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Arvada City Council
Marc Williams, Mayor
Jerry Marks, Councilmember, District 1
Mark McGoff, Mayor Pro Tem and Councilmember, District 2
John Marriott, Councilmember, District 3
Bob Dyer, Councilmember, District 4
Don Allard, Councilmember At-Large
Bob Fifer, Councilmember At-Large

Arvada Planning Commission
John Sullivan, Chairman
Steve Hannan, Vice Chairman
John Crouse, Secretary
David Goff
C.J. Dantinne
Patricia Connell
Ed Rothschild

Transportation Committee
Dan Cupit
Kurt Akin
Teri Binder
Andrea Duran-Carpenter
Jon Girard
Eric Johnson
William Leck
Tim McAndrew
Todd Sanville
Paul Skold
Cyndi Stovall

Other Participating Boards and Committees
Arvada Economic Development Association Board
Arvada Urban Renewal Authority Board
Olde Town Design Review Committee
Sustainability Advisory Committee
Gold Line Advisory Committee
Arvada Center Arts Council
Parks Advisory Board
**City of Arvada Staff**

Mark G. Deven, City Manager  
William Ray, Deputy City Manager  
Michele Hovet, Deputy City Manager  
Mike Elms, Director of Community Development  
Rita McConnell, Planning Manager  
Kevin Nichols, Senior Planner/Project Manager  
Gary Hammond, Senior Planner  
Cheryl Drake, Senior Planner  
Linda Hoover, Senior Planner  
Carol Ibanez, Senior Planner  
Ben Thurston, Senior Planner  
James Cramer, Planning Intern  
Joan Brown, Administrative Supervisor  
Shalisa Daugherty, Administrative Specialist  
Jodi Baros, Administrative Assistant  
Mike Lee, Parks and Urban Design Manager  
Ryan Stachelski, Economic Development Manager  
Ed Talbot, Housing and Neighborhood Revitalization Manager  
Lynn Johnson, Deputy Police Chief  
Clark Johnson, Chief Operating Officer, Arvada Center  
Clark Walker, Redevelopment Manager, Arvada Urban Renewal Authority  
John Firouzi, Acting Traffic Engineer  
Chris Kelley, GIS Technician  
Jim Sullivan, Utilities Manager  
Jessica Prosser, Sustainability Coordinator  
Rose Chavez, Healthy Places Grant Coordinator  
Chris Kelley, GIS Technician

**Consultants**

Bruce Meighen, Logan Simpson Design  
Jeremy Call, Logan Simpson Design  
Miriam McGilvray, Logan Simpson Design  
Megan Moore, Logan Simpson Design  
Libby Kaiser, Logan Simpson Design  
Kristy Bruce, Logan Simpson Design  
Maria Michieli-Best, Logan Simpson Design  
Elliot Sulsky, Felsburg Holt & Ullevig  
Adam Oren, BBC Research & Consulting  
Peter Compton, BBC Research & Consulting  
Steve Fisher, Ph.D. (Demographics)
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WHAT'S NEW IN THIS PLAN?

This Plan significantly changes the structure and content of the 2005 Plan to reflect the 2013 City Council Strategic Plan. The Plan provides straightforward goals and policies, provides clear, easy-to-read maps with text descriptions for land use categories, and adds new policy direction for sustainability and active living, related to the following three themes:

• Growth and Economic Development
• Multi-Modal Transportation
• Vibrant Community and Neighborhoods

Additional changes in the Plan include:
• Revised Land Use Plan with updated land use categories, including a consolidated Neighborhood and Community Commercial category and revised Mixed Use categories to eliminate numeric requirements
• Identified areas for possible redevelopment
• More emphasis on becoming a bike and pedestrian friendly city
• Looking at key corridors from a multi-modal perspective
• Updated traffic modeling through 2035
• More discussion of neighborhood revitalization and housing choices
• Inclusion of health policies and major public safety goals
• Integration of City's major sustainability goals under Resource Conservation section
• New policy to support Red Rocks expansion
IN THIS CHAPTER:
Beginnings of a Great Community
The 2014 Comprehensive Plan
History of Arvada’s Comprehensive Plan
Accomplishments Since the 2005 Comprehensive Plan
Update
What is New in the 2014 Plan
A Community-Based Planning Effort
In the 1860s Arvada began as a mining town and a small independent farming community. Until 1950 less than 3,000 people resided in Arvada. The City, with its rich agricultural history, has grown substantially in the past 50 years mainly as a suburban residential community. Arvada today is known for its high quality of life, Olde Town, Arvada Center for the Arts and Humanities, historic residential neighborhoods, easy access to the Denver metropolitan area, and its setting near the mountains. As the eighth largest city in Colorado, it is home to nearly 110,000 people, yet it maintains a small-town feel.

In recent years, Arvada has also been further developing its economic base by encouraging commercial and industrial development, transit-oriented redevelopment along the Gold Line, and positioning itself for the Jefferson Parkway. Today, Arvada is maturing into a complete community by offering the full range of land uses, fully-connected transportation modes, and employment opportunities.

The City’s incorporated limits cover 40 square miles. The Planning Area covers over 50 square miles; this area includes all the lands within the City’s growth area but outside the incorporated area.

1 Based on the Colorado State Demography Office’s 2012 estimates
THE 2014 COMPREHENSIVE PLAN

The 2014 Comprehensive Plan articulates the community’s shared values and vision. Goals and policies help guide development and investment decisions that have a direct bearing on the quality of life in Arvada. The plan establishes the City’s land use pattern, sets the stage for development regulations and standards, and guides the City in funding programs and capital investments by anticipating future tax revenue. The Plan was prepared to conform to the requirements in the Colorado Revised Statues.

Who Uses the Comprehensive Plan?
The Comprehensive Plan is designed to be used by anyone interested in the future of Arvada:

- Residents may be interested in the location of new neighborhoods, trails, employment, and shopping areas;
- Business and property owners may be interested in land use recommendations or development policies for their properties;
- As an adopted city document, all decision-makers, boards, commissions, and agencies look to the Comprehensive Plan to inform their strategic plans, budgets, timing for capital improvements, in evaluating development proposals, as well as in preparation of zoning and subdivision regulations. The graphic to the left illustrates which pieces of the plan are most pertinent to each group.

HISTORY OF ARVADA’S COMPREHENSIVE PLAN

Arvada has a long tradition of planning for growth and citizen needs. The City’s first Comprehensive Plan dates back to the 1960s, and on average has been updated every decade.

<table>
<thead>
<tr>
<th>Year</th>
<th>Land Use</th>
<th>Land Use + Transportation</th>
<th>Land Use + Transportation + Character</th>
<th>Land Use + Redevelopment + Multi-modal Transportation + Economic Development + Vibrant Community</th>
</tr>
</thead>
<tbody>
<tr>
<td>1964</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1973</td>
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<td></td>
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<td></td>
</tr>
<tr>
<td>1979</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1985</td>
<td></td>
<td>Large land areas were added to Arvada’s planning area, including a development plan for the Jefferson Center</td>
<td>Special emphasis was given to the relationship between land use and transportation</td>
<td>Arvada continues to expand westward. Plan emphasizes residential character, rural areas, mixed use, and TOD stations along the Gold Line</td>
</tr>
<tr>
<td>1995</td>
<td></td>
<td></td>
<td></td>
<td>New emphasis on integrating economic growth and neighborhood vitality with all transportation modes: streets, transit, commuter rail, bicycle, and pedestrian, to complete and connect Arvada</td>
</tr>
<tr>
<td>2005</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2014</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
ACCOMPLISHMENTS SINCE ADOPTION OF 2005 PLAN

Land Use
- Greater mix of housing
- Planning for TOD
- New urban renewal area in Olde Town
- Progress on other urban renewal areas
- Candelas area Urban Center designation by DRCOG

Commercial and Economic Development
- Revitalized shopping centers
- Reduction in commercial vacancy rates
- Expanded retail shopping opportunities
- A newly thriving Olde Town
- Expansion of primary job employment opportunities
- Significant investment in private sector capital
- Three Gold Line stations under construction

Historic Preservation
- New Olde Town zoning and design guidelines
- Educational workshops for historic neighborhoods

Community Design and Character
- Preserving low density character in western Arvada
- High quality street corridors on 72nd and 80th Avenue

Transportation
- Millions invested in new bicycle and pedestrian facilities
- Ralston Road Corridor Plan
- Conceptual design and engineering of roadway connections/widening projects along Ward Road, W. 72nd Ave, W. 80th Ave, and Quaker Street
- Active parking management implemented
- High accident location improvements
- Pedestrian, bicyclist, and transit (multi-modal) planning
- Traffic signal coordination and upgrade plans
- Conduit and fiber interconnect plans developed
- Roadway bicycle-pedestrian retrofit projects
- Traffic calming program

Neighborhoods and Housing
- Accessory Dwelling Unit ordinance adopted
- Preparation of the Consolidated Strategy and Plan Submission for Housing and Community Development Programs for 2010 – 2014
- Preparation of Findings and Recommendations for a Housing Investment Fund
- Pro-active code enforcement and sector policing
- Rehabilitation of homes
- Assistance with affordable housing projects
- Cooperated with partners to purchase and renovate foreclosed homes

Parks, Recreation, Trails and Open Space
- Many new parks
- Land acquired for eastern and south central parks

Education, Culture and Human Resources
- Work with R-1 School District to keep schools open
- Expansion of Arvada Center facilities
- Many new festivals held

City Services and Facilities
- More police officers and plan for branch facilities
- Collaboration with a variety of public and non-profit service providers to improve essential services to special needs families and persons in the community
- Investment in roads and utilities
- Digital services
- Investment in future water supply
- Long-term financial planning

Resource Conservation and Environment
- Water conservation efforts
- Sustainability Plan and implementation
- Energy conservation efforts
- Community supported agriculture
Since 2005, the City has resiliently endured and recovered from the Great Recession which altered the trajectory of market trends and customer expectations. Demographic shifts – in age, income, ethnicity – have occurred over the past decade. And ambitious physical changes are on the horizon with the opening of three Gold Line stations and the Jefferson Parkway, an accelerating renaissance in Olde Town, the development of Candelas, and an exciting new direction for the Arvada Center and the Ralston Creek Urban Renewal Area (Triangle area). This Plan brings greater focus to reflect today’s trends and future needs to guide the City for the next 5 to 10 years, looking toward a vision of Arvada 20 to 30 years from now.

An Integrated Land Use, Economic Development, and Transportation Plan

This plan takes a holistic view on Arvada’s quality of life and sense of community. It reflects Arvada’s vision for and the cyclical nature of land use and infrastructure planning: land use generates travel demand and the need for improved public facilities and those public facilities help to shape development. Developed concurrently, the Land Use Plan (Chapter 2) and Transportation Plan (Chapter 3) propose a strategic framework for smart growth through 2035. Chapter 4 helps to represent Arvadans’ commitment to parks and recreation; education, arts, and culture; and engagement with the community to encourage community pride. The plan comes together in Chapter 5, by outlining the systems in place for implementation.
## A Community-Based Planning Effort

In initiating an update to the 2005 Plan, the planning team met early with the public, elected officials, advisory board members, and interested stakeholders to get all issues on the table. Multiple opportunities, from in-person to online methods were used to engage members of the public, stakeholders, and elected officials in the Comprehensive Plan process. A record of the meetings, surveys and public input can be found at [www.ArvadaPlans.org](http://www.ArvadaPlans.org).

Feedback received from the public, advisory boards and commissions, and Planning Commission and City Council helped define the community values, needs, and vision, and determine the key policy choices facing the community in the future. Interdepartmental coordination was also critical to the plan's development. Staff from City Manager’s Office, Community Development; Economic Development, Public Works; Public Safety; Arvada Urban Renewal Authority; Arvada Center for the Arts and Humanities; Arvada Housing Authority; and Parks, Golf, and Hospitality worked together to align policies with programs for holistic community planning.

With feedback from Arvada residents and city advisory committees, the City carefully evaluated policy direction and community choices. A summary of the overarching themes, issues, and ideas from the listening process to date is found at the beginning of Chapters 2-4, followed by Goals, Policies, and Planning Principles in each chapter.
A COMMUNITY-BASED VISION

Visioning was a critical step to ensure that the values and goals of Arvada residents were accurately reflected in the plan, and a variety of approaches were employed to collect ideas from as many diverse interests as possible. Beginning with the City's existing plans and policies, followed by personal interviews and focus groups, public events, online comments, and conversations with the City's eight advisory committees and commissions, the Community Vision was the result of an open, transparent, and ongoing community dialogue.

The Community Vision answers the question: “Where do we want to go?” which turned into “How do we get there?” during the Community Choices phase. This involved re-evaluating the 2005 Comprehensive Plan's direction with both technical data and public input to refine priorities and policies to better achieve the Vision.

Scarecrow Festival 2013
The Vision is a general statement that describes the desired future for the community. Goals provide general direction to help guide the community’s decisions about public and private investment and development to achieve this vision. Goals are supported by more specific policy statements. Policies are the course of action to achieve the goals. The policies provide guidance for daily decisions about capital investment and development. It is the decision-makers’ responsibility to weigh and balance seemingly divergent policies (such as economic development and resource protection) to set an appropriate direction for the City.

THE COMMUNITY VISION

In 20 years, Arvada will be a great community, honoring its unique history and small town feeling while directing appropriate changes to create a distinctive, forward-looking future. We will be a great community by:

- Being a community of strong and vibrant neighborhoods;
- Providing a range of distinctive living environments, from semi-rural to urban lifestyles;
- Conserving resources and acting as a wise steward of our environment to foster economic prosperity and community vitality;
- Completing a well-balanced and connected multi-modal transportation system;
- Retaining existing businesses, and expanding and diversifying our economic base.
- Making healthy living a way of life with well-distributed recreational facilities, open space, and trails, and community partnerships;
- Preserving our historical resources in Olde Town and other areas where feasible, and enhancing Arvada’s small town feel and history;
- Being a leader in fostering the arts and culture, and valuing education for youth and adults alike;
- Embracing the diversity of income, racial, ethnic, and generational groups that make up our community;
- Promoting community pride, engagement, and volunteerism in all that we do.

The City uses the vision, goals and policies to: (1) set priorities for capital improvements, (2) encourage desired development patterns, and (3) establish parameters for private development that will take place in the community. Specific requirements for private development are implemented through the City’s Land Development Code.
CHAPTER 2
GROWTH AND ECONOMIC DEVELOPMENT

IN THIS CHAPTER:
The future of Arvada’s prosperity and quality of life will be influenced largely by the City’s ability to manage growth through intelligent economic development, distinct character, and strong fiscal policies. Critical choices include taking advantage of demographic trends to expand and diversify our economic and housing base, and directing strategic investments into opportunity areas such as TOD stations and commercial corridors. All this must occur while preserving our historical resources and continuing to enhance Arvada’s small town feel and history.

Chapter sections include:
• Goals and Policies
  – Land Use and Redevelopment
  – Economic Development
  – Community Character, Urban Design, and Historic Preservation
• Land Use Plan and Land Use Categories
• Principles for Complete Centers
VALUES AND NEEDS

A More Diverse, Mature Arvada

Arvada is changing. Tremendous growth occurred in the Denver Metro area from 2000 to 2010, with Arvada growing at a rate of 4.2%. Arvada compared favorably with that of Westminster, at 5.1%, and Jefferson County, at 1.4%, while Wheat Ridge lost 8.3%. Within these growth rates, significant changes took place in age, ethnicity, and household composition. Arvada is getting older, more ethnically diverse, and family size is decreasing. Baby boomers (ages 45-64) and seniors (65 and greater) increased substantially, while those ages 18 years and under and the group between 35-44 shrank. The Hispanic population increased from 9.8% to 13.7%, and non-Hispanic Whites decreased from 85.5% to 81.3% of the population. Non-family households became more prevalent in Arvada.

Between 2000 and 2010, the economy endured two bubbles and two recessions, which was felt in a decrease in median income of 4%, from $67,853 to $64,991. Poverty, similar to many other suburban areas, is increasing in Arvada. The percent of people living at 100% below the Federal Poverty Level increased from 5.2% in 2000 to 7.9% in 2010. Many of the impoverished are children. These demographic changes are due, in large measure, to regional trends and Arvada’s housing characteristics (type, amount, age, price). How the City responds will determine the trajectory of Arvada’s demographics.

The population of Arvada is growing in size, but it is also growing older, becoming more culturally diverse, and experiencing an increase in smaller non-traditional households. These changes require a wider range of housing, retail, and employment choices. How should the community take advantage of these changes? Additional information on demographic changes can be found in Appendix A: Planning Influences.
A Complete, Resilient and Balanced Arvada

Since the post-war housing boom, Arvada continues in many ways to be a bedroom community to Denver, the Front Range, and external job markets. There is one job in Arvada for every two households (0.55 jobs per household) according to the US Census Bureau (2011); this relatively low ratio indicates that many city residents commute to jobs outside of Arvada. The community wants to see a continued transition toward a complete community, that is actively rounding out and growing the community’s economic base, and helping all businesses thrive. Diversifying Arvada’s economic base—making the City more self-sufficient and less of a bedroom community continues to be a goal carried over from the 2005 Plan.

Arvada’s economy faces challenges such as dated shopping centers and commercial buildings, limited available buildings and land for commercial development, threats of decreasing or eliminating State of Colorado enterprise zone incentives, uncertainties of the economy which causes businesses to be conservative in expansions and/or hiring of employees, as well as the increased use of Internet purchases which causes decreases in retail storefronts and reduced sales tax revenue for the City.

Arvada’s median household income (about $65,000) is higher than Jefferson County ($64,000) and the Denver metropolitan area ($59,000), offering the potential to support a healthy retail sector in the city. Arvada’s economy and job market is dominated by the wholesale and retail trade, education and health care sectors. Professional services and manufacturing also hold significant portions of Arvada’s employment opportunities. Even though Arvada’s sales tax revenue declined during the recent economic downturn, revenue has grown steadily over the past three years.

Now is an opportunity to match markets to demographics – to re-evaluate and fine-tune the mix of land uses, and to make revisions in order to provide for future economic development and housing needs. Commercial development should be strategically located, especially as Arvada recovers from the recession, TOD stations develop, Candelas development continues, and the Indiana Corridor builds out. Arvadans want to make sure that future retail, office and industrial centers occur in the most appropriate locations and ways possible. This Plan designates appropriate locations for additional residential choices and mixed-use development, by recognizing the transformative nature of the Gold Line transit stations and by suggesting more compact forms of housing and mixed use neighborhoods in the transit station influence areas. Additional areas that were evaluated in the plan update include Indiana Street, Ralston Road, and Wadsworth Boulevard corridors.

Figure 2-1. Arvada’s residential appeal and proximity to Denver’s large employment centers have historically promoted its growth as a “bedroom community.” A significant portion of Arvada’s workforce commutes outside the city limits to places of employment, while few workers commute into Arvada to work. This results in a jobs-to-housing ratio that is lower than comparable surrounding communities, placing burdens on the City’s transportation system.

Figure 2-2. Household income is a significant driver of economic and commercial development within a community, as incomes directly impact consumer spending, municipal tax revenues and capital investment. Arvada benefits from a consistently high median household income, compared to comparable surrounding communities. Other than a recession-related pause in 2009-2010, Arvada’s trend has been upward and is expected to keep pace with inflation.
A Redeveloping Arvada

As the City matures, older commercial corridors and centers sometimes do not perform as well as they did in the past. To remain viable, these areas often need to be re-invented, incorporating new uses, tenants, and a more contemporary appearance.

Governed by a volunteer board appointed by the Mayor and approved by City Council, the Arvada Urban Renewal Authority (AURA) works toward revitalizing blighted urban areas. AURA is one of the most effective urban renewal agencies in the state. Since the 2005 Comprehensive Plan, AURA has completed renewal of City Center, south of Olde Town, and is currently developing and implementing plans for Modified Jefferson Center, Northwest Arvada, Olde Town Station and the perimeter of Olde Town, Ralston Creek, and Village Commons.

The goals of the renewal plans, the limitations of what the market can realistically support, and the demands of stakeholders requires a high level of understanding, balance, and timing. This Plan is an opportunity to define redevelopment goals and to identify how to strengthen under-performing commercial corridors and centers in ways that compliment their adjacent neighborhoods and lift the overall community.

An Economically and Fiscally Sustainable Arvada

Arvadans’ desire a local government that is fiscally sustainable. This requires wise governance and current and future land uses that generate enough revenue to provide a high level of municipal services. City economic development programs, zoning, signage and permitting processes must encourage business development while protecting the integrity of the community. This can be achieved through an appropriate balance of residential and commercial development.

Figure 2-3. Retail sales are an important driver of a community’s economic and commercial development, as Arvada is largely dependent on retail sales taxes to fund services. Sales tax revenue dropped in cities across the country during the recent recessions, not excluding Arvada. As retail spending increased, sales tax revenue recovered in the past two years. Arvada’s sales tax revenue did not drop dramatically because a large share of city sales taxes comes from grocery and utility sales.
Maintain Arvada’s Diverse Community Character

Arvada’s distinctiveness — such as its Olde Town Historic District, unique street corridors, rural areas, and scenic mountain vistas — are a big part of its quality of life and fundamental to its economic health. The Plan contains principles for preserving these assets and ensuring the quality of design and development in both old and new areas including TOD stations.

Planning Effectively For Future Opportunities

The Land Use Plan, created in 2005 and updated in 2008, established a land use pattern and land use categories that have generally been adhered to. Today, Arvada continues to approach full “buildout,” like many of the Denver Metro Area communities. This means that the City has less physical room to expand outward because of neighboring communities, protected open space lands, or lands with development constraints. Opportunity areas that can serve to achieve the Community Vision are becoming more limited.

For several reasons — environmental sustainability, fiscal health, the impending scarcity of raw land, and the Gold Line — Arvada is focusing more and more on redevelopment and infill for certain parts of the community that are already developed, such as:

- 60th and Sheridan/ Arvada Gold Strike TOD Station
- Arvada Ridge TOD Station
- Olde Town TOD Station
- Wadsworth Boulevard
- Ralston Road Corridor and Ralston Creek (Triangle Area)

Even so, within Arvada’s Planning Area, large blocks of land are still vacant. These vacant lands lie mostly to the west and include Candelas and Leyden Rock areas as well as the Indiana Street Corridor.
# GOALS AND POLICIES

## Land Use and Redevelopment

### GOAL L-1: Coordinate Arvada's planning internally and with that of adjacent jurisdictions and the Denver Regional Council of Governments.

#### POLICY L-1.1: Coordination with Regional Planning
Arvada will coordinate with Denver Regional Council of Governments (DRCOG) in implementing its Metro Vision Plan and regional initiatives, especially with respect to encouraging employment and housing in designate urban centers.

#### POLICY L-1.2: Coordination with Local Planning
Arvada will coordinate its plans with adjacent cities and counties.

#### POLICY L-1.3: Coordination of Internal Plans
Arvada will coordinate the plans of its individual departments to ensure consistency with the Comprehensive Plan and City Council Strategic Plan.

### GOAL L-2: Plan for a balanced mix of commercial and residential land uses in Arvada.

#### POLICY L-2.1: Complete Community
The City will provide for a balanced mix of land uses by promoting redevelopment and continuing to reserve lands for future commercial and industrial development as well as a variety of housing choices as shown on Figure 2-8 (see also Land Use Plan).

#### POLICY L-2.2: Allow Appropriate Expansion of City Boundaries
The City will consider annexation of land that includes land uses that are consistent with Comprehensive Plan goals, the long-term needs of the community and the city's service capacity.
GOAL L-3: Encourage development of transit-supportive, higher-density, mixed-use, pedestrian-oriented areas.

POLICY L-3.1: Designated Mixed-Use Areas
The plan designates mixed-use areas in Arvada to provide a mix of land uses, services, retail and commercial development, employment, and in some cases, a diversity of higher density housing in close proximity to transit, bike, and pedestrian connections. Mixed-use areas should be focused in designated areas as shown on Figure 2-8.

POLICY L-3.2: Criteria for New and Redeveloping Mixed-Use Areas
Mixed-use areas are envisioned as strategically located, high-intensity, pedestrian-oriented activity areas providing a range of retail, business, civic, cultural, and residential opportunities for the surrounding trade area. Mixed-use areas should be located in urban centers or designated corridors and should create or demonstrate the following characteristics:

- Transit-supportive residential densities with a mix of housing types and affordability;
- Transit-supportive mix of retail and employment opportunities;
- Streets or other physical features that help define the center;
- Public plazas, gathering spaces or amenities designed as a focal point;
- Transit service
- Pedestrian-oriented site design; and
- Interconnected network of multi-modal streets linking to surrounding areas.

GOAL L-4: Promote mixed-use, transit-oriented development.

POLICY L-4.1: Transit-Oriented Development
The City will plan for and encourage higher-intensity, mixed-use development near future transit station locations identified in the Land Use Plan (Figure 2-8). Transit-oriented projects should take into consideration factors such as mixed-use development, sustainable design, and design for pedestrians around transit facilities (see also Transit-Oriented Development Principles).

POLICY L-4.2: Community Involvement in Transit-Oriented Design
The City will promote site-specific design and planning for each future transit site using methods to involve community members and other stakeholders (described in Transit-Oriented Development Principles).

Figure 2-5. Station Area Plans for the Olde Town, 60th and Sheridan/Arvada Gold Strike, and Arvada Ridge Gold Line Light Rail Stations. Sources: Arvada Transit Station Framework Plan, 2007.
**GOAL L-5:** Designate and promote redevelopment and infill to generate economic revitalization, improve physical conditions, and provide an appropriate mix of quality housing choices.

**POLICY L-5.1: Targeted Redevelopment Areas**

The City will continue to plan for and promote redevelopment in targeted redevelopment areas (see Figure 2-6, Redevelopment Areas). Targeted redevelopment areas include:

- Modified Jefferson Center
- Northwest Arvada
- Olde Town Station
- Ralston Fields
- Village Commons

**POLICY L-5.2: Future Redevelopment Plans**

Arvada will monitor the economic vitality of key commercial areas and prepare plans for future redevelopment if needed to guide specific projects and encourage redevelopment. Characteristics of under performing areas include:

- Blight conditions
- High vacancy rate
- Low sales tax production
- Deterioration of housing conditions
- Transition from retail to non-retail uses in a retail center

**POLICY L-5.3: Regulatory Climate to Encourage Redevelopment and Infill**

The City will continue providing incentives, as appropriate, and a positive regulatory climate in order to encourage infill development and redevelopment.

**POLICY L-5.4: Funding for Redevelopment**

The City will actively seek funding from the private and public sector to encourage investment in redevelopment areas.

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**Figure 2-6. Redevelopment Areas**
Economic Development

GOAL ED-1: Expand and diversify the City’s economic base to create primary jobs to increase the City’s fiscal capacity to meet the needs of its citizens.

POLICY ED-1.1: New Commercial and Employment Development
The City, working with the Arvada Economic Development Association, will actively promote and support commercial and employment development by recruiting primary jobs and increasing the range of products and services available to Arvada citizens.

POLICY ED-1.2: Existing Business Retention
The City will work with its strategic public and private partners to grow and otherwise assist existing businesses throughout the City to increase existing business retention, especially for primary employers and small, locally-owned businesses.

GOAL ED-2: Plan for new employment centers that will provide primary jobs in Arvada.

POLICY ED-2.1: Land for Employment Uses
The City will retain lands in strategic, transit supportive parts of the City for new employment centers to accommodate offices, manufacturing, high tech, flexible space, and other primary employment uses. Targeted industries include medical, manufacturing, research and development, biomedical, energy, enabling technology, and professional services. Future employment centers are located at:

- Parkway Business Center (Indiana and 64th Avenue);
- Indiana Street and 66th Parkway;
- Indiana Street and 66th Avenue (Parkway Business Center and environs);
- Olde Town;
- Ralston Creek (Triangle Area);
- Ward Road and I-70; and
- Southeast Arvada and the 60th and Sheridan/Arvada Gold Strike TOD Station.
GOAL ED-3: Plan for well-located, high-quality commercial developments.

POLICY ED-3.1: Commercial Development in “Centers”
The City will plan for a hierarchy of commercial development at major intersections to serve the future needs of the community, including neighborhood and regional commercial centers. The City should discourage strip commercial development along arterial roadways where inappropriate.

POLICY ED-3.2: Neighborhood and Community Commercial Centers
The City will plan for neighborhood commercial developments that are compatible with and designed to serve nearby residential areas. These retail developments often contain an anchor such as a grocery store anchor and other service retail shops. New retail development adjacent to neighborhoods should provide direct pedestrian connections, transitional setbacks, and landscape buffers.

POLICY ED-3.3: Commercial Diversification
The City will actively recruit hotels, hospitals, medical facilities, and other appropriate businesses not currently present to locate in Arvada to meet current and future needs.
GOAL ED-4: Redevelop and revitalize existing commercial and industrial areas.

POLICY ED-4.1: Promote Redevelopment of Underutilized Commercial Areas
The City will promote through incentives and infrastructure investment, new development, and reinvestment in designated “redevelopment areas” to retain or attract businesses and repurpose areas for retail, office and a diversity of housing types, as may be appropriate.

