DRCOG ARVADA LIVABLE CENTERS
DRAFT SUMMARY OF RECOMMENDATIONS

CITY OF ARVADA drcog DENVER REGIONAL COUNCIL OF GOVERNMENTS LIONHEART ROOT POLICY RESEARCH

TEAM ORGANIZATION CHART



SCHEDULE


WE ARE HERE
DECEMBER
JANUARY – MARCH
APRIL – JUNE
JULY – AUGUST
THINK
INVESTIGATE
CREATE
SHARE
• Project Management Plan
• Stakeholder Engagement Strategy
• Housing Market Study & Economic Analysis
• Community Dialogue #1
• Land Use & Housing Strategy Report
• DOLA Menu Strategy Documentation
• Implementation Action Plan
• Community Dialogue #2
• Final Study Report
• Executive Summary

- In-depth evaluation of existing and future housing needs, land use patterns, and housing type diversity in key transit-oriented areas of the city.
- This study aims to understand the housing dynamics in these transit hubs and corridors, focusing on creating diverse, affordable, and attainable and sustainable housing options accessible to all residents.
- The study will provide actionable recommendations for future development in alignment with the city's goals for inclusive and transit-oriented growth.

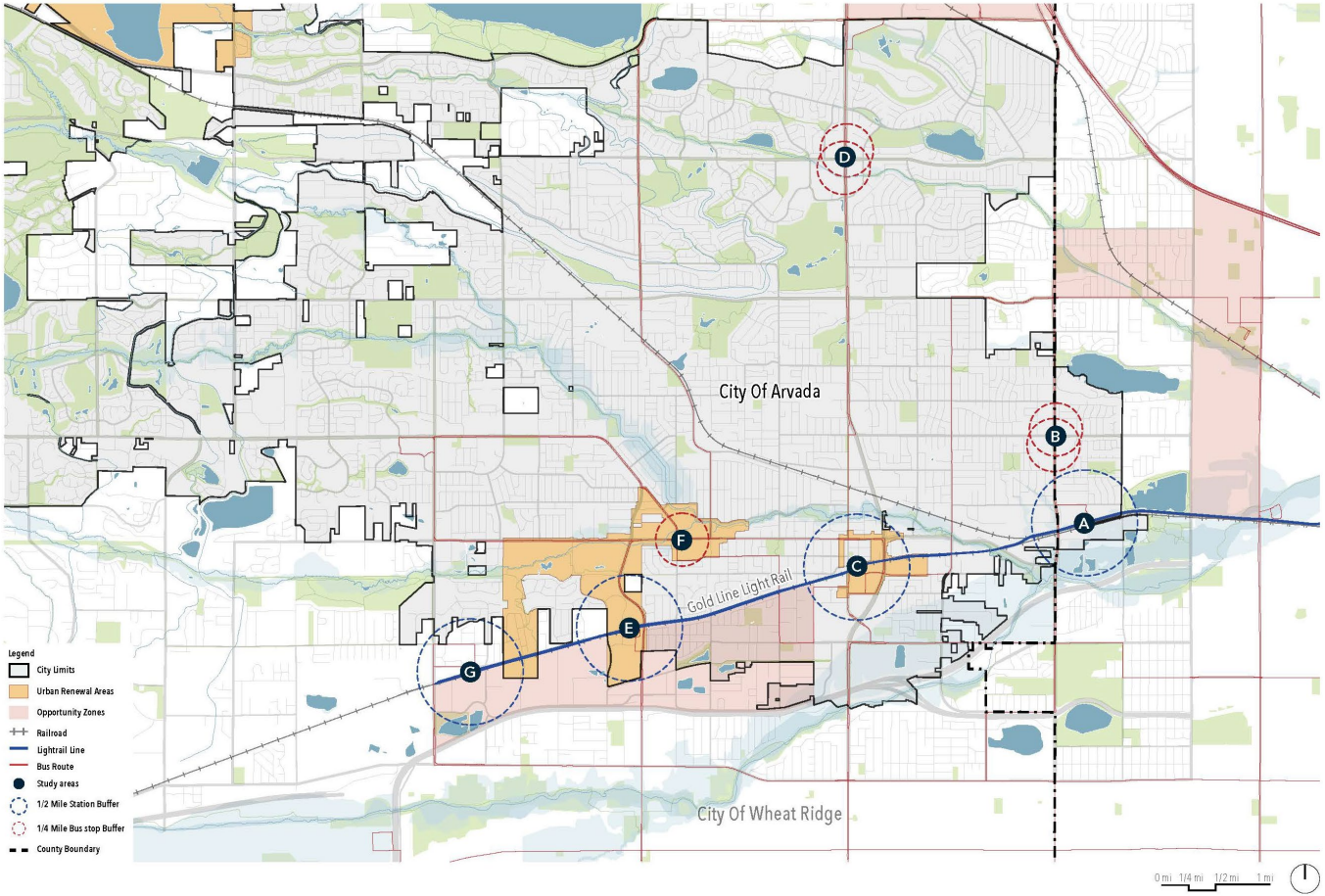
This study evaluates existing and future housing needs, land use patterns, and housing type diversity within key transit-oriented areas of Arvada, with a focus on supporting diverse, affordable, attainable, and sustainable housing options accessible to all residents.

It will provide actionable recommendations to guide future development in alignment with the City’s goals for inclusive and transit-oriented growth.

GOALS | PROJECT GOALS

1. Analyze existing land use, density, housing types, and housing needs within key transit-oriented areas.
2. Assess and forecast future housing demand through a housing needs assessment and economic/market feasibility study grounded in market realities.
3. Engage the community through an inclusive, community-driven process that ensures voices from all sectors shape outcomes.
4. Develop clear land use and housing strategies that guide future development and support housing diversification, affordability, livability, and transit access.
5. Recommend land use and housing policy and regulatory updates that build upon and supplement the City's existing housing assessments and strategic plans.
6. Support the City's broader housing and economic development goals by providing data and recommendations that advance affordability, anti-displacement efforts, sustainable growth, and the integration of housing, transportation, and community livability.
7. Providing data and recommendations that advance affordability, anti-displacement efforts, sustainable growth, and the integration of housing, transportation, and community livability

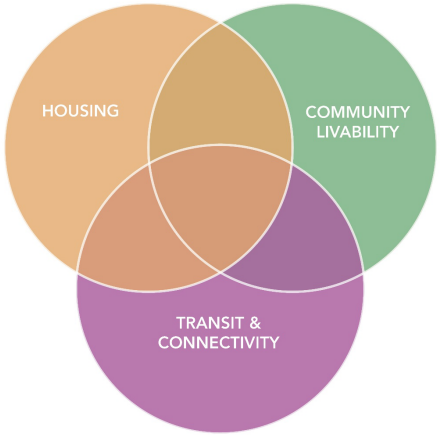
STUDY AREA



A. 60th/Sheridan-Arvada Gold Strike Station
B. Sheridan Blvd & W 64th Ave
C. Olde Town Arvada Station
D. Wadsworth Blvd & W 80thAve
E. Arvada Ridge Station
F. Independence St & Ralston Rd
G. Wheat Ridge/Ward Road Station

GUIDING CONCEPTS

The recommendations in this plan are guided by the intersection of three interconnected priorities: Housing, Community Livability, and Transit & Connectivity. Rather than treating these as separate topics, the Venn diagram illustrates how the most impactful strategies emerge where these systems overlap - supporting attainable housing choices, walkable and connected neighborhoods, and vibrant community life together. The guiding goals below further define the values and outcomes that shape each recommendation, project, program, and policy throughout the plan.



Guiding Goals

- Diverse & Attainable Housing
- Market-Feasible Development
- Policy & Zoning Updates
- Transit-Oriented Land Use & Density
- Equitable Access & Opportunity
- Livability & Neighborhood Character
- Community Participation

Elements of Strategy / Recommendation

PROJECTS
Projects are built, permanent, physical changes.

PROGRAMS
Programs are one-time events or ongoing actions that influence the study area but do not require permanent physical changes.

POLICIES
Policies are legal laws regulations, rules, or definitions that control and influence future changes.

Each Project, Program or Policy ties back to our previous goals.

Elements of Implementation

Each Project, Program or Policy includes the following elements:

- **ACTION STEPS** — Specific tasks required to move the strategy forward.
- **PHASE** — The anticipated timing or sequence for implementation.
- **FUNDING TOOLS** — Potential funding sources or financial mechanisms that can support implementation.
- **PARTNERSHIPS** — Organizations, agencies, or stakeholders that should collaborate to advance the recommendation.

OVERALL STRATEGIES

Arvada Livable Centers — Proposed Strategies Summary		
	Strategy Recommendation	**Summary of Proposed Actions**
PILLAR 1: HOUSING | Goal: Streamline approvals and incentivize a diverse range of affordable and attainable housing units near transit.		
1.1	**Proactive Planning**	Integrate DRCOG Livable Centers studies into the Comprehensive Plan; identify additional transit sites for study; acquire underutilized lots for affordable housing (land banking); add affordable ownership incentives and update the definition of "affordable" in the Code; encourage diverse housing types including senior and downsize options; pursue ADU Supportive Jurisdiction certification; and lead a sub-area plan for Wadsworth Boulevard & 80th Avenue.
1.2	**Modernize Zoning / Design Standards**	Target 40 dwelling units/acre near transit using HB-1313 as guidance; allow ADUs, duplexes, and townhomes for gentle density; streamline conditional-use approvals in mixed-use zones; permit smaller lot sizes; reduce and share parking; re-establish single-family design standards; rezone light-industrial parcels to mixed-use at Gold Strike and Wheat Ridge/Ward Road; and proactively plan the Gold Strike site.
1.3	**Incentives**	Provide a dedicated Development Navigator for affordable projects; improve local housing funding to leverage state resources; establish height, density, and parking reduction bonus programs; and create targeted incentives for affordable condominium development.
1.4	**Direct Implementation**	Partner with RTD to redevelop station parking into mixed-use/affordable housing; build regional stormwater detention to lower per-unit developer costs; standardize floodplain/site requirements; develop a stormwater management strategy; convert underutilized parking areas to housing; and implement shared parking agreements with retailers.
PILLAR 2: TRANSIT & CONNECTIVITY | Goal: Enhance multimodal access and safety to ensure the Gold Line is a viable resource for all residents.		
2.1	**Transit-Oriented Development Planning**	Develop housing at RTD commuter rail station parking areas; adopt a Complete Streets Policy requiring sidewalks and protected bike lanes; formalize Safe Routes to School collaboration; secure funding to maintain 15-minute G Line service; complete the Rail-to-Trail alignment at Gold Strike; address station safety and security; review traffic data at Wadsworth Boulevard & 80th Avenue; and improve rail-crossing connectivity at Arvada Ridge.
2.2	**Improve First-and-Last Mile Infrastructure**	Close sidewalk and trail gaps with shade trees and multimodal paths; upgrade station lighting, signage, and weather protection; create safer pedestrian and cyclist connections with dark-sky lighting; bring all bus stops to full ADA accessibility; conduct a micromobility hub study; fund a long-term maintenance plan; build targeted street-grid connections; and complete site-specific projects including a Sheridan vertical connection, pedestrian bridge at Gold Strike, Vance Street sidewalk at Olde Town, West 60th Avenue improvements, shared-use paths, and protected bike lanes.
2.3	**Manage Parking**	Reduce parking minimums in TOD areas and share parking with RTD; conduct parking utilization studies at key stations; lower affordable housing parking requirements to 0.5 spaces/unit; and deploy paid on-street parking and travel-demand management at Olde Town.
PILLAR 3: LIVABILITY & INFRASTRUCTURE | Goal: Expand green connectivity, mitigate displacement, and enhance community engagement.		
3.1	**15-Minute Neighborhood**	Incorporate essential services — grocery, urgent care, recreation — within walking distance of each station area; and improve safety through shade trees, better lighting, and increased density that creates "eyes on the street."
3.2	**Green Infrastructure**	Ensure every station area has safe, direct access to parks, trails, and creeks (Green Spines vision); design detention ponds to double as public parks (Blue-Green Infrastructure); build regional stormwater capacity; and deliver site-specific projects including Clear Creek access and a Blue-Green Plaza at Gold Strike, Little Dry Creek daylighting and trail integration at Wadsworth & 80th, and Van Bibber Creek daylighting at 58th & Independence.
3.3	**Mitigate Displacement**	Fund rental, mortgage, and utility assistance programs; support eviction and foreclosure prevention services and legal aid; help seniors age in place through accessibility improvements and in-home health supports; and treat on-site affordability requirements across other strategies as an additional displacement mitigation measure.
3.4	**Create Neighborhood Identity / Community**	Implement placemaking, public art, and wayfinding at station areas; use apps/digital tokens to encourage urban tree stewardship; incentivize third-spaces such as coffee shops, restaurants, and express libraries; rebrand the Gold Strike station with a new inclusive identity; activate Olde Town pedestrian streets toward a "Rule of 10s" goal; develop neighborhood-scale master plans; add station plazas and greenery at Arvada Ridge; integrate public art with vegetation along Wadsworth Boulevard, Independence Street, and Sheridan Boulevard; and consider temporary street closures for community events.

