Because of Olde Town’s existing retail area and the increased parking proposed as a component of the transit service, there will be greater pressures on parking at this station. While a reduction in the overall number of parking spaces will be desirable, a complete parking strategy for the area will need to be developed to balance the parking needs of retail and commercial uses, existing and proposed residential uses, transit parking, and limited/valuable space to place it.
Sustained Public Leadership

Historically, TOD revitalization supports the strategy that the public sector must take the primary leadership role and the initiative before the private sector is willing to commit time and money. In addition, public leadership is needed as a station area is being developed and throughout the life span of the station area. The City must set the stage and pave the way for change by:

- Assuring that the political will is aligned with the TOD objectives.
- Preparing new and modified policies and code language to achieve the TOD goals, both at the regional and local levels.
- Committing necessary staff and capital resources to carry out implementation.
Section 4: Concept to Fit the Community

Public Involvement

The creation of the TOD concepts for the three Arvada station areas was a highly interactive process with citizens playing an integral part of the concept creation. Stakeholder involvement was woven throughout the schedule at key points in the decision-making process:

- A Steering Committee provided guidance throughout the process.
- The public attended design charrettes and rolled up its sleeves to create and refine concept plans for each station.
- Stakeholder interviews with key landowners and interest groups discussed opportunities and constraints for each station.
- Developers gave their expert market input into the preliminary plans.
- Planning Commission and City Council provided their input on the draft plans.
- Draft plans were presented to the public at an open house.

Planning Process

Beginning in 2006, the process to create the station area plans included three phases: background; alternatives; and strategy. The first phase assessed the existing conditions at each site, including opportunities and constraints at each station, the real estate market in each station area, and the public’s hopes and desires for the station areas. Interviews with 26 stakeholders/stakeholder groups were conducted to identify the issues that are important to the community. The stakeholder interview results are summarized in Appendix A.

The second phase was the creation of the alternatives where 167 attendees participated in a series of three workshops in May to gather feedback on the opportunities and constraints of each site and to generate preliminary alternatives for each station. Following the first workshop, the project team and City staff developed three concept plans for each station. These plans were referred to as “crash-test dummies,” meaning that none were designed
to survive the next level of analysis—but instead represented a range of possibilities for density and land use at the stations. The concepts were reviewed by the Steering Committee and presented at a series of workshops in July during the strategy phase (phase three). Representatives of the development community helped to “ground-truth” the three alternative concepts by commenting on the marketability and ease of implementation of each plan. This information was considered during the creation of the final concept plans.

The third phase began with a series of public workshops to discuss the strengths and weaknesses of each of the three alternatives for each station and gain an understanding of the public’s desires for the future of each station area. The 115 citizen participants were asked to consider the pros and cons of each alternative and weigh the trade-offs of implementing different elements of the alternatives. Based on input from the public, the project team and City staff developed a recommended alternative for each station area. The public had an opportunity to comment on the final alternatives at an open house in November. These final alternatives were modified to incorporate the public comments from the open house and then were taken into a more detailed level of design and analysis and an implementation strategy was developed. The final concept plan alternatives are described in detail in Sections 5 through 7 of this report.

**Steering Committee**

The Committee provided input into the process, guided development of vision and goals and provided comments on the land use plans as they developed. The committee membership included:

- Gold Line Advisory Committee
- Kipling Station Landowner interests
- Skyline Estates HOA
- Arvada Chamber
- Arvada Urban Renewal Authority
- Arvada Economic Development Association
- Olde Town Business Community
- Reno Park Historic District
- Stocke-Walter Historic District
- Southeast Business Community
- Planning Commission
- City Council
- Jefferson County
- Adams County
- Wheat Ridge
- Red Rocks Community College
Section 5: Olde Town Station Area Plan

SITE CONTEXT

Existing Land Uses

The Olde Town Station will be located in Arvada's downtown, near Grandview Avenue and Olde Wadsworth Avenue. As the most prominent of the three rail stations in Arvada, it will be an important retail, mixed-use, and cultural destination, drawing visitors from throughout the Denver region. It is also located in the center of the Arvada Olde Town Historic District, nestled between two adjacent historic districts, the Reno Park Historic District to the west, and the Stocke-Walker Historic District to the east.

Existing land uses in the Olde Town area focus on the historic district designation with retail and residential land uses north, east, and west of the station having a historic character. South of Grandview, the existing uses include a freight rail line, movie theater, food establishments, and big box retail. The construction of the new Arvada Library on West 57th Avenue is considered a “new treasure” in Olde Town, which serves as a focal point and meeting place, drawing more visitors to the area. In addition, there are numerous places that can serve as destinations for visitors to Olde Town and local neighborhoods that can support the businesses in Olde Town, including:

- Arvada Olde Town Historic District, Arvada Library, St. Anne’s Church and Catholic School, McIvoy Park, Elks Lodge, Masonic Lodge, Lion’s Club (North).
- Reno Park Historic District (Northwest).
- Lawrence Elementary School, historic Water Tower and the historic Flour Mill (West).
- Water Tower development (Southwest).
- Colorado Cinemas Theater (South).
- RTD park-n-ride facility, Foster Elementary School, Foster Park (Southeast).
- Stocke-Walter Historic District (East).
New street improvements will provide grade separation between Wadsworth Boulevard and Grandview Avenue. These improvements also include new plaza and pedestrian walkways to provide gathering places for the community and pedestrian linkages between the Stocke-Walter historic district neighborhood and Olde Town.

**Opportunities and Constraints**

The Olde Town area has great potential because of its unique downtown character, historic nature, central location, solid base of local retail establishments on Grandview Avenue and Olde Wadsworth Boulevard, incredible mountain views to the south and west from Grandview, good access from Wadsworth Bypass and Ralston Road, and potential areas for redevelopment, such as:

- Between Grandview and Ralston Road (west of Wadsworth) in select locations such as the Elks site.
- South of the station, at the theater site, existing RTD park-n-ride, and the shooting range.

FasTracks has the potential to fundamentally alter the current retailing characteristics to more of a boutique retailing destination not dissimilar from Pearl Street in Boulder or Old South Gaylord in Denver. Further, the infusion of mixed-use residential product into Olde Town will help solidify the viability of retail shops past the service-retail work-day period and into mornings, evenings, and weekends.

