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DENVER REGIONAL COUNCIL OF GOVERNMENTS

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ROOT POLICY RESEARCH

CITY OF ARVADA

# Livable Centers Study

CITY OF ARVADA | MAY 2026



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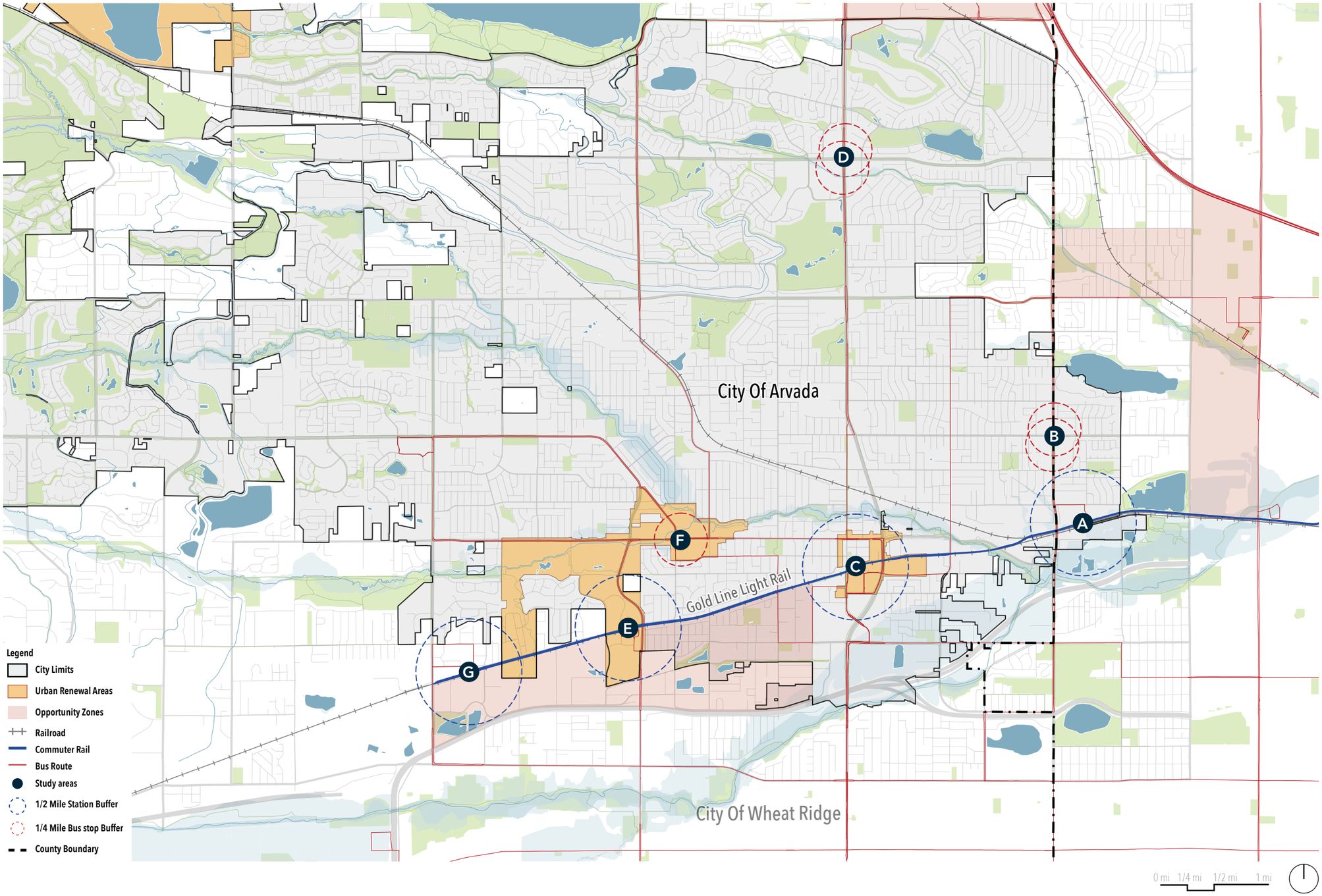
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# 1. Introduction and Context


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# 1.1. Introduction

## DRCOG Arvada Livable Centers Study Area




**Arvada Livable Centers in Transit-Oriented Communities**

A comprehensive housing market and needs assessment in seven transit-oriented communities to develop actionable, housing and policy recommendations.