HOUSING TYPES

Guiding Goals

Diverse & Attainable Housing

The City of Arvada needs to add approximately 4,990 housing units to address the current market undersupply and accommodate anticipated growth through 2030, with a significant share of these units affordable to households earning less than 50% of Area Median Income (AMI). To ensure current and future residents can be accommodated, the City must support a broader range of housing choices that expand the existing housing stock while maintaining neighborhood character.

Market-Feasible Development

Encouraging missing middle housing defined as a range of house-scale buildings between 2 and 19 units will support additional infill development, increase housing diversity, and provide more attainable housing options within established neighborhoods. While Arvada's housing stock has historically been weighted toward single-family detached homes, recent development trends have shifted toward missing middle and multifamily housing types, reflecting changing community needs and housing demand.

Policy & Zoning Updates

Prioritizing income-restricted and affordable housing development will help provide stable housing opportunities for residents and workers with low to moderate household incomes, while also addressing the city's aging population and ensuring housing supply keeps pace with household and population growth. The following policy statements should guide future land use and housing decisions and align them with the City's long-term housing and community development goals.

Housing Density

Low Density Residential

- Detached Single Family

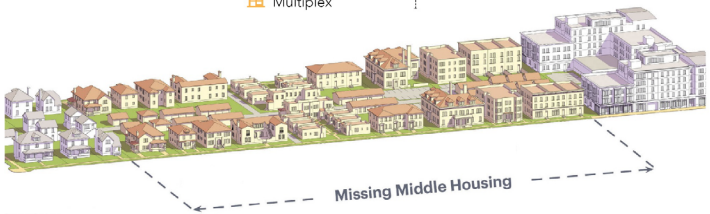
Medium Density Residential

- Duplex
- Fourplex
- Courtyard Building
- Cottage Court
- Townhouse
- Multiplex

Missing Middle Housing Types

High Density Residential

- Apartments (1 to 3 stories)
- Apartments (4+ stories)



Source: Opticos



Duplex

Typical Specifications	Front-Loaded	Alley-Loaded
Typical Unit Size	600-2,400 sq. ft.	600-2,400 sq. ft.
Density		
Net Density	8-17 du/acre	8-19 du/acre
Gross Density	6-13 du/acre	7-14 du/acre



Fourplex

Typical Specifications	Front-Loaded	Alley-Loaded
Typical Unit Size	500-1,200 sq. ft.	500-1,200 sq. ft.
Density		
Net Density	18-29 du/acre	21-35 du/acre
Gross Density	14-22 du/acre	15-25 du/acre

HOUSING TYPES



Cottage Court

Typical Specifications	Front-Loaded	Alley-Loaded
Typical Unit Size	500-800 sq. ft.	500-800 sq. ft.
Density		
Net Density	13-38 du/acre	19-44 du/acre
Gross Density	10-20 du/acre	15-31 du/acre



Multiplex

Typical Specifications	Front-Loaded	Alley-Loaded
Typical Unit Size	500-1,200 sq. ft.	500-1,200 sq. ft.
Density		
Net Density	12-55 du/acre	14-70 du/acre
Gross Density	10-50 du/acre	12-63 du/acre



Courtyard

Typical Specifications	Front-Loaded	Alley-Loaded
Typical Unit Size	500-1300 sq. ft.	500-1300 sq. ft.
Density		
Net Density	26-60 du/acre	37-70 du/acre
Gross Density	21-56 du/acre	24-61 du/acre



Apartments (1 to 3 stories)

Typical Specifications	Front-Loaded
Typical Unit Size	600-1,000 sq. ft.
Density	
Net Density	30-50 du/acre
Gross Density	20-30 du/acre



Townhomes

Typical Specifications	Alley-Loaded
Typical Unit Size	1,000-3,000 sq. ft.
Density	
Net Density	11-25 du/acre
Gross Density	10-22 du/acre



Apartments (4+ stories)

Typical Specifications	Front-Loaded
Typical Unit Size	700-1,100 sq. ft.
Density	
Net Density	55-75 du/acre
Gross Density	35-50 du/acre

HOUSING TYPE COST + AMI EQUIVALENT

	New Construction Price or Rent	AMI Equivalent (based on 2-person HH size)
Single Family	$956,000	266%
Duplex	$666,000	185%
Townhomes	$604,000	168%
Multiplex (Condo)	$690,000	192%
Apartments (1-3) stories	$2,091	73%
Apartments (4+) stories	$2,496	87%
Fourplex	no data	
Cottage Court	no data	
Courtyard	no data	
ADU	no data	

Source: Costar (for rents) and Assessor Data (for sales). Note that housing needs (according to Arvada's Housing Needs Assessment) are concentrated below 50% AMI for rentals and below 120% AMI for ownership products.

Gold Strike Station

ACTIONS ITEMS

1.2 Modernize Zoning/ Design Standards

Ⓐ
- 1.2.2 Missing Middle Housing: Allow ADUs, duplexes and townhomes to permit "gentle density" where TODs abut and/or include existing single-family neighborhoods.
- 1.2.9 Early College Area Density: Consider ADUs, duplexes and townhomes within the neighborhood north and east of Early College.
- 1.2.10 Gold Strike Site Planning: Proactively plan the Gold Strike site to streamline unit approvals and address utility and infrastructure gaps upfront, providing a straightforward and simple process for converting industrial/commercial zones to residential/mixed-use in and around the station area.
- 1.2.11 Industrial Rezoning: Rezone the light industrial zone to a Mixed-Use zone.

1.3 Financial Incentives

- 1.3.4 Affordable Condo Incentives: Create incentives specifically for affordable condominium development and build partnerships with affordable ownership developers.

1.4 Direct Implementation

Ⓑ
- 1.4.2 RTD Lot Redevelopment: Partner with RTD to transform existing parking areas into mixed-use and affordable housing developments.

2.1 Transit-Oriented Dev. Planning

Ⓒ
- 2.1.5 Rail-to-Trail Connectivity Study: Finalize the Rail-to-Trail alignment and easement strategy for connection to Tennyson Street.
- 2.1.6 Station Safety and Security: Partner with RTD to address station area safety and security.

2.2 Improve First- and Last-Mile Infrastructure

Ⓓ
- 2.2.8 Vertical Connection to Sheridan Boulevard: Construct the stairs, elevator and multi-use trail bridge to link the station directly to the Sheridan Boulevard corridor.

Ⓔ
- 2.2.9 Pedestrian Bridge: Extend the station walk-shed across the rail lines to reach the Central Area of the study site from the Square Lake Sub-Area Plan.

Ⓕ
- 2.2.10 West 60th Avenue Improvements: Widen the road, repave and add a push-to-cross (RRFB) signal at Wolff Street for cyclist safety.

Ⓖ
- 2.2.11 Tennyson Street Right-of-Way: Complete right-of-way improvements and sidewalk gap closures to connect the neighborhood to the station.

2.3 Manage Parking

- 2.3.1 Parking Reductions: Implement parking management and reduced minimums for TOD areas, and implement shared parking agreements with RTD.

3.1 15-Minute Neighborhood

- 3.1.2 Enhanced Safety: Improve safety through shade trees, lighting for safe travel and increased density to provide eyes on the street.

3.2 Green Infrastructure

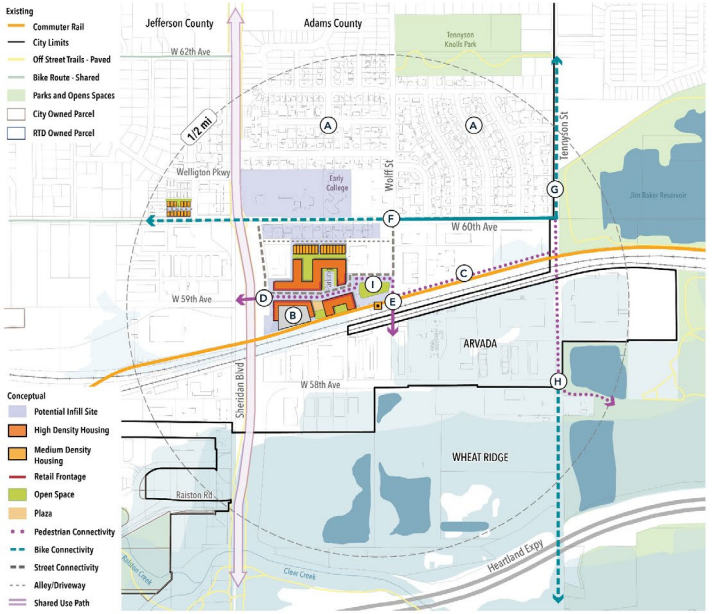
Ⓗ
- 3.2.4 Clear Creek Park Access: Formalize and improve the trail path connecting the south side of the station to Clear Creek.

Ⓘ
- 3.2.5 Blue-Green Plaza: Build the multifunctional stormwater detention park to serve as a community gathering space.