With transit, the Olde Town location has a benefit that few other station locations can claim—historical awareness from throughout the metro-area. While most in metro-Denver have heard of Olde Town Arvada, few have made the journey to visit in recent years. New residential development and retail stores can both leverage this awareness to help create buzz, in a well-planned location that can grow tremendously through introduction of rail transit.
Market Analysis
The current market in Olde Town supports existing retail and office, but is insufficient to support much new construction. Residential uses have recently developed nearby at the Water Tower site, with good demand shown for townhomes and apartments, but weaker demand for loft product. Residential development is viable if delivered at the right price points and rents.

The mixed-use nature of the Olde Town area will help support viable market uses as the installation of FasTracks becomes closer. The challenge to development consistent with a TOD will be to work with major land-owners north of the tracks and landowners south of Grandview in order to properly integrate parking into the future development. These discussions should be pursued immediately in order to assure that market appreciation does not spur development that precludes proper placement of these station amenities.

Key Issues
Key issues in Olde Town were identified based on site and market analysis, developer feedback, stakeholder interviews, and public comments at the design workshops and open house. Parking in the area is limited, and new uses, such as the Arvada Library, are expected to create an additional demand on the existing supply. Many business owners are concerned about rail users parking for the day in Olde Town, making it difficult for customers to find parking. Balancing the parking needs for existing and future land uses, as well as transit users, is critical to the success of Olde Town. Thus, a parking structure and parking management strategy to serve both the retail core of Olde Town, as well as the transit users, are important elements to address in the next phase of the Arvada Transit Station Planning Project process.

The historic designation of Olde Town adds to the character of the area, but also presents limitations to increase density near the Olde Town Station. Maintaining the character of the historic area through design elements to reduce the impact of density is a focus of this station area plan, along with identifying possible sites for increased density.

Another key issue for this area will be building heights and density. Because of the strong desire to maintain the views from Grandview Avenue to the south and west, the building heights and densities directly adjacent to the station (south of the tracks) will need to be tailored to preserve the views. While this may reduce the overall density for new development,
Site Analysis Plan
Illustrates opportunities and constraints of current Olde Town conditions.
and reduce the transit ridership, these goals must be balanced with local desires to preserve this key view. Additional building heights in the Olde Town historic district will also create a challenge to maintain the character of the district that everyone relates to today. Grandview Avenue is an integral part of the Olde Town historic character and should be preserved. Any impacts to Grandview Avenue and the historic buildings on the south side of Grandview due to the Gold Line design should be minimized. In addition, Vance will continue to provide an important connection between Olde Town and New Town. This connection should be maintained as part of the Gold Line design to improve circulation and connectivity at the station area.

With the implementation of the Wadsworth Bypass Grade Separation project and the removal of the vehicular connection to Wadsworth at Grandview Avenue, the access to the Olde Town area will change. The new plan identifies how vehicles will access Olde Town on Olde Wadsworth and 56th Avenue from the south and on Ralston Road from the north.

Pedestrian connections are also critical to this area. Although there is a street grid in the area, there are not well-defined pedestrian connections from the neighborhoods in any direction. The new Grandview Bridge will create a better connection from the east, but all other pedestrian connections need to be strengthened. There is also a desire to make a stronger bike and pedestrian connection to the Ralston Creek Bike Path, located north of the Olde Town area.

**Role within the Gold Line**

The Olde Town Station will be the “heart” of the Gold Line stations in Arvada, providing the full range of land uses imagined in a TOD. Its residential and shopping and dining opportunities will support and complement the Sheridan Station, which will be more focused on employment. Its shopping, dining, and employment opportunities will support the Kipling Station, which has a residential focus. Of all the seven stations on the entire Gold Line, the Olde Town Station has the potential to be the iconic station for FasTracks. It already has the most name recognition and desirable uses along the length of the 11.2 mile Gold Line Corridor.


**STATION AREA PLAN**

**The Vision**

The Olde Town Station will revitalize Olde Town Arvada as a vibrant 18-hour downtown where people from throughout the region come to shop, dine, work, play, learn, worship and live while preserving Olde Town’s history and character. The offerings of Olde Town Arvada will be enhanced through the development of the “new town” adjacent to Olde Town, within walking distance of transit, which provides additional retail, employment, dining, and living opportunities connecting the historic Olde Town with other parts of Arvada along the Gold Line.

**Plan Goals**

The Olde Town Station Area Plan was designed to address several goals identified during the public workshop process. The goals include:

1. Providing a variety of employment, retail, and housing within walking distance of the transit station.
2. Providing parking to serve both the transit station and the Olde Town businesses and residents.
4. Preserving the “grand view” from Grandview.
5. Providing an opportunity for more intensive uses developed in the character of Olde Town.
6. Providing pedestrian connections between the historic Olde Town and the “new town” south of the tracks, keeping the historic character and scale of the connections.
7. Creating bicycle and pedestrian linkages between the station and the Ralston Creek Regional Trail system, located north of the station.
8. Developing a unique character that supports the look and feel of Olde Town for Transit and capital improvements.
The TOD concept for Olde Town, as shown on page 23, creates a defined center with two distinct downtown mixed-use development districts: Olde Town and New Town. The two districts provide an increased mix and variety of uses to attract more people to the Olde Town area. Selectively intensifying and diversifying land uses in the immediate vicinity of the station, along with pedestrian friendly street improvements, will encourage walking within Olde Town plus to and from the transit station. At the same time, maintaining the existing scale of buildings along Grandview and Olde Wadsworth will ensure that the historic character of Olde Town is preserved. Olde Town’s shops and restaurants will help to anchor a vital active 18-hour place.

Key elements of the TOD concept include:

- The land uses proposed in the Station Area Plan enhance the existing uses and merges the new development with the old.
- The historic character of Olde Town is maintained through height limits and strict design standards that require consistency with the historic character of the area and preserve view corridors from Grandview Avenue.
- Land uses are limited to mixed use and residential. The specific locations of land uses are shown on the TOD concept map and further detailed in Appendix B.
- Increased housing opportunity is provided between McIlvoy Park and the Wadsworth Bypass, east of Wadsworth Bypass in the vicinity of West 56th Avenue and in selective mixed-use developments in the Olde Town and New Town districts.
- In order to maintain the historic character of the area and increase density at the same time, building facades will be limited to two or three stories, depending on the location, with the opportunity for higher density or taller structures in appropriate locations if the upper floors are set back from the street and development meets the design criteria.
- The residential land uses are supported by enhanced pedestrian connections and public space.
- Improved street connectivity and pedestrian improvements encourage walking and lead residents and visitors to and from the transit station.
- Large community public spaces are located throughout the station area and are centrally located to serve each of the key neighborhoods.
Building facades cannot exceed two stories; upper stories to be set back.