**Station Locations:**

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

## 1.2. Project Vision and Goals

**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.**

Comprehensive and coordinated planning is essential to guiding long-term growth and ensuring that future development aligns with community values and adopted City policy. Building on Arvada's Comprehensive Plan, Housing Needs Assessment, and prior station area and corridor planning efforts, this study establishes a focused framework for how housing and land use can evolve around high-capacity transit. As the City continues to experience population growth, changing demographics, and rising housing costs, station areas represent critical opportunities to accommodate compact, connected, and inclusive development that expands housing choice, improves access to jobs and services, reduces transportation costs, and supports efficient public investment. The goals of this study reflect prior City initiatives, current technical analysis, and community input, and are intended to guide realistic, equitable, and context-sensitive implementation while advancing Arvada's broader objectives for mobility, sustainability, neighborhood quality, and economic resilience.

### VISION STATEMENT

Arvada's transit station areas will support inclusive, walkable, and connected neighborhoods that provide diverse and attainable housing choices, strengthen community character, and expand access to opportunity for residents of all ages and incomes.

Project Goals

**Support Diverse & Attainable Housing.**
Expand housing choice and affordability near transit to serve households of all ages, incomes, and abilities.

**Advance Transit-Oriented Land Use & Density.**
Promote compact, mixed-use, walkable development that maximizes access to transit and reduces car dependence.

**Strengthen Livability & Neighborhood Character.**
Enhance station areas with safe, inclusive, and well-designed places that reflect Arvada's local identity.

**Promote Equitable Access & Opportunity.**
Improve access to housing, jobs, services, and amenities for all residents, especially underserved communities.

**Guide Market-Feasible Development.**
Align housing strategies with market conditions to support realistic, sustainable investment.

**Inform Policy & Zoning Updates.**
Provide clear recommendations for land use, zoning, and housing policy improvements.

**Engage the Community in Planning Decisions.**
Ensure meaningful participation from residents, businesses, and stakeholders to inform study findings and recommendations.

## 1.3. Past and Current Planning Efforts

The City of Arvada has developed and implemented multiple plans over time to guide growth, housing, and land use decisions. Notable efforts informing this study include the 2024 Arvada Housing Strategic Plan and Housing Needs Assessment, the Arvada Residential Anti-Displacement and Relocation Assistance Plan, the Arvada Housing Authority Annual Report (2024), and the City's Comprehensive Plan (2014). Additional guidance is drawn from the DRCOG Regional Housing Needs Assessment and Dashboard (2024), the City Council Strategic Plan (Housing Section), and relevant sub-area and corridor plans such as the New Town Sub-area Plan (2023), Square Lake Sub-area Plan (2022), and the Wadsworth Boulevard Retail Corridor Study (2018). This work will also incorporate Colorado DOLA tools and resources, including affordability strategies, NOAH preservation, displacement mitigation, and the Transit-Oriented Communities Infrastructure Grant Program.

This section summarizes these past and ongoing efforts, highlights the most relevant recommendations, and identifies opportunities to align and strengthen strategies that support housing and development in Arvada's transit-oriented areas.

### CURRENT PPANNING EFFORTS

The City is currently preparing the **2026 Comprehensive Plan and the 2026 Transportation Plan**. Recommendations from this study will support those efforts by providing transit-focused housing strategies for key station areas and corridors.

### 2014 COMPREHENSIVE PLAN




#### Purpose

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 Statutes. As noted previously the 2026 Arvada Compehensive Plan is underway and this study will be included in the Plan.

### 2024 ARVADA HOUSING STRATEGIC PLAN




#### Purpose

The Arvada Housing Strategic Plan (2024) builds on the 2020 Housing Needs Assessment and Strategy, addressing housing needs through updated goals, policies, and programs. The plan emphasizes the importance of a balanced housing stock that accommodates residents at all stages of life, from career starters to seniors. It highlights the economic and social benefits of stable and affordable housing, including improved local revenue, reduced commuting impacts, and enhanced community well-being.