3.4 Create neighborhood identity / Community

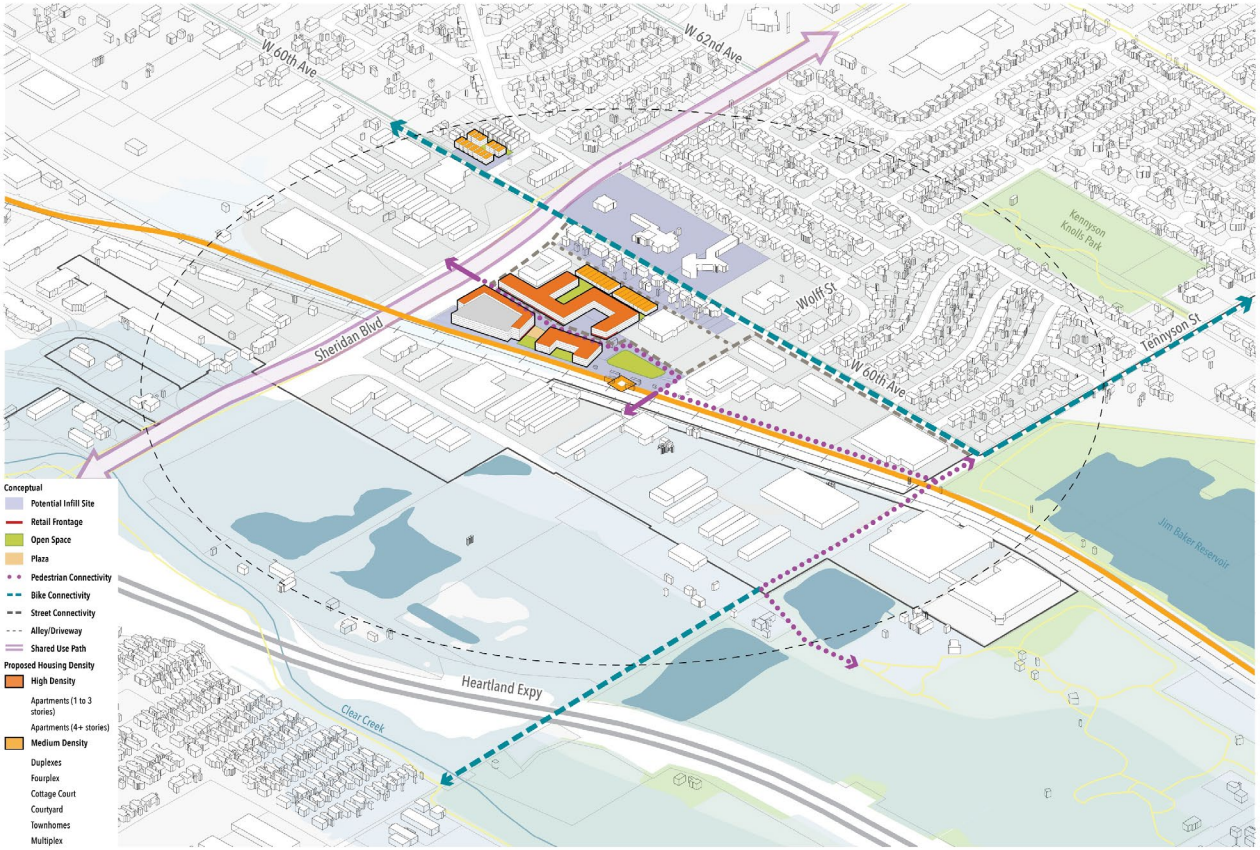
- 3.4.4 Gold Strike Rebranding: Rebrand "Gold Strike" with a new, inclusive identity, given its previous association with the gold strike and events leading up to and following gold rush settlement patterns and degradation of people, culture and landscape.
- 3.4.5 Placemaking and Arts: Integrate public art and wayfinding signage at the station entrance to further define the new identity of the former Gold Strike station.

** For full matrix see Implementation chapter*



** Graphics are illustrative only and are not intended to represent, nor should they be interpreted as, final or proposed designs, plans, or development outcomes*

Gold Strike Station



Housing Type	Gross Density	~Units
Apartments (4+ stories)	35 - 50 du/acre	250 - 360
Townhomes	10 - 22 du/acre	22 - 48

** Graphics are illustrative only and are not intended to represent, nor should they be interpreted as, final or proposed designs, plans, or development outcomes*

Sheridan Blvd & W 64th Ave

ACTIONS ITEMS

1.1 Proactive Planning

1.1.5 Housing Diversity: Encourage a diversity of housing options that accommodate a wide range of type preferences, including options for seniors wanting single-level living and/or downsize options.

1.2 Modernize Zoning/ Design Standards

1.2.2 Missing Middle Housing: Allow ADUs, duplexes and townhomes to permit "gentle density" where TODs abut and/or include existing single-family neighborhoods.

1.2.4 Smaller Lot Standards: Update development standards to allow for smaller lot sizes.

1.2.7 Parking Flexibility: Approve parking reduction, flexibility and shared parking arrangements.

1.3 Incentives

1.3.3 Bonus Programs: Establish height, density and parking reduction bonus programs.

1.4 Direct Implementation

(A) 1.4.6 Parking Infill Development: Fill in underutilized parking areas with mixed-use and affordable housing.

(B) 1.4.7 Shared Parking Agreements: Implement shared parking agreements with retail.

2.2 Improve First- and Last-Mile Infrastructure

(C) 2.2.7 Street Grid Connections: Create targeted street grid connections in the proposed development areas.

(D) 2.2.23 Bus Stop Amenities: Provide shade, shelter and ADA-accessible access at the bus stop.

(E) 2.2.24 Sheridan Pedestrian Experience: Improve the pedestrian experience along Sheridan Boulevard to provide more shade, create a greater buffer from the road and improve stormwater management.

(F) 2.2.25 Sheridan Shared Use Path: Construct the shared use path along Sheridan Boulevard as proposed in the Transportation System Plan.

(G) 2.2.26 64th & Sheridan Intersection Improvements: Work with CDOT to address intersection improvements, remove islands and expand corners for safer and continuous pedestrian crossings, in accordance with the proposed Complete Streets Policy.

(H) 2.2.27 Protected Bike Lanes: Install physically protected, continuous bike lanes along 64th Avenue as proposed in the Transportation System Plan.

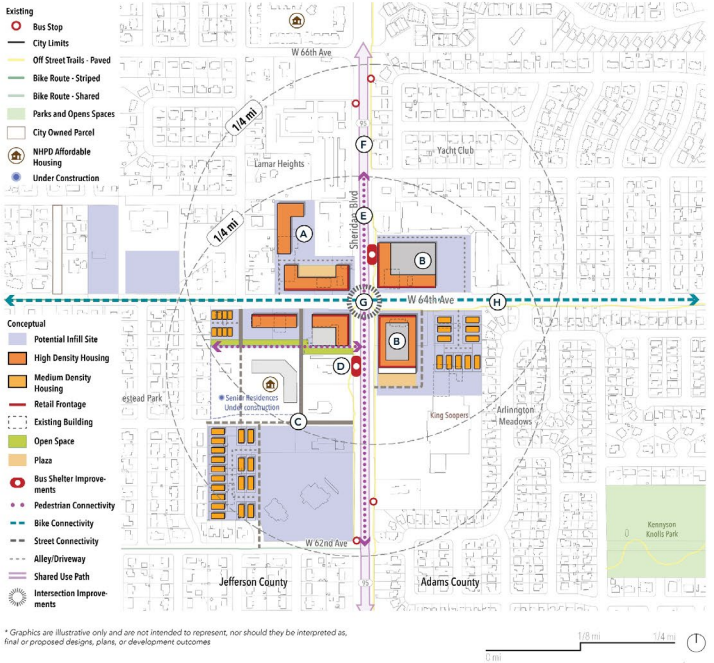
3.1 15-Minute Neighborhood

3.1.2 Enhanced Safety: Improve safety through shade trees, lighting for safe travel and increased density to provide eyes on the street.

3.4 Create Neighborhood Identity / Community

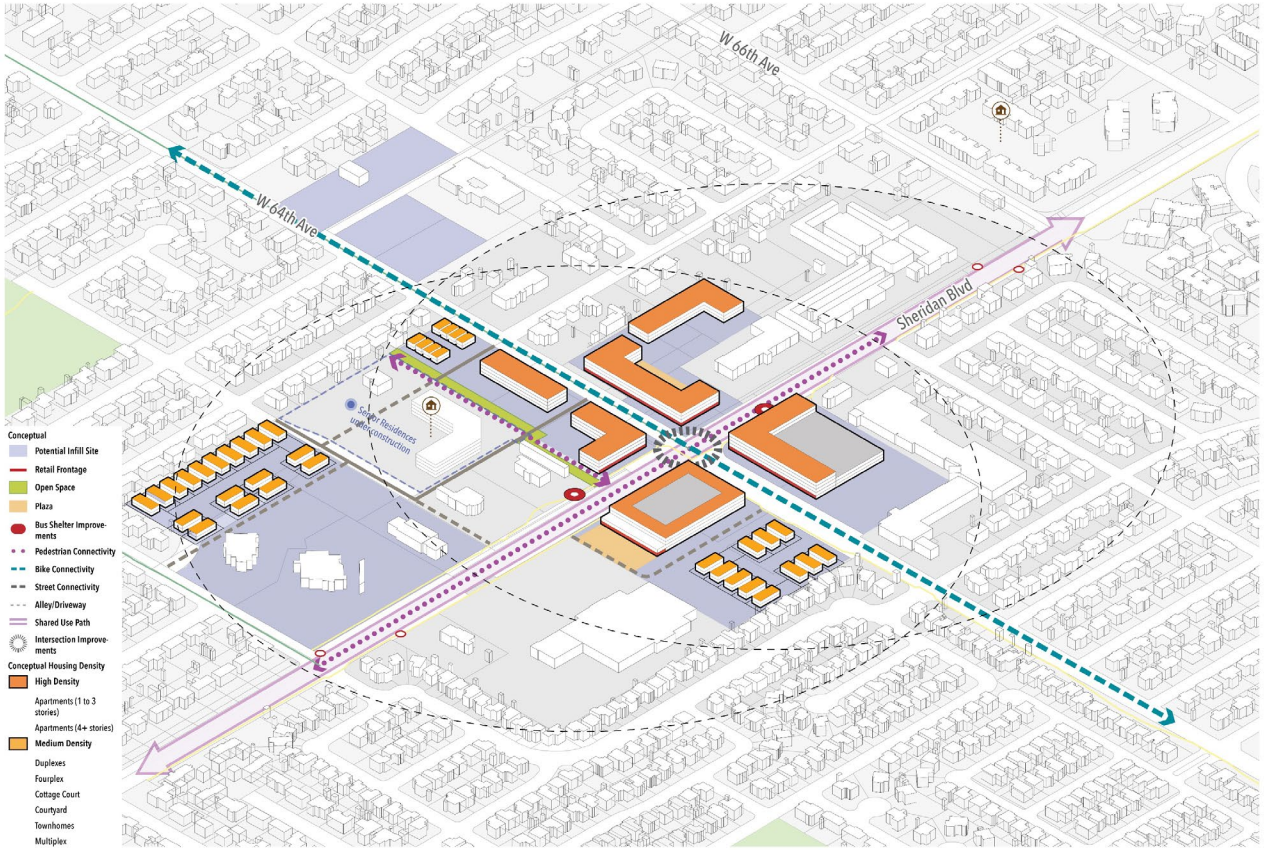
3.4.7 Neighborhood-Scale Master Plan: Develop specific plans for the urbanizing area to address infrastructure gaps proactively and streamline the approval process for new developments. (Sheridan Boulevard & West 64th Avenue)

(E) 3.4.8 Corridor Study: Create a Green Spine along Sheridan Boulevard as part of the development build-out, providing a cohesive streetscape that prioritizes the pedestrian.



*Graphics are illustrative only and are not intended to represent, nor should they be interpreted as, final or proposed designs, plans, or development outcomes

Sheridan Blvd & W 64th Ave



Housing Type	Gross Density	~Units
Apartments (4+ stories)	35 - 50 du/acre	350 - 500
Duplex Stacked	7 -16 du/acre	30 - 72
Townhomes	10 - 22 du/acre	7 - 15

* Graphics are illustrative only and are not intended to represent, nor should they be interpreted as, final or proposed designs, plans, or development outcomes

Olde Town Arvada Station

ACTIONS ITEMS

1.1 Proactive Planning

1.1.5 Housing Diversity: Encourage a diversity of housing options that accommodate a wide range of type preferences, including options for seniors wanting single-level living and/or downsize options.

1.2 Modernize Zoning/ Design Standards

1.2.1 Density Increase: Strive to meet an average of 40 dwelling units per acre; see maps for proposed locations for medium- to high-density. Use HB-1313 as guidance for density recommendations. Allow "gentle density" outside of the medium- to high-density zones to help achieve compliance.