(3 story facade east of McIvoy Park)

Commercial/office use on ground floor and office/residential above
Olde Town District

The Olde Town district maintains the existing civic and institutional land uses and enhances the retail potential through the opportunity for additional mixed-use (office/commercial at the ground floor and residential above) in the area. A parking structure located in the Olde Town district will provide additional parking for the retail uses, library, and transit station in addition to the existing on-street parking.

The transition from the Olde Town district to the adjacent residential neighborhoods and New Town district is provided through improved connectivity and land uses, which transition from the lower density mixed-use in the Olde Town district to the land uses outside the station area. It is important that the new mixed-use in this district be compatible with the character and scale of the existing historic buildings, while allowing for additional residential uses to support the retail uses.

New Town District

The New Town district, south of the station, includes the existing theater and preserves the remainder of the site for future redevelopment. A centrally located public space in the New Town district is the focal point with buildings facing the space and streets leading to it. This mixed-use area provides a central commercial area for the residents to the west of Olde Wadsworth, including the Water Tower development, and east of the Wadsworth Bypass. There are two options for transit parking in this district located south of the existing railroad tracks, one on each side of Vance Street. This parking along with other potential sites in Olde Town will be used for mixed use and transit parking. Transit parking location and amounts should consider traffic impacts as well as the desire to create foot traffic for the business community. This parking is intended to be “tucked” into the hillside just south of the freight tracks to reduce the impact of the parking structure and to utilize the steep slope more efficiently.

Urban Design and Public Space Plan

The TOD plan, as shown on page 25 can be broken down into three key areas as shown on the urban design and public space plan: Olde Town, New Town, and a residential neighborhood east of the Wadsworth bypass. As noted above, the Olde Town and New Town districts are mixed-use districts, with office/commercial and residential land uses. The residential
neighborhood district, located east of the Wadsworth Bypass, is exclusively residential.

The Olde Town district, north of Grandview, includes gateways and architectural features along Ralston Road that provide a sense of arrival for visitors traveling by foot or car. These features are intended to portray the identity of the area and would fit the character and scale of the historic architecture. Architectural features at the transit station also provide a sense of arrival for those traveling by rail. The features at the station will need to be more robust and pronounced than what would typically be provided by the implementation of the transit system. The City will need to coordinate its own improvements with the RTD improvements in order to help give the Olde Town Station more character, consistent with the historic character of Olde Town.

Focus is placed on the pedestrian priority streets (Olde Wadsworth, Ralston Road, Upham Street, Webster Street, West 57th Avenue, Grant Place, Yukon Street, and Grandview Avenue) where the sidewalks are expected to be more active and vibrant. Architectural features at the two public space areas provide a sense of place and can be landmarks to identify locations in the Olde Town district.

The pedestrian priority streets continue south from the Olde Town district, across Grandview Avenue, to the New Town district along Olde Wadsworth and Vance. These connections allow for increased pedestrian movement throughout the entire station area, specifically leading to the rail transit station.
In the New Town district, the design and placement of buildings create a historic main street character as the buildings are facing the street and parking is located on-street or behind or underneath buildings. A gateway at the intersection of Olde Wadsworth and Grandview, as well as community public space along Vance provide character and identity for the New Town district. The character of Olde Wadsworth in the Olde Town district is anticipated to carry south into the New Town district south to West 55th Avenue through the continuation of street width, streetscape improvements and building placement along Olde Wadsworth.

The Stocke-Walter residential neighborhood located east of the Wadsworth Bypass has the character of a downtown historic neighborhood. The neighborhood is linked to the New Town district along 56th Avenue with pedestrian improvements, including a proposed traffic signal, to facilitate a safe pedestrian crossing of the Wadsworth Bypass. The building character in this area will reflect higher densities while maintaining the key views from Grandview Avenue.
Pedestrian Priority Street

Streets that slow vehicles to allow for safer and more comfortable pedestrian crossings provide a more walkable and inviting pedestrian experience. The design elements of pedestrian priority streets are:

- Improved crossings
- Alternative paving materials including permeable unit pavers
- Striping
- Signage
- Wide sidewalks
- Landscaping
- Barriers removed
- Tree grates/fences/boxes – replaced or repaired
- Street furniture including benches, trash receptacles, etc.
- Good maintenance

Circulation Plan

The circulation and parking plan, shown on page 29, outlines the key connections for vehicles, pedestrians, and bikes throughout the station area. Ralston Road and the Wadsworth Bypass are designated as arterial streets designed to move traffic through the area. Signalized intersections on the Wadsworth Bypass at Ralston Road, 56th Avenue, and Olde Wadsworth allow for east-west pedestrian connectivity. The bridge (under construction) at Grandview Avenue over the Wadsworth Bypass serves as the main pedestrian and bike connection to Olde Town from the east.

Olde Wadsworth, Grandview Avenue, and 56th Avenue serve as secondary collector streets with on-street parking. These streets are designed to serve both through traffic as well as local traffic.

Local streets throughout the plan area provide connections to surrounding neighborhoods and within the plan area.

Improved pedestrian paths are provided for east-west connections along Ralston Road, Grandview, 57th Avenue, 56th Avenue, and 54th Avenue. North-south pedestrian connections include Olde Wadsworth, Wadsworth Bypass, Vance, and Upham Street. At key intersections, pedestrian improvements are proposed to facilitate movement across busy streets, such as Ralston Road and the Wadsworth Bypass. At the transit station, the City should continue to pursue alternative methods for pedestrians to connect between Olde Town and New Town across the freight and commuter rail tracks with options such as a pedestrian underpass under the tracks to enhance pedestrian connectivity.