The plan outlines strategies to increase affordable housing options, such as expanding the Arvada Affordable Housing Fund, promoting mixed-use developments, and leveraging public land for housing projects. It also emphasizes the importance of community engagement to address resistance to higher-density housing and parking concerns. The plan aims to create a "life cycle community" that supports economic growth, prevents homelessness, and fosters generational wealth through affordable homeownership.

### 2024 ARVADA HOUSING NEEDS AND ASSESSMENT




#### Purpose

The Arvada Housing Needs Assessment (2024) provides a comprehensive analysis of the city's housing challenges and opportunities. It highlights significant affordability issues, with rising rents and home prices outpacing income growth. The median home price of $606,000 requires an annual income of $199,000, making homeownership unattainable for many residents. The report identifies a shortage of affordable rental units, particularly for households earning below 50% of Area Median Income (AMI). It also emphasizes the need for diverse housing options, including "missing middle" housing types like townhomes and duplexes.

Community engagement findings reveal that residents value housing diversity and affordability but express concerns about higher-density developments and parking issues. Stakeholders, including employers and social service providers, stress the importance of affordable housing for workforce retention and community stability. The report calls for targeted investments in affordable housing, public land utilization, and development incentives to address affordability gaps and support a balanced housing stock.

# 2. Background Report


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## BACKGROUND REPORT
## Existing Conditions & Related Plan Summaries

This background report consolidates existing studies and public data relevant to the Livable Centers analysis, with a focus on citywide housing needs and strategies in place to address those needs. Existing documents covered by this review include:

- Arvada Housing Needs Assessment (2024),
- DRCOG Regional Housing Needs Assessment and Dashboard (2024);
- Arvada Housing Strategic Plan (2024);
- Arvada Housing Authority Annual Report (2024);
- Arvada Residential Anti-Displacement and Relocation Assistance Plan;
- Comprehensive Plan (2014),
- Arvada City Council Strategic Plan: Housing Section;
- Wheat Ridge Affordable Housing Strategy (2023), and
- Relevant subarea and corridor (e.g., the New Town Sub-
- area Plan (2023), Square Lake Subarea Plan (2022), and the Wadsworth Boulevard Retail Corridor Study (2018)).


see "**Local Context, Market Trends, & Housing Needs**"

see "**Arvada Housing Vision & Strategies**"

see "**Adjacent and Sub-Area Plans**"

## 2.1. Local Context, Market Trends, & Housing Needs

Arvada's Housing Needs Assessment (HNA) was completed in 2024 and provides a comprehensive look at the City's socioecnomic framework, housing market trends, and housing needs. The study also included substantial community engagment to assess resident and stakeholder perceptions of needs and potential solutions. In addition the local HNA, the City participated in a Regional Housing Needs Assessment conducted by the Denver Regional Council of Governments (DRCOG) to quantify current and future housing demand by price-point (in compliance with new state HNA requirements). Findings from those studies are summarized here to provide citywide context on housing needs to inform the station area analysis.

### Socioeconomic Trends: *Population growth outpacing housing supply; residents are aging and incomes are rising, but poverty disproportionately impacts certain groups.*

Arvada's population growth was similar to the Metro overall and reflects an aging population. Arvada's housing supply did not quite keep pace with household and population growth over the past 5 years.

Income shifts show a sharp rise in the number (and proportion) of Arvada households earning more than $100,000 per year. This shift reflects income gains for some, coupled with an influx of higher income residents.

The average worker in Arvada earned $54,820 in 2021, up 35% since 2013 (exceeding inflation, which was 16% over the period). Note that the average worker salary is substantially lower than the city's median household income because jobs located in Arvada are largely concentrated in the lower wage service industries.

Poverty in Arvada is low ( 6%), though some groups are disproportionately impacted by poverty (i.e., Hispanic residents, single mothers, non-family households, and residents with less than a high school degree).

**Figure 1.**
**Population, Housing Units, and Jobs in Arvada, 2017-2021**

| | 2017 | 2021 | % Change |
|---|---|---|---|
| **Resident Households** | **47,083** | **50,678** | **8%** |
| *with children* | *14,305* | *14,316* | *0%* |
| *with seniors* | *12,889* | *16,528* | *28%* |
| **Housing Units** | **48,629** | **51,928** | **7%** |
| *Owners* | *35,818* | *38,303* | *7%* |
| *Renters* | *11,265* | *12,375* | *10%* |
| *Vacant* | *1,546* | *1,250* | *-19%* |
| **Primary Jobs** | **30,004** | **31,220** | **4%** |
| *In-commuters* | *24,108* | *25,233* | *5%* |
| *Out-commuters* | *54,303* | *55,714* | *3%* |

Source: Arvada Housing Needs Assessment (5-year ACS and Root Policy Research).