1.2.2 Missing Middle Housing: Allow ADUs, duplexes and townhomes to permit "gentle density" where TODs abut and/or include existing single-family neighborhoods.

1.2.7 Parking Flexibility: Approve parking reduction, flexibility and shared parking arrangements.

1.3 Incentives

1.3.3 Bonus Programs: Establish height, density and parking reduction bonus programs.

1.4 Direct Implementation

Ⓐ 1.4.6 Parking Infill Development: Fill in underutilized parking areas with mixed-use and affordable housing

1.4.7 Shared Parking Agreements: Implement shared parking agreements with retail.

2.1 Transit-Oriented Dev. Planning

2.1.3 Safe Routes to School: Establish a formal collaboration between City departments to prioritize trail and sidewalk connections that link neighborhoods directly to schools.

2.1.4 G Line Service Continuation: Ensure continuation of 15-minute service on the G Line through leveraging state and federal funding and improving passenger amenities to make service more competitive with driving.

2.2 Improve First- and Last-Mile Infrastructure

Ⓐ 2.2.3 Last-Mile Connections: Create safer connections to and from transit for pedestrians, cyclists and walkers, including dark-sky-compliant lighting for last-mile connectivity and access to existing parks.

Ⓑ 2.2.12 Vance Street Sidewalk: Build a sidewalk on the west side of Vance Street for safe passage and to encourage use of the Olde Town Station Parking Garage.

Ⓒ 2.2.13 Ralston Creek Trail Connection: Formalize the bike and pedestrian connection from neighborhoods and transit to Ralston Creek Trail through wayfinding and on-street paint markings.

Ⓓ 2.2.14 Allison Street Sidewalks: Add sidewalks along Allison Street to improve access to transit.

Ⓔ 2.2.15 Olde Wadsworth Lane Reduction: Reduce Olde Wadsworth Boulevard next to the Village Common Urban Renewal Area to three lanes — one in each direction plus a center turn lane — and add bike lanes and bulb-out crosswalks.

2.3 Manage Parking

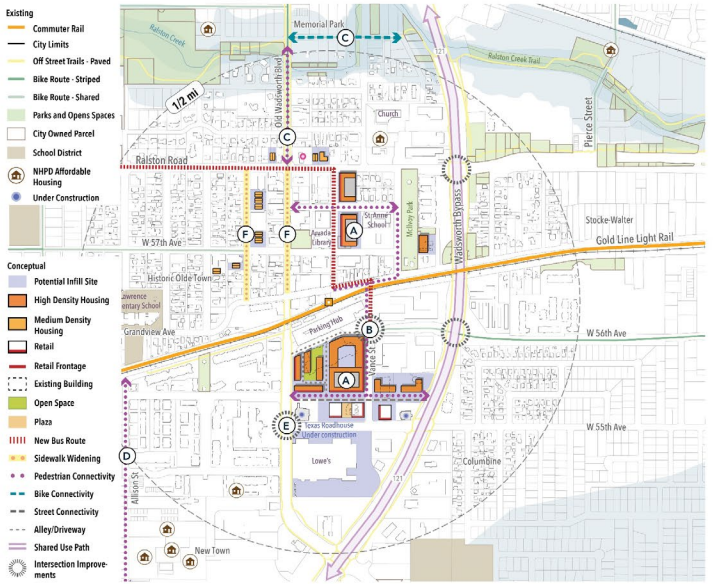
2.3.3 Affordable Housing Parking Requirements: Reduce local parking requirements to one half space per unit of regulated affordable housing.

2.3.5 Parking Demand Management: Implement effective parking management strategies, including paid on-street public parking and travel demand management strategies, to reduce parking demand.

3.4 Create Neighborhood Identity / Community

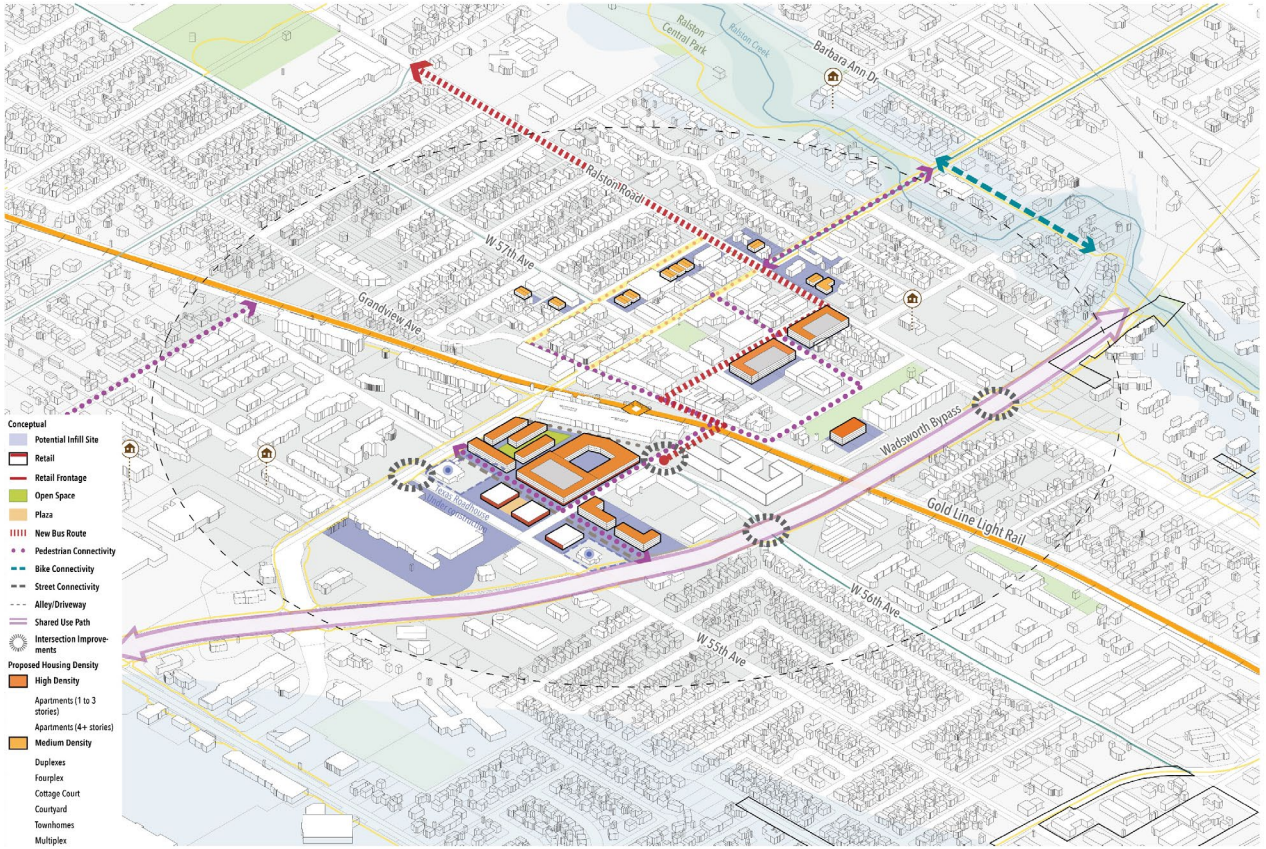
3.4.9 Pedestrian Street Activation: Celebrate pedestrian-only streets by incentivizing locally owned business activities that promote socialization and entertainment, working toward the Rule of 10s — 10 unique dining destinations, 10 boutique shopping opportunities and 10 businesses open after 6 p.m. — all within a highly walkable area.

Ⓕ 3.4.10 Temporary Street Closures: Consider event-based and temporary overflow street closures to enhance community placemaking for special events.



** Graphics are illustrative only and are not intended to represent, nor should they be interpreted as, final or proposed designs, plans, or development outcomes*

Olde Town Arvada Station



Housing Type	Gross Density	~Units
Apartments (1to 3 stories)	20 - 30 du/acre	200 - 300
Fourplex	14 - 22 du/acre	21 - 33
Multiplex	10 - 50 du/acre	3 - 15

** Graphics are illustrative only and are not intended to represent, nor should they be interpreted as, final or proposed designs, plans, or development outcomes*

Wadsworth Blvd & W 80th Ave

ACTIONS ITEMS

1.1 Proactive Planning

1.1.5 Housing Diversity: Encourage a diversity of housing options that accommodate a wide range of type preferences, including options for seniors wanting single-level living and/or downsize options.

1.1.7 Sub-Area Plan: Lead a sub-area plan for Wadsworth Boulevard & West 80th Avenue to streamline approvals and address infrastructure gaps proactively, rather than on a project-by-project basis.

1.2 1.2 Modernize Zoning/ Design Standards

1.2.2 Missing Middle Housing: Allow ADUs, duplexes and townhomes to permit "gentle density" where TODs abut and/or include existing single-family neighborhoods.

1.2.7 Parking Flexibility: Approve parking reduction, flexibility and shared parking arrangements.

1.3.4 Affordable Condo Incentives: Create incentives specifically for affordable condominium development and build partnerships with affordable ownership developers.

1.4 Direct Implementation

1.4.5 Stormwater Management Strategy: Consider the most effective stormwater management approach for the area, including sub-regional detention and on-site local detention options.

(A) 1.4.6 Parking Infill Development: Fill in underutilized parking areas with mixed-use and affordable housing.

1.4.7 Shared Parking Agreements: Implement shared parking agreements with retail.

2.1 Transit-Oriented Dev. Planning

2.1.7 Traffic Data Review: Review traffic data and the outcome of the current study area plan.

2.2 Improve First- and Last-Mile Infrastructure

(B) 2.2.7 Street Grid Connections: Create targeted street grid connections in the proposed development areas.

(C) 2.2.20 West 80th Avenue Shared Use Path: Create the shared use path proposed on West 80th Avenue in the Transportation System Plan.

(D) 2.2.21 Little Dry Creek Trail Connection: Implement the Little Dry Creek Trail connection as recommended in the LDC Trail Feasibility Study.

3.2 Green Infrastructure

(E) 3.2.2 Blue-Green Infrastructure: Design detention ponds that double as public parks.

(E) 3.2.7 Little Dry Creek Trail Blue-Green Integration: As part of the Little Dry Creek Trail connection, integrate blue-green infrastructure to transform the floodplain into usable public spaces such as parks and plazas.