POLICY ED-4.2: Olde Town Redevelopment and Historic Preservation
The City will work to increase Olde Town’s economic vitality by creating a unique retail shopping and service area that contains opportunities for housing and employment. The City will continue physical and economic revitalization efforts in Olde Town by leveraging the opportunities created by the new commuter rail station while still preserving its historic character.

POLICY ED-4.3: Southeast Arvada Redevelopment
The City will identify additional opportunities for redevelopment and revitalization of Southeast Arvada, including potential employment-focused transit-oriented development around the future Arvada Sheridan/ Gold Strike TOD station.

POLICY ED-4.4: Maintain Health of Existing Commercial Centers
The City will monitor, maintain, and strive to improve the health of existing commercial centers through strategic infrastructure investment, access improvements and aesthetic enhancements where appropriate.

GOAL ED-5: Improve the City’s economic base and its financial strength.

POLICY ED-5.1: Strengthen and Diversify the City’s Tax Base
In order to fund existing and future service commitments, the City will continue to monitor and support existing retail and employment uses, as well as promote opportunities to attract new retail uses, primary employers, tourism, and targeted entrepreneurial and technical industry clusters. The City will seek supplemental revenue sources in addition to sales tax, to allow city services to be less susceptible to retail market considerations.
GOAL CC-1: Plan Arvada as a City of different development character districts.

POLICY CC-1.1: Variety of Development Types
The City will include a variety of development types including rural areas, suburban residential neighborhoods, historic districts, redevelopment areas, and mixed-use communities that contain services, employment, and higher density housing.

POLICY CC-1.2: Promote Integration Within Districts through Design
The City will promote integration and a sense of place within districts of the City through the context-sensitive design of new development.

POLICY CC-1.3: Compatible Infill
The City will encourage new infill development to consider and be sensitive to the character of existing neighborhoods. Considerations shall include building scale, placement, size, height transitions, landscape, streetscape, and other design measures (see also Redevelopment and Infill Principles).

POLICY CC-1.4: Work with Stakeholders
The City will work with stakeholders, developers, and the community to consider a project’s potential effects and strive for integration in a manner that helps enrich the district’s character.

Olde Town Water Tower
GOAL CC-2: Establish and maintain Arvada’s distinct qualities and small-town identity.

POLICY CC-2.1: High Quality Design for Public Places
The City will promote high quality design and landscape of public places and civic buildings.

POLICY CC-2.2: High Quality Private Development
The City will promote high quality architecture, site planning, landscaping, signage, and lighting for new residential and commercial developments.

POLICY CC-2.3: City Gateways
The City will provide and maintain attractively landscaped and designed City gateways (i.e., entrances into the City on major arterials and commuter rail), including at the following locations:

- Sheridan Boulevard from I-76 and the City’s northern edge;
- Wadsworth Boulevard from north at West 80th and 88th;
- Wadsworth Boulevard from south at I-70;
- Highway 72 from west at Candelas Parkway;
- Indiana Street from north at Candelas Parkway;
- West 86th Parkway from Highway 93;
- Kipling Street, from south near 50th Avenue;
- 80th Avenue and Sheridan Boulevard;
- Ralston Road and Sheridan Boulevard;
- West 64th Avenue from Highway 93; and the
- Arvada 60th and Sheridan/Arvada Gold Strike, Olde Town, Arvada Ridge, and Ward commuter rail stations.
GOAL CC-3: Identify places and assets that are unique and important to the community and work to preserve them.

POLICY CC-3.1: Attractive Street Corridors
The City will continue to identify, plan, and maintain attractive streets and corridors to preserve local character. Such street corridors include:

- Wadsworth Boulevard;
- Olde Wadsworth Boulevard;
- Kipling Street;
- Ward Road;
- Ralston Road;
- Indiana Street; and
- Grandview Avenue.

POLICY CC-3.2: View Corridors
Arvada will identify and maintain appropriate view corridors from public streets and other public places as new development occurs.

POLICY CC-3.3: Transitions for Stable Rural Development
The City will preserve the integrity and character of stable rural development (see Figure 2-7. Stable Rural Developments) by requiring new developments to comply with the following principles:

- Place open space, trails, riparian and wildlife corridors, view corridors, wetlands, or landscaped buffers between developments;
- Incorporate rural design elements in new developments (e.g., fencing, lighting, natural landscaping that are consistent);
- Use major arterials or collector streets as boundaries between developments; and
- Use physical landscape features, existing vegetation as transitions.

POLICY CC-3.4: Low Density Areas
Development within designated Low Density areas (shown on Figure 2-8) should have an open feel and incorporate characteristics found in rural areas such as significant open space, existing vegetation, more natural landscaping, open fencing, view corridors from public places, and non-suburban road design.

POLICY CC-3.5: Lower Densities toward the Mountains
Overall density will generally decrease in western parts of the City, while allowing for higher densities in the Jefferson Center and other appropriate areas as identified on the Land Use Plan (see Figure 2-8).

POLICY CC-3.6: Residential Cluster Development in Low Density Residential areas
Arvada will encourage areas near rural enclaves and sensitive natural resources designated on the Land Use Plan as “Low Density Residential” to develop in a clustered fashion. Clustered neighborhood development should provide housing variety and different lot sizes while conserving large, interconnected amounts of open space and natural resources, or maintain rural character (see Principles for Areas with Rural Characteristics).
GOAL CC-4: Preserve historic resources and expand preservation education and awareness in Arvada and Olde Town.

POLICY CC-4.1: Historic Preservation Programs
The City will expand outreach and promotion of its historic preservation efforts.

POLICY CC-4.2: Historic Preservation Partners
The City will continue to work with the historic preservation community, such as the Arvada Historical Society and Historic Olde Town Arvada, and seek to enhance the resources and awareness of preservation organizations.

POLICY CC-4.3: Renaissance Action Plan
The City will continue to support the historic preservation goals and implement actions of the Olde Town Renaissance Action Plan, including preserving the historic nature of Olde Town as a civic and cultural resource.

POLICY CC-4.4: Olde Town Design Guidelines
The City will use the Olde Town Design Guidelines when considering proposals for new development or alterations in Olde Town.

POLICY CC-4.5: Local Preservation Efforts
The City will explore ways to expand its historic resources, historic districts, and preservation programs, including:

- Considering becoming a Certified Local Government;
- Developing a process to identify new districts and resources and designate local historic districts and landmarks;
- Inventorying historic resources and sites; and
- Developing design guidelines for other historic districts and resources.

Figure 2-7. Stable Rural Developments

LEGEND
Waterways
Railroad
Highways
Lakes
Planning Boundary
Figure 2-8

LEGEND
- Waterways
- Freeway
- Highways
- Enhanced Transit Corridors
- Gold Line Stations
- Gold Line
- TOD Influence Area
- Lakes
- Planning Boundary

FUTURE LAND USE

Sources: City of Arvada, DRCOG, CDOT, USGS

Land Use descriptions can be found in Chapter 2 of the Arvada Comprehensive Plan

July 18th, 2014
LAND USE PLAN

This section describes the land use categories shown on the Land Use Plan (see Figure 2-8). The Land Use Plan identifies future land uses for the entire Arvada Planning Area, and illustrates the distribution of residential, non-residential, mixed-use, and civic or public land uses. More information about how much development could occur based on the Land Use Plan is provided in Appendix E: Plan Buildout. Each category described below includes a listing of primary and secondary uses, a description of the general characteristics and location of each land use type, corresponding zoning districts, and the range of allowable densities.

Different land use categories, or prototypical patterns of development, and the relationships between them work together to create a complete community. These are shown in diagrammatic form as supporting graphics, which are not location-specific or regulatory in nature.

RESIDENTIAL CATEGORIES

Arvada's residential areas have a variety of characteristics and densities. The locations of residential areas are designed to be compatible with existing and proposed development and site constraints; however, in some cases the densities listed may not be achievable given unique conditions. When calculated, density includes local streets and public and private open space. The City will determine appropriate densities during the development review process, taking into consideration site constraints and adjacent development. The City also considers availability of utilities, the development's impact on the local and regional traffic system, vehicle accessibility, bicycle and pedestrian accessibility, transit accessibility, and proximity to and impact upon community facilities such as schools, parks, and open space.
Low Density Residential (with Cluster Option)

**Primary Uses:** Single-family residences, duplexes, patio homes, townhomes, and condominiums.

**Secondary Uses:** Supporting and complementary uses, including open space and recreation, equestrian uses, schools, places of worship, and other public uses. Senior housing is allowed if compatible with the surrounding area.

**Characteristics and Location:** This type of residential will develop at densities lower than typically found in suburban residential areas and has more rural characteristics. It is generally found in the western part of Arvada where topography is more varied. Land owners may develop large lot single-family rural residential, or cluster development on smaller lots to conserve open space, views, and other natural features. At least twenty (20) percent of the site should be conserved as open space, or fifty to seventy (50 to 70) percent with a cluster, depending on the density bonus.

**Density:**

<table>
<thead>
<tr>
<th>Gross Density (du/ ac)</th>
<th>Open Space Min.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Up to 0.65 du/ ac.</td>
<td>20%</td>
</tr>
<tr>
<td>Up to 1.2 du/ ac.</td>
<td>50%</td>
</tr>
<tr>
<td>Up to 1.5 du/ ac.</td>
<td>70%</td>
</tr>
</tbody>
</table>

**Relationship to Earlier Plans:** This category remains generally the same from the 2008 Plan update.

**Zoning Districts:**

- NC-RA — New Community Residential Sub-District;
- NC-MU-A — New Community Mixed-Use Office and Residential Sub-District (allows 1 du/ac, and also mixed-use);
- R-CE — Residential Countryside District; and
- Any PUD-R up to 1.5 units per acre — Planned Unit Development Residential District.
Traditional Low Density Residential Development with 20% Open Space

Example on 40 Acres yields 26 units with a gross density of 0.65 dwelling units per acre (single family detached homes). Lots are one acre in size.

Option A: Clustered Development with 50% Open Space

Example on 40 Acres yields 48 units on a variety of lot sizes with a gross density of 1.2 dwelling units per acre (single family detached homes). No minimum lot size is prescribed. The lots shown average 10,800 square feet in size.

Option B: Clustered Development with 70% Open Space

Example on 40 Acres yields 60 units on a variety of lot sizes with a gross density of 1.5 dwelling units per acre (single family and attached homes). No minimum lot size is prescribed. The lots shown average 5,000 square feet in size.

Figure 2-9. Residential Cluster Option
**Suburban Residential**

**Primary Uses:** Single-family residences, duplexes, and attached residences.

**Secondary Uses:** Supporting and complementary uses, including open space and recreation, schools, places of worship, and other public uses. Senior housing facilities are also appropriate if compatible with the surrounding areas.

**Characteristics and Location:** Suburban residential is appropriate in suburban settings. New residential developments are accessed from local or collector streets and may be away from activity centers.

**Density:** Up to 5 dwelling units per acre.

**Relationship to Earlier Plans:** This category remains generally the same from the 2008 Plan update, which replaced the “Suburban” category in the 1995 Plan.

**Zoning Districts:**

- NC-MU-C — New Community Mixed-Use Industrial, Commercial, Office and Residential Sub-District;
- R-I, — Residential Low Density District;
- CC-B, — Clear Creek Residential Sub-District;
- R-SL, — Residential Small Lot, Low Density District;
- R-NT, — Residential Neo-Traditional District;
- R-I, — One and Two-Family Residence District; and
- Any PUD-R up to 5.0 units per acre — Planned Unit Development Residential District.
Medium Density Residential

Primary Uses: Medium Density Residential includes a broader variety of residential types, including single-family residences, duplexes, patio homes, townhomes, and condominiums.

Secondary Uses: Supporting and complementary uses, including open space and recreation, schools, places of worship, and other public uses. Senior housing facilities are also appropriate if compatible with adjacent development.

Characteristics and Location: This residential type is appropriate in locations near commercial services. These developments are generally served by collector streets or arterial streets and ideally will be served by transit. This residential type is often desirable as a way of transitioning between high density residential and low density residential. Clustering is encouraged to provide greater amounts of open space.

Density: Greater than 5 units per acre and up to 12 dwelling units per acre.

Relationship to Earlier Plans: This category remains generally the same from the 2008 Plan update.

Zoning Districts:

- R-MD — Residential Medium Density District; and
- Any PUD greater than 5 and up to 12 du/ac — Planned Unit Development Residential District.
High Density Residential

Primary Uses: High Density Residential is appropriate for multi-family residential apartments and condominiums and similar higher-density residential types.

Secondary Uses: Supporting and complementary uses, including open space and recreation, schools, places of worship, and other public uses are appropriate in the High Density Residential Category. Senior housing facilities are also appropriate in these areas.

Characteristics and Location: Higher density residential should be near commercial services or other supporting non-residential uses. For most higher-density residential development, vehicular, bicycle, and transit routes should be accessible, yet residential areas should be protected from heavy traffic. These developments are generally located along collector or arterial streets and should be near transit centers or transit service. At least twenty-five (25) percent of the site must be conserved as open space. Other private recreational amenities should be provided, such as tot lots, swimming pools, or garden/courtyards.

Density: Greater than 12 dwelling units per acre and up to 24 dwelling units per acre. For High Density Residential within Transit-Oriented Development (TOD) Influence Areas, density shall conform to the Arvada Transit Station Framework Plan.

Relationship to Earlier Plans: This category remains generally the same from the 2008 Plan update.

Zoning Districts:

- R-M – Residential Multi-Family District;
- Any PUD higher than 12 units per acre — Planned Unit Development Residential District; and
- Mixed-use districts that are created in the future, which allow high density residential.
Mixed-Use Categories

Mixing of different land uses—offices, residential, retail—in one discrete area has historically been prevalent in cities. However, more recent development trends have shifted away from this pattern. The automobile as the dominant mode of transportation has led to a more dispersed and segregated pattern of land uses, and historic market demand for larger single family homes further increases physical separation.

Mixed-use development can create identity and attractive pedestrian environments, stimulate redevelopment, encourage community health, and increase transit use (in transit-oriented development areas). In particular, locating housing in close proximity to nearby retail establishments and employers better supports activity centers and respond to the preferences of Arvada’s changing population, discussed at the beginning of this chapter. The Principles for Complete Centers section of this chapter details best practices for building effective mixed-use development, though generally, mixed-use development should be designed according to the following principles:

1. Build upon a coherent master plan that physically integrates different uses (for example, retail space, residential, hotels, offices, or civic and cultural facilities). The mix of land uses can be vertical—mixing project components into a single mixed-use building or block—or components can be in separate buildings.
2. Where possible, locate and orient development around a central public space, such as a plaza or park.
3. Provide internal interconnected streets and sidewalks, allow safe and direct pedestrian access between buildings, and overall, accommodate pedestrians in a safe manner.
4. Mixed use is not required on a parcel-specific basis. Areas of the city designated as mixed use should contain a mix of uses across proximate parcels.
5. Where feasible, include bicycle lanes and traffic calming design elements to encourage pedestrian activity and safe multi-modal transportation.

The Land Use Plan designates two types of mixed-use development in Arvada: (1) Mixed-Use, and (2) Mixed-Use Residential Emphasis, described below.
Mixed-Use

Primary Uses: The Mixed-Use category is intended to promote a wide range of land uses, including retail, office, light industrial, live-work, and medium and higher density residential. This district is seen as predominantly non-residential, but high density residential is also appropriate. At 66th/Indiana residential uses are discouraged.

Secondary Uses: Open space, recreation, places of worship and public uses are also appropriate.

Characteristics and Location: Mixed-Use areas should be located near collector or arterial streets or transit facilities. The intent is to create an environment that has employment and shopping opportunities, a range of housing types and parks, open space and civic uses, if appropriate. Uses may be mixed either vertically or horizontally. Mixed-Use areas should be developed in an integrated, pedestrian friendly manner and should not be overly dominated by any one land use or housing type unless parcel size is small and a single land use is appropriate to the surrounding context. The intent is to allow for vertical or horizontal mix of uses on sites, including some high density residential (see Mixed-Use Development Principles).

Density/Intensity: Where housing is proposed, a minimum density of 12 dwelling units per acre for residential projects should be provided to provide greater housing diversity and support transit. For residential portions of Mixed-Use development within Transit-Oriented Development (TOD) Influence Areas, residential densities shall conform to the Arvada Transit Framework Plan. Higher intensity employment and high density residential development are encouraged in the core of Mixed-Use areas, or adjacent to collector or arterial roadways and adjacent to applicable transit stations. It is expected that the 35 foot height limit will need to be exceeded in certain cases. Building heights should be evaluated during the development review process. Where appropriate, building height transitions and step-downs should be provided to be compatible with adjacent development.

Relationship to Earlier Plans: This category generally updates the mixed use category from the 2008 plan, which replaced the Urban category in the 1995 Plan.

Zoning Districts: Olde Town zone district allows a mix of commercial and residential uses; NC-MU-C — New Community Mixed-Use Commercial; PUDs allowing mixed-use development — Planned Unit Development Residential District; and mixed-use districts that may be created in the future.
Mixed-Use: Residential Emphasis

Primary Uses: The Mixed-Use Residential category is intended to promote neighborhoods which contain housing predominantly, but that may also include retail, offices, and light trade. A range of residential housing types, such as single-family residences, duplexes, patio homes, townhomes, apartments, condominiums, and live-work units, should be built on a majority of any site within this category.

Secondary Uses: Non-residential uses that are related to the neighborhood are encouraged, but not required. Examples include convenience retail, offices, childcare facilities or live-work units. Developments within the Mixed-Use Residential category may also include open space, parks, plazas, and other public or quasi-public uses as appropriate, such as schools, places of worship, libraries, and community centers.

Characteristics and Location: Mixed-Use Residential is appropriate near commercial services, employment and near major arterial and collector streets. The intent is to allow for vertical or horizontal mix of uses on sites, including some high density residential (see Mixed-Use Development Principles).

Density/Intensity: A minimum density of 7 dwelling units per acre should be provided. For residential portions of Mixed-Use Residential within Transit-Oriented Development (TOD) Influence Areas density shall conform to the Arvada Transit Framework Plan. High-density residential development is encouraged as part of a mixed-use development, and generally should be located in the core (highest-intensity area) of the mixed-use development. It is expected that the 35 foot height limit will need to be exceeded in certain cases. Building heights should be evaluated during the development review process. Where appropriate, building height transitions and step-downs should be provided to be compatible with adjacent development.

Relationship to Earlier Plans: This is an update of the “Mixed Use: Residential Emphasis” category of the 2008 Plan.

Zoning Districts: Modify PUD-BPR zone district — Planned Unit Development (Business/Professional/Residential), or create new mixed-use classification that is intended to be a higher density mixed-use center that could include a full range of services, multi- and single-family housing, offices, and live-work uses; NC-MU-C — New Community Mixed-Use Commercial; and mixed-use districts that may be created in the future.
Non-Residential Categories

Arvada Flour Mill
Industrial

Primary Uses: Industrial.

Secondary Uses: Supporting retail or office uses are also appropriate in the Industrial category. Open space and recreation, and other public uses, are also appropriate.

Characteristics and Location: This category encompasses Arvada’s heavier industrial areas. Outdoor storage is allowed. Most of the City’s heavy industry is located in the Clear Creek sub-area.

Relationship to Earlier Plans: This category updates the “Industrial” category in the 2008 plan and replaces the “Auto Urban Industrial” category in the 1995 Plan.

Zoning Districts:

- I-2 — Standard Heavy Industrial;
- I-1 — Standard Light Industrial;
- NC-SU — New Community Special Industrial and Office Sub-District; and
- All Clear Creek zone districts (Industrial and Commercial).
**Industrial/Office**

**Primary Uses:** Industrial and Office.

**Secondary Uses:** Supporting retail uses, open space and recreation, and other public facilities and uses are appropriate.

**Characteristics and Location:** This category encourages development of industrial and office uses that will minimally affect surrounding properties. Outdoor storage is limited. The Industrial/Office land use type is generally located along arterial or collector streets.

**Relationship to Earlier Plans:** This is an update of the industrial/office category of the 2008 Plan.

**Zoning Districts:**

- I-1 — Standard Light Industrial;
- PUD-I — Planned Unit Development (Industrial) District; and
- NC-I/OF — New Community Industrial and Office Sub-District.
Neighborhood and Community Commercial/Office

**Primary Uses:** General retail, personal services and office to serve neighborhoods and the community is appropriate in this category.

**Secondary Uses:** Supporting uses, open space and recreation, medium and higher density housing, and other public facilities and uses may be appropriate depending on site context.

**Characteristics and Location:** The Neighborhood and Community Commercial/Office category encompasses retail centers that provide shopping service to adjacent and surrounding neighborhoods in the community. Community Commercial Centers are generally located at the intersection of two arterial streets and are generally larger in scale than Neighborhood Commercial Centers. Neighborhood Commercial Centers are generally located at the intersection of two collector streets or a collector and an arterial street. Large format retail may be appropriate if located along an arterial road and impacts can be addressed.

**Relationship to Earlier Plans:** This category updates the “Neighborhood & Community Commercial/Office” category of the 2008 plan. This category partially replaces the Auto-Urban category in the 1995 Plan, except that the high-density residential areas are now shown as High Density Residential or Mixed-Use.

**Zoning Districts:**
- CC-C — Clear Creek Commercial and Office Sub-Division;
- NC-C/OF — New Community Retail Commercial and Office Sub-District;
- PUD-BP — Planned Unit Development (Business/Professional) District;
- PUD-BPR — Planned Unit Development (Business/Professional/Residential) District;
- P-1 — Professional Office District;
- B-1 — Neighborhood Business — allows shopping and offices; and
- B-2 — General Business — allows retail business, service, and professional offices.
Open Space and Parks

Primary Uses: Public and private open space, public and private parks, outdoor sport complexes, and golf courses.

Secondary Uses: Some public utilities or facilities may be appropriate.

Characteristics and Location: Open space and parks, where they currently exist, are shown on the Land Use Plan. The characteristics and location vary, depending on the type of use.

Relationship to Earlier Plans: This category is generally the same as the 2008 Plan.

Zoning Districts:

- C-1 — Conservation District, or as part of other zone districts.
Public and Quasi-Public Facilities

Primary Uses: The Public and Quasi-Public category includes uses related to community services, such as fire stations, schools, libraries, community centers, indoor recreation centers, hospitals, city buildings, utilities, cemeteries, and places of worship.

Characteristics and Location: The Land Use Plan shows only existing Public and Quasi-Public facilities. Future locations will vary depending on the type of facility.

Relationship to Earlier Plans: This category updates the “Public and Quasi-Public” category in the 2008 Plan.

Zoning Districts: n/a
PRINCIPLES FOR COMPLETE CENTERS

Commercial Centers

Future commercial development should be conveniently located in clustered “centers.” To achieve this goal, the City will plan for a hierarchy of commercial development at appropriate locations to serve the future needs of the community, classified as neighborhood, community and regional commercial centers. Commercial development may incorporate higher density housing and office uses, a grided street network, with buildings set forward to promote a pedestrian friendly environment where appropriate. The commercial centers concept adopted by the City discourages new strip commercial development outside of the existing commercial areas along Ralston Road and Wadsworth corridors.

Neighborhood, Community Commercial Centers

Arvada citizens desire well-located and high-quality retail development. Neighborhood, community, and regional commercial centers all share similar development principles at different scales and intensities (see preceding land use plan section). This Plan recognizes that while retail development is important to the City’s fiscal health, it limits large format (big box) retail along major arterial corridors (as decided by the city on a case-by-case basis). Again, the Plan promotes avoidance of strip commercial development spread out along arterial roadways.

New commercial centers should incorporate the following design and locational principles.

- Commercial development should incorporate design elements to provide for visual appeal, pedestrian safety, and appropriate landscaping.
- Façade walls, including sides and backs of buildings, and rooflines should be articulated to reduce the scale and uniform appearance of the building and clearly define entrances.
- Building construction should use high-quality materials so that buildings are long-lasting, attractive, and durable (e.g., sandstone, brick, masonry units). Building colors and materials should be of low reflectance. Wood and metal should be limited to secondary materials.
- Parking areas should provide safe, attractive, and clearly defined pedestrian routes to provide connections between buildings. Routes should be separated from vehicular travel where possible. Parking should be well distributed around buildings with landscaped islands and medians.
- Pedestrian access to the site should be provided on all sides of the lot that abut public streets.
- Site lighting should be designed to provide uniform, safe, and efficient lighting while preventing glare from reaching adjacent properties.

- Commercial centers should be located to minimize negative impacts on neighborhoods and traffic congestion, and where possible or appropriate, be integrated with other uses.
- Neighborhood and community commercial centers can be located adjacent to residential neighborhoods or commercial areas but must include transportation design elements to mitigate traffic impacts on nearby residences.
- Large format commercial centers should be located along an arterial road on sites that are adjacent to existing or proposed commercial, office, industrial, or mixed-use. Where sites also abut existing residential development, additional screening and buffering measures should be taken to transition the uses.
- Where possible, commercial centers should be designed and integrated as part of a mixed-use center that includes a mix of smaller retail establishments and services, employment uses, and where possible or appropriate, residential uses.
Redevelopment and Infill

One of the City’s primary goals is to encourage a more efficient land use pattern. The renewal and enhancement of targeted redevelopment areas and the encouragement of infill development is a means of achieving economic revitalization and improving physical conditions in the City’s mature areas. Infill means the development of new housing or commercial buildings on vacant sites in a largely built-up area. Redevelopment means the replacement or reconstruction of buildings that are in substandard physical condition, or that do not make effective economic use of the land on which they are located. This Plan identifies current redevelopment areas and potential future redevelopment areas (see Goal L-5).

The City recognizes that redevelopment and infill could negatively impact existing neighborhoods if not carefully designed or if impacts are not reasonably mitigated. Therefore, this Plan includes the following principles for redevelopment and infill.

Infill development and redevelopment that occurs in or adjacent to existing developed areas should complement the character and visual qualities of the area and existing development. New developments should adhere to the following design principles:

- The overall scale, size, and setbacks of new buildings should be similar to or compatible with those found on adjacent properties. Transitions in building height may be appropriate (e.g., to provide a transition, the new building should not be more than two stories taller than an adjacent building).
- Redevelopment and infill should preserve existing mature street trees and significant landscape features to the extent possible.
- Redevelopment and infill should incorporate pedestrian friendly mixed use design principles where possible.
- New landscaping materials should be mature enough to visually integrate the new infill with the existing neighborhood within ten years.
- Usable parks, trails, and open space should be incorporated into infill and redevelopment projects to the extent possible.

Transit-Oriented Development

The Land Use Plan identifies locations for future Transit-Oriented Development (TOD) in Arvada related to the RTD Gold Line (see Figure 2-8). These TOD areas will each have a unique identity and different mix of commercial, industrial, or residential development. This Update affirms the Arvada Transit Station Framework Plan and subsequent Pedestrian and Bicycle Access Plan for the Sheridan Boulevard, Olde Town Arvada, and Arvada Ridge Transit Oriented Development Sites and will continue to engage in collaborative planning for the areas. In particular, Arvada will continue to:

- Coordinate with Regional Transportation District (RTD), Colorado Department of Transportation (CDOT), and the public to ensure that TOD framework plans are implemented.
- Actively involve the public in designing future transit stations and surrounding areas.
- Coordinate planning, design, and investment with nearby projects such as urban revitalization and historic preservation areas.
Mixed-Use Development

The Land Use Plan (Figure 2-8) designates two types of future mixed-use development areas (one with general flexibility, and one with a residential emphasis). These mixed-use areas should contain a variety of activities, such as offices, retail, and different housing types. Mixed use designation does not signal the need for a mix of uses on every parcel within a mixed use area. The city desires to encourage a mix of uses within areas designated as mixed use, which can occur among proximate or adjacent single-use parcels. New mixed-use developments should be designed according to the following principles.

Design for Pedestrians and Bicycles
- Site plan and building designs should be pedestrian-oriented by incorporating wide and detached sidewalks and paths, seating, low-level lighting, and signs that are scaled for pedestrians in high activity areas.
- Street cross-sections should incorporate bicycle lanes where appropriate.
- Residential neighborhoods should be compact and walkable with short blocks.

Include Community Facilities and Services Where Appropriate
- Mixed-use sites should include schools, parks, and open space, and other community facilities, where appropriate, to serve the needs of neighborhood residents.
- Concentrate commercial and office development in “nodes” (around intersections of arterial and collector streets). Commercial development should not expand along arterial streets. Commercial uses should be adjacent to public spaces to make the public realm livelier.
- Include neighborhood commercial to provide services to surrounding residential neighborhoods and designed to be connected to adjacent neighborhoods with streets and sidewalks.

Include Housing Where Appropriate
- Cluster high density residential development around commercial centers, providing opportunities for residents to walk to shops, services, and jobs. The apartments, lofts, or townhomes should provide transitions between commercial and lower density residential areas.
- Where possible, encourage development of affordable rental and ownership housing opportunities for households earning the median income or below in redevelopment areas or near transit stations.

Transition from and Connect to Surrounding Areas
- Mixed-use developments should be developed to provide transitions for existing neighborhoods.
- Mixed-use developments should be compatible with adjacent pre-existing and planned land uses, and where possible jointly planned to ensure a compatible pattern and mix of land uses.