Parking is dispersed throughout the area, with future opportunities for the structured parking in Olde Town on the Elks Lodge and Saint Anne’s property. This structured parking is anticipated to be shared with the library, retail uses, and transit users. All other designated parking areas in the Olde Town district are surface parking. In the New Town district, two parking options are proposed south of the transit platform: one provides parking at the site of the current theater; and the other provides parking east of Vance. This parking structure would also include the bus transfer facility that is required by RTD. In addition, on-street parking is provided along Grandview. Given the parking needs in Olde Town, it is extremely important to maintain as much on-street parking as possible along Grandview in Olde Town.
Section 6: Kipling Station Area Plan

SITE CONTEXT

Existing Land Uses
The proposed Kipling Station is located between Lee Street and Kipling Parkway along Ridge Road. The station is within walking distance of the Red Rocks Community College Arvada campus (within ¼ mile of the station) and Stenger/Lutz Sports Complex (within ½ mile of the station), both located north of the station. Also in close proximity of the station is the Wheat Ridge Regional Center, a state-owned residential and out-patient treatment facility for mentally disabled clients. Discussions concerning the long-term plans for this facility confirmed that the State of Colorado plans to retain this facility for the long term. Other landmarks include:

- Arvada Cemetery (Northeast).
- Skyline Estates Neighborhood (North and Northwest).
- Rocky Mountain Bottle Company (West).
- Super Target and retail uses (South).
- Kipling Parkway and adjacent single family neighborhoods (East).
- Jack Tomlinson Park (Southeast).

Opportunities and Constraints
The Kipling Station site is within the Ralston Fields Urban Renewal Area, which aims to create a higher-density, employment-based urban center with mixed-income and affordable housing near the transit station site. The urban renewal area is experiencing significant development activity: several plans have been developed, approved, or are in progress for parcels surrounding the station. A master plan for a five acre transit village at the station is under consideration by the developer.

Views to the south and west are notable along Ridge Road. The Super Target and surrounding retail development are at a lower elevation than the undeveloped parcels north and south of Ridge Road. This presents an opportunity for new development to serve as a landmark and a focal point from Kipling Station and surrounding roadways.
Site Analysis
Illustrates opportunities and constraints of current Kipling Station conditions.
As part of the Ralston Fields Urban Renewal Plan, three shopping centers in the vicinity of West 58th Avenue and Independence Street are being revitalized. This area will be converted into a mixed-use development with commercial and residential development. In addition, Westward Look Apartments, with over 250 multi-family residential units, were recently built north of the Arvada Cemetery.

While the state-owned Wheat Ridge Regional Center is not available for redevelopment in the foreseeable future, this property presents a tremendous redevelopment opportunity for Arvada and Wheat Ridge in the future.

**Market Analysis**

The Kipling Station area is unique in that it is under one ownership and part of an existing development. The development involves a horizontal mix of uses, including retail, for-rent apartments, and small office uses. These uses are viable in the market today, as long as costs can be reasonably controlled.

This area is likely to mature within the next five years, well ahead of completion of the rail transit system. The transit platform will establish additional viable density, which can complement some of the existing development at that time.

While TOD at Kipling Station would support additional residential density, the private sector may be unable to support those costs at Kipling Station under current market rents and sale prices. Consequently, the density built in much of the site may be solidified at levels below what can be supported 10 years hence. One way to provide for future additional density that could be supported when the Gold Line is built is to explore opportunities for structured parking. This capital improvement will make land available for residential uses that would otherwise be used for surface parking.

**Key Issues**

Key issues in Kipling were identified based on site and market analysis, developer feedback, stakeholder interviews, and public comments at the design workshops and open house. Because so much of the Kipling Station area is not currently viable for redevelopment and the proposed new development is of a scale, density and mix appropriate to support rail transit,
the focus for the Kipling Station area plan should be to create a strong station area identity and connectivity. This can be done by increasing pedestrian access from/to the major landmarks and residential neighborhoods to/from the Kipling Station. For example, Ridge Road is a two-lane roadway with no pedestrian activity or connectivity. Access from Kipling Parkway is impossible. To make Ridge Road a successful spine through the station area, Ridge Road must become a pedestrian-friendly street, with connections to the north and south to link the development areas.

### Role within the Gold Line

The Kipling Station will support the Olde Town Station by providing customers for Olde Town’s commercial establishments. Direct linkages will be available on the rail line to Olde Town with a distance of less than one mile between the two stations. The housing around Kipling Station will provide commuter opportunities for those who work at other locations in Arvada or the region.

### STATION AREA PLAN

#### The Vision

The Kipling Station will become a regional example of how institutional, residential, retail, and commercial uses can be mixed to create a vibrant, well designed center that meets the daily needs of the residents who live in the center and the students at Red Rocks Community College. Visitors can access the heart of the center via transit or the system of pedestrian pathways that link the center with the surrounding neighborhoods, parks, and adjacent retail uses.

#### Plan Goals

The Kipling Station Area Plan was designed to address several goals that were identified during the public workshop process. The goals include:

1. Creating a unique character for Kipling Station that complements, and not detracts, from the Olde Town Station.
2. Allowing and encouraging a variety of uses, including employment, retail, residential, senior housing, and affordable housing within walking distance of Kipling Station.
3. Exploring opportunities to “grow” Red Rocks Community College toward the station.
4. Providing parking to serve both the transit station and local businesses and residents.
5. Providing for a gradual transition between higher density uses in the heart of the center to the lower density surrounding land uses.
6. Creating pedestrian and bicycle connections throughout the station area that link the station area to surrounding land uses.
7. Creating bicycle and pedestrian linkages to existing regional trail systems, including the Van Bibber Creek Trail south of the station.
8. Making Ridge Road an attractive and pedestrian friendly street, connecting the neighborhoods to the east to the station.

**TOD Concept**
The Kipling TOD concept, as shown on page 35, takes the existing plan proposed for the transit village and enhances it to increase density to a level consistent with that of a TOD.

**TOD District**
The plan focuses on a transit village immediately surrounding the transit station. The key elements of the transit village are:

- Mixed-use south of the station between Lee Street and Kipling Parkway.
- Primarily residential with some mixed-use buildings in proximity to Red Rocks Community College and the station.
- Residential buildings as tall as eight stories are envisioned at the core of the station.
- A public greenway leading south from the transit station to a public plaza at the heart of the mixed-use area.
- Mixed-use parking structure south of Ridge Road and west of Kipling.