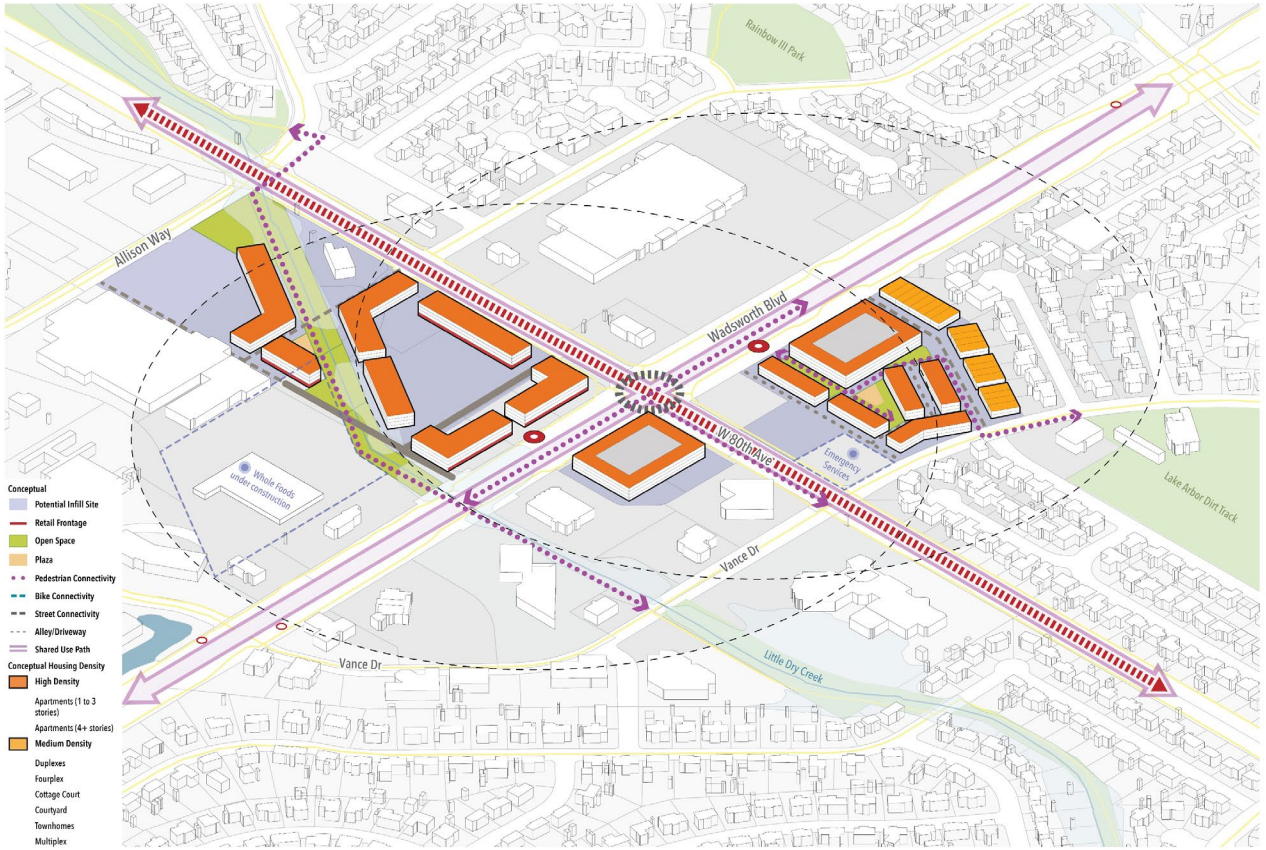
(F) 3.2.8 Green Spines Integration: Create a safe and clear path with wide sidewalks and natural vegetation, including shade trees, connecting to adjacent parks — Rainbow III Park, Lake Arbor Dirt Track and Little Dry Creek.

3.4 Create Neighborhood Identity / Community

(G) 3.4.6 Public Arts and Greenery Integration: Integrate public arts with enhanced vegetation and shade trees to provide visual interest and community character along Wadsworth Boulevard, West 80th Avenue and the underpass of Wadsworth Boulevard at the grade-separated trail crossing of Little Dry Creek.



Wadsworth Blvd & W 80th Ave



Housing Type	Gross Density	~Units
Apartments (4+ stories)	35 - 50 du/acre	420 - 600
Apartments (1to 3 stories)	20 - 30 du/acre	56 - 84
Townhomes	10 - 22 du/acre	15 - 33

** Graphics are illustrative only and are not intended to represent, nor should they be interpreted as, final or proposed designs, plans, or development outcomes*

Arvada Ridge Station

ACTIONS ITEMS

1.1 Proactive Planning

1.1.5 Housing Diversity: Encourage a diversity of housing options that accommodate a wide range of type preferences, including options for seniors wanting single-level living and/or downsize options.

1.2 Modernize Zoning/ Design Standards

1.2.2 Missing Middle Housing: Allow ADUs, duplexes and townhomes to permit "gentle density" where TODs abut and/or include existing single-family neighborhoods.

1.2.5 Missing Middle Zoning: Zone for duplexes and townhomes within 1/2 mile of transit hubs.

1.2.7 Parking Flexibility: Approve parking reduction, flexibility and shared parking arrangements.

1.3 Financial Incentives

1.3.4 Affordable Condo Incentives: Create incentives specifically for affordable condominium development and build partnerships with affordable ownership developers.

1.4 Direct Implementation

(A) 1.4.2 RTD Lot Redevelopment: Partner with RTD to transform existing parking areas into mixed-use and affordable housing developments.

(B) 1.4.6 Parking Infill Development: Fill in underutilized parking areas with mixed-use and affordable housing.

(B) 1.4.7 Shared Parking Agreements: Implement shared parking agreements with retail.

2.1 Transit-Oriented Dev. Planning

(C) 2.1.8 Rail Crossing Connectivity: Identify strategies to minimize the barrier effect of the rail crossing and grade change, improving connections between residential and retail areas through wayfinding and alternate pedestrian and bicycle options.

2.2 Improve First- and Last-Mile Infrastructure

(D) 2.2.3 Last-Mile Connections: Create safer connections to and from transit for pedestrians, cyclists and walkers, including dark-sky-compliant lighting for last-mile connectivity and access to existing parks.

2.2.22 Covered Bike Parking: Add short- and long-term covered bike parking at the station area.

2.3 Manage Parking

2.3.2 Parking Utilization Study: Initiate a parking study to assess current parking utilization if not recently completed.

3.4 Create neighborhood Identity / Community

3.4.11 Local Amenity Attraction: Attract more restaurants, a coffee shop, a gym and an express library to the station area.

3.4.12 Serenity Ridge Wayfinding: Enhance wayfinding and accessibility between Serenity Ridge Park and the station area as needed.

(E) 3.4.13 Station Plaza Addition: Consider adding a small plaza with vegetation and natural play elements as part of the proposed developments.



* Graphics are illustrative only and are not intended to represent, nor should they be interpreted as, final or proposed designs, plans, or development outcomes

Arvada Ridge Station



Housing Type	Gross Density	~Units
Apartments (1to 3 stories)	20 - 30 du/acre	245 - 350
Apartments (4+ stories)	35 - 50 du/acre	210 - 300

** Graphics are illustrative only and are not intended to represent, nor should they be interpreted as, final or proposed designs, plans, or development outcomes*

W 58th Ave & Independence St

ACTIONS ITEMS

1.1 Proactive Planning

1.1.5 Housing Diversity: Encourage a diversity of housing options that accommodate a wide range of type preferences, including options for seniors wanting single-level living and/or downsize options.

1.2 Modernize Zoning/ Design Standards

1.2.2 Missing Middle Housing: Allow ADUs, duplexes and townhomes to permit "gentle density" where TODs abut and/or include existing single-family neighborhoods.

1.2.4 Smaller Lot Standards: Update development standards to allow for smaller lot sizes.

1.2.7 Parking Flexibility: Approve parking reduction, flexibility and shared parking arrangements.

1.3 Financial Incentives

1.3.3 Bonus Programs: Establish height, density and parking reduction bonus programs.

1.3.4 Affordable Condo Incentives: Create incentives specifically for affordable condominium development and build partnerships with affordable ownership developers.

1.4 Direct Implementation

(A) 1.4.6 Parking Infill Development: Fill in underutilized parking areas with mixed-use and affordable housing; see maps for proposed locations for medium- to high-density.

(A) 1.4.7 Shared Parking Agreements: Implement shared parking agreements with retail.

2.2 Improve First- and Last-Mile Infrastructure

(B) 2.2.7 Street Grid Connections: Create targeted street grid connections in the proposed development areas.

(C) 2.2.17 Ralston Road Bus Route: Propose the new bus route along Ralston Road as recommended in the Transportation System Plan 2025.

2.2.18 Ralston Triangle Complete Streets: Implement the Complete Streets project at Ralston Triangle as recommended in the Transportation System Plan 2025.

2.2.19 ADA Bus Stop Access: Add ADA-accessible access to the bus stop at 58th Avenue and Independence Street.

2.3 Manage Parking

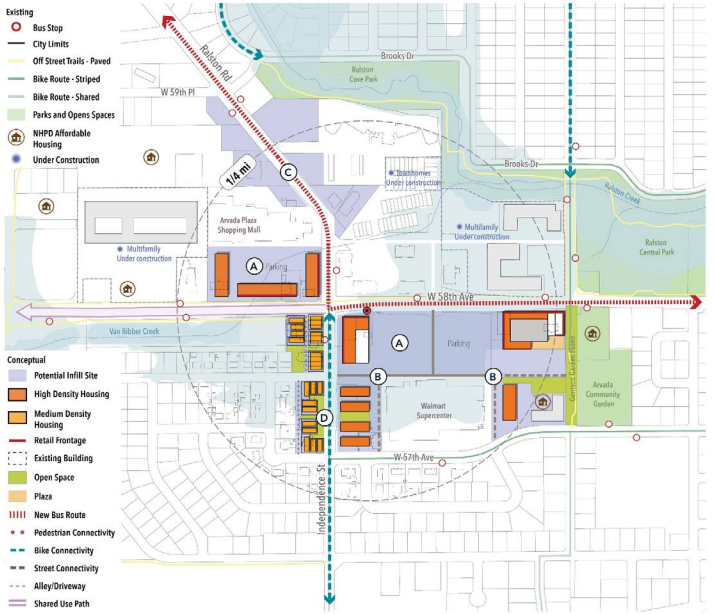
2.3.2 Parking Utilization Study: Initiate a parking study to assess current parking utilization if not recently completed.

3.2 Green Infrastructure

3.2.9 Van Bibber Creek Daylighting: Consider daylighting Van Bibber Creek through the existing King Soopers lot.

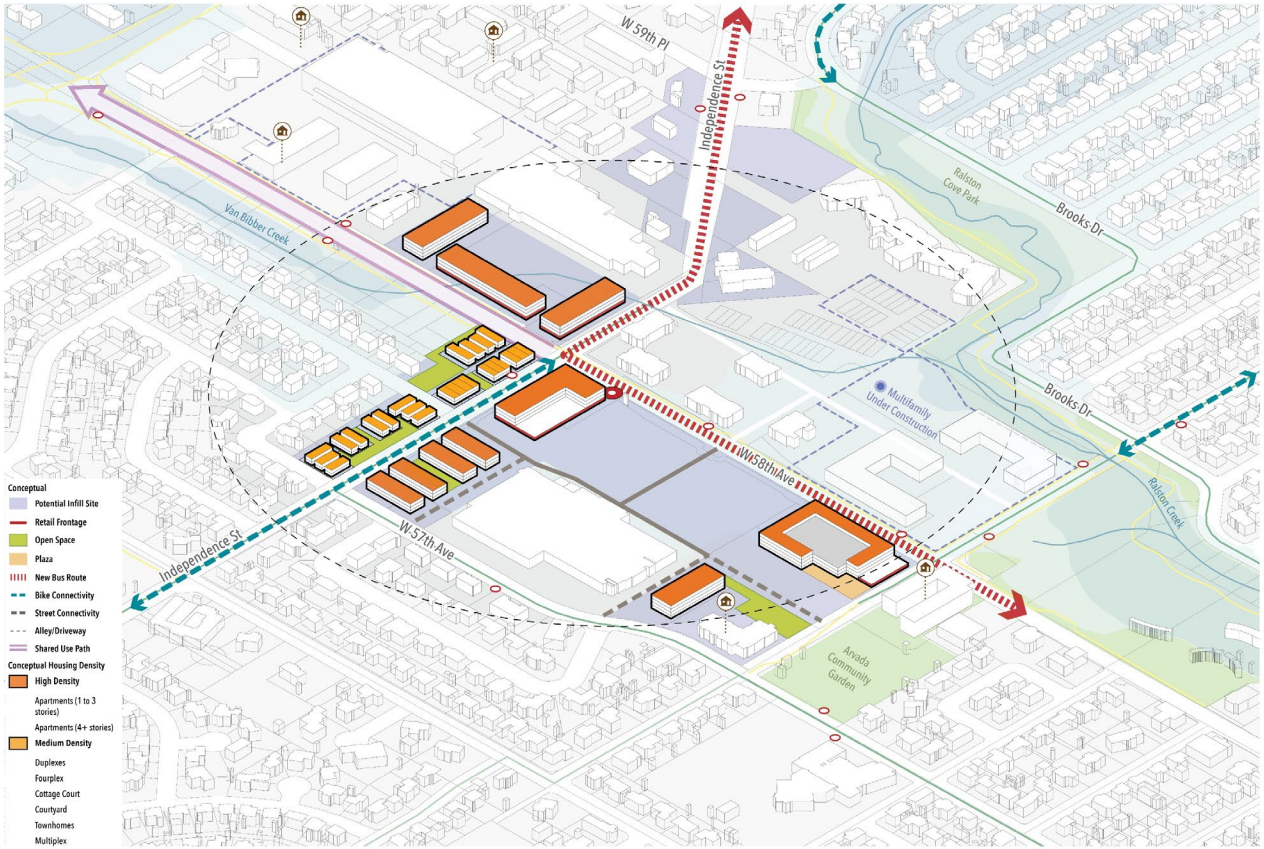
3.4 Create Neighborhood Identity / Community

(D) 3.4.15 Integrate Public Arts with enhanced vegetation and shade trees to provide visual interest and community feel along Independence Street in the missing areas.