Designed for Multi-modal Access
- Provide for interconnected block and street patterns.
- Provide appropriate bicycle facilities.
- Provide access to the collector and arterial street system and transit if possible.
- Provide connections to trails and greenways.
Areas with Rural Characteristics

Stable Rural Developments are areas that are already largely developed. Common characteristics of these areas are: large lots, open fencing, a variety of residential styles, and barns and other outbuildings, such as stables or silos. Properties also frequently have farm animals, such as horses or goats.

Low Density Residential Areas are areas shown on the Land Use Plan (see Figure 2-9). These are large undeveloped parcels of land primarily in Western Arvada that will likely develop in the future. Development in these areas should have an open feel and incorporate characteristics compatible with rural development, especially for new developments that abut existing rural development. The City will provide a density bonus incentive for developers who cluster lots and conserve more than 20% open space on a site. Principles for traditional and clustered development in these areas are described below.

Maintain the Qualities of Stable Rural Developments

New development within stable rural developments should be consistent with the established character, and adhere to the following principles:

- Site planning and building design should be generally consistent with features of surrounding areas such as: building height, massing, setbacks and spacing of structures, orientation and placement of garages, and roadway design
- Development should aim to preserve as much of the existing vegetation as possible
- Large animals generally should be permitted if allowed by surrounding zoning
- Building design should incorporate rural architectural elements, such as a variety of building styles, massing, and roof forms that respond to the site topography
- Building materials should be of durable materials (such as stone, masonry, and wood) and be predominantly of earth-tone colors
- Site materials should consist of open or unobtrusive fencing, natural drought-tolerant landscaping, and low level lighting

New development adjacent to stable rural developments should respect the unique quality of these areas by:

- Providing adequate buffering, or
- Utilizing techniques to provide compatibility such as similar setbacks, lot sizes, spacing of structures, building heights, building materials, fencing, landscaping and lot coverage at the edge of the new development.

Use a Site-Sensitive Approach for Low Density Residential

The following principles apply to all development proposed in the Low Density Land Use classification.

- Preserve important environmental features, including but not limited to: floodplains, steep slopes, ridgelines, healthy trees and vegetation masses, water bodies, natural meadows, historical or archaeological features, wetlands, riparian areas, and critical wildlife habitat or corridors
- Locate large blocks of contiguous open space that link to adjacent open lands
- Locate open space to benefit both residents of the proposed development and adjoining development and public spaces (e.g., it can be visually accessible from public streets or parks, or it could be publicly accessible open space)
- Design lots within a clustered development to abut or link directly to designated open space within the development
- Avoid developing on steep slopes
- Avoid scarring of the landscape by locating streets, driveways, and development sites to work with the natural topography
- Design the development to consider the context of surrounding properties
- Examples of traditional and clustered developments in the Low Density Residential Category are shown in Figure 2-10.
CHAPTER 3
MULTI-MODAL TRANSPORTATION PLAN

IN THIS CHAPTER:
This chapter reflects Arvada’s vision of an integrated approach to transportation planning. Future economic growth will follow new regional transportation corridors, particularly the Gold Line and Jefferson Parkway. The Gold Line will spur transit oriented development opportunities at the four stations in or adjacent to Arvada. The Jefferson Parkway will greatly improve the accessibility of the developing western part of the City to regional destinations. At a more local level, a well developed street grid will provide automobile, bicycle, and walk connectivity within and between Arvada’s neighborhoods and activity centers. Concurrent with development of the Land Use Plan in Chapter 2, this chapter includes an updated Transportation Plan and the following:

• Goals and Policies for Multi-Modal Transportation
• Transportation Plan
  – Streets Plan
  – Transit System Plan
  – Bicycle Plan
  – Pedestrian Plan
• Principles for Complete Corridors
VALUES AND NEEDS

Arvada’s key transportation goals are the following:

1. Develop a balanced, multi-modal transportation system to provide a variety of opportunities for residents and visitors;
2. Strengthen the linkage between land use and transportation in Arvada;
3. Identify and implement traffic solutions to reduce and manage traffic congestion on arterial streets;
4. Develop the transportation system in a manner that maintains quality of life for residents and visitors; and
5. Develop safe and comprehensive multi-purpose bicycle, trail and pedestrian systems.

These goals and the policies and strategies that support them are described in detail in this chapter. The following are discussions of two key elements of the overarching transportation values that underlie Arvada’s transportation plan.

INTEGRATION OF LAND USE AND TRANSPORTATION

This chapter reflects Arvada’s vision of an integrated approach to land use and transportation planning. The transportation goals, policies and plan elements in this Comprehensive Plan chapter address the cyclical nature of the land use and transportation interactions: land use generates travel demand and the need for improved transportation facilities. At the same time, Arvada’s evolving transportation system offers great potential to shape land development.

The City needs a well-maintained, balanced, and connected transportation system to serve the travel needs of existing and future development. The transportation network should be built upon a system of well-maintained streets, sidewalks, and trails providing safe and convenient options for all modes of travel.

Arvada’s evolving transportation system brings great potential to shape sustainable land development and create active lifestyles as well. Future economic centers will follow new regional transportation corridors, particularly the Gold Line and Jefferson Parkway. The Gold Line will spur transit oriented development opportunities at the four stations in or adjacent to Arvada. The Jefferson Parkway will greatly improve the accessibility of the developing western part of the City to regional destinations. At a more local level, a complete street grid will provide automobile, bicycle, and pedestrian connectivity within and between Arvada’s neighborhoods and activity centers.
A Balanced Multi-Modal Transportation System

Arvada provides transportation facilities and services for different modes of travel to, from, and within Arvada, and in coordination with other entities such as Jefferson County, Adams County, Colorado Department of Transportation (CDOT), Regional Transportation District (RTD), and the neighboring cities of Wheat Ridge and Westminster. The transportation network consists of a system of multi-modal and inter-modal facilities and services, as described below.

Multi-modal refers to travel options, including automobile, public transit, bicycle, and walking. As is the case with most cities and suburbs in the western U.S., automobile travel has historically had a primary influence on Arvada’s transportation system, and roadway improvements will continue to be needed. However, Arvada and its partners have placed an increasing focus on alternative transportation modes. The City transportation plan aims to provide a multi-modal system that balances the needs of all travel nodes. The regional FasTracks program will bring commuter rail transit service into the heart of Arvada via the Gold Line in 2016. The City has renewed its focus on the bicycle and trail system by identifying a comprehensive system of off- and on-street bike routes; many segments have been accomplished and completion of the system is proceeding. Pedestrians have and will continue to benefit from improved sidewalks, street crossings and off-street trails that accommodate pedestrians along with bicyclists. These multi-modal transportation alternatives provide children and adults with safe and convenient opportunities for walking and bicycling to school, work, shopping, and activity centers to encourage exercise and health living habits, reduce the risk of injury from traffic collisions near these locations, and decrease morning commute traffic, air pollution, and fossil fuel consumption.

Inter-modal refers to the connections between the different modes of transportation identified above. The basic concept is to provide a seamless transportation system that facilitates easy and efficient movements between modes, for example, from the automobile to a rail transit system. Connections will be critical to the system’s efficiency and effectiveness of new alternative modes and will become more important with additional transit options. Connections occur at the nodes where the travel modes intersect, such as automobile access to rail stations and park-n-rides, bicycle parking and storage as bicyclists become pedestrians, or at bus stops where the transit rider becomes a pedestrian. Connections for bicyclists and pedestrians between transit stations and final destinations are often referred to as “the last mile” connections and are a key to optimizing the service provided to transit riders.
GOALS AND POLICIES

GOAL T-1: Develop a balanced, multi-modal transportation system to provide a variety of transportation opportunities for residents and visitors.

POLICY T-1.1: Multi-modal Level of Service
The City will establish automobile, bicycle and pedestrian level of service standards for all street types and incorporate in street system development, improvement, and maintenance programs.

POLICY T-1.2: Pedestrian-Friendly City
The City will provide a pedestrian-friendly environment throughout the City and especially in neighborhoods, shopping areas, mixed-use centers around transit stations, and other activity centers. To provide a pedestrian-friendly environment, the City will complete a continuous network of pedestrian facilities that are safe and give equal consideration to pedestrians and vehicles in designing new projects. The City will examine the need to widen existing sidewalks in strategic locations and as feasible, resources will be allocated to these strategic locations.

POLICY T-1.3: Accommodate Bicyclists
The City transportation system will incorporate a complete street and trail system that accommodates bicyclists of all types throughout the City.

POLICY T-1.4: Gold Line and Other FasTracks Integration
The City will actively participate in the planning of the RTD Gold Line and its integration with the surrounding transportation system. Opportunities will be identified for new circulator bus service and new or rerouted local bus service to connect users with Gold Line stations at Olde Town, Arvada Ridge, 60th and Sheridan/Arvada Gold Strike and Ward Road stations, and with US 36 Bus Rapid Transit (BRT) and any future Northwest Rail Corridor transit stations.

POLICY T-1.5: Transit Enhancements
The City will continue to evaluate enhancements to existing transit routes and new bus routes to provide transit service to all parts of Arvada, linking existing neighborhoods and new development and activity centers with the regional transit system. In particular, the need for additional east-west connections will be evaluated.

POLICY T-1.6: Arterial and Collector Street Connections
The City will continue to identify and to construct missing arterial and collector street connections and provide better east-west and north-south traffic flow throughout the City.

POLICY T-1.7: Alternative Transportation Programs
The City will raise residents’ awareness of sustainable transportation options including public transportation, carpools, cycling trails, telecommuting, and trip planning.

POLICY T-1.8: Accommodate Transportation Disadvantaged
The City will maintain a transportation system that serves the needs of residents and visitors with mobility challenges, including senior citizens, people with disabilities and those with workforce transportation challenges. The City will coordinate with RTD and human service transportation providers on transit accessibility and adhere to Americans with Disabilities Act requirements on all bicycle, pedestrian and roadway projects.
GOAL T-2: Strengthen the linkage between land use and transportation in Arvada.

POLICY T-2.1: Jointly Consider Land Use and Transportation Implications
The City will consider transportation implications when making land use decisions, and will evaluate how land use supports transit and affects travel demand and the levels of traffic and congestion on the major street system.

Develop the vehicular, transit, bicycle, and pedestrian networks to fully connect the developing western parts of Arvada with established parts of the City. All City neighborhoods should have effective connections to the regional transit system, including the Gold Line and US 36 Corridor.

POLICY T-2.2: Land Use Patterns to Support Transit
The City will plan future developments that support rail and bus transit along designated transit-supportive corridors. Development surrounding transit stations and corridors should have greater residential and employment density and a mix of uses.

POLICY T-2.3: The Last Mile
The City’s pedestrian and bicycle systems will address the “last mile” with safe, convenient, and inviting bicycle and pedestrian connections between the station and final destinations.

POLICY T-2.4: Street Connectivity
The City will require enhanced street connectivity in new developments and redevelopment areas. Shorter, pedestrian-scale blocks and narrower streets will improve walkability and connectivity between new developments and the surrounding community.

POLICY T-2.5: Travel Demand Management
The City will work to increase the use of alternative travel modes for commuting trips through travel demand management strategies including:

- Bicycle/Pedestrian - System development, bike parking, and bike/transit integration
- Infrastructure - Integration with FasTracks corridors, shuttles, and on-call transit services
- Planning - Mixed use, clustered, and transit oriented development and parking management
- Policies - Alternative mode encouragement, transit vehicle prioritization, and reallocation of rights-of-way to sidewalks and bikeways

POLICY T-2.6: Station Parking Management
The City will partner with RTD to provide parking spaces at all Gold Line Stations in an efficient and sustainable manner.
GOAL T-3: Identify and implement traffic solutions to reduce and manage traffic congestion on arterial streets.

POLICY T-3.1: Multi-modal Evolution
The City will evolve strategic major arterials into multi-modal corridors to address forecasted long-term congestion. Rights-of-way should be preserved and plans conducted to integrate enhanced transit, bicyclists, and pedestrians systems.

POLICY T-3.2: Traffic Solutions to Reduce Congestion
The City will consider arterial street widenings and construction of missing segments, traffic signal timing and progression projects, intersection improvements, grade separations, and other measures to help reduce traffic congestion.

POLICY T-3.3: Consider Regional Traffic
The City will recognize the impact of traffic generated by growth outside as well as within Arvada and identify capital projects, such as the completion of the Jefferson Parkway, to mitigate its effect on the City’s arterial street system. The City will also pursue opportunities to connect Arvada’s arterial street system with the regional arterial and highway system.

POLICY T-3.4: Coordinated Regional Transportation Efforts
The City will work to coordinate regional transportation efforts of the City, RTD, surrounding cities, DRCOG, and CDOT to reduce traffic congestion in Arvada.

POLICY T-3.5: Jefferson Parkway
The City will work with the Jefferson Parkway Public Highway Authority to construct the Jefferson Parkway and to encourage commercial and industrial employment at major interchanges.

POLICY T-3.6: Freight
The City will ensure that the highway and arterial street system efficiently accommodates freight movements within, to, and from Arvada.
GOAL T-4: Develop the transportation system in a manner that maintains the quality of life for residents and visitors.

POLICY T-4.1: Neighborhood Safety and Traffic Mitigation
The City will consider the impacts of cut-through traffic and traffic speed in neighborhoods and identify measures to mitigate problem locations.

POLICY T-4.2: Arterial and Collector Street System
The City will work to provide a network of arterial and collector streets so that “through” traffic is not funneled into local neighborhood streets. The Future Roadway Improvement Needs Map depicts the City’s desired street system.

Policy T-4.3: Bicycle and Pedestrian Functionality
Arvada will maintain and enhance bicycle and pedestrian functionality as the Arvada street system expands in order to provide safe, convenient, and comfortable routes for walking and bicycling to enable active travel as part of daily activities for all users and, in particular, for students, families, and staff en route to school.

Policy T-4.4: Work with Neighborhoods
In constructing new roads or widening existing roads, the City will work with adjacent neighborhoods to balance transportation needs and neighborhood character and to mitigate the impact of transportation system expansion as much as possible.

POLICY T-4.5: Air Quality
The City will consider the impacts that transportation decisions have on ozone-forming emissions and other pollutants in making transportation investments.

POLICY T-4.6: Address Barriers to Transportation
Railroads, freeways and waterways can all create barriers to multi-modal connectivity between different parts of Arvada and between the City and neighboring jurisdictions. The City transportation plan will address these challenges through measures such as grade-separations, enhanced at-grade railroad crossings, and improved automobile, bicycle and pedestrian accommodation at existing street and trail crossings.

POLICY T-4.7: Improve Street Pavement Conditions
The City will increase the percentage of street pavement conditions that are rated “Fair” or better.

Electric Vehicle Charging Station at City Hall
GOAL T-5: Develop safe and comprehensive multi-purpose bicycle, trail, and pedestrian systems.

POLICY T-5.1: Bike System
Arvada will have a network of facilities to accommodate different levels of bicyclists, ranging from expert bicycle commuters to occasional bikers and children. The system will provide convenient accessibility to schools, parks, shopping areas, and employment centers in all directions, as shown in the Bicycle and Trail Master Plan.

POLICY T-5.2: Safe and Connected Bicycle and Pedestrian System
Arvada will improve the safety and connectedness of its bicycle and pedestrian system. The City will identify needed connections between the on-street bicycle network and the off-street trails system, as well as gaps within individual sidewalk systems. Improve connectivity in vicinity of new and existing schools to make walking and biking convenient and direct. As feasible, resources will be allocated to fill in missing links.

POLICY T-5.3: Traffic Interface
The City will provide safe and convenient interfaces between the bicycle and pedestrian systems and motor vehicles using appropriate signalization, signing, striping, and other street crossing measures.

POLICY T-5.4: Bike System Information
The City will provide information in multiple forms to assist bicyclist in wayfinding and to communicate the availability of different types of bike facilities.

POLICY T-5.5: Coordinated Regional Efforts
The City will work to coordinate regional pedestrian and bicycling efforts of the City, surrounding cities, RTD, and CDOT to ensure regional on street bike route, sidewalk, and trail connectivity in and around Arvada.

POLICY T-5.6: Preserve Access to Water Bodies
The City will encourage new developments to preserve public access to major water bodies.

Safe Bicycle Street Crossing
Off-street Trail System
Several street system improvements will be needed to maintain mobility and minimize traffic congestion as the City grows, since both existing and new streets are forecasted to experience significant traffic congestion if improvements are not made. Since funding is limited, what are the community’s highest priority major transportation improvements?

- New Street Connections
- Additional Travel Lanes
- Bike Lanes
- Better Sidewalks
- New Sidewalk Connections
- Better Signal Timing

The Gold Line’s convenience and utility is based in part on how residents can connect to it and to the transit system throughout our community. The planning team asked the community: What areas of Arvada are under-served by public transit? What changes should be made to the RTD bus system once the Gold Line is operating? How can connections be improved to the US 36 Bus Rapid Transit corridor?
TRANSPORTATION PLAN

The Roadway System (Street Network)

Roadway Functional Classification and Design Standards

Roads generally provide two important functions: mobility and land access. These functions conflict with each other—more land access generally leads to reduced traffic carrying capacity and mobility, and vice versa. Each roadway type is specifically designed to operate with certain characteristics based on the adjoining land uses, proximity to other facilities, and other factors.

The road's functional classification describes these characteristics, and the street design standard identifies specific design parameters, right-of-way needs, and other measures. Arvada contains the following roadway functional classifications, described below:

- Freeways
- Principal Arterials
- Arterials - Parkways and Standard
- Collectors - Major, Standard and Minor
- Local Streets

The functional classification of a roadway reflects its role in the street and highway system and forms the basis for access management, corridor preservation, and street design guidelines and standards. Functional classification is a function of several elements including surrounding and adjacent land uses, continuity/connectivity with other roads, and access management. Existing roadways may not meet all of the desired characteristics described by their defined functions but can be upgraded as improvements to the roadway are made. Functional classifications for different roadway types are summarized in Table 3-1.

Table 3-1. Roadway Characteristics by Functional Classification

<table>
<thead>
<tr>
<th>Characteristic</th>
<th>Freeways and Tollways</th>
<th>Principal Arterials</th>
<th>Arterials</th>
<th>Collectors</th>
<th>Locals</th>
</tr>
</thead>
<tbody>
<tr>
<td>Functional Priority</td>
<td>Mobility Only</td>
<td>Mobility Primary</td>
<td>Mobility Primary Access Secondary</td>
<td>Access Primary Mobility Secondary</td>
<td>Access Only</td>
</tr>
<tr>
<td>Service Performed</td>
<td>Highest level of traffic movement, unimpeded high speed and high volume</td>
<td>Relatively high speed, unimpeded connections</td>
<td>Traffic movement, relatively high speed</td>
<td>More frequent land access, relatively low speeds</td>
<td>Direct land access, lowest speeds</td>
</tr>
<tr>
<td>Typical Trip Lengths</td>
<td>Interstate and between major regions</td>
<td>Between communities and areas in the urban and suburban parts of the county</td>
<td>Between and within major communities</td>
<td>Within communities</td>
<td>Within neighborhoods and business centers</td>
</tr>
<tr>
<td>Continuity</td>
<td>Interconnected and continuous between and within regions and metro areas</td>
<td>Interconnected and continuous within major regions and metro area</td>
<td>Interconnected and continuous within metro area</td>
<td>Interconnected and continuous within communities</td>
<td>No continuity required</td>
</tr>
<tr>
<td>Access Type and Spacing</td>
<td>Interchanges at 1-to-1 ½ mile spacing. No direct land/private access</td>
<td>½-to-1-mile spacing. Direct access may be considered provided if no other reasonable form of access exists. Shared access encouraged</td>
<td>¼-½ mile spacing. Direct access provided if no other reasonable form of access exists. Shared access encouraged</td>
<td>¼-mile spacing. Some restrictions on private access</td>
<td>Unrestricted private access</td>
</tr>
<tr>
<td>Facility Spacing</td>
<td>Varies</td>
<td>1-3 miles</td>
<td>½ - 1 mile</td>
<td>½ +/- miles</td>
<td>As needed</td>
</tr>
<tr>
<td>Traffic Controls</td>
<td>Free Flow Merge/diverge</td>
<td>Signals</td>
<td>Signal typical, stop signs in special circumstances</td>
<td>Signalized and stop controlled intersections</td>
<td>Stop signed controlled</td>
</tr>
</tbody>
</table>
**Barriers to Transportation**

One of the challenges facing transportation planning for Arvada is the presence of several barriers to street connections and trails in and around the City. Figure 3-1 shows some of these major barriers, which include freeways, railroad, major waterways, and dedicated open space. Creating connections across these barriers can be challenging, often requiring expensive bridges or underpasses. The barriers, including I-70, I-76, and the BNSF Railroad, between southern Arvada and Wheat Ridge, present a major challenge to transportation connectivity and have been the subject of much attention in Arvada’s past and current transportation planning.
Future Roadway Improvement Needs

Traffic forecasts were prepared for the year 2035 using the regional travel demand model. Appendix D provides a detailed description of the traffic forecasting process and results. The Appendix also documents the results of the analysis of existing and forecasted traffic congestion on Arvada’s road system.

Roadway system improvement needs were identified based on several inputs, including previous transportation plans and studies, evaluation of 2035 traffic forecasts, and input gathered from a wide range of stakeholders through the comprehensive and transportation planning process. Figure 3-2 presents these roadway improvement needs in three broad categories:

New Connections: Four potential new connections are shown, including:

- Jefferson Parkway - The Jefferson Parkway is a future four-lane toll road that is being planned by the Jefferson Parkway Public Highway Authority formed by Arvada along with Jefferson County and the City and County of Broomfield. This authority is working to assemble a financing package for the design and construction of the tollway. Implementation of the Jefferson Parkway is a policy goal of Arvada and is included in the Denver MetroVision Regional Transportation Plan. The traffic forecasts and roadway needs assessment contained in this transportation plan assumes that it will be completed within the 20-year planning horizon.
- Ward Road/Alkire Connection - This would be a new four-lane arterial street through the Moore Ranch property connecting Ward Road with Alkire Street.
- Alkire Street Railroad Crossing - This connection would consist of a grade-separated crossing of the Union Pacific Railroad. The crossing may initially be constructed as a pedestrian/bicycle crossing.
- Kendrick Extension - This connection would extend from the McIntyre Street/64th Avenue intersection to intersect Indiana Street north of 64th Avenue.

For the Ward Road/Alkire Connection, Alkire Street Railroad Crossing, and Kendrick Extension projects, the recommendation of this Plan is to proceed with a detailed study of the benefits, feasibility and costs of each connection to identify the specific course of action for each potential connection.

Additional Lanes: Several two-lane roadways in Arvada have been planned for expansion to four through-lanes and are recommended for design and funding of widening projects. In addition to needed through lanes, the design for these roadway widening projects will incorporate appropriate turn lanes, traffic and access control measures, bicycle and pedestrian accommodations, and bus stops.

- 80th Avenue, Simms Street to Kipling Street
- 72nd Avenue, Indiana Street to Kipling Street
- 64th Avenue, Quaker Street to McIntyre Street
- Indiana Street, 64th Avenue to northern City limit at 96th Avenue
- Ward Road, 64th Avenue to 72nd Avenue
- Simms Street, 64th Avenue to 80th Avenue

Traffic Operational or Other Multi-Modal Improvements Needed: There are several street sections that have been identified as having potential capacity deficiencies in the future, but for which additional through lanes may not be practical or desirable. For these, more detailed analysis of improvements is needed. The City will identify the type and level of analysis appropriate for each one.

- Wadsworth Boulevard - Comprehensive multi-modal corridor study needed, in coordination with CDOT
- Sheridan Boulevard - Comprehensive multi-modal corridor study needed, in coordination with CDOT and Adams County
- Ralston Road - Continue the ongoing corridor planning and design process
- 64th Avenue/Indiana Street/McIntyre Street Area - Complete an evaluation of the Kendrick Extension and improvements to 64th Avenue intersections
- Ward Road - Identify the appropriate traffic operational study level
- Kipling Street - Identify the appropriate traffic operational study level
- Independence Street - Identify the appropriate traffic operational study level
- Olde Wadsworth - Identify the appropriate traffic operational study level
- SH 93 - Evaluate improvement needs on parts of SH 93 both north of the future Jefferson Parkway connection and parallel to the future Jefferson Parkway
**Transit System Plan**

Transit service in Arvada stands to be significantly enhanced by the Regional Transportation District's (RTD) FasTracks program that voters approved in November 2004. In 2016, Arvada residents will be able to get on the Gold Line and quickly connect by rail to downtown Denver, the Denver International Airport, and other employment, service, cultural, and recreational destinations throughout the metro area via the 140 miles of FasTracks rail lines.

In addition to the regional transit connectivity afforded by the commuter rail service, the Gold Line will bring tremendous opportunities for transit oriented development surrounding its stations. The Gold Line will include three stations in southern Arvada, including the Sheridan, Olde Town Arvada, and Arvada Ridge stations, along with the end-of-line Ward Road station in adjacent Wheat Ridge.

The existing and planned transit system is depicted on Figure 3-3. The map shows the 11 RTD bus routes that currently serve Arvada along with the planned Gold Line, US 36 Bus Rapid Transit corridor, and the Northwest Rail Corridor. The map depicts parts of the City that are served by a bus route or the planned Gold Line or US 36 transit corridors, with shading indicating areas within a half mile of transit service. Additionally, the map shows the areas of Arvada that currently have or are anticipated to have residential or employment density or activity centers that are most supportive of transit.

The transit system plan for Arvada focuses on two central planning goals that will be achieved through close coordination between the City, RTD, and neighboring jurisdictions:

- Optimize feeder bus connections to Gold Line stations
- Expand the bus route system to serve the developing western parts of Arvada and connect those areas to established central and eastern parts of the City, the Gold Line, US 36, and the future Northwest Rail Corridor

The Transit Enhancement Plan for Arvada is depicted on Figure 3-4. A comparison of existing and planned transit service with the anticipated transit supportive land uses and activity centers led to the identification of Transit Enhancement Needs including:

- Extending bus service between the planned Candelas town center and the Gold Line and Ralston Road corridor
- Extending bus service between the planned Candelas town center and the State Highway 93 (SH 93) park-n-Ride and bus route
- Call-n-Ride circulator bus service connecting the Olde Town transit station with destinations in Olde Town and the Wadsworth and Ralston Road corridors via high frequency, flexible circulator bus
- Bus prioritization and other enhancements to improve bus operations and passenger amenities on the Wadsworth and Sheridan Boulevard corridors

**GOLD LINE QUICK FACTS**

The Gold Line will operate from 4:00 AM to 12:30 AM. During peak periods there will be eight trains each hour, or one every seven and a half minutes.

It will take about 20 minutes to ride the Gold Line from Arvada to Union Station. By 2030, the trip on the Gold Line is forecasted to take 30 percent less time than driving.

By 2030, the Sheridan, Olde Town and Arvada Ridge stations are forecasted to have a total of nearly 6,000 boardings each day.

The Gold Line is forecasted by 2030 to save 18,231 vehicle miles traveled and 1,145 hours of driving each weekday.
**Bicycle Plan**

Safe and convenient bicycle connections are ever more important to Arvada citizens. A key component in fulfilling the City’s multi-modal transportation goal is to provide a complete street and trail system that accommodates all types of bicyclists throughout the City.

**Types of Bicyclists**

Individual bicyclists ride for different reasons, to varying destinations, preferring a variety of route options, and possessing widely divergent levels of comfort riding in traffic. It is generally recognized that there are two types of cyclists - Group A: Advanced Bicyclists and Group B: Basic Bicyclists. There is also a Group C: Children, whose needs are similar to the basic bicyclists and thus the two are often classified together as Group B/C.

- **Group A** - Composed of experienced riders who can operate a bicycle under most traffic conditions. This includes bicycle commuters, bike club riders and other cyclists currently following the rules of the road and riding on area streets.
- **Group B** - Casual or new adult and teenage riders who are less confident of their ability to operate in traffic without special provisions for bicycles. Some will develop greater skills and progress to the advanced level, but nationally there will always be millions of basic bicyclists who prefer comfortable access to destinations and well-defined separation of bicycles and motor vehicles.
- **Group C** - Pre-teen cyclists who typically ride close to home under close parental supervision.

Bicycle planning generally promotes a “design cyclist” concept that recognizes

and accommodates the needs of both Group A and Group B/C bicyclists. Group A cyclists will be best served by making every street bicycle friendly by removing hazards and maintaining smooth pavement surfaces. Group B/C riders will be best served in key travel corridors where designated bicycle facilities are provided in the form of signed and striped bicycle lanes on selected streets and on off-street trails following waterways and other linear open space corridors.

The Arvada bicycle planning approach is to assess bicycle system functionality and prioritize improvements that work for both types of bicyclists. Providing complete bicycling corridors with seamless transitions between facility types is critical to create connections between Arvada’s neighborhoods, activity centers and to link with the regional system including the Ralston Creek Trail, Clear Creek Trail, Van Bibber Creek Trail and existing or proposed facilities in adjacent jurisdictions.