**Figure 2. Households by Income, Arvada 2013-2021**



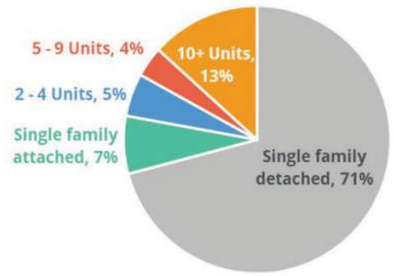

Source: Arvada Housing Needs Assessment (5-year ACS and Root Policy Research).

### Housing Stock and Market Trends: *Price and rent increases outpace inflation. Production of missing middle housing types is increasing but still constitutes a small share of home sales.*

***Housing stock.*** Arvada's housing stock is weighted toward single family detached products—however, recent permit trends have shifted to "missing middle" and multi-family housing types.

**Figure 3. Housing Stock by Structure Type, Arvada**

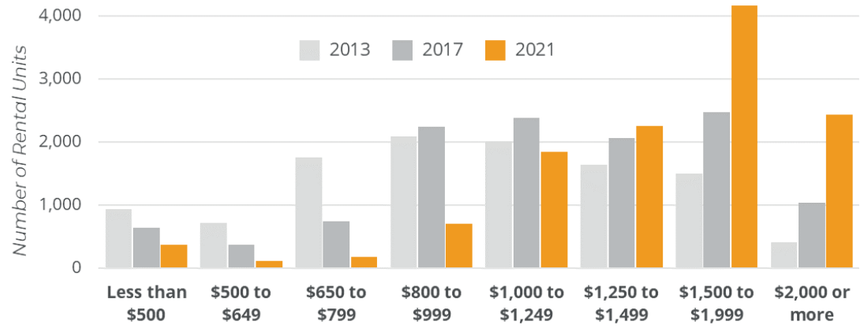
Source: 2021 5 year ACS and Root Policy Research




***Rental market.*** Median rent in Arvada was around $1,600 in 2021, 56% higher than in 2013. Rental units in the city have increasingly shifted to higher price points over the last decade, resulting in a sharp decline in units affordable to low and middle income households. Just since 2017, the number of units priced below $1,000 per month dropped from 4,000 to 1,350 units.

**Figure 4. Rent Distribution, Arvada, 2013-2021**

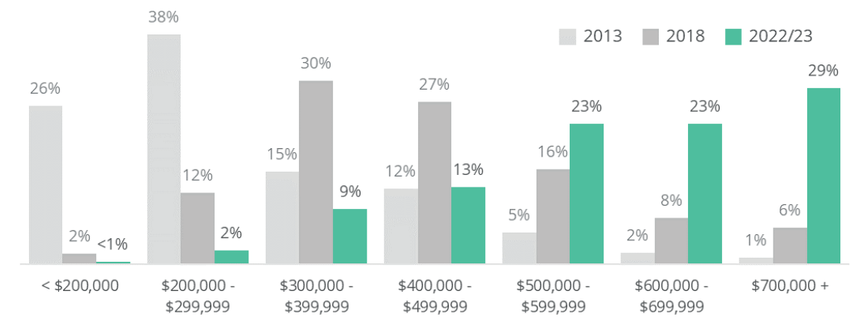
Source:
Arvada Housing Needs Assessment (5-year ACS and Root Policy Research).




***Homeownership.*** 75% of households own their home in Arvada, similar to the rate in Jefferson County overall. However, recent data on mortgage applications show that buying a home is increasingly out of reach for low and moderate income households. Arvada households need an income of $199,000 to afford the median price of $606,000. Condos offer the most affordable option with a median price around $350,000, but account for a relatively small proportion of total sales (8%).

**Figure 5. Sale Price Distribution, Arvada, 2013-2022/23**

Source:
Arvada Housing Needs Assessment (Zonda and Root Policy Research).