** Graphics are illustrative only and are not intended to represent, nor should they be interpreted as, final or proposed designs, plans, or development outcomes*

W 58th Ave & Independence St



Housing Type	Gross Density	~Units
Apartments (4+ stories)	35 - 50 du/acre	240 - 350
Apartments (1to 3 stories)	20 - 30 du/acre	90 - 135
Duplex Stacked	7 -16 du/acre	14 - 32

** Graphics are illustrative only and are not intended to represent, nor should they be interpreted as, final or proposed designs, plans, or development outcomes*

Wheat Ridge / Ward Road Station

ACTIONS ITEMS

1.2 Modernize Zoning/ Design Standards

(A) 1.2.12 Industrial Rezoning: Rezone the light industrial zone to a Mixed-Use zone.

1.3 Financial Incentives

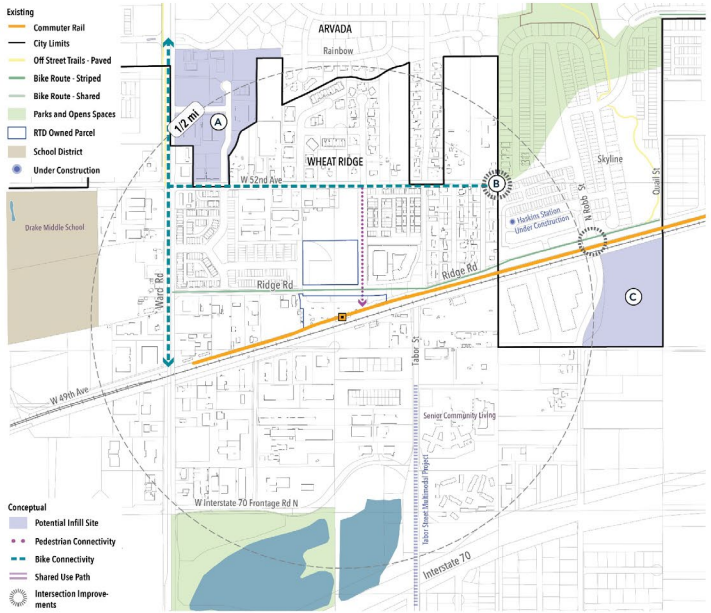
1.3.4 Affordable Condo Incentives: Create incentives specifically for affordable condominium development and build partnerships with affordable ownership developers.

2.2 Improve First- and Last-Mile Infrastructure

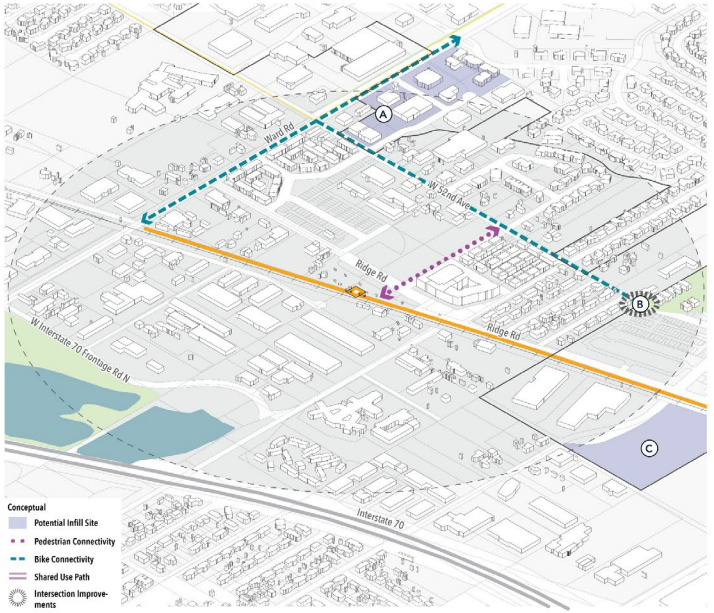
(B) 2.2.16 52nd Avenue Connection: Complete the 52nd Avenue connection to new Arvada Street, ensuring a safe and accessible route to transit.

3.2 Green Infrastructure

(C) 3.2.2 Blue-Green Infrastructure: Design detention ponds that double as public parks.



** Graphics are illustrative only and are not intended to represent, nor should they be interpreted as, final or proposed designs, plans, or development outcomes*



** Graphics are illustrative only and are not intended to represent, nor should they be interpreted as, final or proposed designs, plans, or development outcomes*

OVERALL RECOMMENDATIONS MATRIX

HOUSING RECOMMENDATIONS

PILLAR 1: 🏠 HOUSING
Goal: Streamline approvals and incentivize a diverse range of affordable and attainable housing units near transit.

STRATEGY / RECOMMENDATION	PROJECT / ACTION	PHASE	PARTNERS	POTENTIAL FUNDING	CITY ROLE	SOURCE
1.1 Proactive Planning	1.1.1 Comprehensive Plan Integration: Integrate the DRCOG (Denver Regional County of Governments) Livable Centers studies for these transit sites directly into the Comprehensive Plan.	Short	City Planning, Public Works	General Fund, DOLA (Colorado Department of Local Affairs) Grants	Lead	DRCOG Livable Centers
	1.1.2 Additional Transit Site Study: Identify any additional transit sites (bus stops) to be studied in a similar project.	Short	City Planning, Public Works	General Fund, DOLA Grants	Lead	Neighborhood Meeting Feedback
	1.1.3 Land Banking: Proactively acquire underutilized industrial/commercial lots for future development-ready affordable housing sites.	Long	City, HAC, Elevation Community Land Trust (ECLT).	CHFA (Colorado Housing and Finance Authority) Landbanking grant, DOLA Grants, local funds.	Lead	Colorado Affordability and Displacement Mitigation Strategies Directory
	1.1.4 Affordable Ownership Incentives: Incorporate additional incentives for income-restricted developments and update the definition of "affordable" in the Code to include affordable ownership.	Short	City Planning	N/A (Policy)	Lead	
	1.1.5 Housing Diversity: Encourage a diversity of housing options that accommodate a wide range of type preferences, including options for seniors wanting single-level living and/or downsize options.	Short	City Planning	N/A (Policy)	Lead	Neighborhood Meeting Feedback
	1.1.6 ADU (Accessory Dwelling Unit) Supportive Jurisdiction: Work toward becoming a Certified ADU Supportive Jurisdiction to unlock ADU financing subsidies for low- and moderate-income residents through CHFA's ADU Financing programs.	Short	City Planning, DOLA, CHFA	DOLA ADUG (Accessory Dwelling Unit Grant Program) grants and CHFA ADU Financing.	Lead	https://www.chfainfo.com/accessory-dwelling-unit-adu-finance-programs; https://dlg.colorado.gov/adu-supportive-jurisdictions
	1.1.7 Sub-Area Plan: Lead a sub-area plan for Wadsworth Boulevard & West 80th Avenue to streamline approvals and address infrastructure gaps proactively, rather than on a project-by-project basis. (Wadsworth Boulevard & West 80th Avenue)	Mid	City Planning	N/A (Policy)	Lead	

HOUSING RECOMMENDATIONS

STRATEGY / RECOMMENDATION	PROJECT / ACTION	PHASE	PARTNERS	POTENTIAL FUNDING	CITY ROLE	SOURCE
1.2 Modernize Zoning/ Design Standards	1.2.1 Density Increase: Strive to meet an average of 40 dwelling units per acre; see maps for proposed locations for medium- to high-density. Use HB-1313 as guidance for density recommendations. Allow "gentle density" outside of the medium- to high-density zones to help achieve compliance.	Short	City Planning	N/A (Policy)	Lead	HB-1313
	1.2.2 Missing Middle Housing: Allow ADUs, duplexes and townhomes to permit "gentle density" where TODs abut and/or include existing single-family neighborhoods.	Short	City Council, City Planning	N/A (Policy)	Lead	LDC, Housing Palette
	1.2.3 Conditional Use Streamlining: Remove or streamline the conditional use approval process for mixed-use zones.	Short	City Council, City Planning	N/A (Policy)	Lead	Colorado Affordability and Displacement Mitigation Strategies Directory
	1.2.4 Smaller Lot Standards: Update development standards to allow for smaller lot sizes.	Short	City Planning	N/A (Policy)	Lead	
	1.2.5 Missing Middle Zoning: Zone for duplexes and townhomes within 1/2 mile of transit hubs.	Mid	City Council	N/A (Policy)	Lead	Colorado Affordability and Displacement Mitigation Strategies Directory
	1.2.6 Single-Family Design Standards: Re-establish design standards in single-family neighborhoods as part of the Comprehensive Plan for more cohesive neighborhoods.	Mid	City Planning	N/A (Policy)	Lead	Yes In My Back Yard (YIMBY) Stakeholder Meeting
	1.2.7 Parking Flexibility: Approve parking reduction, flexibility and shared parking arrangements.	Mid	City Council	N/A (Policy)	Lead	Colorado Affordability and Displacement Mitigation Strategies Directory
	1.2.8 Clarabelle Neighborhood Density: Consider ADUs, duplexes and townhomes within the Clarabelle on Grandview neighborhood. (Arvada Ridge)	Short	City Council, City Planning	N/A (Policy)	Lead	
	1.2.9 Early College Area Density: Consider ADUs, duplexes and townhomes within the neighborhood north and east of Early College. (Gold Strike)	Short	City Council, City Planning	N/A (Policy)	Lead	
	1.2.10 Gold Strike Site Planning: Proactively plan the Gold Strike site to streamline unit approvals and address utility and infrastructure gaps upfront, providing a straightforward and simple process for converting industrial/commercial zones to residential/mixed-use in and around the station area. (Gold Strike)	Mid	City Planning	N/A (Policy)	Lead	
	1.2.11 Industrial Rezoning: Rezone the light industrial zone to a Mixed-Use zone. (Gold Strike)	Mid	City Planning	N/A (Policy)	Lead	
	1.2.12 Industrial Rezoning: Rezone the light industrial zone to a Mixed-Use zone. (Wheat Ridge / Ward Road)	Mid	City Planning	N/A (Policy)	Lead	