**Bicycle System Master Plan**

A system of bicycle routes has been developed to provide connections between Arvada neighborhoods and activity centers, as well as connections to major bike routes and activity centers in surrounding communities. Figure 3-5 shows these key bicycle corridors, including Community Bike Corridors that generally accommodate bikes on the City’s street system and Multi-Use Paths that accommodate bikes on trails or on paths in street rights-of-way but detached from traffic lanes.

Arvada has made great strides in providing both on- and off-street bike facilities. Figure 3-5 shows the existing bike facilities along the targeted bike corridors, including paved and soft surface off-street path and on-street striped bike lanes and shared (bike and automobile) lanes. The map shows that more than half of the designated bike corridors have already had bike facilities implemented. The City’s goal is to identify and implement the most appropriate bicycle facilities in all of the designated bike corridors as quickly as funding will allow.
Figure 3-5

BICYCLE AND TRAIL MASTER PLAN

Legend

Sources: City of Arvada, DRCOG, CDOT, USGS
**Pedestrian Plan**

The Pedestrian Plan for Arvada is aimed at providing sidewalks and paths to accommodate pedestrians throughout the City, while focusing on development of high quality pedestrian accommodation in key areas of the City where pedestrian activity is currently high or is expected to be high in the future.

Appropriate sidewalks are incorporated in the City’s street standards for all arterial, collector and local streets, and sidewalks are currently provided on a large majority of streets throughout Arvada. The Pedestrian Plan map (see Figure 3-6) identifies street segments that are currently missing sidewalks. The City’s goal is to fill these gaps with sidewalks that best fit the street context as quickly as funding will allow.

Figure 3-6 also shows Pedestrian Activity Centers throughout the City. These include the planned Gold Line transit stations and potential future Northwest Rail Corridor stations. Half-mile areas are shown around each station indicating the typical walking distances for rail transit. The streets within the half-mile buffer of the transit stations should include provision of high quality pedestrian facilities including sidewalks and crossing treatments at intersections. The maps also identify schools and commercial, recreational, and government centers. High quality sidewalks and intersection crossing treatments should be provided along routes that provide access to and within these activity centers. Providing safe routes to the City’s elementary, middle and high schools should be a particular focus.

New sidewalks will be designed to adhere to Americans with Disabilities Act requirements. In addition the City should continue to incorporate the highest priority needs for upgrades to accommodation of mobility-disadvantaged individuals on sidewalks and pedestrian crossings through annual budgeting processes.
ACTIVITY CENTERS AND SIDEWALK GAPS

OLDE TOWN ARVADA

Figure 3-6

Preschool, Elementary, Middle, Library, Cultural Facility, Future Commuter Rail Station Areas, Future Commuter Rail, Mixed-Use, Neighborhood and Community Commercial, Planning Boundary, Missing Sidewalk Gaps,

Sources: City of Arvada, DRCOG, CDOT, USGS
Land use descriptions can be found in Chapter 2 of the Arvada Comprehensive Plan

July 18th, 2014
PRINCIPLES FOR COMPLETE CORRIDORS

The first transportation goal is to develop a balanced, multi-modal transportation system that provides a variety of opportunities for residents and visitors. Translating this goal into reality throughout Arvada requires an evolving approach to transportation corridor planning. Travel by all modes needs to be accommodated along each major travel corridor through the City. However, accommodating all modes along a travel corridor does not always mean equal accommodation of each mode on each individual street or facility.

The matrix below provides an illustration of prioritization of modes on typical roads of different types. On interstate freeways like I-70, for example, automobiles and trucks are the prioritized modes, buses are accommodated but typically not prioritized, and bicycles and pedestrians are not allowed. Arterial streets are generally designed to prioritize automobile and bus transit movements, but they vary in the priority given to bicycles and pedestrians depending on such variables as adjacent land uses, traffic speeds, and available right-of-way. On collector and local streets, bicycle and pedestrians should be prioritized modes, while the priority given to transit and automobiles may vary; for example on a collector level street in an activity center environment such as Olde Wadsworth through Olde Town Arvada, the street may be designed to calm traffic and to enhance the pedestrian and bicycle environments.

<table>
<thead>
<tr>
<th>Facility Type</th>
<th>Transit</th>
<th>Automobiles</th>
<th>Bicycles</th>
<th>Pedestrians</th>
<th>Trucks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Interstate</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Principal Arterial</td>
<td>X</td>
<td>X</td>
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<td>X</td>
<td></td>
</tr>
<tr>
<td>Arterial Parkway</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Major Collector</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Activity Center Collector</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Minor Collector/Local</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Legend
- Prioritized
- Non-Prioritized
- Prohibited

Figure 3-7. Prioritization Matrix

* Jefferson Parkway, which is classified as an Interstate, will be designed to accommodate a bike facility.
Completing Arvada by Revitalizing Existing Corridors

A challenge for transportation planning for a mature city like Arvada is how best to accommodate growing travel demand along key travel corridors given existing constraints. Following are descriptions of how these challenges can be met in four of Arvada's key transportation corridors.

Colorado State Highway 121 (SH 121) (Wadsworth Boulevard)

With current traffic volumes between 40,000 and 70,000 vehicles per day, SH 121 (Wadsworth Boulevard) is Arvada's busiest surface street and one of the busiest in the Denver metropolitan area. Both traffic counts and retail demand are expected to rise along Wadsworth Boulevard, and with it an even larger share of city sales tax. The increased traffic will also increase the value of land for retail prospects and potential redevelopment opportunities for underperforming areas. Throughout the City, Wadsworth Boulevard (including the Wadsworth Bypass section between 52nd and 64th Avenues) has six through-lanes, which is the maximum laneage that is practical due to traffic operational considerations and available right-of-way. RTD bus route #76 serves the entire Wadsworth corridor through Arvada and other local bus routes use part of the corridor. The existing traffic level puts SH 121 (Wadsworth Boulevard) near its current capacity and travel demand growth of 10 to 20 percent is forecasted over the next 20 years, which will further increase congestion.

Threats to the continued success of Wadsworth retailers include the rise of internet sales, which has caused shrinking retail store footprints and the appearance of non-retail uses in traditional retail areas. Large-scale redevelopment of similar underperforming retail sites along the Front Range is currently only occurring with the financial assistance of the public sector (i.e., 38th Avenue in Wheat Ridge, major shopping malls in Longmont and Fort Collins) and would likely require the involvement of AURA if redevelopment on that scale is desired for specific centers on Wadsworth.

Following is a summary of important actions that have been taken or are planned to improve the multi-modal functionality and enhance the economic vitality of the Wadsworth Corridor:

- **Corridor Study:** A comprehensive multi-modal corridor study is planned and has been budgeted in Arvada’s 2013 - 2022 Capital Improvements Plan. The study will be conducted by Arvada in coordination with CDOT.

- **Accel/ Decel Lanes:** The City has obtained funding through DRCOG to implement acceleration/ deceleration lane improvements.

- **Bicycles and Pedestrians:** Due to high traffic speeds and volumes, bicycle lanes are not provided on SH 121 (Wadsworth Boulevard). However, wide multi-use (bicycle and pedestrian) paths are provided on both sides of the street through most of its length and the bicycle element of this transportation plan includes completion of these paths. In addition, on-street bike lanes are provided on parallel routes such as Olde Wadsworth north of Ralston Road and the traffic calming design of Olde Wadsworth provides a complementary bike route south of Ralston Road.

- **Bus Prioritization:** Measures are recommended to facilitate existing bus movements on SH 121 (Wadsworth Boulevard). The multi-modal corridor study will evaluate and recommend bus enhancement measures such as bus prioritization at traffic signals, optimizing bus stop locations, improved bus stop shelters and benches, and improved pedestrian crossing accommodation.

- **Circulator Bus:** The City will coordinate with RTD to evaluate options, identify funding, and implement a high frequency circulator bus service to connect the Olde Town Gold Line Station with nearby destinations in the Olde Town area and along Wadsworth and Ralston Road corridors.
**Ralston Road**

Ralston Road serves a dual transportation role because of its unique context in Arvada’s roadway network. As the only continuous east-west arterial roadway through the City in the three-mile band between I-70 and 72nd Avenue, it serves an important inter- and intra-city traffic carrying function. At the same time, the segment of Ralston Road between Wadsworth Boulevard and Kipling Street is one of Arvada’s historic main streets, providing vehicular and pedestrian access to corridor businesses, government buildings, and other retail properties at Ralston Creek and Olde Town which have been the focus of ongoing efforts by AURA. For these reasons, the Land Use Plan designates Ralston Road Corridor between Olde Town and Ralston Creek as Mixed-Use. Investing in the Ralston Road corridor to invigorate redevelopment — mixing retail, restaurant, office space and residential uses both horizontally and vertically — will enliven the area and encourage walkability and economic growth.

This dual function, coupled with the constrained right-of-way that is found along this 1.5 mile segment, presents a unique challenge. The street currently has significant deficiencies in its ability to accommodate all travel modes, with narrow lanes that lead to traffic safety concerns for automobiles and particularly for buses and other large vehicles. Bicycles are currently prohibited from using Ralston Road due to safety concerns associated with narrow lanes. The most immediate need is to improve sidewalks which are very narrow and attached to the road in many sections or even completely absent in some sections. Current traffic counts along the Ralston Corridor range from 21,000 to 23,000 trips per day on different parts of the corridor, which is attractive to retail development. Those counts are expected to rise 10 to 30 percent (between 26,000 and 28,000 trips per day) by 2035, according to the traffic projections in Appendix D.

The City completed the Ralston Road Corridor Plan in 2011, followed by the Ralston Road Conceptual Engineering Study in 2014. The recommended approach to revitalize Ralston Road as a multi-modal “main street” corridor includes the following key features:

- Retain existing laneage, including two lanes in each direction and a center left-turn lane
- Improve lanes to standard 11 to 12 foot width
- Separate sidewalks from the street where possible
- Improve sidewalks for 8 foot width where detached from street and 10 foot width where attached
- Consider raised medians only where existing access would not be affected
- Do not include on-street parking or bicycle lanes in typical cross-sections

While bike lanes are not included in this street cross-section, bike routes are available on parallel routes on the Ralston Creek Trail to the north and on Grandview Avenue to the south. In addition, expanded outside lane widths will better accommodate bicyclists on Ralston Road and allow bicycle restrictions to be removed.

Through the conceptual design process conducted in 2013 and 2014, one-on-one meetings were held with each property owner along the corridor, resulting in a conceptual corridor design that reflects a best fit of the general street cross-section described above for each individual block and property frontage. In addition, the conceptual design task included consideration of the corridor issues including access control measures, intersection improvements, bus stop enhancements and pedestrian crossing treatments.
Finally, the highest priority short-range needs were identified, primarily focusing on developing functional sidewalks throughout the corridor. The next steps planned for Ralston Road are two-fold:

1. Detailed design of the Conceptual Improvement Study: this step will provide an opportunity to refine specific street improvement elements including traffic control, intersection geometrics, landscaping, signage, street lighting and other specific elements.

2. Ralston Road Subarea Plan: As the Land Use Plan designates Ralston Corridor between Ralston Creek and Olde Town as Mixed Use, this step will further detail the urban form, building heights, and design qualities.

Both planning processes will include several outreach opportunities for land owners, tenants and the broader community.

**Colorado State Highway 95 (SH 95) (Sheridan Boulevard)**

With current traffic volumes between 30,000 and 40,000 vehicles per day, SH 95 (Sheridan Boulevard) is near its current capacity as a four-lane arterial roadway and traffic growth of 10 to 20 percent is forecast over the next 20 years. RTD bus route #52 serves the entire SH 95 (Sheridan Boulevard) corridor through Arvada. Following is a summary of important actions that have been taken or are planned to enhance the multi-modal functionality of the Sheridan Corridor:

- **Corridor Study:** A comprehensive multi-modal corridor study is recommended for SH 95 (Sheridan Boulevard). The study should be conducted in coordination with Adams County, which lies on the east side of the road, and CDOT. The Adams County Transportation Plan contains a similar recommendation.

- **Bicycles and Pedestrians:** Similar to Wadsworth, SH 95 (Sheridan Boulevard) high traffic speeds and volumes are not conducive to on-street bicycle lanes. Wide multi-use paths are provided on both sides of the street through some sections of SH 95 (Sheridan Boulevard) and the bike element of this transportation plan recommends completion of these paths. In addition, on-street bike lanes are recommended on Tennyson Street, which parallels SH 95 (Sheridan Boulevard) approximately a half mile to the east, to provide good bicycle connections between the Sheridan/Arvada Gold Strike TOD Station and the Ralston Creek Trail to the south.

- **Bus Prioritization:** Again similar to Wadsworth Boulevard, the multi-modal corridor study will evaluate and recommend bus enhancement measures such as bus prioritization at traffic signals, optimizing bus stop locations, improved bus stop shelters and benches, and improved pedestrian crossing accommodation.

**Colorado State Highway 72 (SH 72) (Indiana Street)**

SH 72 (Indiana Street) between 64th Avenue and 96th Avenue is becoming a key commercial corridor in western Arvada and holds a number of development opportunities as the area experiences significant residential and income growth in the coming years. Western Arvada is as desirable of a suburban location as can be found in Denver metro area, thanks to its strong community, quality schools, new housing stock and proximity to both the mountains and Denver’s urban core. The Indiana Street corridor will see retail sales climb and industrial absorption continue, as household growth and income growth will exceed regional and national averages in the foreseeable future. The construction of the Jefferson Parkway will be a positive influence for commercial activity along the corridor, bringing greater connectivity from the area’s neighborhoods to points throughout the metro area and pulling in more outside traffic to bolster retail sales. Development opportunities are largely limited to the two northern and southern extremes of Arvada’s Indiana Street corridor – 64th Avenue and the Candelas vicinity between 86th Parkway and 96th Avenue.
The Jefferson Parkway will help convenient roadway connections from northbound, I-76 eastbound, and Denver International Airport. The Jefferson Parkway will have two interchanges in Arvada at Candelas Parkway and Coal Creek Canyon Road (State Highway 72).

Implementation of the Jefferson Parkway is integral to the City of Arvada’s transportation plan for several reasons:

• By completing the beltway system, it will enhance regional roadway system connectivity
• It will improve mobility and reduce travel times for Arvada residents and visitors
• By providing for regional travel movements, it will preserve the functionality of Arvada’s surface street system for local trips and access
• It will provide accessibility for developing western parts of Arvada

The implementation of the Jefferson Parkway is assumed in the baseline analysis that formed the foundation of the transportation and land use analyses in this plan. If the Jefferson Parkway were significantly delayed, travel demands and improvement needs would increase on other Arvada streets such as Indiana Street, State Highways 72 and 93, and 82nd Avenue.

JEFFERSON PARKWAY QUICK FACTS

The Jefferson Parkway will help complete the 470 Beltway originally proposed in the 1960s. It will provide convenient roadway connections from western Arvada to Golden and I-70 westbound; the US 36 corridor, I-25 northbound, I-76 eastbound, and Denver International Airport.

The Jefferson Parkway will have two interchanges in Arvada at Candelas Parkway and Coal Creek Canyon Road (State Highway 72).

The Jefferson Parkway is forecasted to carry between 23,000 to 39,000 daily trips by 2035.
IN THIS CHAPTER:
Arvada’s vision for a vibrant community means making healthy living a way of life, with well-distributed and accessible recreational facilities, open space, and trails. By encouraging neighborhood leadership we can promote community pride, engagement, and volunteerism in all that we do. Arvada’s culture of arts and education will continue to be cultivated, with opportunities for youth and adults alike. As Arvada evolves and matures, we will embrace the diversity of income, cultures, and generational groups that make up our community. This will be reflected in the housing options within our neighborhoods, the facilities that we maintain, and the quality of life that we encourage. Chapter sections include:

- Goals and Policies
  - Neighborhoods and Housing
  - Education, Arts and Culture
  - Resource Conservation and Environment
  - Parks, Recreation and Open Space
  - Public Safety
  - Utilities and Public Facilities
- Vibrant Communities Map
- Principles for a Complete Community
VALUES AND NEEDS

Arvada’s Growing Senior Population
The 2010 Census showed that Arvada has a high concentration of seniors, with a person aged 65 or older residing in 25% of all households. As the baby boom generation ages, this senior population will grow and require additional services and infrastructure. Projections estimate that the number of residents 70 and older will triple by 2035. This aging population will influence community design, architecture, accessibility, mobility, community amenities, and city services, as described in Appendix A (Planning Influences). For example, surveys observe that up to 90% of seniors prefer to remain in their current home. This may mean retrofitting housing, publicly accessible facilities, and city infrastructure to accommodate a population that may live alone, have limited eyesight and hearing, shrinking social structures, limited mobility, and increasing health issues. The City’s role in providing for the needs of an aging population could affect over 30% of the community in the next two decades.

Historic Resources
Arvada’s Downtown Historic District combined with Stocke-Walter and Reno Park neighborhoods make up three of Arvada’s four designated historic districts and what many people consider to be the heart and soul of Arvada – its Olde Town. On the west side, the Churches Ranch Historic District preserves Arvada’s agricultural heritage. As the City ages, other neighborhoods will become eligible for historic designation. Preservation of historic resources is an important value in the community.

COMMUNITY CHOICE
Arvada and Jefferson County are experiencing a major demographic shift with the aging of our population. Projections estimate that the number of residents 70 and older will triple by 2035. Surveys show that seniors want to “age in place,” or stay in their homes or long-time community. Also to continue attracting young families, the mix of obtainable entry- and mid-level housing must be available. What types of housing are needed (senior housing, townhomes, apartments, special needs housing, condominiums, etc.)? Where should they be located with respect to services and transportation?

Figure 4-1. Age Distribution of Arvada residents between the 2010 Census and 2035 Projections
Neighborhood Revitalization and Social Leadership

Arvada contains a number of older neighborhoods with homes built in the 1950s, ‘60s, and ‘70s. The older neighborhoods are generally located in the eastern portion of Arvada. For instance, Columbine (north of 52nd Avenue and east of Wadsworth) and Far Horizons (east of Lake Arbor) are typical older neighborhoods. Many residents voiced concern that older neighborhoods are at risk of neglect. This Plan reaffirms the 2008 Plan policies and identifies additional policies to assist these areas.

Arvada has a diverse set of neighborhood organizational structures. Many newer neighborhoods have Homeowner Associations that coordinate common ground maintenance and in some cases, social activities. Many older neighborhoods have informally developed long-standing social traditions and activities that bind the neighborhood together. Other neighborhoods have no such traditions. This Plan encourages development of neighborhood leadership to communicate concerns to the City.

Arvada’s Housing Choices

Historically, single-family housing has dominated residential construction, with large swings in multi-family construction. As described in Appendix C (Economic and Housing Analysis), housing permits in Arvada slowed during the recent recession but have picked up during the recovery, particularly in the single-family market. Arvada’s current and future demographics are in large measure a reflection of the current housing stock. To allow seniors to age in place, attract young families, and provide for the growing number of non-traditional households, the community’s housing mix and design characteristics need to align with market demand. Re-evaluating and fine-tuning the appropriate mix in appropriate locations are critical to Arvada’s future.

Additionally, with rising real estate values, the trend for new developments, and increasing rents, affordable housing is becoming a greater challenge for potential Arvada residents. For low and moderate income households, Arvada has a significant gap between the number of renting households and the number of rental units affordable to those households. Low and moderate income households outnumber the rental units affordable to them.
FAIR HOUSING ACT

The Title VIII of the Civil Rights Act of 1968, also known as the Fair Housing Act, prohibits discrimination based on race, color, national origin, religion, sex, familial status and disability in all housing-related transactions.

Arvada acknowledges these seven protected classes in all policies and processes laid out in this Plan.

Household composition is even more indicative of the ability to purchase a home in Arvada. Non-family households are expected to grow in Arvada by 48% by 2035. Only about 9% of Arvada’s ownership units are affordable to a household earning the median non-family household income, while about three-quarters of ownership units in the city are affordable to a household earning the median family household income. In addition, non-family households can afford only half of the rental units in the city. Encouraging and maintaining affordable housing throughout the City for families, young singles, first time homebuyers, moderate income groups, as well as vulnerable populations, including seniors, people with disabilities, and low and moderate income households, will continue to rise as a priority.

Another key issue is the age and condition of Arvada’s housing stock. Although very little of the existing stock was built prior to 1950, about half of Arvada’s residences were built between 1960 and 1980. About 63% of the City’s housing stock was built before 1980, which is considerably more than several neighboring communities. In general, Arvada’s housing is older in the eastern half of the city and newer on the western side. Encouraging maintenance and improvement of housing stock in older neighborhoods will be vital to Arvada’s continued prosperity.

ACTIVE LIVING

There is growing interest in promoting a more active lifestyle and access to fresh food since inactive lifestyle and unhealthy eating lead to obesity, heart disease and other health problems. Less than half of Colorado children and only 29% of adolescents get the recommended amount of physical activity each day. Building infrastructure, such as complete streets with sidewalks and providing educational and recreational programs that support active lifestyles, is a key issue for Arvada residents. Moving toward solutions, Arvada is one of four Colorado communities that are approved for a Healthy Places grant through the Colorado Health Foundation.

EDUCATION, ARTS AND CULTURE

Jefferson County’s exceptional K-12 system is essential to community vitality. Shifting demographics and funding challenges in our K-12 schools require community vigilance to ensure that Arvada kids have access to quality schools. Arvada is fortunate to have a branch of Red Rocks Community College (RRCC). RRCC has ambitious plans to expand its campus to provide education for tomorrow’s workforce. This expansion will require a partnership with the City to ensure adequate infrastructure and zoning.

The Arvada Center is a regionally important cultural institution. To facilitate adequate funding for the Arvada Center in the future, a new leadership and organizational structure is being explored that would give the Center more independence from the City and allow for a higher rate of private funding. In the near future, it will also be important to update the Arvada Center Master Plan to renew the vision for existing and future facilities. Another major issue facing the Arvada Center is the aging of the population which requires mobility and accessibility issues to be addressed.

There is also community interest in creating an arts or creative district in Arvada. Formally creating an arts district could add to the assets of areas like the Arvada Center and Olde Town, leverage funding opportunities, and organically strengthen older neighborhoods.
PUBLIC SAFETY
As the community matures, the Police Department faces many challenges. Some services such as training, communications and crime lab are easier to provide if Arvada partners with other cities and counties. Continued growth and redevelopment requires expansion of police and courts facilities and providing new services for such things as parking enforcement in Olde Town. The Police Department has also realized the importance of dealing with citizens on a more personal level and is moving to a decentralized policing approach. Providing state of the art technology, and ensuring a feeling of safety and reduced fear of crime throughout the community are major objectives.

EXPANDING ACCESS TO TECHNOLOGY
High speed Internet access and access to a range of providers is essential to a modern community. Not all parts of Arvada have access to high speed internet and there is very little choice as to providers in some areas.

PARKS AND OPEN SPACE SYSTEM
Increasingly, a community’s image and attractiveness is defined by the quality of the public realm including its green spaces, parks, and trails. Arvada’s parks and trails have long been rated as one of the City’s primary amenities. Key issues for parks, trails and open space are how to ensure maintenance of existing facilities, provide new facilities for growth and redevelopment, provide new facilities in existing parks, and ensure access to these facilities for the entire community.

With 189 miles of walking and bicycling trails, 76 neighborhood parks and 9 Sports complexes, there are widespread opportunities for outdoor recreation and fitness for Arvada residents. There are multiple transportation options in the City, including trails, bicycle lanes, sidewalks, and public transportation. The difficulty is ensuring equitable distribution and access to these facilities to all Arvada residents.

PLAN FOR ADEQUATE WATER SUPPLY
Additional water supply and storage is required to meet the increased water demand brought on by ongoing development. As discussed on Page B-3 of the Appendices, water supply to meet the demands of the Comprehensive Plan will be met through a combination of current supply, a future Denver Water project, future water supply projects and water conservation. When development occurs, if an area is not covered by existing supply, the City requires developers to purchase water rights before development occurs.

Water conservation is an increasingly important issue for the city, so this Plan recommends a combination of increased water storage and conservation activities to ensure an adequate water supply for the future.

RESOURCE CONSERVATION
Both present and future generations will benefit from a continued dialogue and a more effective approach to the wise use of water, energy, and other resources. Demand for those resources will increase as populations grow even as the region struggles to assess the impacts to air quality, atmosphere, and water resources from past and current practices. As well, growing global demand for fossil fuels is driving up prices, and sources of foreign oil are insecure.
GOALS AND POLICIES

Neighborhoods and Housing

GOAL N-1: Plan for a range of neighborhoods and accessible housing of different tenure types to accommodate diverse incomes and all ages and abilities.

POLICY N-1.1: Range of Residential Categories
The Land Use Plan will include a mix of residential land use categories and minimum densities ranging from low density single-family homes to multi-family housing of different tenure types in mixed-use activity centers, in order to encourage varied housing needs.

POLICY N-1.2: Site Planning to Promote Variety
The City will encourage new neighborhoods that incorporate a mix of lot sizes, development densities, and housing types and styles.

POLICY N-1.3: Live-Work Units
The City will encourage live and work quarters to be combined in the same building in appropriate areas, as long as it does not adversely affect the neighborhood. Live-work units could potentially be located in redevelopment areas or retrofitted in existing neighborhoods.
POLICY N-2.1: Dispersed Workforce or Assisted Housing
The City will require a range of new workforce or assisted housing to appropriate dispersed locations throughout the City, integrated with new, existing, and redeveloping neighborhoods.

POLICY N-2.2: Disperse Low-Income Assisted Housing and Improve Southeast Arvada Housing
The City will discourage development of additional low-income assisted housing in Southeast Arvada. Instead, the City will use incentives and other programs to improve the condition of existing housing stock in the area, as well as encouraging the development of assisted housing throughout the City.

POLICY N-2.3: Continue Support of Section 8 Housing Choice Voucher Program
The City will support the efforts of the Arvada Housing Authority to retain adequate funding for the Section 8 housing program by working to get federal funds and by providing needed local in-kind support and financial support.

POLICY N-2.4: Exploring Creation of Additional Financial Assistance for Affordable Housing
The City will explore the creation of additional financial assistance for affordable housing by exploring such tools as a local housing trust fund, inclusionary zoning, local fee and tax incentives, tax increment financing and the Low Income Housing Tax Credit program.

POLICY N-2.5: Homeownership
The City will promote the development of affordable owner occupied housing for moderate income and first time homebuyers, and offer a range of housing types.

POLICY N-2.6: Mixed Income Projects
The City will promote the development of mixed-income projects that combine market rate housing with affordable housing.

POLICY N-2.7: Transit Stations
The City will encourage workforce housing near transit stations where appropriate.
GOAL N-3: Maintain and improve the quality of the existing housing stock in Arvada and revitalize the physical and social fabric of neighborhoods that are in decline.

POLICY N-3.1: Neighborhood Focus Areas
The City will work with residents to designate “neighborhood focus areas” for older neighborhoods. For these areas, the City will develop improvement plans and seek funding to stabilize and improve conditions.

POLICY N-3.2: Improve Infrastructure in Older Neighborhoods
The City will encourage formation of neighborhood organizations to identify and eliminate negative factors of blight, such as deteriorating infrastructure, in declining neighborhoods. The City will analyze blighted conditions and invest in infrastructure, to the extent that funds are available.

POLICY N-3.3: Neighborhood Engagement and Organization
The City will foster the creation of neighborhood groups and support neighborhoods in developing plans and improvements for their neighborhoods.

POLICY N-3.4: Programs to Improve Existing Housing Stock
The City will continue to operate existing housing rehabilitation programs and utilize other resources or techniques, such as Reverse Mortgages, Tax Increment Financing, Community Development Block Grants, low interest loan and fee waivers or deferrals for projects or programs and services that meet affordable housing goals, to improve housing stock and maintain neighborhood quality.

POLICY N-3.5: Retaining and Maintaining Existing Workforce and Assisted Housing
The City will develop programs to retain existing affordable and assisted housing, especially near transit stations. If such housing is lost due to future projects, the City will pursue replacement housing as feasible.

POLICY N-3.6: Code Enforcement
The City will monitor neighborhood blight conditions and encourage compliance and enforce code violations as necessary to maintain neighborhood quality.
GOAL N-4: Provide opportunities for special needs and senior housing in Arvada.

POLICY N-4.1: Special Needs Housing
The City will encourage the provision of quality special needs housing throughout the community. The provision of such housing will be in accordance with proper sizing, location, and design to meet the particular needs of the group involved.

POLICY N-4.2: Address Neighborhood Concerns
The City will require special needs and senior housing developments that are located in residential areas to consider the concerns of neighborhoods and work to address concerns about compatibility.

POLICY N-4.3: Higher Density Special Needs Housing Near Services and Transit
The City will encourage higher density special needs and senior housing projects to locate close to community facilities, such as shopping, medical facilities, or near transit centers or corridors.

POLICY N-4.4: Universal Design
The City will explore how to include universal, accessible design principles in new development projects.

POLICY N-4.5: Affordable Senior Housing
Affordable senior housing in close proximity to services and transit should be promoted by exploring a variety of programs, including but not limited to: allowing higher densities in appropriate locations, land banking, increased awareness of reverse mortgage programs, changes to zoning regulations to allow accessory dwelling units, infrastructure incentives, and reduced parking requirements.