The mixed-use parking structure is envisioned to be a joint use structure with provision for park-and-ride to serve the rail line and parking to serve the TOD. Incorporated into the side of the hill, the structure addresses a significant grade change that might otherwise inhibit pedestrians accessing the transit station. The parking structure could have parking at the lower level and at street level. Access to this structure will likely be from the 51st Avenue and Kipling intersection. A possible lower level access from Kipling should also be studied.
North of the station, Lee Street is bordered by mixed-use as it leads up to Red Rocks Community College. The Lee Street mixed-use spine is intended to serve the residents of the transit village as well as the students and faculty at Red Rocks Community College.

The majority of the station area is proposed to be medium-high density residential land uses, with three to six story buildings (20-60 du/acre). The land use characteristics are further defined in Appendix B. Small neighborhood parks are scattered throughout the residential neighborhood to provide active play areas as well as greenspace. A series of park blocks runs east-west south of Red Rocks Community College, leading people to the mixed-use Lee Street and down to the transit village.

The plan also addresses future uses at the Wheat Ridge Regional Center in the event that the State moves elsewhere or elects to redevelop the property. The majority of this property is planned as medium and low density residential.

**Urban Design and Public Space Plan**

The Urban Design and Public Space Plan, on page 37, identifies the pedestrian priority streets where the sidewalks are expected to be more active and vibrant. These streets include Ridge Road, Lee Street and other new streets developed as part of the TOD district. Buildings front the pedestrian priority streets to create a more intimate pedestrian experience. As part of this proposal, Ridge Road is identified as the main east-west connector to the surrounding neighborhoods and is intended to be a prime pedestrian parkway for the station area.

Gateways providing a sense of arrival to the TOD district are located at:

- Kipling Parkway at the intersections of Ridge Road and 51st Place.
- Kipling Parkway at the intersections of Ridge Road at the intersections of Miller Street and Lee Street.
- The entrances of Red Rocks Community College.

Architectural features such as iconic shelters or transit station markers are proposed on the east and west ends of the transit station as a means to address a change in grade by creating a landmark that can be seen from adjacent neighborhoods. Architectural features are also proposed at the urban plaza in the transit village and the community park along Lee Street north of the transit station.
Circulation Plan

The Circulation and Parking Plan, on page 39, outlines the key connections for cars, pedestrians, and bikes. Kipling Parkway is the main north-south arterial through the site. The existing pedestrian path, along the east side of Kipling Parkway, is supplemented with a new north-south connection on the west side of Kipling Parkway, creating a more direct pedestrian route to the station. East-west pedestrian links over Kipling Parkway are provided on Ridge Road, which is grade-separated from Kipling Parkway, and at the signalized intersection at 51st Place and Kipling Parkway.

Secondary streets with on-street parking include Miller Street, Ridge Road, 51st Place and Independence Street. These streets provide access to the station as well as the adjacent neighborhoods. All secondary streets will have at least one pedestrian/bike path to facilitate pedestrian connectivity.

Pedestrian connectivity internal to the transit village, and externally leading to Red Rocks Community College and the Stenger/Lutz Sports Complex, will enhance the existing network of pedestrian and bike paths.

Parking in the transit village is designated at the parking structure at Kipling Parkway and Ridge Road. All other parking is proposed to be on-street parking or associated with the proposed development parcels.

Access off of Ridge Road at Lee Street, both into and out of the station area, may be closed in the future due to freight railroad requirements. If Lee Street is closed to vehicular and pedestrian traffic, a pedestrian bridge over Ridge Road should be considered to maintain pedestrian circulation and to connect the transit station with future redevelopment. The location of the transit station along Ridge Road would may need to be re-evaluated to ensure that a direct pedestrian route to the station is maintained. The location of the transit station should consider both vehicular and pedestrian access requirements.
Section 7: Sheridan Station Area Plan

SITE CONTEXT

Existing Land Uses
The Sheridan Station is the farthest east of the three stations in Arvada and is intended to provide a diverse range of employment opportunities within an easy walk of the station. The original location for the rail transit station, as identified in the Gold Line Corridor scoping document (dated October 2005), identified the station location along the Burlington Northern and Santa Fe (BNSF) line just west of Sheridan Boulevard and north of Ralston Road. Through this planning process, the design team identified, and planned for, a potential rail transit station site east of Sheridan Boulevard. This relocation was recommended to provide better transit access to large parcels with higher potential for redevelopment, such as the currently vacant Square Lake property east of Sheridan Boulevard and west of Tennyson Street. This decision to move the station east was also strongly supported by the community.
The station area is characterized by one and two-story industrial buildings with a few residential and older agricultural parcels within one-quarter mile radius of the proposed station. Zoning is quite permissive, allowing a wide variety of uses including heavy industrial uses with open lot storage.

The area is a major employment center, and numerous small businesses have relocated to the area because of the recent trend toward industrial condominium development. The employment housed within this area is important to Arvada’s present tax base, and continues to grow at an enviable rate through infill development. The study area is governed by the City of Arvada, as well as unincorporated Jefferson and Adams counties.

Sheridan Station has great access to the interstate highway system with access ramps to Interstate 76 at the south edge of the study area and its close proximity to I-70. The close proximity and access to the regional distribution network makes the Sheridan Station area a prime employment area for industrial and light industrial land uses.

Gold Strike Park, located southwest of the intersection of Sheridan Boulevard and Ralston Road, is a regional park with historic significance due to the discovery of gold in the area. This asset is currently surrounded by heavy industrial and storage uses, and needs to be strengthened as part of the planning effort. Other assets include both Clear Creek and Ralston Creek with their associated trail connections. Pedestrian connections from these three natural resources could be made from the Sheridan Station.
Opportunities and Constraints

Many of the businesses operating in this location own their buildings and have operated there for many years. Because of the uses present within this area, relocating the businesses to other parts of the City will be difficult; there is simply no land available to accommodate heavy industrial use within City boundaries. Further, the area is characterized by fractured ownership, wherein numerous property owners would need to be involved for any assemblage of land adjacent to the transit station.

The major redevelopment opportunity is the vacant land south of 58th Avenue between Sheridan Boulevard and Tennyson Street. This area is currently within the floodway and floodplain of Clear Creek, but offers development opportunities if and when the floodway issues are addressed.

Market Analysis

Today the Sheridan Station area is home to a mix of vacant land, office/flex buildings, industrial buildings, and moderately-priced (less than $200,000) homes. The current market would support additional construction of office/flex buildings and small industrial buildings, which could be profitably developed in the current cost environment. Residential development cannot be supported in the existing market area, due to high construction costs.