HOUSING RECOMMENDATIONS

STRATEGY / RECOMMENDATION	PROJECT / ACTION	PHASE	PARTNERS	POTENTIAL FUNDING	CITY ROLE	SOURCE
1.3 Incentives	1.3.1 Dedicated Staffing: Provide a Development Navigator to guide affordable projects through the development process.	Mid	Community and Economic Development, HR	General Fund	Lead	Developer Meeting Feedback
	1.3.2 Local Affordable Housing Support: Improve local support for affordable housing to leverage state funds and bolster local housing resources, in line with the Arvada Housing Strategic Plan recommendation.	Short	City Planning, Community and Economic Development, HAC	Transit Oriented Communities Infrastructure Grant Program, Transit Oriented Communities Tax Credit.		DOLA
	1.3.3 Bonus Programs: Establish height, density and parking reduction bonus programs.	Short	City Planning, Community and Economic Development, HAC	N/A (Policy)	Lead	Colorado Affordability and Displacement Mitigation Strategies Directory.
	1.3.4 Affordable Condo Incentives: Create incentives specifically for affordable condominium development and build partnerships with affordable ownership developers.	Mid	City Planning, Community and Economic Development, HAC	Local funds as available, state grants.	Lead	DOLA
1.4 Direct Implementation	1.4.2 RTD Lot Redevelopment: Partner with RTD to transform existing parking areas into mixed-use and affordable housing developments.	Long	RTD, City Planning	Local funds as available, state grants.	Lead	RTD TOD Policy
	1.4.3 Regional Detention: Build regional stormwater capacity to lower the per-unit cost for private housing developers.	Mid	City Infrastructure			Developer Meeting Feedback
	1.4.4 Floodplain Mitigation: Standardize site requirements to ensure development viability.	Mid	City Infrastructure, FEMA	Stormwater Fund	Lead	Developer Meeting Feedback
	1.4.5 Stormwater Management Strategy: Consider the most effective stormwater management approach for the area, including sub-regional detention and on-site local detention options.	Mid	City Infrastructure	Colorado Association of Stormwater and Floodplain Managers		
	1.4.6 Parking Infill Development: Fill in underutilized parking areas with mixed-use and affordable housing; see maps for proposed locations for medium- to high-density.	Long	City Planning, Community and Economic Development, HAC			Colorado Affordability and Displacement Mitigation Strategies Directory.
	1.4.7 Shared Parking Agreements: Implement shared parking agreements with retail.	Mid	City Planning, Community and Economic Development, HAC			

TRANSIT & CONNECTIVITY RECOMMENDATIONS

PILLAR 2: 🚆 TRANSIT & CONNECTIVITY

Goal: Enhance multimodal access and safety to ensure the Gold Line is a viable resource for all residents.

STRATEGY / RECOMMENDATION	PROJECT / ACTION	PHASE	PARTNERS	POTENTIAL FUNDING	CITY ROLE	SOURCE
2.1 Transit-Oriented Dev. Planning	2.1.1 Station Area Housing: Develop housing at existing commuter rail station parking areas using RTD's TOD policy to incentivize affordable housing.	Long	RTD, Developers	Federal grants, Private	Partner	
	2.1.2 Complete Streets Policy: Implement a Complete Streets Policy for connection to transit, requiring all new street construction to include appropriately dimensioned sidewalks and protected bike lanes to provide safe access for all users, and remove existing street width minimums.	Mid	City Infrastructure, Parks & Urban Design (PUD)	Capital Improvement	Lead	
	2.1.3 Safe Routes to School: Establish a formal collaboration between City departments to prioritize trail and sidewalk connections that link neighborhoods directly to schools.	Mid	City Infrastructure, Parks & Urban Design (PUD), School Board	Federal Funding (TAP) Transportation Alternatives Program, State-Level Grants	Lead	
	2.1.4 G Line Service Continuation: Ensure continuation of 15-minute service on the G Line through leveraging state and federal funding and improving passenger amenities to make service more competitive with driving.	Mid	RTD, Parks & Urban Design (PUD)	State and Federal Funding	Partner	
	2.1.5 Rail-to-Trail Connectivity Study: Finalize the Rail-to-Trail alignment and easement strategy for connection to Tennyson Street. (Gold Strike)	Mid		Capital Improvement	Lead	Square Lake Sub-Area Plan
	2.1.6 Station Safety and Security: Partner with RTD to address station area safety and security. (Gold Strike)	Short	RTD, Public Safety		Partner	
	2.1.7 Traffic Data Review: Review traffic data and the outcome of the current study area plan. (Wadsworth Boulevard & West 80th Avenue)	Short	City Infrastructure, City Planning			
	2.1.8 Rail Crossing Connectivity: Identify strategies to minimize the barrier effect of the rail crossing and grade change, improving connections between residential and retail areas through wayfinding and alternate pedestrian and bicycle options. (Arvada Ridge)	Short	City Infrastructure, City Planning, Parks & Urban Design (PUD)		Lead	neighborhood meeting feedback

TRANSIT & CONNECTIVITY RECOMMENDATIONS

STRATEGY / RECOMMENDATION	PROJECT / ACTION	PHASE	PARTNERS	POTENTIAL FUNDING	CITY ROLE	SOURCE
2.2 Improve first-and-last mile infrastructure	2.2.1 Walkability Improvements: Formalize the City's existing list of walkability and connectivity improvements, including sidewalk and trail gap completion, shade trees, intersection safety modifications and detached multimodal trails where possible.	Mid	City Infrastructure, City Planning, Parks & Urban Design (PUD)	CDOT, Federal Infrastructure	Lead	
	2.2.2 Transit Stop Safety Enhancements: Improve safety at all station areas through lighting, better signage and weather protection, with increased patrol frequency.	Short	RTD, Public Safety, City Planning, Parks & Urban Design (PUD)	RTD Grants	Support	Developer Meeting Feedback
	2.2.3 Last-Mile Connections: Create safer connections to and from transit for pedestrians, cyclists and walkers, including dark-sky-compliant lighting for last-mile connectivity and access to existing parks.	Short	Public Safety, City Planning, Parks & Urban Design (PUD)		Lead	Neighborhood Meeting Feedback
	2.2.4 Bus Shelter Improvements: Ensure all bus stops meet required amenities — sign pole, accessible boarding area, lighting, shelter, bench and trash receptacle — and incorporate preferred amenities including stop lighting, bicycle storage and shelterboard route information, with full accessibility to and from each stop.	Short	RTD, Public Safety, City Planning, Parks & Urban Design (PUD)	RTD Grants	Support	
	2.2.5 Micromobility Hub Study: Complete a Micromobility Hub Study at the G Line stations and update micromobility policies to evaluate deployment minimums and parking corrals.	Short	City Planning, Infrastructure	City of Arvada funding exists for study.	Lead	
	2.2.6 Maintenance Plan: Formulate a funded maintenance plan to ensure long-term durability of transit enhancements.	Mid	City Planning, Infrastructure, Community and Economic Development	Capital Improvement	Lead	
	2.2.7 Street Grid Connections: Create targeted street grid connections in the proposed development areas.	Mid	City Planning, Infrastructure, Community and Economic Development	Capital Improvement	Lead	
	2.2.8 Vertical Connection to Sheridan: Construct the stairs, elevator and multi-use trail bridge to link the station directly to the Sheridan Boulevard corridor. (Gold Strike)	Mid	City Planning, Infrastructure, Parks & Urban Design (PUD)	Capital Improvement	Lead	Square Lake Sub-Area Plan
	2.2.9 Pedestrian Bridge: Extend the station walk-shed across the rail lines to reach the Central Area of the Square Lake Sub-Area Plan study site. (Gold Strike)	Mid	City Planning, Infrastructure, Parks & Urban Design (PUD)	Capital Improvement	Lead	Square Lake Sub-Area Plan
	2.2.10 West 60th Avenue Improvements: Widen the road, repave and add a push-to-cross (RRFB) signal at Wolff Street for cyclist safety. (Gold Strike)	Short	City Planning, Infrastructure, Parks & Urban Design (PUD)	Capital Improvement	Lead	Square Lake Sub-Area Plan
	2.2.11 Tennyson Street Right-of-Way: Complete right-of-way improvements and sidewalk gap closures to connect the neighborhood to the station. (Gold Strike)	Short	City Planning, Infrastructure, Parks & Urban Design (PUD)	Capital Improvement	Lead	Square Lake Sub-Area Plan
	2.2.12 Vance Street Sidewalk: Build a sidewalk on the west side of Vance Street for safe passage and to encourage use of the Olde Town Station Parking Garage. (Olde Town)	Short	Infrastructure, City Planning	Capital Improvement	Lead	YIMBY Meeting
	2.2.13 Ralston Creek Trail Connection: Formalize the bike and pedestrian connection from neighborhoods and transit to Ralston Creek Trail through wayfinding and on-street paint markings. (Olde Town)	Short	Infrastructure, Parks & Urban Design (PUD)	Capital Improvement	Lead	Transportation System Plan
	2.2.14 Allison Street Sidewalks: Add sidewalks along Allison Street to improve access to transit. (Olde Town)	Short	Infrastructure, City Planning	Capital Improvement	Lead	

TRANSIT & CONNECTIVITY RECOMMENDATIONS

STRATEGY / RECOMMENDATION	PROJECT / ACTION	PHASE	PARTNERS	POTENTIAL FUNDING	CITY ROLE	SOURCE
	2.2.15 Olde Wadsworth Lane Reduction: Reduce Olde Wadsworth Boulevard next to the Village Common Urban Renewal Area to three lanes — one in each direction plus a center turn lane — and add bike lanes and bulb-out crosswalks. (Olde Town)	Mid	Infrastructure, City Planning	Capital Improvement	Lead	
	2.2.16 52nd Avenue Connection: Complete the 52nd Avenue connection to new Arvada Street, ensuring a safe and accessible route to transit. (Wheat Ridge / Ward Road)	Mid	Infrastructure, City Planning	Capital Improvement	Lead	Department Meeting
	2.2.17 Ralston Road Bus Route: Propose the new bus route along Ralston Road as recommended in the Transportation System Plan 2025. (58th Avenue & Independence Street)	Short	RTD		Partner	Transportation System Plan
	2.2.18 Ralston Triangle Complete Streets: Implement the Complete Streets project at Ralston Triangle as recommended in the Transportation System Plan 2025. (58th Avenue & Independence Street)	Mid	City Planning, Infrastructure, Parks & Urban Design (PUD)	Capital Improvement	Lead	Transportation System Plan
	2.2.19 ADA Bus Stop Access: Add ADA-accessible access to the bus stop at 58th Avenue and Independence Street.	Short	RTD, City Planning, Infrastructure	Capital Improvement	Lead	Transportation System Plan
	2.2.20 West 80th Shared Use Path: Create the shared use path proposed on West 80th Avenue in the Transportation System Plan. (Wadsworth Boulevard & West 80th Avenue)	Mid	City Planning, Infrastructure, Parks & Urban Design (PUD)	Capital Improvement	Lead	Transportation System Plan
	2.2.21 Little Dry Creek Trail Connection: Implement the Little Dry Creek Trail connection as recommended in the LDC Trail Feasibility Study. (Wadsworth Boulevard & West 80th Avenue)	Mid	City Planning, Infrastructure, Parks & Urban Design (PUD)	Capital Improvement	Lead	LDC Trail Feasibility Study
	2.2.22 Covered Bike Parking: Add short- and long-term covered bike parking at the station area. (Arvada Ridge)	Short	City Planning, Infrastructure, Parks & Urban Design (PUD)	Capital Improvement	Lead	Neighborhood Meeting Feedback
	2.2.23 Bus Stop Amenities: Provide shade, shelter and ADA-accessible access at the bus stop. (Sheridan Boulevard & West 64th Avenue)	Short	RTD, City Planning, Infrastructure, Parks & Urban Design (PUD)	Capital Improvement	Lead	
	2.2.24 Sheridan Pedestrian Experience: Improve the pedestrian experience along Sheridan Boulevard to provide more shade, create a greater buffer from the road and improve stormwater management. (Sheridan Boulevard & West 64th Avenue)	Mid	City Planning, Infrastructure, Parks & Urban Design (PUD)	Capital Improvement	Lead	
	2.2.25 Sheridan Shared Use Path: Construct the shared use path along Sheridan Boulevard as proposed in the Transportation System Plan. (Sheridan Boulevard & West 64th Avenue)	Mid	City Planning, Infrastructure, Parks & Urban Design (PUD)	Capital Improvement	Lead	Transportation System Plan
	2.2.26 64th & Sheridan Intersection Improvements: Work with CDOT to address intersection improvements, remove islands and expand corners for safer and continuous pedestrian crossings, in accordance with the proposed Complete Streets Policy. (Sheridan Boulevard & West 64th Avenue)	Long	CDOT, City Planning, Infrastructure, Parks & Urban Design (PUD)		Partner	
	2.2.27 Protected Bike Lanes: Install physically protected, continuous bike lanes along 64th Avenue as proposed in the Transportation System Plan. (Sheridan Boulevard & West 64th Avenue)	Mid	City Planning, Infrastructure, Parks & Urban Design (PUD)	Capital Improvement	Lead	Transportation System Plan