GOAL N-5: Enable access to fresh, healthy food for all citizens through collaborative approaches.

POLICY N-5.1: Production and Distribution
The City will remove barriers to production and distribution of local produced food through such means as allowing community gardens and local agriculture on private and public lands.

POLICY N-5.2: Walkable Access
The City will identify neighborhoods without walkable access to healthy foods and work collaboratively with partners to improve access.
**Education, Arts and Culture**

**GOAL E-1**: Provide educational opportunities for Arvada residents.

**POLICY E-1.1: Distributed Educational Facilities**
The City will encourage the provision of well-distributed educational facilities throughout Arvada such as neighborhood schools, community libraries, higher education and adult education facilities, and community service centers.

**POLICY E-1.2: Educational Partners**
Arvada will coordinate with partners (including Red Rocks Community College, Jefferson County School District, private schools colleges, and businesses) to plan educational facilities that are distributed and that provide opportunities for life-long learning.

**POLICY E-1.3: Red Rocks Community College**
The City will support the expansion of Red Rocks Community College by supporting high quality transit-oriented development and multi-modal connectivity in the Arvada Ridge TOD area.
GOAL E-2: Facilitate development of human resources.

POLICY E-2.1: Human Services
Arvada will work with partners to facilitate necessary human services, including but not limited to: homeless shelters, transitional housing, at-risk youth services, teen and youth activities, satellite police stations, senior housing, neighborhood community centers, medical facilities, as well as hospice and day-care facilities.

POLICY E-2.2: Active Volunteers Program
Arvada will encourage and support high levels of volunteerism in the community to assist with public lands stewardship, provide assistance for human services and education programs, bolster boards and commissions, and sponsor civic events and festivals.
GOAL E-3: Leverage Arvada's cultural, recreational, and educational assets for new economic opportunities.

**POLICY E-3.1: Broad Range of Cultural Arts and Facilities**
The City will plan and provide for cultural needs of citizens through provision of culture and art (e.g., arts centers, recreation facilities, museums) as defined in the Cultural Master Plan.

**POLICY E-3.2: Distributed Cultural Facilities**
The City will plan for and locate cultural facilities, such as places of worship, community facilities, and a living heritage museum, throughout the City.

**POLICY E-3.3: Public Art**
The City will support and promote public art.

**POLICY E-3.4: Festivals and Events**
The City will encourage and promote festivals and events that celebrate Arvada's heritage and culture.

**POLICY E-3.5: Cultural Master Plan**
The City will continue to work to achieve the goals of the Cultural Master Plan and maintain sites identified in the plan (see also Chapter 7: Cultural Master Plan summary). The City will use the Cultural Master Plan to define goals for specific cultural arts facilities, including Arvada Center expansion plans. Goals in that plan include:

- Promote access by all residents to a broad variety of arts, culture, and heritage activities taking place in many areas throughout the City;
- Expand learning opportunities in the arts and humanities; and
- Strengthen economic development of Arvada by recognizing and supporting the cultural assets and creative resources that enrich our community.

**POLICY E-3.6: Creative Arts District**
The City will explore the creation of a Creative Arts District to strengthen the Arvada Center, Olde Town, Ralston Road and other appropriate areas, considering retail redevelopment, placemaking, supporting transit, and the need for building space and housing appropriate to artists and creative industries.
RESOURCE CONSERVATION AND ENVIRONMENT

GOAL R-1: Minimize the impact of new development on natural areas to allow continued co-habitation of people and wildlife.

POLICY R-1.1: Buffers and Setbacks
The City will require new developments to provide buffers for creeks, water bodies, existing wetlands, riparian areas, and wildlife corridors to retain water quality and environmental integrity.

POLICY R-1.2: Land Use and Infrastructure Decisions
All decisions involving infrastructure and land use should be reviewed in light of a changing climate that may have different and more erratic precipitation trends.

Buffer for adjacent creek

GOAL R-2: Promote improved water quality in stream corridors.

POLICY R-2.1: Water Quality Features
The City will require water quality features in new developments to minimize degradation of stream water quality.

POLICY R-2.2: Water Quality Education
The City will educate the public about how they can assist in water quality efforts.

GOAL R-3: Improve flood control.

POLICY R-3.1: Flood Control Program
The City will continue to improve flood control and drainage program to remove properties from the 100-year floodplain.

POLICY R-2.3: Best Management Practices for Storm water Conveyance
The City will protect water quality through implementation of Best Management Practices in the design of storm water conveyance and detention facilities.
GOAL R-4: Reduce energy consumption

POLICY R-4.1: Energy Conservation Education
Increase awareness of energy use and educate citizens and the business community on ways to minimize consumption.

POLICY R-4.2: Increase Energy Efficiency in Existing and New Construction
Encourage the use of energy efficient building materials and renewable energy.

POLICY R-4.3: Energy and Water Savings
Explore ways of integrating energy and water savings programs to ensure maximum resource conservation.

GOAL R-5: Conserve Water Resources

POLICY R-5.1: Water-Wise Landscaping
Examine changes to the Land Development Code to further increase the use of water-wise landscaping and to ensure that plans were built and are operating per specifications.

POLICY R-5.2: Water Efficient Compact Development
Encourage the greater application of compact and mixed-use land development patterns.

POLICY R-5.3: Expand Public Education Programs
Encourage greater water conservation through expanded public education programs which may include water audits, targeting high water users and working with homeowner associations who manage common lands.

POLICY R-5.4: Increase Water Conservation on Public Lands and in Public Facilities
Explore ways of increasing water conservation on publicly owned lands and in public facilities through increased irrigation efficiency, greater use of water-wise landscaping, and indoor efficiency efforts.

POLICY R-5.5: Indoor Water Efficiency
Support regional efforts to improve internal water efficiency.
GOAL R-6: Increase Recycling

POLICY R-6.1: Increase Recycling Options
The City will explore options including working with trash haulers to increase recycling services offered to residents, the business community, and in parks, along trails and in open space areas in order to increase the diversion of waste to the landfill.

POLICY R-6.2: Recycling Education
Educate citizens and the business community about the importance of waste reduction, recycling and purchasing products made with renewable materials.

GOAL R-7: Improve Air Quality

POLICY R-7.1: Raise Awareness of Transportation Options
Increase awareness of options such as public transportation, carpooling, bicycling, walking, telecommuting and trip planning.

POLICY R-7.2: Encourage Use of Low Pollution Vehicles
Increase use of low-pollution vehicles in the City fleet and by the community.
GOAL P-1: Provide strategically placed parks, recreation centers, a well-connected trail system, and preserved open space to serve Arvada residents and visitors.

POLICY P-1.1: Parks and Open Space Master Plan
The Parks and Open Space Master Plan is part of the Comprehensive Plan. The City will continue to implement the Parks and Open Space Master Plan, as updated periodically.

POLICY P-1.2: Distributed Parks and Facilities
The City will equitably distribute and provide convenient access to parks, outdoor recreational facilities, and trails throughout the City. In addition, the City will address enhancing the provision of parks and open space to underserved areas of the City.

POLICY P-1.3: Well-Maintained System of Parks and Open Space
The City will maintain parks, trails, and open space areas at a high level of quality that is appropriate for the type of use and nature of the facility.

POLICY P-1.4: Coordination with City Pedestrian and Bicycle System
The City will coordinate its park related paths and off-street trails with sidewalks and bicycle facilities to create an interconnected system.

POLICY P-1.5: Adequate Funding
The City will work to develop an adequate level of funding for planning, acquiring, developing, enhancing, and maintaining parks, trails, and open space.
GOAL P-2: Provide parks and recreational facilities to meet the recreational needs of Arvada residents and visitors.

POLICY P-2.1: Improve Existing Parks
The City will improve and expand existing parks throughout Arvada as needed.

POLICY P-2.2: Park Level of Service for New or Improved Parks
Arvada will promote the park land standards set forth in the Parks, Trails, and Open Space Master Plan for new parks. Park types will include mini-parks, neighborhood parks, community parks, sports complexes, regional parks, and special purpose parks as defined in the master plan. The general locations for desired parks are depicted in the Parks, Trails and Open Space Master Plan.

POLICY P-2.3: Recreational Programming
The City will work with the Apex Recreation District and other partners to expand the offering of activities that support physical activity.

POLICY P-2.4: Joint Use Agreements
The City will pursue Joint Use Agreements with schools and other privately owned buildings and open spaces, in order to provide a variety of publicly available recreation areas, especially in southeast Arvada.
GOAL P-3: Conserve and maintain important open space lands in and around Arvada to help define the character of the community

POLICY P-3.1: Expanded and Maintained Open Space
The City will continue to expand and maintain the open space system. Open space will consist of park preserves, natural areas, and special resource areas as defined in the Parks, Trails and Open Space Master Plan.
GOAL P-4: Develop parks, trails, and outdoor recreational facilities in an environmentally sensitive manner to help protect and enhance the natural environment.

POLICY P-4.1: Include Natural Features in Parks
The City will develop new and existing parks and open space lands that include a wide range of natural features.

POLICY P-4.2: Natural and Drought-Tolerant Landscape
The City will promote and educate the public about the use of xeriscape and "water-wise" landscaping for new parks. The City will also use drought-tolerant landscape materials and convert non-drought tolerant landscape turf wherever possible.
PUBLIC SAFETY

GOAL PS-1: Provide police services and facilities to meet the needs of Arvada residents and the business community.

POLICY PS-1.1: Future Justice Center
Pursue construction of a Justice Center that combines police and courts functions

POLICY PS-1.2: Future Community Station
To serve growth in the western part of the city, construct a third Community Station in the Candelas area.

POLICY PS-1.3: Refine and Improve Service Delivery
Continue the move to decentralized service delivery to better connect public safety services with communities of interest.

POLICY PS-1.4: Community Partnerships
The Police Department will continue to foster close partnerships with groups in Arvada including but not limited to, business, faith-based and neighborhood organizations, educational institutions, non-profit groups, the Arvada Fire Protection District and emergency medical providers.

POLICY PS-1.5: Explore Regionalization of Certain Services
The Police Department will continue to explore opportunities to regionalize services. Opportunities will be explored with respect to communications, SWAT, Police Academy and Crime Lab.
Utilities and Public Facilities

**GOAL U-1:** Ensure that adequate public facilities and utilities are available in the developed areas of the City.

**POLICY U-1.1: Adequate Services and Facilities**
The City will continue to monitor, assess, and maintain services and infrastructure in all areas of the City and work to improve services and utilities in areas that are underserved.

**POLICY U-1.2: High Quality Public Facilities**
The City will strive to build high quality public facilities that add value and permanency to the community.

**POLICY U-1.3: Energy Infrastructure and Conservation**
The City will coordinate with our gas and electric provider Xcel Energy to insure that safe and adequate infrastructure exists for the transmission of energy and that energy is conserved.

**GOAL U-2:** Ensure that adequate public facilities and utilities are available at the time of development, or within a reasonable period, as stipulated by the City, to serve new growth.

**POLICY U-2.1: Timing of Development**
Arvada will phase and locate future residential, commercial, and industrial growth in coordination with the City’s ability to efficiently provide necessary services and utilities, including but not limited to: water and sewer, storm sewer, transportation, parks, and public safety.
**GOAL U-3:** Pursue the wise use of rapidly changing technology to deliver services, serve the public and to promote economic development in Arvada.

**POLICY U-3.1: Technology and the Community**
The City will continue to explore and incorporate current technology, such as the Internet, broadband service, and fiber optics, to deliver services and information efficiently to Arvada citizens. Street construction projects will incorporate technology utilities.

**POLICY U-3.2: Technology Infrastructure to Promote Business Development**
The City will promote technology infrastructure development to remain economically competitive with surrounding communities for business development.

**GOAL U-4:** Ensure an adequate water supply and superior water quality to meet the needs of current and future residents and businesses.

**POLICY U-4.1: Water Storage**
The City will continue to explore opportunities to expand water storage to meet the needs of current and future residents and businesses.

**POLICY U-4.2: High Water Quality**
The City will continue to monitor water quality levels to ensure high water quality.
GOAL U-5: Ensure that the City is able to fund existing and future service commitments.

POLICY U-5.1: Long-term financial planning for capital investments.
The City will develop and periodically update a financial plan that outlines the long-term approach for how Arvada will fund capital investments as growth occurs, including consideration of new capital facilities, capital replacement, and capital maintenance.

POLICY U-5.2: On-going review of financial tools and practices.
The City will continue to review its development finance tools and practices, including use of impact fees, exactions, cost participation, use of Tax Increment Financing and other development cost recovery mechanisms to determine if they need to be updated or if new tools are required to facilitate the objective of new development paying-its-own-way.
Sources: City of Arvada, DRCOG, CDOT, USGS

Land Use descriptions can be found in Chapter 2 of the Arvada Comprehensive Plan.
PRINCIPLES FOR A COMPLETE COMMUNITY

Housing Diversity

To allow for varied incomes, lifestyles, and age groups, it is essential to provide opportunities for different housing types. The following principles will help provide a balance of housing types, located appropriately with accessible infrastructure and services:

• Opportunities for affordable housing, senior housing, and housing of different tenure types
• Development of apartments, condominiums, townhomes, patio homes, micro-housing, and different tenure types where appropriate
• Where possible, new housing should be incorporated into redevelopment, infill, mixed use, TOD, and commercial areas
• Improved pedestrian and bicycle connectivity is vital to encouraging and supporting all forms of housing in all parts of Arvada
• Designate redevelopment areas and focus resources
• Locate affordable housing in new employment areas and near Arvada’s three Gold Line commuter rail stations

Older, handicapped, or disabled residents in the community will need housing that is the right size and type of design, and located in appropriate locations. This could mean smaller and safer housing, with minimal trip hazards, easy access to cooking and bathroom facilities, wider hallways to accommodate wheelchairs and motorized carts, and grab-bars in multiple locations. Given the constraints and costs associated with retrofitting homes with adaptive features, it is more effective to incorporate age-friendly, universal design into new construction. The following principles will help facilitate the transition for aging seniors, and provide for disabled residents:

• Locating housing near services
• Cohesive transit network
• Universal design for housing and public facilities
• Wide sidewalks and trails
• Increase housing options with access to public transit
Residential Site Planning and Design

The following principles apply to all new residential developments.

*Design new residential developments to allow for and encourage variety, connectivity, recreation, and unique community identity.*

- Developments should incorporate a variety of home styles, models, setbacks, lot sizes, elevations, and location of garages to avoid visual monotony (e.g., “cookie cutter subdivisions”).
- New neighborhoods should contain a focal point, such as a school, park, lake or water feature, or community center.
- Local streets, sidewalks, bicycle paths, and trails should be interconnected to allow for ease of mobility.
- Encourage an “open space” feeling through design elements, such as detached and meandering sidewalks, streetscape, and planted buffer yards along major streets, and open fencing.

*Encourage new residential developments to preserve and protect natural features, visual amenities of the community, and open space.*

- Environmentally sensitive areas such as stream corridors, drainage ways, wetlands, steep slopes, and ridge lines should be protected through the strategic placement of open space within the development.
- To the extent feasible, development should be clustered to preserve contiguous and permanently designated public or private open space.
- Building large homes on small lots should be avoided unless the lots in the overall development abut or are linked to permanently designated public or private open space.
CHAPTER 5
PLAN IMPLEMENTATION AND MONITORING

IN THIS CHAPTER:
The Arvada Comprehensive Plan is a policy document used to guide decision-making within the City. A key aspect of any plan is how it is carried out after it is adopted. For this Plan to function over time, the City must be able to periodically review and update it to respond to significant trends or changes in the economic, physical, social, or political conditions.
PLAN IMPLEMENTATION

CITY COUNCIL AND ADVISORY BOARD STRATEGIC PLANS

The Planning Commission, City Council, and city advisory boards, including the Arvada Urban Renewal Authority, actively promote implementation of the Comprehensive Plan. The City Council will identify specific measures to carry out the Comprehensive Plan’s goals and policies or other Council goals in a separate work program entitled the “Strategic Plan.” The Strategic Plan will identify the priority actions, responsible parties or City departments, timing, and funding over a period of approximately 2-6 years. City staff will follow City Council’s identified strategic measures to develop their departments targets to monitor what strategic results are being achieved and what needs refinement as an integral part of the City’s Strategic Business Plan.

Arvada’s budget is adopted every year based on a ten-year financial model. The City Council will update this Strategic Plan every other year, in conjunction with the biennial operating and capital budget. This enables the City to monitor progress towards long-term goals against short-term financial decisions in prioritizing projects for funding.

Advisory Boards and Commissions can also prepare work plans on a periodic basis to implement specific priority actions in the Comprehensive Plan. Work plans prepared by Advisory Boards and Commissions will be coordinated with the Council Strategic Plan and Strategic Business Plans prepared by City departments. Progress in implementing the Comprehensive Plan will be monitored with adjustments made as described in the Amendment Procedures section.
Types of Actions

The City will implement this Comprehensive Plan using several different approaches, as briefly described at right, including:

- Policy decisions;
- Regulatory reform;
- Programs;
- Intergovernmental agreements;
- Capital expenditures; and
- Partnerships

Policy Decisions

The City will implement most of the policies in this Plan during day-to-day policy decisions—those made by staff, Planning Commission, and City Council. The Plan serves to guide such policy decisions that will occur throughout the life of the Plan.

Regulatory Reform

The City will need to make its development regulations consistent with the goals and policies of the Comprehensive Plan following adoption. The City will review its development regulations and standards (including zoning, subdivision regulations, and roadway standards) for consistency.

Programs

The Comprehensive Plan establishes a foundation for programs. For example, some policies recommend participating in planning efforts, such as coordinating improved bus service with RTD as the Gold Line nears completion. Others may require new or enhanced programs, such as the Active Living goal area (i.e., a Healthy Places Program). Programs have varying levels of priority, depending on the issues involved. Consequently, the City will initiate them at different timing intervals.

Intergovernmental Agreements

A number of the Comprehensive Plan recommendations will best be achieved through Intergovernmental Agreements between the City and other governmental entities, such as Jefferson County or Adams County, the Regional Transportation District, and other special districts. The City already has some Intergovernmental Agreements in place. Once established, they continue to be operative for as long as the agreements intend.

Capital Improvement Expenditures

The goals and policies of the Comprehensive Plan will be considered in determining priorities and timing of capital improvement expenditures.

Partnerships

Many goals will be implemented through collaborative partnerships with business, community and non-profit groups.
**Amendment Procedures**

The City will conduct revisions to this Plan according to two distinct and different procedures: (1) Plan Amendments, and (2) Plan Updates. The Planning Commission is responsible for adopting plan updates and amendments (with ratification by City Council), and actively promoting implementation of the Comprehensive Plan and other adopted plans.

**Plan Amendment Process and Procedures**

The City may perform amendments on a yearly or more frequent basis as needed. Plan Amendments may include revisions to one or more sections of the Comprehensive Plan as a result of changing circumstances, adoption of subarea plans or a specific issue/policy plan, or by directive from City Council or Planning Commission. Plan Amendments may include changes to the Land Use Plan map. Other amendments may be as small as correcting text or map errors. Plan Amendments may be initiated by either the City or property owners. The process for making these amendments is described below.

All Plan Amendments shall be considered by the Planning Commission and City Council pursuant to their respective powers as set out in Article 2 of the Arvada Land Development Code. Notice of Planning Commission action shall be given in accordance with Section 3.3.4 (“Published Notice”) of the Land Development Code. When considering a plan amendment, the City should consider whether:

1. The existing Comprehensive Plan and/or any related element thereof is in need of the proposed amendment;
2. The proposed amendment is compatible with the surrounding area, and the goals and policies of the Comprehensive Plan;
3. The proposed amendment will have no major negative impacts on transportation, services, and facilities;
4. The proposed amendment will have minimal effect on service provision, including adequacy or availability of urban facilities and services, and is compatible with existing and planned service provision;
5. The proposed amendment, if for an area that is outside of the City's current municipal boundaries, is consistent with the City's ability to annex the property;
6. Strict adherence to the Comprehensive Plan would result in a situation neither intended nor in keeping with other key elements and policies of the Plan; and
7. The proposed Plan amendment will promote the public welfare and will be consistent with the goals and policies of the Comprehensive Plan and the elements thereof.

**Plan Update Process**

The purpose of a Plan Update is to re-evaluate the goals, policies, and strategies contained within this Plan (noting those to change and those to remove), and to develop new policies if necessary—to make sure that this Plan is being effective.

It is intended that an update of the Comprehensive Plan take place at least every five years, unless otherwise directed by the City Council or Planning Commission. The City's prime consideration in making a determination of when an update should be initiated should include what changes have occurred since the Plan was last updated. These changes may be in areas such as the economy, the environment, housing affordability, traffic congestion, completion of regional transportation projects, projected growth, or other local priorities. A Plan Update will include a thorough re-evaluation of the vision, goals, and policies contained within the Plan, noting those that should be changed and those that should be removed, and develop new policies if necessary, to make sure that the Plan is effective. A Plan Update will also include a thorough review of the validity of all information contained within the Plan and should include extensive opportunities for involvement by the public, boards and commissions, elected and appointed officials, city staff, and other affected interests.

Based on its consideration of the recommendations from staff, boards and commissions, and evidence from a public legislative hearing, the Planning Commission adopts the Plan Update. Adoption of a Plan Update by Planning Commission would be followed by City Council action including, if applicable, its ratification and approval of the Plan Update.
APPENDIX A
DEMOGRAPHIC PROFILE AND PROJECTIONS

This report, completed by Steven B. Fisher and Phyllis Resnick with the State Demography Office, looks back at demographic changes that occurred over the past decade, and looks forward two decades (2015-2035), and concludes with what the forecasted demographic changes mean for Arvada.

PROFILE FROM 2000 THROUGH 2010

The City of Arvada has shown steady population growth since it was a small town in 1950. Arvada surpassed 100,000 in 2000 with 102,153 residents in the 2000 Census, and 106,433 in 2010.

Figure A-1. Arvada Historic Population.

Surrounding cities and the Denver Metro Area showed a wide range of growth rates during the first decade of the 21st Century. Arvada’s growth rate of 4.2% over the decade compared favorably with that of Westminster, at 5.1% and Jefferson County, at 1.4%. The Denver Metro (DRCOG) grew by 16.4%. Thornton and Broomfield grew in excess of 40% over the decade, at 44.2% and 46.0% respectively. Wheat Ridge lost 8.3%.
Table A-1. Comparative Population Growth

<table>
<thead>
<tr>
<th>City</th>
<th>2000</th>
<th>2010</th>
<th>Decade Growth</th>
</tr>
</thead>
<tbody>
<tr>
<td>Arvada</td>
<td>102,153</td>
<td>106,433</td>
<td>4.2%</td>
</tr>
<tr>
<td>Broomfield</td>
<td>38,272</td>
<td>55,889</td>
<td>46.0%</td>
</tr>
<tr>
<td>Thornton</td>
<td>82,384</td>
<td>118,772</td>
<td>44.2%</td>
</tr>
<tr>
<td>Wheat Ridge</td>
<td>32,913</td>
<td>30,166</td>
<td>-8.3%</td>
</tr>
<tr>
<td>Westminster</td>
<td>100,940</td>
<td>106,114</td>
<td>5.1%</td>
</tr>
<tr>
<td>Jefferson Co</td>
<td>527,056</td>
<td>534,533</td>
<td>1.4%</td>
</tr>
<tr>
<td>Denver Metro</td>
<td>2,457,215</td>
<td>2,860,755</td>
<td>16.4%</td>
</tr>
</tbody>
</table>

THE AGING, CHANGING POPULATION

Within these growth rates, significant changes took place in age, ethnicity, and household composition. As shown in Figure A-2, the age cohort under 18 shrunk, as did the age 35-44 group. Age groups from 18-24 and 25-34 remained stable. There was a large increase in the baby boom cohort (45-64) and the retiree cohort (65 and greater.) We can expect much of the population of Arvada to age in place, which indicates an older population in the future.

![Arvada Population 2000, 2010](image)

Figure A-2. Arvada Population 2000, 2010

Between 2000 and 2010, households grew from 39,019 to 42,701, a 9% increase. The fact that household numbers outgrew population indicates that household size decreased. In fact, it decreased from 2.60 to 2.48. Household size is the population in households divided by number of households. Population in households excludes group housing, but there are very few group quarters in Arvada.
The composition of those households also changed. As the chart below shows, family households shrank as a percentage, and non-family households grew. A *family* consists of two or more people (one of whom is the householder) related by birth, marriage, or adoption residing in the same housing unit. A *household* consists of all people who occupy a housing unit regardless of relationship. A household may consist of a person living alone or multiple unrelated individuals or families living together. Family households shrank from 71.1% to 67.7% of households.

Taking inflation into consideration in 2010, the median income shrank by 4%, from $67,853 to $64,991. The economy endured two bubbles and two recessions during this period, but the percent of population in poverty increased from 5.2% to 7.9%.

**Table A-2. Household Data, 2000, 2010**

<table>
<thead>
<tr>
<th>Household Data</th>
<th>2000</th>
<th>2010</th>
</tr>
</thead>
<tbody>
<tr>
<td>Households</td>
<td>39,019</td>
<td>42,701</td>
</tr>
<tr>
<td>Family HH</td>
<td>71.1%</td>
<td>67.7%</td>
</tr>
<tr>
<td>NonFamily HH</td>
<td>28.9%</td>
<td>32.2%</td>
</tr>
<tr>
<td>Median HH Income $2010</td>
<td>$67,853</td>
<td>$64,991</td>
</tr>
<tr>
<td>Percent in Poverty</td>
<td>5.2%</td>
<td>7.9%</td>
</tr>
<tr>
<td>Household Size</td>
<td>2.60</td>
<td>2.48</td>
</tr>
</tbody>
</table>

The ethnicity of Arvada changed; growing less white and more Hispanic. Other ethnic groups remained about the same, as the table below shows. The Hispanic population grew from 9.82% to 13.66% of the population, while Non-Hispanic Whites decreased from 85.46% to 81.32% of the population.

**Table A-3. Ethnicity, 2000, 2010**

<table>
<thead>
<tr>
<th>Ethnicity</th>
<th>2000</th>
<th>2010</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hispanic</td>
<td>9.82%</td>
<td>13.66%</td>
</tr>
<tr>
<td>White Non-Hispanic</td>
<td>85.46%</td>
<td>81.32%</td>
</tr>
<tr>
<td>Black Non-Hispanic</td>
<td>0.61%</td>
<td>0.79%</td>
</tr>
<tr>
<td>Native American Non-Hispanic</td>
<td>0.41%</td>
<td>0.41%</td>
</tr>
<tr>
<td>Asian Non-Hispanic</td>
<td>2.13%</td>
<td>2.09%</td>
</tr>
<tr>
<td>Hawaiian Non-Hispanic</td>
<td>0.05%</td>
<td>0.05%</td>
</tr>
<tr>
<td>Other Non-Hispanic</td>
<td>0.09%</td>
<td>0.10%</td>
</tr>
<tr>
<td>Two or More Races Non-Hispanic</td>
<td>1.43%</td>
<td>1.57%</td>
</tr>
</tbody>
</table>
A CLOSER LOOK AT ARVADA DEMOGRAPHICS, 2000 TO 2010

In 2000, Arvada’s population was fairly evenly distributed, with larger populations in the center and northeast. The western portion of the City, around the area of the proposed Jefferson Parkway, was relatively unpopulated, but by 2010, that western portion had grown. The southeastern corner of the City had also grown.

Figure A- 3. Total Population, 2000

Figure A- 4. Total Population, 2010
Population density remained stable, except in the southeastern part of the City, where density declined.

Figure A-5. Population Per Square Mile, 2000

Figure A-6. Population Per Square Mile, 2010
Median age increased throughout the City, though it decreased on one block group just east of Olde Wadsworth. The central part of Arvada was the oldest part in 2010, and the far western portion also aged.

Figure A-7. Median Age, 2000

Figure A-8. Median Age, 2010
The proportion of residents over 65 increased in many parts of the City. These residents are increasingly concentrated in the area between the eastern city limit and Simms. The oldest neighborhoods are east of Olde Wadsworth.

Figure A-9. Residents Over 65 Years Old, 2000

Figure A-10. Residents Over 65 Years Old, 2010
The school age population decreased in many parts of Arvada, though it remains high in the southeast corner.

Figure A-11. Residents Under 18 Years Old, 2000

Figure A-12. Residents Under 18 Years Old, 2010
While household size decreased in many parts of Arvada, household size actually increased in the very southeastern corner of the City.

Figure A-13. Residents Per Household, 2000

Figure A-14. Residents Per Household, 2010
The change in ethnicity is perhaps the most pronounced change in Arvada’s demographics. The non-white (primarily Hispanic) population grew to in the east central part of town, to the east of Olde Wadsworth, and along the Adams County line.

Figure A-15. Non-White Population Percentage, 2000

Figure A-16. Non-White Population Percentage, 2010
The number of residents below the poverty line decreased in the western part of the City, but increased in the east and south, particularly the southeast corner and areas on either side of Olde Wadsworth.