While compatible with the current neighborhood, the office/flex and industrial uses, as currently developed or demanded by the market, are generally inconsistent with a TOD vision. In addition, the current market will not support residential densities necessary in a TOD. However, building to the current market could preclude transit-related uses being constructed adjacent to the site for many years.

The greatest challenge to transit-oriented development at the Sheridan Station site will be existing market demand for more industrial development. The City should be aware of these trends, and consider code changes, which preserve future development potential as rail-served transit gets closer to reality at this location.
Site Analysis
Illustrates opportunities and constraints of current Sheridan Station conditions.
Key Issues

Key issues in Sheridan were identified based on site and market analysis, development feedback, stakeholder interviews, and public comments at the design workshops and open house. Freeway access to the site provides some opportunities for automobile-oriented retail uses. Because of its significance as an employment area, the focus for this station should be on a longer term vision for redevelopment and intensification of the existing land uses where possible. City officials and citizens have expressed a desire to retain the employment character of the area and to use the station as a catalyst for increased employment.

It is also important to be able to keep key employment uses in the area. Uses like Industrial Chemicals Corporation need to remain in their current location because of the difficulty in relocating this heavy industrial use. This use also creates design and compatibility issues by limiting the types of uses that can be located adjacent to this use. The concrete batch plant at the south end of the site also creates compatibility challenges to future development in the area.

Timing for intensification of the southern portion of the site is directly linked to addressing the floodway issues. Another key issue is the ability to create viable linkages between the surrounding neighborhoods, businesses and to and from the station.

Role within the Gold Line

The Sheridan Station’s unique role in the Gold Line is that of a major employment center, providing a place to work for others in the region.
STATION AREA PLAN

The Vision
Sheridan Station will be among the most desired employment centers in Arvada, providing diverse employment opportunities within walking distance of transit. Employees in the area will experience a full range of recreation, retail, transportation and housing options that support the employment center and provide a rich environment for employees.

Plan Goals
The Sheridan Station Area Plan was designed to address several goals that were identified during the public workshop process. The goals include:

1. Providing a variety of employment land designations that protect existing land uses and provide opportunities for sustainable uses, such as manufacturing uses with few environmental impacts.
2. Providing the opportunity for more intensive employment uses that take advantage of transit. Where possible, encourage more vertical development in the area.
3. Supporting the employment focus of the area by providing opportunities for residential uses as long as they do not dominate the area and take away from the employment focus.
4. Linking the transit station to the regional trail system (Ralston Creek Trail and Clear Creek Trail).
5. Providing a buffer of low density, compatible land uses between the heavy industrial and higher density residential and employment land uses.
6. Providing regional access to large scale retail located in the center.
7. Providing additional opportunities for employment-based uses south of the tracks by removing land from the Clear Creek floodway.
8. Optimizing pedestrian and vehicular connectivity within the center.
TOD Concept
The TOD concept, as shown on page 47, maintains the employment base at Sheridan Station and provides the ability for the area to transition from the existing heavy industrial land uses to cleaner, higher density, employment uses. Employment is provided in three distinct development districts:

- TOD employment district northwest of the station, the most intense area of employment.
- Industrial district northeast and south of the station where job intensive employment use would be encouraged.
- Commercial district at Ralston Road and Sheridan Boulevard, which would serve as a transitional use with large scale retail.

Employment/Flex Industrial District
The employment/flex industrial land use comprises the largest land area around the station. The area north and south of the railroad tracks bounded by Wolff Street, 60th Avenue to the north, Tennyson to the east, and 58th Avenue to the south surrounds the Industrial Chemical Company. Due to fire, life and safety standards associated with this facility, people-intense land uses are not proposed within 600 feet of this use. The plan recommends that the existing uses remain in this area and that any new uses should be industrial/employment in nature.

The remainder of the employment/flex industrial area south of the railroad tracks (south of 58th Avenue) is intended to be a new employment area for the city and will allow a variety of industrial and office land uses, but would not allow outdoor storage. The intent for this area is to have 2-3 story buildings that will promote this site as an employment based TOD.

Commercial District
East of Sheridan and north of Ralston Road a large commercial site is proposed. Although not a typical TOD use, the location of the site at the intersection of Sheridan Boulevard and Ralston Road has good highway access to I-76 and is an appropriate size and location for a large-scale commercial use.

The area directly south of Ralston Road allows for a small commercial pad site at the intersection with Sheridan Boulevard. The remaining area south of Ralston is identified as
Transit Rail Station
TOD Concept
Sheridan Station

LEGEND

- 1/4 mile & 1/2 mile Radius
- Potential Redevelopment
- Proposed Rail
- Transit Platform
- Parking Options
- Signalized Intersection
- Pedestrian / Bike Path
- Pedestrian Foot Bridge
- Future Floodway Channel

Mixed-Use
- 3-8 stories
- Office/Commercial on ground floor and residential/office above at Kipling
- Focus on employment uses at Sheridan; residential allowed but must be subordinate

Residential 1
- 2-3 stories
- Minimum density: 16 du's/acre
- Accessory dwelling units allowed

Parks / Open Space
- Existing or proposed parks and open spaces

Employment / Flex Industrial
- Employment uses, including industrial and office; no residential allowed
- No outside storage
- 2-3 story buildings

Commercial
- Large format retail uses
- Smaller commercial uses if ancillary to large format retail

Sheridan Station Area Plan
parks and open space land and is likely to be used as a floodway channel for Clear Creek in the future. Until this channel is constructed, the existing concrete plant will remain in place.

**Mixed Use District**

The TOD mixed use district surrounding the transit station north of the railroad tracks and east of Sheridan Boulevard includes mixed-use live-work units as well as industrial, retail and commercial uses. While residential uses are not prohibited, they should be subordinate to the primary focus on employment around the station. Parking for transit is provide in three locations north of the tracks and is intended to be surface parking. A pedestrian bridge will connect the transit station to both the north and south areas across the railroad tracks with vertical circulation to the transit platform.

The characteristics for the land uses in all three districts are described in Appendix B.

Ralston Road will be extended into the site east of Sheridan Boulevard to enhance connectivity and circulation. This will improve east-west connections between Sheridan Boulevard and Tennyson Street.