TRANSIT & CONNECTIVITY RECOMMENDATIONS

STRATEGY / RECOMMENDATION	PROJECT / ACTION	PHASE	PARTNERS	POTENTIAL FUNDING	CITY ROLE	SOURCE
2.3 Manage Parking	2.3.1 Parking Reductions: Implement parking management and reduced minimums for TOD areas and implement shared parking agreements with RTD.	Mid	Community and Economic Development, City Planning, Infrastructure	N/A (Policy)	Lead	
	2.3.2 Parking Utilization Study: Initiate a parking study to assess current parking utilization if not recently completed.	Short	Community and Economic Development, City Planning, Infrastructure		Lead	
	2.3.3 Affordable Housing Parking Requirements: Reduce local parking requirements to one half space per unit of regulated affordable housing.	Mid	Community and Economic Development, City Planning, Infrastructure	N/A (Policy)	Lead	
	2.3.4 Parking Study: Initiate a parking study to assess current parking utilization and amend requirements as needed to correlate with the findings of the current study area plan. (Wadsworth Boulevard & West 80th Avenue)	Short	Community and Economic Development, City Planning, Infrastructure		Lead	
	2.3.5 Parking Demand Management: Implement effective parking management strategies, including paid on-street public parking and travel demand management strategies, to reduce parking demand. (Olde Town)	Short	Community and Economic Development, City Planning, Infrastructure		Lead	

LIVABILITY & INFRASTRUCTURE RECOMMENDATIONS

PILLAR 3: 🌳 LIVABILITY & INFRASTRUCTURE
Goal: Expand green connectivity, mitigate displacement, and enhance community engagement.

STRATEGY / RECOMMENDATION	PROJECT / ACTION	PHASE	PARTNERS	POTENTIAL FUNDING	CITY ROLE	SOURCE
3.1 15-Minute Neighborhood	3.1.1 Hyper-Proximity Essentials: Incorporate essential services — including grocery near rail, recreational amenities, urgent care/primary care facilities and a small grocery — based on station area checklists.	Mid	Community and Economic Development, City Planning	Private Dev, Urban Renewal	Lead / Partner	
	3.1.2 Enhanced Safety: Improve safety through shade trees, lighting for safe travel and increased density to provide eyes on the street.	Mid	Community and Economic Development, Public Safety	Tax abatements	Lead / Partner	YIMBY Meeting
	3.1.3 Urgent Care Attraction: Attract an urgent care and primary care facility to the station area. (Wadsworth Boulevard & West 80th Avenue)	Mid	Community and Economic Development		Lead / Partner	YIMBY Meeting
3.2 Green Infrastructure	3.2.1 Green Spines Vision: Ensure that each station area has direct, safe and clear access to the nearest parks, trails and creeks.	Mid	Parks & Urban Design (PUD), Land Trusts	GOCO, Parks Fund, LWCF, JCOS Trails Partnership.	Lead	Community Survey
	3.2.2 Blue-Green Infrastructure: Design detention ponds that double as public parks.	Long	Parks & Urban Design (PUD), Infrastructure	Stormwater Fees	Lead	YIMBY Meeting
	3.2.3 Regional Detention: Build regional stormwater capacity to lower the per-unit cost for private housing developers.	Long	Infrastructure		Lead / Partner	Developer Meeting
	3.2.4 Clear Creek Park Access: Formalize and improve the trail path connecting the south side of the station to Clear Creek. (Gold Strike)	Short	Parks & Urban Design (PUD), Infrastructure	Parks and engineering fees	Lead	Square Lake Sub-Area Plan
	3.2.5 Blue-Green Plaza: Build the multifunctional stormwater detention park identified on the map to serve as a community gathering space. (Gold Strike)	Mid	Parks & Urban Design (PUD), Infrastructure	Parks and engineering fees	Lead	
	3.2.6 Little Dry Creek Daylighting Study: Evaluate the feasibility of daylighting Little Dry Creek. (Wadsworth Boulevard & West 80th Avenue)	Short	Parks & Urban Design (PUD), Infrastructure	Parks and engineering fees	Lead	LDC Trail Feasibility Study
	3.2.7 Little Dry Creek Trail Blue-Green Integration: As part of the Little Dry Creek Trail connection, integrate blue-green infrastructure to transform the floodplain into usable public spaces such as parks and plazas. (Wadsworth Boulevard & West 80th Avenue)	Long	Parks & Urban Design (PUD), Infrastructure	Parks and engineering fees	Lead	LDC Trail Feasibility Study
	3.2.8 Green Spines Integration: Create a safe and clear path with wide sidewalks and natural vegetation, including shade trees, connecting to adjacent parks — Rainbow III Park, Lake Arbor Dirt Track and Little Dry Creek. (Wadsworth Boulevard & West 80th Avenue)	Long	Parks & Urban Design (PUD), Infrastructure	Parks and engineering fees	Lead	Community Survey
	3.2.9 Van Bibber Creek Daylighting: Consider daylighting Van Bibber Creek through the existing King Soopers lot. (58th Avenue & Independence Street)	Mid	Parks & Urban Design (PUD), Infrastructure	Parks and engineering fees	Lead	Department Meeting

LIVABILITY & INFRASTRUCTURE RECOMMENDATIONS

STRATEGY / RECOMMENDATION	PROJECT / ACTION	PHASE	PARTNERS	POTENTIAL FUNDING	CITY ROLE	SOURCE
3.3 Mitigate Displacement	3.3.1 Resident Support: Fund rental, mortgage and utility assistance programs.	Short	Non-profits, County	CDBG Funds	Support	
	3.3.2 Eviction and Foreclosure Prevention: Fund eviction and foreclosure prevention programs and/or legal assistance and mediation services.	Short	Non-profits, County	CDBG Funds	Support	
	3.3.3 Age-in-Place Support: Support programs that help seniors age in place, including accessibility improvements, repair and modification programs, in-home health supports and shared senior housing options.	Short	Non-profits, County	CDBG Funds	Support	Neighborhood Meeting
	3.3.4 On-Site Affordability: Recognize that on-site affordability requirements included in numerous other strategies also serve as a displacement mitigation measure.	Short	NA	NA	Support	
3.4 Create Neighborhood Identity / Community.	3.4.1 Community Placemaking: Implement community placemaking, public arts integration and improved signage and wayfinding.	Mid		Capital Improvement		
	3.4.2 Digital Carbon Credits for Urban Greening: Consider innovative programs using apps to track tree maintenance, where citizens earn tokens for ensuring the survival of urban greenery once project implementation is underway.	Short	Parks & Urban Design (PUD), Infrastructure	Local funds as available, state grants.	Lead	Boulder Parks and Open Space
	3.4.3 Third-Space Incentives: Incentivize third-space places that could include neighborhood hangouts, local businesses — restaurants and coffee shops — and public amenities such as express libraries.	Mid	Private Developers, Non-Profits etc.		Support / Lead	Neighborhood Meeting
	3.4.4 Gold Strike Rebranding: Rebrand "Gold Strike" with a new, inclusive identity, given its previous association with the gold strike and events leading up to and following gold rush settlement patterns and degradation of people, culture and landscape. (Gold Strike)	Short		Local funds as available, state grants.	Lead	Department Meeting
	3.4.5 Placemaking and Arts: Integrate public art and wayfinding signage at the station entrance to further define the new identity of the former Gold Strike station. (Gold Strike)	Short	Parks & Urban Design (PUD), City Planning	Capital Improvement	Lead	

LIVABILITY & INFRASTRUCTURE RECOMMENDATIONS

STRATEGY / RECOMMENDATION	PROJECT / ACTION	PHASE	PARTNERS	POTENTIAL FUNDING	CITY ROLE	SOURCE
3.4 Create Neighborhood Identity / Community.	3.4.6 Public Arts and Greenery Integration: Integrate public arts with enhanced vegetation and shade trees to provide visual interest and community character along Wadsworth Boulevard, 80th Avenue and the underpass of Wadsworth at the grade-separated trail crossing of Little Dry Creek. (Wadsworth Boulevard & West 80th Avenue)	Mid	Parks & Urban Design (PUD), City Planning, Infrastructure	Capital Improvement	Lead	
	3.4.7 Neighborhood-Scale Master Plan: Develop specific plans for the urbanizing area to address infrastructure gaps proactively and streamline the approval process for new developments. (Sheridan Boulevard & West 64th Avenue)	Mid	Community and Economic Development, Parks & Urban Design (PUD), City Planning, Infrastructure		Lead	
	3.4.8 Corridor Study: Create a Green Spine along Sheridan Boulevard as part of the development build-out, providing a cohesive streetscape that prioritizes the pedestrian. (Sheridan Boulevard & West 64th Avenue)	Mid	Parks & Urban Design (PUD), City Planning, Infrastructure		Lead	
	3.4.9 Pedestrian Street Activation: Celebrate pedestrian-only streets by incentivizing locally owned business activities that promote socialization and entertainment, working toward the Rule of 10s — 10 unique dining destinations, 10 boutique shopping opportunities and 10 businesses open after 6 p.m. — all within a highly walkable area. (Olde Town)	Mid	Community and Economic Development		Lead	
	3.4.10 Temporary Street Closures: Consider event-based and temporary overflow street closures to enhance community placemaking for special events. (Olde Town)	Short	Community and Economic Development, Parks & Urban Design (PUD), City Planning, Infrastructure		Lead	
.	3.4.11 Local Amenity Attraction: Attract more restaurants, a coffee shop, a gym and an express library to the station area. (Arvada Ridge)	Short	Community and Economic Development, City Planning		Support	neighborhood meeting feedback
	3.4.12 Serenity Ridge Wayfinding: Enhance wayfinding and accessibility between Serenity Ridge Park and the station area as needed. (Arvada Ridge)	Short	Parks & Urban Design (PUD), City Planning, Infrastructure	Capital Improvement		neighborhood meeting feedback
	3.4.13 Station Plaza Addition: Consider adding a small plaza with vegetation and natural play elements as part of the proposed developments. (Arvada Ridge)	Long	Community and Economic Development, Parks & Urban Design (PUD), City Planning, Infrastructure			neighborhood meeting feedback
	3.4.14 Independence Street Public Arts: Integrate public arts with enhanced vegetation and shade trees to provide visual interest and community character along Independence Street in the missing areas. (58th Avenue & Independence Street)	Mid	Parks & Urban Design (PUD), City Planning, Infrastructure	Capital Improvement	Lead	