Figure A-17. Residents Below Poverty Level, 2000

Figure A-18. Residents Below Poverty Level, 2010
By 2030 the Denver Metro Area (DRCOG) is expected to grow by 33%, according to the DRCOG Long Term Economic and Demographic Report and Jefferson County is expected to grow by 15%. The previous version of the Arvada Comprehensive Plan (2005) projected Arvada to have a population of 136,680 by 2030. This would represent a 28% growth from 2010. For Arvada, actual growth will depend on buildable greenfield land, redevelopment, community attitudes toward growth, and the economy.

**PROJECTIONS THROUGH 2035**

Arvada has shown steady population growth since it was a small town in 1950, with a current growth rate of 4.2% over the past decade. This population growth rate compares favorably with that of Westminster, at 5.1% and Jefferson County, at 1.4%. In the long run, Arvada's population is expected to grow faster than Jefferson County as a whole, but somewhat slower than the Denver Regional Council of Governments (DRCOG) area. While Jefferson County is a relatively slow-growing portion of the region, Arvada has a lot of growth potential on buildable greenfield land, in areas ideally suited for Transit Oriented Development (TOD), and in re-development and infill areas.

![5-Year Population Growth](image)

**Figure A-19. Population Growth, Jefferson County and Arvada. Source: Steven B. Fisher and State Demography Office**

Overall, Arvada will remain a growing community due to a wide range though limited number of development opportunities. Within the twenty-year forecast period, the Candelas development in northeast Arvada will add households in the short-term, TOD will add households in mid-term, and redevelopment and infill will add households in the long-term. The profile of Arvada will change as residents age, non-family households will grow faster than family households, and the Hispanic population will grow faster than other ethnicities.
The household forecast was produced by applying Jefferson County growth rates to Arvada’s 2010 Census data, which provided a baseline forecast. Households were added to account for the Candelas development, building out over an eight year horizon. According to data found on the Candelas website, about 2,500 households will be built within the next decade, and will include many single family homes. Using Arvada’s average household size of 2.4 people, this would add 6,000 residents. After the Candelas buildout, the forecast projects about 500 residents above the County baseline estimate, and then tapers off as Arvada reaches Comprehensive Plan buildout by 2035.

Following regional and national trends, Arvada's average household size is expected to decrease, as shown in Figure A-21.
The household forecast developed with this method was a near match for recently released estimates from DRCOG, given by Traffic Analysis Zone (TAZ). To refine the numbers to reflect Arvada's actual size, contractors for the City of Arvada assembled and shared-out TAZ estimates to align with Arvada’s city boundaries. Arvada’s population in this 2035 forecast is a close match to DRCOG’s estimate. The new forecast is also a close match for a population estimate done by EPS in 2005, as well as projections of buildout done in the 2005 Arvada Comprehensive Plan, as seen in Table A-4.

Table A-4. Household and population projections compared with other sources. Sources: Steven B. Fisher, EPS, DRCOG, Comprehensive Plan 2005

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<tr>
<th>Year</th>
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<th>Buildout Appendix B Comp Plan 2005</th>
<th>HHd Est. from DRCOG TAZ's</th>
<th>Arvada Population</th>
<th>Pop Est. from DRCOG TAZ's</th>
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THE EFFECTS OF AGING AND OTHER DEMOGRAPHIC CHANGES ON CITY PRIORITIES

As Figure A-22 shows, Arvada's age distribution is projected to change substantially; there will be modest growth in the zero to thirty-nine year old (young) category, minimal change in the forty to fifty-nine population (middle aged), and considerable growth in the sixty years and up population. This changing demographic will ultimately have effects on community design, architecture, accessibility, mobility, community amenities, and city services. Several surveys observe that up to 90% of seniors prefer to remain in their current home town, which may mean retro-fitting housing, facilities, and city infrastructure in order to accommodate a population that may live alone, have limited eyesight and hearing, shrinking social structures and mobility, and increasing health issues. In the meantime, there will still be some growth in the school age population.
Growth and Economic Development

Arvada continues to grow in both population and households as described in the previous section, and Figures A-23 and A-24 below show that median income will also continue to grow. Poverty will increase briefly as a lagged effect of the great recession, but then decline as the economy returns to “normal.” Poverty percentages started with the actual poverty percentage based on Census data. The trajectory of poverty percentage was based on national estimates from the Congressional Budget Office.

Figure A-23. Arvada Median Income. Source: Steven B. Fisher
**Income Diversity**

Arvada can expect increasing diversity in ethnicity and income levels. Figure A-25 below shows that Arvada will remain largely white, yet following regional trends the Hispanic population will grow faster than the white population, especially as the white population levels off closer to 2035. Non-family households, or non-traditional households, will grow faster than family households (see Figure A-26). One implication is that there will be more households living on low or fixed retirement incomes, as the population ages.
Effects on Retail Spending

Current trends in retail spending will decelerate over the next two decades; there will be more spending on services, especially health services, and less spending on taxable goods. Senior citizens will be downsizing, not setting up new households, and seniors, in particular, will seek health services and experiences (travel and entertainment) rather than more goods. Additionally, a larger proportion of retail spending will take place over the internet, which already cuts into local sales revenue. This strongly suggests that Arvada will struggle to maintain sales taxes sufficient to cover city services.

INFRASTRUCTURE

Transportation

“Many of the aspects of designing an age-friendly community -- walkable downtowns, cohesive transit networks, mixed-use urban villages -- are the same things smart growth advocates have been pushing for 20 years. By making the space accessible for seniors, you’re making it more accessible for everyone else.” (Governing Magazine). In particular, wide sidewalks and trails, free of trip hazards, are essential to seniors, for whom a fall could mean a broken hip. Transit access, even door-to-door access may be necessary for seniors who have lost their ability to drive, or have limited mobility otherwise.

Surveys show that the primary concern about getting older is transportation. Arvada and RTD will need to consider how to make transit service available to older populations, since many seniors will become increasingly dependent on buses and rail as they stop driving. Seniors do not want to lose their independence, so programs that teach seniors how to use the bus system and read schedules play an important role. Some bus routes may need to be altered to reach 1) origination points (residential neighborhoods) are reached as some seniors may not be able to walk the standard 1/2 mile distance to a bus stop, and 2) destinations that seniors are most interested in visiting, including pharmacies and medical facilities.

Parks and Open Space

Denser development will mean fewer front and back yards, which will mean a greater demand for accessible and safe parks, trails, and open spaces. As older populations retire their cars, the accessibility of parks and open spaces will become important issues. These facilities will need to accessible by foot or by transit, be safe, have benches for rest, and safe public restrooms.
**Water Demand**

Arvada can expect lower per-household water demand. Seniors use less water, particularly those in small or single occupant households. They do not produce as much laundry, nor require bathing as frequently. Also, expect to see less green landscaping and more xeriscaping. Older populations, in general, do not have the desire or capability to maintain large landscape.

**Vibrant Community and Neighborhoods**

**Housing Development Compatible with Demographics**

Housing for the older population will need to be smaller and safer, with minimal trip hazards, easy access to cooking and bathroom facilities, wider hallways to accommodate wheelchairs and motorized carts, and grab-bars in multiple locations. Housing will increasingly need to be single level and retrofitting existing structures could be challenging. Today’s so-called McMansions may be converted to multi-family dwellings.

"Thirty percent of Americans age 55 and older indicated that they would consider moving to a smaller townhouse, duplex, or condominium, according to a 2002 report by the National Association of Realtors, but only 15 percent now live in such housing. One option is cohousing, which offers individual dwellings that share common space for community activities. Such arrangements are often multigenerational. The neighborhood design allows older residents to continue to function independently while being part of a community." (Urban Land Institute)

Arvada was an early adopter of age-friendly design standards, having revised the Land Development Code as early as 2005 to anticipate multi-generational needs. As contained in Arvada’s 2011 Visitability Ordinance, design features include such as better lighting; larger, better illuminated street signs, and wheelchair accessibility. In homes, such design can include small adaptations like lever door handles, and larger ones such as more open floor plans and wide hallways that allow for adequate wheelchair turning radius.

**Senior Services**

Arvada may need to expand senior services and programs to encourage daily activity and socialization. An aging population will need appropriate services such as in-home health assistance, meals on wheels, social activities, housekeeping assistance, and finally, friends, family, and neighbors who watch out for the elderly. There will also be a greater demand for cultural activities, particularly those that help seniors remain engaged in the community.

**Organizational and Service Effectiveness**

With increasing demand and possibly slowly growing revenues, Arvada will need to be efficient and innovative in all areas of city government as older citizens, many with limited abilities, seek city services. Every city department from libraries to public safety will need to adapt services to special needs populations.

**Public Safety**

Police, Fire, and Code Enforcement will see more calls for service. Many of these calls will be due to the special needs of an aging population that spend most of their time at home rather than at work. The Fire Department, for example, may get more calls for routine help. Arvada may want to encourage older citizens to avail themselves of the wide range of services provided by the DRCOG Area Agency on Aging (AAA), churches, and other non-profit agencies. The services of the AAA can take some of the load of public safety agencies.
Volunteerism

There will be more citizens needing volunteer service, but the able retired population may be eager to provide volunteer services. Volunteers may be used to keep track of seniors living alone, to provide social stimulus for seniors, or to provide door to door transportation to mobility impaired seniors.

Public Involvement

Because Arvada has a stable population, public involvement will increase. Retired populations will have time to participate in public affairs. Long term residents, proud of their city, may have a difficult time adjusting to changing household compositions, economic development, and changes in the built environment. Older residents can be expected to speak out more forcefully and more frequently in city politics.

SOURCES


Mooney, Joan. "Preparing for an Aging Population" Urban Land Institute Magazine. Online resource:

This summary of planning influences provides an overview of the conditions in the City of Arvada at the time of this Plan update, and describes the planning considerations.

PLANNING CONTEXT

The City of Arvada is one of the major suburban communities in the Denver metropolitan area. Located in the northwest quadrant of the metro area, incorporated Arvada extends from east of Sheridan Boulevard into the mountain foothills.

The City of Arvada is one of the larger suburban communities in the Denver metropolitan area. Located in the northwest quadrant of the metro area, the City extends from industrial areas just east of Sheridan Boulevard into the open space of the Rocky Mountain foothills and Coal Creek Canyon. Neighboring communities include Boulder, Westminster, and Broomfield to the north, Denver to the southeast, and Wheat Ridge and Golden to the south and southwest.
GROWTH AND ECONOMIC DEVELOPMENT

LAND USE PATTERN
Arvada’s land use pattern is influenced by the transportation system, topography, streams, open space, and current patterns of development. Arvada continues to expand west toward the foothills, but “greenfield” vacant land for urban development is becoming much more limited. Much of the land surrounding the Planning Area and within the City either is developed or has been acquired for open space. Most of the lands to the far west are planned for low intensity development, with the exception being the higher intensity clustered development in the Candelas area.

Existing Development
The historic development pattern of Arvada was the tight-knit grid streets in the Olde Town area. However, most of the development in Arvada occurred in the 1960’s and 70’s as low-density residential subdivisions that introduced a more curvilinear, less connected street pattern. This residential suburban development is the predominant pattern and land use in the community. Major regional, community-scale and neighborhood-serving retail areas are located at the intersections of major arterial streets, such as Wadsworth and I-70 and along Ralston Road.

Pockets of rural county enclaves are in the western part of the City with some remaining agriculture and equestrian uses, such as boarding stables. Large lot estate development is a development pattern in the western part of the City. Some recent developments trended toward a more traditional mixed-use neighborhood pattern, such as the Village at Five Parks.

Currently the Arvada Planning Area consists of:

- 18,165 acres of developed land;
- 3,197 acres of open space and public facilities;
- Over 9,900 acres of vacant land.

Potential Development (Zoned and Planned Vacant Lands and Redevelopment Areas)
Approximately 9,952 acres in the planning area are vacant. The vacant lands, as zoned in the incorporated portions of the planning area, could accommodate 5,805 acres of residential development (14,420 new units). In addition, 2,067 acres of commercial and industrial development could occur (potentially 14 million square feet of development).

ECONOMIC DEVELOPMENT
BBC Research & Consulting prepared an economic analysis for Arvada as part of the plan update. The full study can be found in Appendix C.

INFRASTRUCTURE AND MULTI-MODAL TRANSPORTATION
TRANSPORTATION
The City has access to the regional freeway system and national Interstate system via I-70 and I-76 to the south, US 36 in the northeast, and SH 93 in the far west.

With the construction of C-470, E-470 and the Northwest Parkway, a majority of the planned circumferential beltway around the Denver Metro Area has been completed. Arvada has joined with Jefferson County and Broomfield to form the Jefferson
Parkway Public Highway Authority to accomplish the completion of the beltway with the Jefferson Parkway. The Jefferson Parkway is planned as a toll road providing a high speed connection between US 36 on the north, to SH 93 on the west.

Voters have approved RTD’s FasTracks program to fund 140 miles of rapid transit, including commuter rail, light rail, and bus rapid transit corridors throughout the region. The Gold Line electric commuter rail corridor is scheduled for completion in 2016 with four stations serving Arvada at Ward Road (in Wheat Ridge immediately adjacent to Arvada), the Arvada Ridge location near Kipling, Olde Town, and near Sheridan Boulevard. The US 36 bus rapid transit corridor is scheduled for completion in 2015 and will provide Arvada with regional transit connections to the northeast. In addition, a collaborative process is currently underway to identify the transit technology, alignment and implementation plan for the Northwest Transit corridor planned to connect between northwest Denver and Boulder and Longmont.

**UTILITIES**

*Water Supply and Distribution*

Most of the City’s water supply comes from Denver Water. The City has a total of 24,900 acre-feet (AF) of water rights with 19,500 (78 percent) supplied from Denver Water and 5,400 AF (22 percent) from Clear Creek through three main canals. The City projects demand for an additional 4,000 – 5,000 AF of water at buildout of the 2014 Plan. It is anticipated that 3,000 AF will come from a future Denver Water project with the city filling the gap with future water supply projects.

The City’s raw water is treated at Arvada’s Ralston Water Treatment Plant (RWTP), which has capacity to treat 36 million gallons per day (mgd), and at Arvada Water Treatment Plant (AWTP), which has capacity for 16 mgd. Currently, the highest demand in the City is for 46 mgd treated water. With an existing capacity of 52 mgd, the City does not have an immediate need to expand water treatment facilities. If necessary, however, its AWTP can be expanded to allow treatment of an additional 16 mgd to meet additional demand.

In recent years, the City has instituted water restrictions and other conservation programs in response to drought conditions. These programs include prohibiting watering during the day, specified watering days, fines for wasting water, surcharges and landscaping regulations. During a severe drought in 2002, Arvada residents cut water usage by 30 percent through a combination of drought restrictions and voluntary reductions. Since 2002, per capita water usage has declined an average of 18%.

The City is also committed to on-going support of water conservation efforts and continues to explore other viable programs.

Water distribution occurs through three major transmission lines. Maintenance of existing facilities is currently staying ahead of demand. It should be noted that the Jefferson Center Metropolitan District is responsible for construction and maintenance of all water facilities in that area.

A number of special districts also provide water within the City’s Planning Area. They include the Ralston Valley Water and Sanitation District and the Clear Creek Valley Water and Sanitation District.

*Wastewater Collection and Treatment*

The Arvada wastewater system consists of two major and one smaller trunk sewers and a secondary collection system, that convey wastewater to the Metro Wastewater Reclamation District Clear Creek Interceptor for treatment and ultimate disposal. Maintenance of existing facilities and infrastructure is currently staying ahead of demand. The Tennyson line may require parallel lines or may need to be oversized to accommodate future development in Jefferson Center.
A number of Special Districts provide wastewater facilities within the long-range planning area of the City of Arvada or interconnect with the Arvada collection system.

**Stormwater Management**

The current stormwater system consists of 125-miles of large sized pipelines and stormwater detention facilities. Most of the stormwater system is in good condition and a significant replacement program is not yet needed. Some portions, however, are over forty years old. The City anticipates addressing some long-term maintenance needs in the near future.

Clear Creek is the principal drainage through Arvada running west to east, south of the City. Several other streams traverse Clear Creek generally from northwest to southeast. These include Van Bibber, Ralston, Leyden, and Little Dry Creeks. Several ditch companies own water rights within the canals and control all maintenance programs, including tree removal along them.

In 1995, the City estimated that 1,500 to 2,000 residential units were within the 100-year floodplain. Since that time, Arvada has taken measures to remedy the floodplain problem through numerous stormwater improvement projects.

The City of Arvada established the Stormwater Utility Enterprise Fund in June 2001 to fund urgently needed stormwater infrastructure and to meet the federally mandated stormwater monitoring and reporting requirements.

**VIBRANT COMMUNITY**

**OPEN SPACE AND ENVIRONMENT**

A significant amount of land in and around Arvada is permanent open space. Arvada is immediately adjacent to two major regional open space parcels—the Rocky Flats National Wildlife Refuge and Standley Lake Regional Park, and many acres of Jefferson County open space.

**Regional Open Space: Rocky Flats (National Wildlife Refuge)**

Rocky Flats directly adjoins the City of Arvada to the north of 96th Avenue. The plant was constructed in 1953 and produced components for nuclear weapons until 1992. The site is approximately 6,500 acres, of which approximately 6,240 acres are lands to be preserved as the future Rocky Flats National Wildlife Refuge Open Space under the management of the U.S. Fish and Wildlife Service beginning in 2006. Public use of the open space will include trails with connections to the surrounding communities, including Arvada. One trail connection to Arvada is anticipated to be in the general vicinity of the Dry Creek Drainage area. The new Candelas residential and commercial development will abut Rocky Flats to the south.

**Standley Lake Regional Park**

Standley Lake Regional Park is located on the northern edge of Arvada. The approximately 1,200-acre lake provides a unique water-based recreational amenity for citizens and visitors of Jefferson County, Arvada, and surrounding communities and is the focus for the regional park.

**Arvada Open Space and Wildlife Corridors**

Arvada has five important east/west drainage corridors that link the Arvada's community with open space and wildlife habitat areas of Jefferson County and the foothills to the west. These corridors are Clear Creek, Van Bibber Creek, Ralston Creek,
Little Dry Creek, and Leyden Gulch. In addition, the Farmer’s Highline and Croke Canals provide important north/south corridors that link to Standley Lake and the east/west drainages.

**Major Open Space Parcels**

Arvada has a number of large open space parcels both within the Planning Area Boundary and adjacent to the community. The Arvada Reservoir/Tucker Lake area combined with Jefferson County open space and agricultural lands provide large continuous blocks of open space land. Jefferson County owns open space in and around the community. The City has also acquired large parcels, including: Long Lake Regional Park, Arvada Reservoir, Tucker Lake Area, and land along the Leydon Creek drainage.

**PARKS, RECREATION, AND TRAILS**

The City of Arvada has an outstanding parks and recreation system, and over 2,175 acres of open space within the Planning Area boundaries, more than 140 parks and vast protected areas of open space owned by Jefferson County, and cities of Boulder, Denver, and Westminster adjacent to the Planning Area boundaries. The Arvada community values parks, recreation, trails and open space as essential elements of neighborhood and community development. Recreation programs are heavily attended and additional active recreation facilities (such as ball fields) are needed. The trails system is an important element of the community.

The City of Arvada and the APEX includes most of the City of Arvada and portions of unincorporated Jefferson County. APEX operates a number of recreational facilities and programs.

The City of Arvada adopted a Parks, Trails, and Open Space Master Plan in 2001. This plan guides acquisition, development, maintenance, and conservation of the City’s parks, trails, and open space system. The Master Plan addresses all the planning considerations to create an excellent park, trails, and open space system, including:

- Fulfilling needs for recreation facilities and gaps in the parks and trails system;
- Establishing a purpose and commitment to maintaining the system;
- Providing equitable access to all users;
- Identifying sufficient land assets and operating resources to support the system; and
- Sense of safety from physical hazards and crime.

Since 2005, great progress has been made by accomplishing projects identified in the Parks and Open Space Master Plan, ranging from neighborhood park development, new and expanded sports complexes, trail projects; and, the acquisition of key open space parcels. These projects include neighborhood park development like Saddlebrook, Spring Mesa, Wolff, Four Acre Lake; Parks Taking Lasting Care Projects to update playgrounds to comply with provisions of the Americans with Disabilities Act, resurfacing tennis courts, replacing detonated trail segments and aging park irrigation systems; community park improvements at Majestic View, Lake Arbor, Gibbs West and Long Lake Ranch Community Parks; completion of trail projects within the Ralston, Van Bibber, Little Dry and Clear Creek trail corridors; special purpose park improvements such as the Arvada Skate Park and doubling the size of the West Arvada Dog Park; streetscape and median improvements on West 80th and West 72nd Avenues, Kipling Street; and, urban park improvements such as Olde Town Square.

Key challenges and opportunities include maintenance of existing parks, water management, community agriculture, adventure recreation, turf sports (adding rugby and lacrosse), small urban parks as they relate to higher density development and how do we go into neighborhoods and parks more than half a century old and re-engage folks into all the new things like adult playgrounds.
HOUSING
As part of the Comprehensive Plan Update, BBC Research & Consulting prepared a Housing Assessment that provides recommendations for the plan update as well as to evaluate and target affordable housing efforts. The full study can be found in Appendix C.

CULTURAL FACILITIES AND ARTS

Arvada Center
With nearly 350,000 visitors each year, the Arvada Center for the Arts and Humanities is the largest cultural attraction in the City of Arvada and Jefferson County and is the 8th largest cultural attraction in the region. Opened on July 4, 1976, the 144,000 square foot Arvada Center is also one of the largest multi-disciplinary arts centers in the United States and one of the largest employers of creative people in Colorado.

Multi-disciplinary programming at the Arvada Center allows for integrated approaches that combine elements of theater, music, visual arts and arts education into innovative and comprehensive programs. With this flexibility, the Center differentiates itself from other metro area institutions, fulfilling a unique niche in the cultural community. There are opportunities for the general public to attend, participate in, and support arts and cultural programs. The Center prides itself on being able to offer quality programs that also are affordable to the general public. Opportunities for participation are expanded through free or discounted tickets for financially disadvantaged families or accessibility services for patrons with disabilities.

Programs offered on site take advantage of the outstanding performing, studio and gallery spaces available at the Arvada Center. Performances take place in the 526-seat Main Stage Theater, 1,600-seat outdoor amphitheater and 225-seat Black Box Theater. The Arvada Center annually produces seven or more Equity and Children’s theater productions, and presents dozens of contemporary and classical music and dance concerts.

The Center’s three art galleries offer multiple professional contemporary and historical exhibitions yearly. The galleries also host such annual events as the Jefferson Foundation High School Exhibition, Holiday Craft Fair and Fine Art Market. The Center’s History Museum presents the historical and cultural heritage of Arvada. Educational opportunities at the Arvada Center are extensive, as well, with more than 900 classes offered each year for learning opportunities in the arts and humanities for patrons of all ages. Popular education programs at the Center include Children’s Theater, Arts Days and Arts for the Ageless activities.

Currently the Arvada Center is facing several very important issues that will develop over the coming months to two years. First, the City Council has given the Center permission to examine the leadership and organizational structure of the Center in order to determine if there is a better operating model that could be used to maintain the Center’s vibrancy and standing as a regional institution. That change in structure could include giving the Center some independence from the City in leadership and day-to-day operations, thus allowing for a higher rate of private funding for the Center. A second is a significant challenge to the Center during this process is the fact that the Arvada Center Master Plan is over 10 years old and needs to be updated. However, it will not be updated until there is some conclusion to the aforementioned Task Force process and a decision regarding the future structure of the Center. Finally, the issue of our aging population continues to be an important and impactful influence on how the Center operates and the programs that are offered. From mobility and accessibility issues to building design and theater accommodations, this issue continues to grow.

Festivals and Community Events
The Arvada Festivals Commission was created in 2001 to advise and make recommendations to City Council on future and existing festivals of community wide celebration, to actively sponsor, coordinate, plan, and work cooperatively with
community-based organizations. The commission has focused on many activities in the past several years such as coordinating the Annual Independence Day Celebration and participating in planning efforts for the Gold Strike Festival.

**POLICE PROTECTION**

The Arvada Police Department is a full service suburban police department organized into two major divisions: Operations and Field Services. Each division is led by a Deputy Chief of Police who is responsible for all personnel, equipment, and services assigned to their command. The department is authorized 227.4 positions - 166 sworn and 61.4 non-sworn. The 2013 adopted budget totals $35,039,338 allocated across three funds: The General Fund; the 21 Police Tax Initiative Fund, and the 22 Police Tax Initiative Fund. Project funding totaling 8 million dollars divided between the two tax increment funds, were appropriated for 2013 to build two police community stations scheduled to be completed in December 2013. One community station will be built at 81st and Vance Street, and the second in the area of 65th and Kendrick Street.

**Partnerships:** Jefferson County regional SWAT team, West Metro Drug Task Force, Rocky Mountain Computer Forensics Lab, Jefferson County Regional Training Academy, Jefferson County 911 Authority Board, shared radio system, CALEA, Critical Incident Response Team, COPLINK, Jefferson/Gilpin Critical Accident Investigation Team, Rooney Valley Range Authority, Foothills Animal Shelter, Ralston House, Faith Based Community, Prisoner Transport Services, Jefferson County Schools, Network First, Victim Outreach Information, Citizens Police Academy Alumni Association Justice Assistance Grants(JAG) and the Jefferson County Adult Diversion Program.

Key challenges for the Police Department include:

**Regionalization**

The Police Department in attempting to be more efficient and effective in bringing appropriate services to our community is partnering with our regional law enforcement partners to explore the possibility of combining more services. In addition to the Regional SWAT team and the Regional Police Academy and the other partnerships which exist there are two significant opportunities under evaluation.

- Communications (dispatch center)
- Crime Lab

**Growth**

The Police Department recognizes the need to respond to provide appropriate levels of public safety and police services to the community to keep up with growth. As the city expands to the west and the population grows, police services will necessarily be needed. In adopting the decentralized policing philosophy the Police Department recognizes there will be a need for a third community station in the Candelas area. Additionally there will be anticipated traffic and parking issues as the Gold line and the Jefferson Parkway become reality.

- Candelas
- Gold Line
- Jefferson Parkway

**Decentralized Policing**

The police department is shifting its strategy and is moving toward decentralized policing. The purpose is to have a closer connection with our law abiding community to gain a greater understanding of the problems and issues each community of interest has. With this understanding, the police department can better address crime and quality of life issues making Arvada
a more attractive community to live in. By creating a climate of safety, the police department helps provide leverage to attract business to the community adding to economic growth.

- Build Community Stations

**Space Needs**

Space needs for the Police Department have been significant for some time. The Police Department highly motivated to continue discussions and formulate plans which would make the proposed combined Justice and Police Center in the Arvada Urban Renewal area a reality.

- Combined Justice and Police Center

**Technology**

The Police Department is currently in the process of evaluating our current and planning for our future technology needs. The goal is to develop a technology decision-making model that will assist the Police Department with future technology planning and implementation needs. As the Police Department moves forward with decentralized policing, communication methods throughout the department will be changing. As we move away from the traditional policing model, implementing technical solutions to accommodate briefing, training and other information sharing needs are critical. Additionally we are beginning the process of purchasing a new radio system and trying to find software to assist in the management of our Property and Evidence Unit.

- Radio System
- Property and Evidence Management system
- Technology Strategic Plan

**Fire Protection and Emergency Response**

Fire protection in Arvada is provided by the Fairmont, Coal Creek, Southwest Adams County, and Arvada Fire Protection Districts. The Arvada Fire Protection District (AFPD) serves much of the City. It is governed by a five-member elected Board of Directors. By Colorado law, the Board can levy property taxes to finance operations and administrative costs. Until 1999, the Arvada Fire Department grew to be one of the largest all-volunteer fire departments per capita in the nation. Today it is a combination department with 118 employees and 145 volunteers. AFPD operates eight stations and one training center. Coal Creek operates a fire station located in Coal Creek Canyon.

In 2002, the City of Arvada and AFPD jointly created a new Emergency Management Coordinator position. The intent of this position is to “provide and plan for high quality disaster prevention, preparedness, response, and recovery services for the existing and future property owners and residents.” This partnership is unique and is a powerful statement speaking to the cooperative desire to enhance preparedness in the City of Arvada and the AFPD.