**Urban Design and Public Space Plan**

The Urban Design and Public Space Plan, on page 49, identifies a north-south street, connecting to the footbridge over the rail line, as a pedestrian-priority street to provide improved walkability and connectivity through the site. This north-south pedestrian street would also connect south to the Clear Creek Trail system.

Pedestrian-priority streets are also identified in the TOD employment district north of the transit station. In this area, buildings front the streets and parking is centrally located in three locations. Small pocket parks are located in the employment area. Gateways to the Sheridan Station employment area along 60th Avenue provide a sense of arrival.

The industrial district is primarily composed of large lot buildings. Along the pedestrian-priority street, buildings are proposed to have active street frontages to enhance the streetscape. Gateways as well as architectural features at Ralston Road lead to the industrial area.

The commercial district is proposed to have active street frontages along Ralston Road, along with architectural features to create a landmark and designate the place.
Sheridan Station Area Plan

Transit Rail Station
Urban Design and
Public Space Plan
Sheridan Station

LEGEND

1/4 mile & 1/2 mile
Radius

Potential
Redevelopment

Proposed Rail

Transit Platform

Parking Options

Key Intersection or
Gateway

Pedestrian Priority Street

Building Frontage

Pedestrian Bridge

Architectural Feature

TOD Employment District

Commercial District

Industrial District

Existing Park / Open
Space

Proposed Park / Open
Space

City of Arvada Framework Plan
At each end of the transit station, architectural features provide a landmark for the transit station and create a visual queue so neighbors can see the transit station from a distance.

**Circulation Plan**

The Circulation and Parking Plan, on page 51, outlines the key transportation connections for cars, pedestrians and bikes. Sheridan Boulevard and Ralston Road are arterials connecting to the site and serve as main connectors to the interstate. Pedestrian improvements are proposed for both roads. Additional improvements are recommended to extend Ralston Road east of Sheridan Boulevard as a divided boulevard to facilitate traffic flow east of Sheridan Boulevard. Pedestrian crossings under Sheridan Boulevard from the station area to the adjacent uses on the west side of Sheridan Boulevard and at-grade connections to the residential neighborhoods to the north are provided. A new pedestrian bridge over the railroad tracks will be provided at the transit station, connecting the north and south areas.

Secondary streets, with on-street parking, are identified as Tennyson Street and 60th Avenue.

Pedestrian linkages are provided within the site, as well as to the adjacent land uses such as the existing trail leading to Gold Strike Park, Tennyson-Knolls Park, and the future Hyland Hill Regional Park, east of Tennyson Street.
Section 8: Implementation

Implementation Strategy
The Arvada Station Area Plans are feasible from a planning, market, and financial perspective. Market timing and phasing will be an important consideration since the Gold Line will not open until 2015. The hurdles to implementation, while significant, can be addressed through a strong partnerships between the City, RTD, counties, and the private sector.

The success of the Olde Town Station needs to be the preeminent focus of attention. The importance of concentrating resources and attention first and foremost on Olde Town cannot be overstated. What happens at Olde Town can then set the tone for the Kipling and Sheridan stations. The mixed-use and pedestrian-oriented development envisioned in the station area plans need not wait for transit and should start today. Transit does not create the market, it enhances it.

The following are 10 strategies to move the station area plans to the next phase of implementation:

1. Adopt Station Area Plans for the Kipling, Olde Town, and Sheridan Station areas.
   Adoption of the station area plans will send a clear signal that the City is committed to the plans and their implementation. The City should also encourage Wheat Ridge and Adams County to adopt the Kipling and Sheridan plans respectively to ensure that all involved jurisdictions have shared goals.

2. Assign Dedicated Staff for Implementation.
   For the plans to succeed, they need to have dedicated City staff within the City of Arvada with the time and authority to facilitate implementation. Part of the job will be to work with key property owners to accelerate plan implementation.

3. Develop and Adopt Supportive Zoning.
   Recommended language identifying zoning code, design review, and view corridor language to support implementation of the station area plans should be developed. Amendments to the urban design guidelines should be made to ensure that development is scaled and designed to maintain the existing historic character of Olde Town and to support the pedestrian-friendly character in TOD.
Before amendments are proposed for Olde Town, a block by block study should be initiated to
determine the appropriate scale of development for the area. The City should also work with
Wheat Ridge and Adams County to ensure that its land use regulations are supportive of plan
goals.

4. **Develop a Corridor Strategy.**
Arvada stations will compete with each other for development; as such, it is important that they
complement each other. The station area plans envision distinct personalities for each station.
That said, not all station areas are equal – the City needs to be clear in its actions and invest-
ments that Olde Town is and will remain the preeminent station. The City should develop a
corridor strategy that addresses:

- Corridor elements that apply to the entire Gold Line in Arvada.
- Station area elements that are areas of special redevelopment interest around
  the rail stations.
- Implementation to identify a systematic method for prioritizing the public invest-
  ment and making the Arvada transit station plans a success.

The corridor strategy should focus primarily on transportation (circulation and safety), land use,
sense of image and identity, and environmental considerations for implementation.

5. **Explore Available Public Finance Mechanisms.**
A significant amount of public and private funding will be necessary for the station visions
to become a reality. The City of Arvada should explore and evaluate available mechanisms
including: urban renewal, Brownfield funding, New Market Tax Credits and special districts. As
part of the evaluation, the City should develop a strategy for addressing resistance to the Olde
Town BID.

6. **Include Station Area Plans in the Arvada Capital Improvements Plan.**
An early implementation action will be to include a targeted set of parking, pedestrian, parks,
and street improvements in the city capital improvement plan to help “set the table” for private
investment.
As part of the next phase of station area planning, Arvada should undertake a parking strategy to determine the parking needs for the Olde Town / New Town districts, the best options for locating a parking garage(s), and a strategy to finance and manage parking.

8. Develop an IGA with RTD.
The City and RTD have a mutual interest in the success of the Gold Line and station area planning in Arvada. The City should develop an IGA with RTD to:

- Jointly develop a parking structure/bus transfer consistent with the Olde Town Parking Strategy and implementation plan.
- Agree on station, facility design and location.
- Review development proposals for transit-friendliness.