The City also has an Office of Emergency Management (OEM) that strives to accomplish the goal of whole community preparedness. Public education and outreach are key components of the program.
## RELATED PLANS AND STUDIES

<table>
<thead>
<tr>
<th>Plan</th>
<th>Adoption</th>
<th>Purpose</th>
</tr>
</thead>
<tbody>
<tr>
<td>Focus Arvada: City Council Strategic Plan</td>
<td>2013</td>
<td>City staff will use this plan to develop their department's targets to know what results are being achieved and what needs refinement, thus helping the City transition to a performance based system.</td>
</tr>
<tr>
<td>Sustain Arvada Plan</td>
<td>2012</td>
<td>To achieve wiser stewardship of our resources to enhance long-term environmental and economic health in ways that will allow current and future Arvada community members to lead healthy, productive, and prosperous lives. The plan focuses on six categories, including community vitality, energy, land use, transportation, waste, and water.</td>
</tr>
<tr>
<td>Arvada Parks, Trails, and Open Space Master Plan</td>
<td>2001</td>
<td>The Master Plan is intended to guide development of the parks, trails, and the open space system for approximately a decade. The mission is to “provide a high quality parks, trails, and open space system for citizens of the Arvada area.” The Master Plan defines policies and projects for the next ten years.</td>
</tr>
<tr>
<td>Arvada Police Department Business Plan</td>
<td>2011</td>
<td>This plan reflects the police department’s commitment to working with other city departments, businesses and citizens in continuing to build a great community. It describes a vision, mission, budget, partnerships, core business activities, planning considerations, and business initiatives.</td>
</tr>
<tr>
<td>Plan/Association</td>
<td>Year</td>
<td>Description</td>
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<tr>
<td>Arvada Fire Protection District Strategic Plan</td>
<td>2010</td>
<td>The plan was developed to provide the guidance and vision for the current and future delivery of essential emergency services to the Fire District’s coverage area. This responsibility is accomplished through an aggressive program of diverse training and a continual commitment to customer care.</td>
</tr>
<tr>
<td>Arvada Cultural Master Plan</td>
<td>2002</td>
<td>The City developed the plan to establish a mission and goals to promote arts, culture, and heritage in Arvada. The plan was a joint initiative between the Arvada Council for the Arts and Humanities and the City of Arvada.</td>
</tr>
<tr>
<td>Arvada Transit Station Framework Plan</td>
<td>2007</td>
<td>The Arvada Transit Station Framework Plan is a specific plan for the area surrounding Arvada’s three future transit stations along the Gold Line. Stations are planned at Olde Town, Kipling, and Sheridan. The Framework Plan establishes the city’s vision and goals for how development should occur around each future transit station.</td>
</tr>
<tr>
<td>Pedestrian and Bicycle TOD Access Plan</td>
<td>2009</td>
<td>The plan focuses on access needs within one half mile of three train station sites, including Arvada Ridge, Olde Town and Sheridan. The objectives are to promote walkability, provide intermodal linkages by bicycle, and to minimize parking requirements by increasing use of non-motorized modes to access transit. The plan addresses both specific infrastructure needs and broad policy recommendations that merge land use, urban design, traffic, pedestrian and bicycle circulation.</td>
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<tr>
<td>Plan Name</td>
<td>Year</td>
<td>Description</td>
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<td>--------------------------------------------</td>
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</tr>
<tr>
<td>Olde Town Station Urban Renewal Plan</td>
<td>2009</td>
<td>The intent of the plan is to facilitate the construction, installation, operation, and maintenance of quality development and public improvements permitted by the Urban Renewal Law, in order to remedy conditions of blight as documented in the Blight Study.</td>
</tr>
<tr>
<td>Ralston Fields Urban Renewal Plan</td>
<td>2003</td>
<td>This plan provides an overall planning and implementation guide for the Ralston Fields area.</td>
</tr>
<tr>
<td>Village Commons Urban Renewal Plan</td>
<td>2008</td>
<td>The intent of this plan is to facilitate the construction, installation, operation, and maintenance of quality development and public improvements permitted by the Urban Renewal Law, in order to remedy conditions of blight as documented in the Blight Study.</td>
</tr>
<tr>
<td>Northwest Arvada Urban Renewal Plan</td>
<td>2009</td>
<td>The purpose of this plan is to facilitate the construction, installation, operation, and maintenance of quality development and public improvements permitted by the Urban Renewal Law, in order to remedy conditions of blight as documented in the Blight Study.</td>
</tr>
<tr>
<td>Modified Jefferson Center Urban Renewal Plan</td>
<td>2003</td>
<td>In 2010, the plan was modified to reflect the fact that a power plant was the only significant development to date and the other development planned within the Original Urban</td>
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<thead>
<tr>
<th>Plan Name</th>
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<th>Description</th>
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</thead>
<tbody>
<tr>
<td>Downtown Arvada Partnership Strategic Plan</td>
<td>2010</td>
<td>This plan identified priorities based on community outreach meetings in order to develop a strategy that strengthens downtown Arvada as a unique destination in the regional marketplace.</td>
</tr>
<tr>
<td>Clear Creek/I-76 Community Plan</td>
<td></td>
<td>The purpose of the <em>Clear Creek/I-76 Community Plan</em> is to provide a coherent set of land use policies to facilitate industrial development in the area. Such development supports the economic growth, creates jobs, and funds amenities in the community.</td>
</tr>
<tr>
<td>Olde Town Renaissance Action Plan</td>
<td>1999</td>
<td>The purpose of the plan is to save the community’s physical roots—Olde Town. It pulls together the various initiatives underway at the time for Olde Town, and is the culmination of direction given by Arvada citizens.</td>
</tr>
<tr>
<td>Water Conservation Plan</td>
<td>2010</td>
<td>The purpose of the plan is to outline the existing water usage patterns and forecasts in Arvada, and recommend goals, measures and programs to encourage additional water conservation.</td>
</tr>
</tbody>
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APPENDIX C

ECONOMIC AND HOUSING ANALYSIS

In support of the comprehensive plan, BBC Research & Consulting (BBC) provided the city with an analysis of economic and housing data that documented trends related to jobs, income, retail sales, housing values, affordability, and occupancy. The effort also included an analysis of Arvada’s “Opportunity Areas” as defined in the comprehensive plan.

This executive summary provides a synopsis of the salient information presented in the appendix. It is organized into three sections:

- Economic and Commercial Market Snapshot
- Housing Market Snapshot; and
- Opportunity Area Analysis.

For more information on Arvada’s housing and economic characteristics, as well as an analysis of Arvada’s “Opportunity Areas” as defined in the comprehensive plan, please refer to the full report, which is available at the Arvada Community Development Department office.

ECONOMIC AND COMMERCIAL MARKET SNAPSHOT

Arvada’s economic and commercial market analysis was shaped and targeted by the community development goals adopted by City Council in early 2013.

STRATEGIC PLAN GOALS

These goals cover the wide range of municipal concerns including economic and commercial development, housing, transportation and other items. The Strategic Plan's goals relating to economic and commercial development that City Council has set forth are:

- Create 1,000 new jobs, located in urban centers;
- Create 800 non-retail jobs
- Create $350 million in private sector capital investments by 2019;
- Complete Arvada Ridge Transit Oriented Development site vehicle and pedestrian access improvements by 2019;
- Complete the Jefferson Parkway by 2017; and
- Establish the Wadsworth Corridor as a cultural and activity district by 2017.

These goals reflect the desire among City Council and residents alike to see Arvada continue to make the transition from a “bedroom community” of residents, who commute outside of the city to work and recreate, to a complete community offering cultural and recreational activities and more employment opportunities.

ECONOMIC AND COMMERCIAL REAL ESTATE MARKET DATA SNAPSHOT

The following items summarize data gathered on current employment, income, retail sales, sales tax and commercial real estate markets.
Economic Data

- After a moderate dip during the recent recession to 24,000, total jobs recovered to about 24,600 by the end of 2011. The cyclical recovery has since continued, but job numbers remain limited relative to Arvada’s population.

- Arvada’s jobs to housing ratio (0.55) is lower than that of several comparable surrounding communities. Arvada’s jobs to housing ratio indicates one job for every two households and significant out-commuting for employment.

- As of 2011, Arvada’s median household income was over $67,000, greater than that of Jefferson County ($64,000) and the Denver Metro Area ($59,000). Other than a recession-related pause in 2009-2010, Arvada’s trend has been upward and should continue to climb in the near future.

- The City’s median household income ($67,000) is also higher than that of several peer communities, including Thornton ($62,000), Westminster ($63,000) and Wheat Ridge ($48,000).

- Between 2000 and 2011, Arvada’s median household income grew from $56,000 to $67,000. Income growth in the western portion of the city accelerated in particular.

- Arvada’s retail sales per household ($48,000) are low relative to its peer communities. Sales are higher in Westminster ($70,000) and Broomfield ($78,000) largely due to the fact that they are each home to a regional mall, keeping retail spending among their residents within city limits and attracting outside spending. Broomfield also has fewer households than Arvada.

- Sales tax revenue dropped in cities across the country during the recent recessions, not excluding Arvada. As retail spending increased, sales tax revenue recovered in the past two years. Arvada’s sales tax revenue did not drop dramatically because a large share of city sales taxes comes from grocery and utility sales. Arvada’s sales tax revenue is on an upward trend, rising from about $41.5 million in 2008 to $43.9 million in 2012.

Commercial Real Estate Data

- Vacancies have declined in Arvada retail, office and industrial property markets since the peak of the recession, indicating economic recovery and business move-ins and/or expansions.

  ➢ As of the third quarter of 2013, the Arvada office market vacancy rate was just over nine percent, substantially lower than that of the Denver metro office market (19 percent). Small vacancy fluctuations, like the minor rise in 2013, are common in relatively small office markets like Arvada.

  ➢ Retail vacancies in Arvada averaged just under seven percent as of the third quarter of 2013, well below the corresponding rate of 11 percent for the Denver metro as a whole. Persistent retail vacancies this low could entice development of new retail space or redevelopment of existing buildings, which could potentially boost retail sales and sales tax revenue for the City.

  ➢ Industrial vacancies are the lowest of Arvada’s three primary commercial real estate types. As of the third quarter of 2013 the average vacancy rate was just over four percent, compared to over 10 percent for the Denver metro.

- The following provide details on the location of important commercial clusters. Maps are provided in the full version of the document.

  ➢ Arvada is currently home to about 5.1 million square feet of industrial space, distributed among about 250 different properties. Existing industrial locations are concentrated in a few specific areas in the City.

  ➢ The majority (over 60 percent) of industrial square footage is in the southeast corner of the city, in the Interstate 70 industrial corridor. Secondary industrial nodes are found near the intersections of Indiana Street and 64th Avenue and Ward Road and 52nd Avenue.
As of fall 2013, most of the vacant industrial properties are located in the industrial southeast corner of the city, including virtually all vacant spaces of significant size. Of the existing industrial properties, 22 properties are at least partially vacant, totaling about 200,000 square feet.

Arvada is currently home to about two million square feet of office space, distributed among about 150 different properties. In terms of square feet, there is less than half as much existing office space in Arvada as there is industrial or retail space.

Office buildings are spread out across broader areas than are retail and industrial buildings. However, high concentrations of office space are found on Ralston Road, between Wadsworth Bypass and Arvada Triangle, and along Ward Road, near 52nd and 58th Avenues. Other office properties are scattered throughout the eastern two-thirds of the city.

As of fall 2013, about 30 properties are at least partially vacant, totaling only about 200,000 square feet.

Arvada is currently home to about 5.6 million square feet of retail space, distributed among nearly 300 different properties.

Retail locations are concentrated in a few specific areas in the city: the Wadsworth Corridor (especially near Olde Town, Interstate 70 and 80th Avenue), Ralston Creek and the area surrounding the Indiana Street/64th Avenue intersection. Over 55 percent of retail square footage in Arvada is found along the Wadsworth Corridor between I-70 and 88th Avenue.

Of the existing retail properties, 44 properties are at least partially vacant as of fall 2013, totaling about 350,000 square feet.

- While much Arvada’s vacant land is either protected as open space or zoned residential, the study team identified about 40 such vacant commercially zoned properties throughout the city, as of fall 2013.

- Much of the land available for non-residential development is in the less dense western portions of the City, including several parcels along the Indiana Street corridor. A few pad sites are scattered in the northeast quadrant, while a pair of mixed use sites are located along the southern reaches of the Wadsworth corridor at 56th Avenue and Wadsworth Bypass and 51st Avenue and Yarrow Street. The largest parcels of developable land are three contiguous parcels in the Candelas area, totaling nearly 600 acres.

**Summary - Economic and Commercial Market**

Although Arvada is home to a relatively low number of jobs, household incomes are high and rising, especially among residents in the western side of the City. Retail sales revenues are also limited relative to Arvada’s sizable population which is growing in income and numbers. Capturing more retail sales dollars would boost sales tax revenues for the city, which are largely dependent upon grocery, utility and general household goods sales.

Commercial real estate markets are small in terms of square footage, but vacancy rates are healthier than those of the Denver metro as a whole. The City’s vacant retail space is scattered along the Wadsworth corridor, while its small amount of vacant industrial space is concentrated in the City’s southeastern corner. Additional industrial properties may be required to lure warehousing or manufacturing activity. Office properties are somewhat limited in number, though vacant spaces exist on the Ralston and Indiana corridors.

Several commercial, industrial and mixed-use parcels of vacant land are available for development, specifically at Candelas and along Indiana Street. Traffic counts are highest along the denser eastern arterials and retail sales are also highest along the high-traffic corridors. Retail prospects could improve elsewhere in the City, pending road improvements.
HOUSING MARKET SNAPSHOT

Arvada’s housing market analysis was shaped and targeted by the housing goals adopted by City Council in early 2013. These goals cover the wide range of municipal concerns including housing market characteristics. The housing-related goals City Council has set forth are:

- To have 25 percent of new housing located in urban centers; and
- For 50 percent of identified neighborhoods to have organized neighborhood associations.

These goals reflect City’s government and residents’ desire to increase housing density in specific areas, diversify the housing stock and promote greater neighborhood cohesion within the City. Both goals are to be achieved by 2019.

HOUSING MARKET DATA SNAPSHOT

The following items summarize data gathered on current housing age; housing value; homeownership; multifamily vacancy; and affordability gaps.

Age, Value and Tenure

- Arvada’s housing stock is relatively old. About 63 percent of the Arvada’s housing was built before 1980, considerably more than in Broomfield (32 percent), Thornton (29 percent) and Westminster (41 percent). Wheat Ridge, an older and denser community, has a higher percentage (85 percent).
- Over 80 percent of housing units in eastern Arvada were built prior to 1980. The City’s growth in the western side of town in recent decades has brought newer housing options to the area. In western Arvada, less than 40 percent of housing units were built before 1980.
- Arvada has approximately 43,000 households and a homeownership rate of about 74 percent, compared to 67 percent for the State of Colorado.
- Arvada has a higher percentage of owner-occupied housing (74 percent) than the other communities, including Broomfield (72 percent), Thornton (72 percent), Westminster (66 percent) and Wheat Ridge (57 percent).
- Homeownership rates are lowest in some of the most densely populated areas of the city, particularly near Olde Town. The Wadsworth Boulevard and Ralston Road corridors also have relatively low rates. Much of the rest of Arvada, including the entire western and north-central portions, have high homeownership rates—above 80 percent.
- Arvada has a higher proportion of single-family homes (71 percent) than Broomfield (66 percent), Thornton (63 percent), Westminster (58 percent) and Wheat Ridge (56 percent).
- Arvada’s median home value is about $240,000 as of 2011. This is slightly higher than that of Thornton ($212,000), Westminster ($225,000) and Wheat Ridge ($236,000), while Broomfield’s median value is considerably higher ($270,000). Arvada’s median value has been rising over the past several years with the addition of several high-end neighborhoods being built out on the western side of the City.
- While Arvada’s housing stock primarily consists of owner-occupied, single-family homes, multifamily structures make up about 29 percent of the City’s housing units. Most of these units are located in the eastern portions of the City, with the highest concentrations in the vicinity of Olde Town.
- Apartment vacancies have gradually fallen in Arvada, Jefferson County and the Denver Metropolitan Area over the past decade. Arvada’s rates are very low at about 4 percent as of 2013, the lowest they have been in years and some of the lowest in the metro area.
Median rents in Arvada are just over $900 per month, which is slightly lower than Broomfield ($1,000), Thornton ($991), Westminster ($973), but higher than Wheat Ridge ($796).

**Housing Affordability Gaps**

To examine how well Arvada’s current housing market meets the needs of its residents—and to inform potential future city housing policy—the study conducted a modeling effort called a “gaps analysis.” The analysis compares the supply of rental and for-sale housing at various price points affordable to Arvada households at various income levels. The analysis compares the number of renter households in Arvada in 2011, their income levels, the maximum monthly rent they could afford without being cost-burdened (30% of income), and the number of units in the market that are affordable to them.

Affordability for renters has two components: mismatches in the rental market and ownership opportunities for renters wanting to buy. The gaps analysis conducted for renters in Arvada addresses both rental affordability and ownership opportunities.

A similar gaps analysis was conducted to evaluate the market options affordable to current homeowners who may wish to buy up or downsize in Arvada. The model compared homeowners, their income levels, the maximum monthly housing payment they could afford, and the proportion of homes in the market that were affordable to them.

- The rental market in Arvada largely serves renter households earning between $25,000 and $75,000 per year—74 percent of rental units are priced within that group’s affordability range.
- The market fails to adequately serve the 39 percent of renters earning less than $25,000 per year—only 21 percent of units are priced within that group’s affordability range. There are 3,899 renters earning less than $25,000 and 2,293 units affordable to them, leaving a gap of 1,606 units.
- As in many housing markets, homeownership in Arvada is relatively unaffordable to renters in lower income brackets. Only 8 percent of homes for sale in 2012 were affordable to renters earning less than $35,000 per year, while 47 percent of Arvada’s renters have an income of or below $35,000. This represents a Renter Purchase Gap of 39 percent for renters of that income level who want to buy a home in Arvada.
- Over 65 percent of the homes for sale in 2012 were affordable only to renters earning at least $50,000, while such renters only comprise 33 percent of Arvada’s renting population. This represents a positive renter purchase gap of 32 percent for housing affordable to those earning at least $50,000, showing that this portion of the market is over-supplied.
- The homeowner purchase gap for homeowners who earn $35,000 or less (10 percent) is far smaller than that of renters wanting to buy who earn roughly the same amount (39 percent).
- Unlike the case of renters wanting to buy, there is an undersupply of homes in Arvada attainable to current homeowners in high income brackets. Homeowners who earn at least $75,000 per year comprise 49 percent of all Arvada homeowners. Of the homes for sale in 2012, 31 percent were affordable only to those earning at least $75,000. This represents purchase gap of 18 percent, indicating that the Arvada housing market could absorb additional high-end housing.
- In the market for current homeowners looking to buy a different home in Arvada, there is an oversupply of housing available to those earning between $35,000 and $75,000, and there is an undersupply of housing affordable only to those earning over $75,000.

**Housing and Future Demographics**

Arvada’s population is expected to grow and age over the coming decades necessitating housing expansion and indicating that diversification of Arvada’s housing stock could be advantageous to the community. BBC analyzed expected future household characteristics such as age of householder and family status, and compared that to Arvada’s current housing stock to provide information on what types of housing Arvada should focus investment in the future.
• Of Arvada’s nearly 43,000 current households, 43 percent are headed by someone in the 45 to 64 year-old age cohort. A significant proportion (23 percent) is headed by someone 65 years of age or older.

• Arvada’s median age is 41, indicating the city contains a mature population. As the city’s significant middle-aged adult population grows older, median age is expected to rise to 52 years by 2035.

• As such, the number of households headed by someone 65 years old or older will significantly increase to about 42 percent of all Arvada households.

• Arvada will have roughly 15,000 more households in 2035 than it currently does, with nearly all of that growth coming in the 65 and over age cohort.

• Arvada’s current housing count of about 44,000 units is roughly 13,000 units short of the projected 57,000 households that are expected to reside in Arvada in 2035.

• As the number of households in Arvada grows over the coming decades, household composition will change considerably. A 48 percent increase in the number of non-family households in Arvada is expected by 2035, compared to a 28 percent increase in family households.

• In Arvada, median non-family household income ($37,000) is less than half that of family household incomes ($78,000).

• About half of Arvada’s current rental units are affordable to a household earning the median non-family household income, while virtually all rental units in the city are affordable to a household earning the median family household income.  

• Only about 9 percent of Arvada’s ownership units are affordable to a household earning the median non-family household income, while about three-quarters of ownership units in the city are affordable to a household earning the median family household income.

Summary – Housing

Arvada’s housing stock is aged, but new development in the west and near Olde Town is infusing new product into the City. Older, lower-value homes fill the denser eastern reaches of the City, while newer, high-value homes are becoming increasingly abundant in the west. Relative to comparable neighboring communities, Arvada’s stock is of higher value and contains a greater proportion of single-family and owner-occupied housing units.

The City’s multifamily housing stock represents about 29 percent of all housing, and very few units are currently vacant, though rents remain slightly lower than in surrounding communities.

Housing gaps analysis reveals that low-income residents have significant difficulty finding either affordable rental or for-sale housing. For current owners looking to buy up or downsize, the market for middle-income households is oversupplied, while the market for low- and high-income owners is undersupplied.

The community’s aging population will likely require a more diverse housing stock than the city currently offers. Many residents over the age of 65 may desire smaller, denser housing units near shopping and community amenities. They will likely require more easily accessible housing as well due to higher incidence of physical disability and decreasing mobility.

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1 A non-family household, as defined by the Census, include individuals living in the same household, not related by birth, marriage or adoption. Single-person households are considered non-family households.

2 Maximum affordable rent is defined as 30 percent of household income.

3 Maximum affordable home price is based on a 30 year mortgage with a 10 percent down payment and an interest rate of 5.25%. Property taxes, insurance and utilities are assumed to collectively account for 30% of the monthly payment.
Arvada’s number of non-family households will grow more rapidly than its number of family households. This will create a greater need for housing at lower price points and in different forms, as non-family households generally have lower incomes. Meeting the housing demands of the city’s aging demographic and increasing number of non-family households will be one of Arvada’s most pertinent issues over the coming decades.

**OPPORTUNITY AREAS**

**Arvada Ridge Station**

This area is a transportation node in south central Arvada and holds some appealing development opportunities, given the coming rail station. The subject area lies south of 56th Place, north of 50th Avenue, west of Kipling Parkway and east of Oak Street. The light rail station itself will be located just west Kipling Parkway and south of Ridge Road. It will be north of the Arvada Ridge Marketplace and southeast of Red Rocks Community College (RRCC) – Arvada Campus.

**Strengths and Weaknesses**

Arvada’s desirability as a community will continue to attract more households and higher-income households, supporting retail sales. As a result, Arvada Ridge will see retail sales climb, as it captures demand from households in the immediate vicinity.

Arvada Ridge Station will bring consistent foot traffic to the area, and the presence of RRCC – Arvada Campus across Ridge Road could provide retail demand. The Super Target, a large portion of the existing retail space itself, also increases traffic to the area, supporting the sales of existing and future ancillary retailers.

On the downside, Arvada Ridge is and will continue to be merely a neighborhood shopping destination, unlikely to attract outside money. With most of the area built out, there is not much space left to be developed.

**Development Opportunities**

There are approximately 11 acres of raw land in close proximity to the commuter rail station, representing the primary opportunities for future development. The most appealing sites are across Ridge Road from the planned rail station and the northwest corner of Ridge Road and Miller Street. Tentative plans for a mixed use project with multifamily residential retail exist for the vacant areas. Retail prospects are limited due to poor access and visibility from adjacent arterials. Any additional retail development would rely on adjacent residential development and RRCC for a customer base.

**Indiana Street Corridor**

The Indiana Street corridor is a commercial focal point in western Arvada and holds a number of development opportunities – namely, near 64th Avenue and near Candelas – as the area experiences significant residential growth and income growth in the coming years.

**Strengths and Weaknesses**

Western Arvada is as desirable of a suburban location as can be found in Denver metro area, thanks to its strong community, quality schools, new housing stock and proximity to both the mountains and Denver’s urban core. The Indiana Street corridor will see retail sales climb and industrial absorption continue, as household growth and income growth will exceed regional and national averages in the foreseeable future.

The construction of the Jefferson Parkway will be a positive influence for commercial activity along the corridor, bringing greater connectivity from the area’s neighborhoods to points throughout the metro area and pulling in more outside traffic to bolster retail sales.

On the downside, Indiana Street’s lack of capacity for considerably higher traffic flows and current lack of connectivity to points east and south will limit economic growth in the near future. Indiana Street does not directly connect to any of the region’s major arterials (e.g. I-70, US-36 and US-6) and as a result the corridor is somewhat cut off from exterior communities.
Due to this lack of connectivity and the limitations of existing road infrastructure, development opportunities are largely limited to two specific portions of the corridor – 64th Avenue and the Candelas vicinity between 86th Parkway and 96th Avenue. Virtually none of the corridor in between these two nodes is viable for retail development, though additional industrial space could be beneficial here.

**Development Opportunities**

As mentioned above, retail development opportunities exist in the northern and southern extremes of Arvada’s Indiana Street corridor. The most appealing area for commercial development is likely the intersection of Indiana Street and Candelas Parkway. This location not only sits among the homes being built at Candelas and Leyden Rock, but it will be easily accessible to the Jefferson Parkway’s planned Candelas Parkway interchange. This new transportation connection will allow for easier access to Denver International Airport, the Boulder Turnpike and the southwest metro area. Stakeholders and interviewees have specified office campuses, medical offices and light industrial uses as desired at Candelas. Office uses would likely require the construction of the Jefferson Parkway as a precondition to development as the access it brings is crucial.

Indiana Street’s intersections with 86th Parkway and 96th Avenue also provide strong prospects for potential commercial developments. Although these spots would garner slightly less traffic from the Jefferson Parkway, they are also located among the new residential developments which will soon be filled with high-income households.

Between Indiana Street and Fig Street, north of several existing industrial buildings, there are several vacant parcels of land zoned industrial. These parcels, two of which are currently for sale, provide potentially successful industrial development sites. A few barriers to developing this area exist, despite it having been zoned industrial for over 25 years. Much of the land is not currently supported by water and sewer infrastructure capable of supporting multiple smaller sites, adding to investment costs associated with development. The area is also broken up by several roads and ditches, making it difficult to develop for one single user, even as the preference of the current owners is to sell the land as one contiguous parcel. Despite these barriers, this particular plot of land has the transportation connectivity and necessary future demand prospects that position it as prime industrial development location.

**RALSTON CORRIDOR**

The Ralston Corridor area contains Olde Town Arvada, the Ralston Creek commercial area, the city of Arvada municipal complex and numerous free-standing office and commercial buildings. The retail properties along the Ralston corridor have been the focus of ongoing efforts by the Arvada Urban Renewal Authority (AURA).

**Strengths and Weaknesses**

Current traffic counts along the Ralston Corridor range from 21,000 to 23,000 trips per day on different parts of the corridor, which is attractive to retail development. Those counts are expected to rise to between 26,000 and 28,000 trips per day by 2035, according to the comprehensive plan traffic projections.

There are several factors that indicate that the city’s plans to redevelop the Ralston Creek area will succeed. The city has already successfully recruited Wal-Mart, a strong retail anchor that will attract other retail tenants to nearby properties on either side of Ralston Road. The city’s changing demographics support the housing portions of the plan and incorporation of the Ralston Creek into the site along with the park directly to the east could provide a competitive advantage when considering comparable amenities at mixed use redevelopment sites. The traffic counts and associated growth provide additional support for the retail portions of the redevelopment plan. An easy public transit connection from the Ralston Creek area to the Arvada Ridge and Olde Town station commuter rail stations would benefit residents, shoppers and retailers in each area.

Weaknesses of the area include a confusing traffic pattern around the triangle area and historically moderate income levels in the immediate surrounding area. In the coming years there are a number of urban infill redevelopment projects that will provide competition, including 38th Avenue in Wheat Ridge, the Westminster Mall redevelopment, the Gates redevelopment and the redevelopment of the St. Anthony’s Hospital site. The ultimate success of the Ralston Creek site will depend on the ability of a unique tenant mix to attract shoppers in a crowded competitive landscape of redeveloped retail and TOD.
**Development Opportunities**

The Ralston Creek urban renewal plan calls for a mixture of uses, including introducing civic and residential uses to an area that was exclusively retail. The city has also begun the redevelopment of the Ralston-Central/Hoskinson’s Park area immediately east of the shopping area. Current land use plans and design guidelines call for introduction of additional walkable streets on the site and multi-story residential and mixed use buildings.

The Ralston Creek area offers an opportunity for Arvada to modernize its retail offerings and diversify its housing stock. Arvada can offer a modern mixed-use village that can improve upon recent successful metro area projects such as Belmar in Lakewood and the Streets of Southglenn in Centennial. The success of retail in this area will depend in large part on the success of the anchor tenant and the residential component to drive traffic at the smaller retailers. Denser, highly amenitized residential targeted towards retiring baby boomers, seniors and millennials would add diversity to Arvada’s largely homogenous housing stock and aid in attracting high-quality retail tenants.

**Arvada Gold Strike Station**

The Gold Strike Station area sits to the northeast of the Sheridan Boulevard / I-76 interchange and is largely industrial in nature. The future Gold Line station could bring increased economic activity to the area and impact the commercial real estate landscape. The subject area is roughly bound by 60th Avenue to the north, I-76 to the south, Sheridan Boulevard to the west and Tennyson Street to the east.

**Strength and Weaknesses**

The Sheridan Station area has great access to both I-76 and I-70 via Sheridan Boulevard, making it an ideal industrial location within the metro area. The Gold Line will provide a commute option for employees, differentiating the area from other industrial nodes. This location is also located in close proximity to some of the metro area’s commercial districts, which is attractive to many warehouse-occupying distributors.

Parts of the Sheridan Station area are in a floodplain, limiting potential development options unless those lands are removed through infrastructure improvements. Certain structures are permitted with additional building improvements and insurance costs, eating into developers’ bottom lines and adding a premium to rental rates.

**Development Opportunities**

Because the subject area is small, development opportunities are limited but easily defined. Most of the vacant land in the area is between 58th Avenue and I-76, where there are only a few small warehouses and a large recreational vehicle storage lot. Though not currently on the market, the 10-acre RV lot at the corner of 58th Avenue and Tennyson Street is perhaps the most desirable redevelopment site in the vicinity.

The other substantial lot is just east of Sheridan Boulevard and north of Clear Creek and I-76. Though this would be greenfield development, the 20-acre parcel is surrounded by industrial uses and is likely most valuable for the same use. Much of this lot and all of the existing RV storage facility lie within the floodplain. Both potential development sites would be within a few minutes’ walk from the planned transit station.

Residential development is unlikely given the existing industrial development in close proximity, and any future commercial development will likely service the employment uses nearby.

**Wadsworth Corridor**

The Wadsworth Boulevard corridor is an important transportation and retailing thoroughfare that experiences significant auto traffic and produces a large share of city sales tax. Wadsworth Boulevard is also the home of the Arvada Center for the Arts and Humanities—a public cultural institution that provides performances and classes on the visual and performing arts. Wadsworth Boulevard is a heavily traveled auto transportation corridor used by weekday commuters, weekend shoppers and
Arvada Center visitors. Currently, there are over 50,000 trips per day along the corridor, which makes Wadsworth one of the busiest roads in the Denver Metropolitan Area.

**Strengths and Weaknesses**

Retail demand along the Wadsworth Corridor is expected to rise along with the traffic counts along Wadsworth Boulevard. The increased traffic will also increase the value of land for retail prospects and potential redevelopment opportunities for underperforming areas. There are already some signs of encouragement along Wadsworth as Conn’s, a large home appliance and furnishings store, has announced the opening of its first Denver area store at the Arvada Marketplace center.

Common indicators of the retail sector health are retail employment, retail sales, residential real estate construction and appreciation, consumer confidence and personal income growth. All drivers of retail demand are showing signs of recovery in the metro area and a strong traditional retail corridor like Wadsworth Boulevard should capture a share of the recovery.

Threats to the continued success of Wadsworth retailers include the rise of internet sales, which has caused shrinking retail store footprints and the appearance of non-retail uses in traditional retail areas. Large-scale redevelopment of underperforming retail sites along the Front Range is currently only occurring with the financial assistance of the public sector (i.e., 38th Avenue in Wheat Ridge, major shopping malls in Longmont and Fort Collins) and would likely require the involvement of AURA if redevelopment on that scale is desired for certain centers on Wadsworth.

**Development Opportunity - Cultural Corridor**

There has been interest by the city to investigate the feasibility of providing a more cohesive identity in the area between the Arvada Center and Olde Town Arvada—tentatively called the Arvada Cultural Corridor. The corridor would promote art-centric land uses near the Arvada Center.

Currently the city owns a large land parcel adjacent to the Arvada Center and there is a senior housing project directly on the east side of Wadsworth Boulevard controlled by the city that could be redeveloped into a facility that supports the arts. Discussions with the city and stakeholder interviews have indicated desire for creating a district that would include art galleries, artist workspaces and residences. Initial opportunities could potentially center in the area immediately near the Arvada Center. Initial discussions with the city indicated potential desire for a walkable arts corridor retail, restaurants and galleries. This informal vision has not been incorporated into any city plans and remains merely conceptual.

Current land uses along Olde Wadsworth are largely residential with single-family and multifamily units, as well as some religious institutional land uses. There are 10 multifamily rental properties along Olde Wadsworth ranging in size from 4 to 24 units. Redevelopment of the corridor would likely be long term. There are several challenges including shallow lot depth, high cost of infill development and the need for a currently unfunded transit connection in order for the corridor to redevelop.
APPENDIX D

TRANSPORTATION

This section provides documentation for the travel demand forecasting and roadway analysis that was performed during the transportation planning process and supported the transportation plan elements and recommendations contained in Chapter 3 of this plan.

TRAVEL DEMAND FORECASTING PROCESS

The Denver Regional Council of Governments’ (DRCOG’s) regional travel demand model was used as the basis for travel forecasting for the plan. DRCOG’s current base year model of 2010 was used for model calibration and the 2035 regional model was used to develop long-range traffic forecasts in Arvada. Year 2035 forecasts were derived by adjusting model-produced forecasts based on a comparison between existing traffic counts and base year model results, using adjustment techniques recommended by DRCOG.

An essential input into the travel model is population, household, and employment data, which leads to estimates and forecasts of automobile and transit trips. This demographic data is compiled for transportation analysis zones (TAZ’s). Figure D-1 shows the TAZ system in and around Arvada. DRCOG’s demographic data provided the initial basis for Arvada’s TAZ’s.
Due to the dynamic nature of planning for certain parts of Arvada, the City’s planning staff reviewed DRCOG’s demographic forecasts in major growth areas of the City and adjusted forecasts based on the most current planning. Those growth areas are highlighted on Figure D-1. The resulting population, household and employment forecasts for TAZ’s in and around Arvada are shown on Table D-1. It should be noted that many of the TAZs listed on the table are only partially in Arvada, so total population and employment figures shown on the table are greater than actual City of Arvada demographics.
TRAFFIC FORECASTS

Figure D-2 shows the existing major roadway network in Arvada and provides daily traffic volume counts, generally reflecting year 2011 through 2014 counts from the City’s traffic data base. Using the travel model described earlier, traffic forecasts were prepared for the year 2035. Figure D-3 shows forecasted 2035 traffic levels. These forecasts are built upon DRCOG’s “fiscally constrained” Regional Transportation Plan, which assumes the construction of transportation facilities that are planned and judged by DRCOG as having a high likelihood of being funded and implemented in the 20-year planning horizon. Key new facilities that affect Arvada’s traffic forecasts include completion of the Gold Line and US 36 FasTracks corridors and construction of the Jefferson Parkway as a four-lane tollway.

Forecasted traffic growth compared to existing levels range from modest growth in established areas to very sharp growth in some of the City’s developing areas. For example, growth between current traffic levels and 2035 forecasts is generally in the 10% to 30% range for established corridors such as Sheridan Boulevard, Wadsworth Boulevard, Kipling Street and Ralston Road. Higher growth rates of 50% or more are forecasted for corridors such as SH 72 and 64th Avenue west of Indiana Street.

Since funding for construction of the Jefferson Parkway has not yet been obtained, an alternative traffic forecasting model run was completed without that facility. As can be expected, adjacent roadways including Indiana Street, SH 72 and 82nd Avenue would see the largest increases in traffic volumes if the Jefferson Parkway were not in place in 2035. The largest single impact would be on Indiana Street north of SH 72.
BASELINE CAPACITY EVALUATION

Each roadway and roadway segment is designed to accommodate different numbers of vehicles. Even within similar roadway classification, the traffic-carrying capacity of different streets varies depending on the number and type of access points, design and movement patterns at intersections, the mix of vehicle types, and several other factors. Despite these variables, it is useful to compare existing and anticipated traffic volumes to generalized or “planning level” roadway capacities to evaluate the adequacy of a City’s street system to handle the expected traffic demand and to identify needed improvements to maintain a desired level of mobility. Table D-2 provides typical planning-level roadway capacities for various facility types, with different numbers of through lanes. These values were used to evaluate Arvada’s roadway congestion levels and possible improvement needs.

Table D-2. Planning Level Roadway Capacities

<table>
<thead>
<tr>
<th>Facility</th>
<th>Lanes</th>
<th>Planning Capacity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Freeway</td>
<td>4-Lane</td>
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<td></td>
<td>6-Lane</td>
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<td></td>
<td>8-Lane</td>
<td>160,000</td>
</tr>
<tr>
<td>Tollway</td>
<td>4-Lane</td>
<td>60,000</td>
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<tr>
<td></td>
<td>6-Lane</td>
<td>90,000</td>
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<tr>
<td></td>
<td>8-Lane</td>
<td>120,000</td>
</tr>
<tr>
<td>Principal Arterial</td>
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<td>16,000</td>
</tr>
<tr>
<td></td>
<td>4-Lane</td>
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</tr>
<tr>
<td></td>
<td>6-Lane</td>
<td>48,000</td>
</tr>
<tr>
<td>Minor Arterial</td>
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<td>12,000</td>
</tr>
<tr>
<td></td>
<td>4-Lane</td>
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<tr>
<td>Collector</td>
<td>2-Lane</td>
<td>10,000</td>
</tr>
<tr>
<td></td>
<td>4-Lane</td>
<td>20,000</td>
</tr>
</tbody>
</table>

The existing traffic volumes were compared with the planning level capacities as shown in Table D-2 to identify street segments that currently carry traffic volumes that are over their intended capacities, and those roads are highlight on Figure D-2. These streets are likely to be exhibiting significant traffic congestion during peak periods. Four- and six-lane segments of Wadsworth Boulevard, Kipling Parkway and Ward Road currently have traffic volumes exceeding their capacity. Other over-capacity roadways identified are two-lane sections of Indiana Street, Ward Road and Simms Street. Figure D-2 also identifies streets that are nearing their capacity and may be beginning to exhibit some degree of traffic congestion during peak periods. These roads include parts of Sheridan Boulevard, Wadsworth Boulevard, Independence Street, 80th Avenue and 72nd Avenue.

Figure D-3 also shows the planning level capacity evaluation with 2035 traffic forecasts and the existing street system with the Jefferson Parkway also assumed. In addition to existing over-capacity street segments, additional segments were identified on Sheridan Boulevard, Wadsworth Boulevard, Ralston Road/64th Avenue, Simms Street and Independence Street.
CAPACITY EVALUATION WITH IMPROVEMENTS

Several potential new road connections and widening of two-lane roads to four lanes are presented in Chapter 3, including:

**New Connections:** Four potential new connections are shown, including:

- Jefferson Parkway - The Jefferson Parkway is a future four-lane toll road that is being planned by the Jefferson Parkway Public Highway Authority formed by Arvada along with Jefferson County and the City and County of Broomfield. This authority is currently working to assemble a financing package for the design and construction of the tollway. Implementation of the Jefferson Parkway is a policy goal of Arvada and is included in the Denver MetroVision Regional Transportation Plan. The traffic forecasts and roadway needs assessment contained in this transportation plan assumes that it will be completed within the 20-year planning horizon.

- Ward Road/Alkyre Connection - This would be a new four-lane arterial street connection through the Moore Ranch property connecting Ward Road with Alkyre Street.

- Alkyre Street Railroad Crossing - This connection would consist of a grade-separated crossing of the Union Pacific Railroad. The crossing may initially be constructed as a pedestrian/bicycle crossing.

- Kendrick Extension - This connection would extend from the McIntyre Street/64th Avenue intersection to intersect with Indiana Street north of 64th Avenue.

**Additional Lanes:** Several two-lane roadways in Arvada have been planned for expansion to four through-lanes and are recommended for design and funding of widening projects, including:

- 80th Avenue, Simms Street to Kipling Street
- 72nd Avenue, Indiana Street to Kipling Street
- 64th Avenue, Quaker Street to McIntyre Street
- Indiana Street, 64th Avenue to northern city limits
- Ward Road, 64th Avenue to 72nd Avenue
- Simms Street, 64th Avenue to 80th Avenue

The 2035 traffic forecasting model was run with these improvements in place and the resulting traffic forecasts and capacity evaluations are provided on Figure D-4. The map shows that the over-capacity conditions would be eliminated on all of the roads on which widening to four lanes was assumed.
This glossary contains definitions for planning terms used in this Plan.

**Affordable Housing**
Housing that does not cost more than thirty percent of monthly income (for rent or mortgage), and when the housing is of sufficient size to meet the needs of the household (also described as “workforce” housing).

**Best Management Practices**
Management or practices designed to increase positive outcomes or reduce the quantities of pollutants, such as sediment, fertilizers, or animal wastes that enter nearby streams, lakes, and wetlands.

**Clustered Residential Development**
A development design technique which concentrates residential buildings on a portion or portions of a site to leave the remainder undeveloped and used for open space or to protect natural features such as stream corridors and wetlands.

**Community Facilities**
Non-commercial establishments, such as places of worship, libraries, museums, civic buildings and other cultural and religious facilities for general public use.

**Condominium**
A building, or group of buildings, in which at least three dwelling units, offices, or commercial areas are owned individually, and the structure, common areas, and facilities are owned by all the owners on a proportional, individual basis.

**Demographics**
The study and statistical data of human population, including its size and composition.

**Density**
The average number of dwelling units per gross acre of land on a development site, including all land within boundaries of the site for which the density is calculated, including streets and public and private open space.

**Development**
The process of converting land from one use to another, including: the rezoning of land; subdivision of a parcel of land into two or more parcels; the construction, reconstruction, conversion, structural alteration, relocation, or enlargement of any structure; and any mining, excavation or landfill.

**Dwelling**
A building or structure in which people live. This can be a building, such as a house or part of a building (e.g., an apartment unit).

**Gateways**
Points of entrance to and exit from Arvada along major streets.
**Geographic Information System (GIS)**
A system for capturing, storing, and using spatially referenced data and creating maps.

**Household**
A group of two or more related or unrelated people who usually reside in the same dwelling, who regard themselves as a household, and who make common provision for food or other living essentials.

**Infill Development**
The development of new housing or other uses on vacant parcels or other scattered vacant sites within already built up areas.

**Infrastructure**
Facilities such as roads, water and sewer lines, treatment plants, utility lines, and other permanent physical facilities in the built environment needed to sustain industrial, residential or commercial activities.

**Intergovernmental Agreement (IGA)**
A written agreement between two or more governmental jurisdictions.

**Level of Service Standard**
An expression of the minimum capacity required to satisfy needs for a particular service or facility.

**Live-Work**
A structure allowing someone to live and have a place of business in the same unit.

**Lot**
A parcel of land having fixed boundaries that is either vacant, occupied, or designed to be occupied by one or more buildings or accessory uses.

**Mixed-Use**
The development of a tract of land, building, or structure with two or more different uses. Uses may be mixed either vertically in a structure or horizontally across a development site.

**Multi-Family Residential**
A building with individual sanitary and eating facilities, occupied by two or more families living independently of each other, but not including congregate residences and similar group accommodations.

**Multi-Modal Transportation**
An integrated approach having two or more modes of travel (bicycle, pedestrian, transit, rail, aircraft, and motor vehicle).

**Neighborhood**
An area in the City with characteristics that distinguish it from other areas, and which may include distinct economic characteristics, schools or parks, with boundaries defined by physical features such as roads or ditches. A neighborhood is generally not much larger than one-half mile in diameter.

**Neighborhood Commercial Center**
Neighborhood Commercial Centers are intended for commercial, retail, office, and other activities. They may include public uses and housing. Commercial centers provide shopping services to adjacent and surrounding neighborhoods, or to the community.
**Open Space—Private**
Open space that is privately owned or maintained by a homeowner association or other group and is not usually accessible by members of the public.

**Open Space—Public**
Land owned by the City or other public agency where public access may or may not be permitted, but which fulfills a recreational or other function (e.g., ecological, educational, or cultural).

**Park**
A tract of land designed and improved to be used by the public for active and passive recreation.

**Planning Area Boundary**
The boundary that defines the area within which urban development and future growth should occur for Arvada.

**Public Facilities**
Land uses including schools, day care facilities, churches, libraries, jails, recreation centers, airports, hospitals, fairgrounds, utility lines, power substations, fire stations, police/law enforcement stations, and government offices.

**Redevelopment**
The replacement or reconstruction of buildings that are in substandard physical condition or that do not make effective use of the land on which they are located.

**Roadway**
Thoroughfare or public space, not less than twenty feet in width, which has been dedicated or deeded to the public for transportation use. Roadways are the backbone of Arvada’s transportation system.

**Roadway—Arterial (Principal and Minor)**
Arterial roadways connect major traffic generators, such as commercial centers to other major destinations within the community. This plan recommends a grid pattern of arterials at 1-mile intervals for principal arterials. Generally, arterial roads are 4-lanes and include additional width for bike lanes and sidewalks.

**Roadway—Collector (Major)**
Collector roads are designed to collect traffic from neighborhoods and transport it to arterial streets. Major collector roads intersect with arterials and are designed to collect traffic from neighborhoods and transport it to arterials. Collectors are typically 2-lanes and include sidewalks.

**Roadway—Local (also “Local Streets”)**
Local streets provide direct access to adjacent land uses and provide access to the road network via intersections with collectors.

**Section 8 Housing**
This type of affordable housing is based on the use of subsidies, the amount of which is geared to the tenant’s ability to pay. The subsidy makes up the difference between what the low-income household can afford, and the contract rent established by Department of Housing and Urban Development (HUD) for an adequate housing unit. The Section 8 program was passed by Congress in 1974.
**Senior Housing**
Housing which qualifies as housing for persons age 55 or older under the provisions of the Fair Housing Act (1968), the Fair Housing Amendments Act (1988), or the Housing for Older Person Act (1995), all as from time to time amended.

**Single Family Residential**
A detached principal building designed and intended to be occupied by not more than one family or household.

**Special Needs Housing**
Housing aimed at meeting the particular needs, in terms of size and type, of those individuals and groups who may experience particular difficulties in finding accommodation. Such housing can provide an element of care—adapted for seniors and people with physical disabilities.

**Stable Rural Development**
Largely developed areas containing larger lots and where zoning usually permits the keeping of animals.

**Transit-Oriented Development (TOD)**
Development of commercial space, housing, services, and job opportunities close to public transportation, thereby reducing dependence on automobiles. TODs are typically designed to include a mix of land uses within a quarter-mile walking distance of a transit stop or core commercial area.

**Universal Design**
The design of products and environments to be usable by all people, to the greatest extent possible, without the need for adaptation or specialized design.

**Xeriscape**
Creative landscaping for water and energy efficiency and lower maintenance. The seven xeriscape principles are: good planning and design; practical lawn areas; efficient irrigation; soil improvement; use of mulches; low water demand plants; and good maintenance.
APPENDIX F

PLAN BUILDOUT ANALYSIS

This appendix provides an analysis of the Land Use Plan and what it means for the City if all vacant lands are built out. The analysis is included in this appendix, rather than in the body of this Plan, so City staff can update it from time to time as the Land Use Plan is amended. Buildout is the term used to describe the maximum number of people living and working within a given boundary applying projected densities per land use. The Arvada buildout Table E-1 identifies Arvada’s future buildout for the planning boundary.

Buildout was identified by breaking development into three categories, existing development, potential new development, and redevelopment. These categories were then broken into four segments based on land use type: residential, redevelopment, non-residential, and open space and public facilities. Existing development acreage was calculated for each of the land uses segments by identifying the acres of developed residential zoned, employment zoned, and public zoned parcels within the current city limits. The total 2013 residential population and number of housing units originated from the American Community Survey, and the current number of employees was provided by BBC Research Associates.

EXISTING DEVELOPMENT

Table E-1 shows existing development in Arvada as of 2013. The estimate for existing residential development and existing jobs data is based on the U.S. Census 2013. Using a series of assumptions, Arvada has 44,431 housing units and 109,745 residents in 2013. Finally, estimates put 24,600 jobs in Arvada in 2011.

POTENTIAL NEW DEVELOPMENT

Table E-1 provides an estimate of potential development, based on the categories in the Land Use Plan. The acres of potential new development were broken down into the areas of vacant future land uses within the planning area. The projected number of housing units was calculated by multiplying the acres of vacant land by the average future land use density as described in the land use chapter. Population was then calculated by multiplying the number of housing units by the projected future number of people per household (2.4 as described in Appendix A). Future employment was calculated by determining the actual square footage of working space per acre of land based on the FAR (Floor Area Ratio 2005 Comprehensive Plan). Finally the total vacant square feet of each future land use was divided by the projected employee density. Employee densities, incorporated from the 2005 Comprehensive plan, are as follows:

- Commercial =1 job/500 square feet
- Industrial=1 job/450 square feet
- Public Quasi-Public=1 job/1000 square feet

New residential development units would occupy a total of approximately 5,805 acres. The future residential development could amount to 14,420 new housing units and 32,878 new people. These new residential units represent a mix of housing types ranging in the categories from Low Density Residential to High Density Residential. For purposes of analysis, we assume a future housing occupancy rate of 2.4 persons per household (with 95% of units occupied) to calculate housing units.

New non-residential land uses would occupy a total of approximately 2,067 acres. A total of 14.2 million square feet of new retail, office, and industry could develop, with potential for 27,101 jobs. This assumes one job for every 500 square feet of commercial space and one job for every 450 square feet of industrial space.
REDEVELOPMENT

Redevelopment accounts for land that has a changing land use identified by the Arvada Planning Department. Redevelopment population and employee numbers are calculated by subtracting acres from existing development that are being redeveloped in a different land use category and adding acres to new development for the new land use. For instance, if 20 acres of land is currently zoned as low density residential and will be redeveloped into high density residential, those 20 acres with a density of 4.5 dwelling units per acre would be subtracted from the existing development and 20 acres with a density of 18 dwelling units per acre would be added to the potential new development category. These Redevelopment areas include the Gold Line TOD Stations and Urban Renewal areas outside those TOD Stations. These areas anticipate 4,953 dwelling units to house 11,274 residents. These areas would also house an additional 3,916 jobs.

CITYWIDE BUILDOUT

Total buildout is the accumulation of the three categories accounting for currently developed lands, new development, and any areas that will be redeveloped into a new land use at a different population or employment density. All of the final calculations assume a 5% vacancy typically found in any community. Table E-1 estimates Arvada’s total buildout potential, which is determined by combining the totals of the (A) existing development, (B) potential new development, and (C) redevelopment. Buildout according to the Land Use Plan would result in a total of approximately 58,852 residential units and 153,897 residents and 60,442 jobs.
### Land Use Residential

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<thead>
<tr>
<th>Land Use Type</th>
<th>Total Population</th>
<th>Total Acres</th>
<th>Average Acres (DU/AC)</th>
<th>Total Units</th>
<th>Average Units</th>
<th>Average Acres (SF/AC)</th>
<th>Average SF</th>
<th>Average EMP</th>
<th>Total Employment</th>
<th>Potential New Development</th>
<th>Redevelopment</th>
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<th>Total Buildout (A+B+C)</th>
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<tr>
<td>Low Density Residential</td>
<td>3,541</td>
<td>14,976</td>
<td>1.0</td>
<td>3,541</td>
<td>109,745</td>
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<td>Suburban Residential</td>
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<tr>
<td>Mixed Use</td>
<td>350</td>
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<td>1,680</td>
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<td>Mixed Use (residential at 25% of total)</td>
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<td><strong>Residential Sub-total</strong></td>
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<td>12,876</td>
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### Non-Residential

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<th>Total Population</th>
<th>Total Acres</th>
<th>Average Acres (FAR)</th>
<th>Total Units</th>
<th>Average Units</th>
<th>Average Acres (SF/AC)</th>
<th>Average SF</th>
<th>Average EMP</th>
<th>Total Employment</th>
<th>Potential New Development</th>
<th>Redevelopment</th>
<th>Redevelopment</th>
<th>Total Buildout (A+B+C)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Clear Creek I-76 Community Plan Area</td>
<td>1,437</td>
<td>3,189</td>
<td>0.20</td>
<td>1,437</td>
<td>12,800</td>
<td>22,732</td>
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<tr>
<td>Neighborhood/Community Commercial</td>
<td>567</td>
<td>3,189</td>
<td>0.20</td>
<td>567</td>
<td>12,800</td>
<td>11,143</td>
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<tr>
<td>Industrial</td>
<td>108</td>
<td>3,189</td>
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<td>108</td>
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<tr>
<td>Industrial/Office</td>
<td>656</td>
<td>3,189</td>
<td>0.15</td>
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<td>12,800</td>
<td>8,138</td>
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<tr>
<td>Mixed Use: Residential Emphasis (commercial at 25% of total)</td>
<td>762</td>
<td>3,189</td>
<td>0.20</td>
<td>762</td>
<td>12,800</td>
<td>1,448</td>
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<tr>
<td>Mixed Use: Commercial at 25% of total</td>
<td>18</td>
<td>3,189</td>
<td>0.20</td>
<td>18</td>
<td>12,800</td>
<td>35</td>
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<tr>
<td>Office/Industrial/Retail</td>
<td>556</td>
<td>3,189</td>
<td>0.20</td>
<td>556</td>
<td>12,800</td>
<td>1,075</td>
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<tr>
<td><strong>Employment Sub-total</strong></td>
<td>2,067</td>
<td>3,189</td>
<td>14,263</td>
<td>27,101</td>
<td>12,800</td>
<td>2,067</td>
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</tbody>
</table>

### Open Space and Public Facilities

<table>
<thead>
<tr>
<th>Use Type</th>
<th>Total Population</th>
<th>Total Acres</th>
<th>Average Acres (FAR)</th>
<th>Total Units</th>
<th>Average Units</th>
<th>Average Acres (SF/AC)</th>
<th>Average SF</th>
<th>Average EMP</th>
<th>Total Employment</th>
<th>Potential New Development</th>
<th>Redevelopment</th>
<th>Redevelopment</th>
<th>Total Buildout (A+B+C)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Public owned Open Space and Parks</td>
<td>823</td>
<td>3,197</td>
<td>0.20</td>
<td>823</td>
<td>12,800</td>
<td>4,284</td>
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<tr>
<td>Public lands not owned by the city</td>
<td>1,074</td>
<td>3,197</td>
<td>0.20</td>
<td>1,074</td>
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<tr>
<td>Public/Quasi-public Facilities</td>
<td>5,078</td>
<td>3,197</td>
<td>0.20</td>
<td>5,078</td>
<td>12,800</td>
<td>4,824</td>
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<tr>
<td><strong>Public Sub-total</strong></td>
<td>5,078</td>
<td>3,197</td>
<td>5,078</td>
<td>4,824</td>
<td>12,800</td>
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</tbody>
</table>

### Redevelopment

<table>
<thead>
<tr>
<th>Use Type</th>
<th>Total Population</th>
<th>Total Acres</th>
<th>Average Acres (FAR)</th>
<th>Total Units</th>
<th>Average Units</th>
<th>Average Acres (SF/AC)</th>
<th>Average SF</th>
<th>Average EMP</th>
<th>Total Employment</th>
<th>Potential New Development</th>
<th>Redevelopment</th>
<th>Redevelopment</th>
<th>Total Buildout (A+B+C)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gold Line TOD Stations</td>
<td>2,116</td>
<td>12.00</td>
<td>0.20</td>
<td>2,116</td>
<td>12,800</td>
<td>9,790</td>
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<tr>
<td>Urban Renewal Areas outside of TOD Stations</td>
<td>2,116</td>
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<tr>
<td><strong>Other Sub-total</strong></td>
<td>2,116</td>
<td>12.00</td>
<td>0.20</td>
<td>2,116</td>
<td>12,800</td>
<td>2,116</td>
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<tr>
<td><strong>Total</strong></td>
<td>11,734</td>
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<td>11,734</td>
<td>12,800</td>
<td>11,734</td>
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</tbody>
</table>

### Total

<table>
<thead>
<tr>
<th></th>
<th>Total Population</th>
<th>Total Acres</th>
<th>Total Units</th>
<th>Total Employment</th>
<th>Potential New Development</th>
<th>Redevelopment</th>
<th>Redevelopment</th>
<th>Total Buildout (A+B+C)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>TOTAL</strong></td>
<td>31,534</td>
<td>58,852</td>
<td>153,817</td>
<td>34,229,236</td>
<td>60,442</td>
<td>101</td>
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</tr>
</tbody>
</table>

### Sources:

2. 2012 City of Arvada Zoning GIS Data
3. 2014 City of Arvada Future Land Use Data
4. 2014 City of Arvada Parcel data
5. 2013 Steve Fisher Demographic Profile (Appendix A)
6. Clarion Associates-2005 Comprehensive Plan Buildout Table 8-1
7. U.S. Census, American Community Survey 2013
8. City of Arvada Staff
9. 2014 Comprehensive Plan
10. Mixed Use Residential and commercial percentages based on (Clarion Associates 2005 Plan)
11. BBC Research and Consulting

### Assumptions:

- A. Future Average DU/Acre from Future Land Use Plan in 2014 Comprehensive Plan
- B. Current People per household of 2.48 (Steve Fisher report Appendix A)
- C. People per household of 2.48 (Steve Fisher report Appendix A)
- D. Occupancy rate of 95% (Clarion Associates 2005 Plan)
- E. Current job/housing balance of .55 (BBC research)
- F. Total Employment 24,600 (BBC and U.S. Census 2014). Note that Clarion Associates 2005 Plan used DRCOG estimate of 42,644 that included unincorporated county, sole proprietorships, and others not included in the officially reported data.
- G. Potential development C=1 job/500 (Clarion Associates 2005 Plan)
- H. Potential development SF I=1 job/450 SF (Clarion Associates 2005 Plan)
- I. Potential development PDP=1 job/1000 SF (Clarion Associates 2005 Plan)
- J. Existing Employment density Emp= 1 job/1475 SF based on zoning narratives and BBC research 2014
- K. Existing development does not include built areas outside of the city limits and within the planning area.
- L. Future development does include vacant areas outside the city limits but within the planning area.
- M. The Units per acre for the existing developed acres in the redevelopment rows were based on the existing units per acre for the whole city.