The City of Arvada will need to work with Adams County and landowners in the Sheridan station area to agree on development of the area and a strategy for resolving the floodway/floodplain issues for the area. The City of Arvada will need to work with Wheat Ridge on development plans in Wheat Ridge that are part of the Kipling Station TOD.

Public-private partnerships will be a key ingredient in the successful implementation of the station area plans. Among other things, the City should:

- Enter into cooperative agreements to finance a portion of the necessary infrastructure to support development in the corridor.
- Streamline the development review consistent with the station area plans and zoning.
- Participate in targeted land assembly.
- Jump-start public investment in the station areas with capital improvement projects.
- Create and distribute station area marketing materials to showcase the opportunities.
Appendix A: Stakeholder Meeting Summary

Stakeholder Meeting Summary

Arvada Station Planning Project

Overview

As part of the Arvada Station Planning Project, the consultant team and City staff held a series of stakeholder interviews with individuals and groups in the community. These interviews addressed specific questions related to each site to build support for the process, determine the level of participation from each stakeholder, and gather feedback on the opportunities and constraints of each site. Follow up interviews will be held with key stakeholder groups at key milestones throughout the project.

A summary of feedback gathered through the stakeholder interviews includes the following:

Olde Town
- Has eclectic mix of designs. Scale, materials, and proportions key.
- Olde Town needs retail and restaurants (daytime and nighttime), with new land uses that are compatible with the small town feel of Olde Town.
- Height limitations –3 stories. Some have a desire to maintain height limitations.
- Potential location of taller buildings between McIlvoy Park and Wadsworth Bypass
- Sensitive edging needed at McIlvoy Park.
- Parking should not be for park-n-Ride users only – should serve amenities and uses nearby.
- Avoid bus traffic on Grandview.
- Parking opportunities: St. Anne’s, Elks Lodge, Library, structure north of theater
- Library – make accessible by bike/pedestrian traffic.
- Need small hotel.
- Connectivity and consistency on streetscape throughout.
- More hardscape – plaza space.
- Linkage needed from Ralston Creek to Ralston Road.
- Promote connectivity by minimizing fencing along transit tracks.
- Link grade separation to station.
- Pedestrian access needed from Lawrence, Russell and Foster elementary schools.

Kipling
- State sex offender facility located north of Ridge Road is difficult to relocate.
- Challenge with pedestrian crossing of rail line.
- Locally used station.
- Need hotels to serve special events.
- Circulation/traffic awkward.
- Current development: Density proposed in area is 18-20 du/acre. Parking 1/5 per unit.
- Retail located south of Ridge road. Structured parking not feasible.
- Station site – 5-acre mixed use village planned.
- Access to site a challenge.
- Link to community college - Pedestrian overpass?

Sheridan
- Flood issues at Square Lake. Square Lake was filled in and the owner is currently considering RV storage. A small reservoir must remain at the southeast corner for drainage.
- Ralston Business Park will be built out by end of year – next to light rail line.
- Primarily industrial – city’s industrial area is here.
- Industrial workers are not likely to use transit.
- Focus on jobs – work center. Employment base. Incubator for small businesses?

Individual Stakeholder Summaries

Twenty-six stakeholder interviews have been conducted since project initiation in January 2006. The dates of the interviews and groups include the following:

- January 23: Arvada City Council
- March 14: Arvada Economic Development Association
- March 15: Arvada Urban Renewal Authority
- March 29: Gold Line Advisory Committee
- April 3: City Council
- April 4: Key Stakeholder Interviews:
  - Olde Town Group 1
  - Olde Town Group 2
- April 4: Planning Commission
- April 12: Parks Advisory Board
- April 13: Olde Town Design Review Committee
- April 13: Rick Parkes, Ready Mixed Concrete (Individual)
- April 18: Dale Sand (Individual)
- April 18: Tom Martin, Suburban Ready Mix (Individual)
- April 19: RTD & CH2M-Hill
- April 20: Arvada Planning Staff
- April 21: Gloria Rudden, Square Lake (Individual)
- April 25: Steve Smith, Xcel Energy (Individual)
- April 26: Richard Achison, AAA RV Storage (Individual)
- April 26: Rodney May, Dawn Industries (Individual)
- May 3: Frank Barone, VacMasters (Individual)
- May 3: Bill Owens (Individual)
- May 4: TARCO (Individual)
## Appendix B: Land Use Typologies

### Arvada Station Area Planning
Proposed Land Use Type Descriptions
For Kipling, Sheridan and Olde Town Stations

<table>
<thead>
<tr>
<th>Land Use Type</th>
<th>Characteristics</th>
<th>Photo Examples</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mixed Use</td>
<td></td>
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</tbody>
</table>
| Mixed-Use (Sheridan or Kipling) | • 3 to 8 stories  
• Minimum ground floor height of 16’  
• Includes office/commercial on ground floor and residential above | ![Photo Example 1](image1.jpg)  
![Photo Example 2](image2.jpg) |
| Mixed-Use Olde Town         | • 2-story building façade, up to 4 stories with upper stories setback with design review (3 story facade east of McIvoy Park)  
• Minimum ground floor height of 15’ (note: current floor height typically is 15’, but it is not a specific guideline)  
• Includes office/commercial on ground floor and residential above  
• Building height and architectural character consistent with existing historic district, regulated by design guidelines | ![Photo Example 3](image3.jpg)  
![Photo Example 4](image4.jpg) |
### Mixed-Use New Town
- 3-story building façade, up to 6 stories with upper stories setback and design review
- Minimum ground floor height of 15’
- Includes office/commercial on ground floor and residential above
- Architectural character compatible with existing historic district, regulated by design guidelines
- View from Grandview preserved through design guidelines

### Residential
**Residential 1**
- 2-3 story
- Could include accessory units
- Minimum 16 du/acre
- View from Grandview preserved through design guidelines
| Residential 2 | • 3-6 story  
|             | • 20-60 du/acre  
|             | • Must respect adjoining neighborhood character |
| Employment | Employment Industrial | • Includes light industrial flex space  
|             | • Minimum 16 employees/acre  
|             | • Parking ratios lower for land uses closer to light rail |
| Commercial | • Similar to current B-4 intensive business district zoning  
|             | • Pedestrian circulation to and within the site is priority |
| Civic/Institutional | - Government offices, schools, community centers  
- 85% lot coverage (buildings and parking), 15% landscaping |

| Parks/Open Space | - Publicly owned active park or open space |