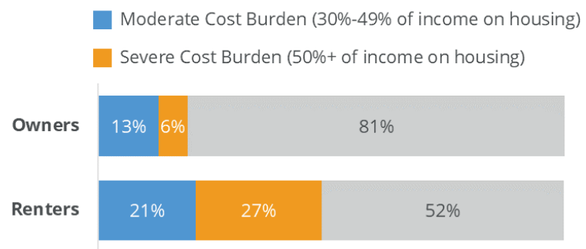

For sale homes priced below $300,000 have dramatically declined, comprising only 2% of homes sales in the city in 2022/23, down from 64% in 2013 and 14% in 2018. The loss of inventory at this price-point creates a significant barrier for renters looking for first-time home purchase opportunities.

## Housing Affordability & Needs:

*Changes in affordability, mismatches in supply and demand, and cost burden.*

***Cost Burden.*** Almost half of Arvada's renters are cost burdened (spending 30% or more of gross income on housing). Over the past 10 years, the impact of cost burden has started to impact higher income renters with substantial increases in the proportion of renters earning $35,000 to $75,000 that are cost burden.

**Figure 6. Cost Burden by Tenure, Arvada, 2021.**




Source: 2021 5-year ACS and Root Policy Research.

***Changes in affordability:*** The rise in home prices substantially outpaced incomes over the past five years. These trends coupled with rising interest rates are pushing homeownership further out of reach for many Arvada households.

- The median home price rose 144% between 2013 and 2021, far exceeding the change in median income (42%). Rising interest rates exacerbate these changes and compress affordability further: the change in purchasing power associated with rising incomes was only 7%, due to the sharp spike in interest rates over the period.
- At the median, the increase in renter income and rental costs were roughly proportional (52% rise in income and 56% rise in rent). In other words—the median renter was almost able to keep up with rising rents. However, the next section on affordability gaps shows not all renters are experiencing proportional affordability.

**Figure 7. Income and Market Changes, Arvada, 2013-2021/22**




Notes: Purchasing power assumes that buyers spend 30% of their income on housing and have a 30-year mortgage with a 10% down payment. Ancillary costs (e.g., property taxes, insurance, HOA payments) are assumed to collectively account for 30% of monthly housing costs.

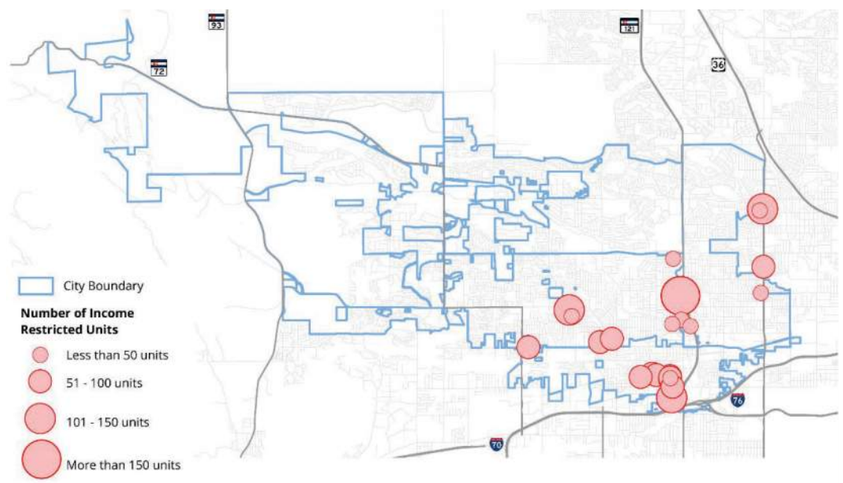
Source: 2013, 2017, and 2021 ACS 5 year, Zonda Sales Data, and Root Policy Research.



***Affordable inventory.*** Income-restricted housing units play an important role in providing affordable rents to Arvada residents and workers with low to moderate household incomes. Arvada has a total of 1,400 income restricted units across 24 properties (as of January 2024) with another 750 units in the pipeline. However, according to the National Housing Preservation Database (NHPD), 380 affordable units are expected to expire in the next 10 years and around 1,200 affordable units will expire by 2040.

**Figure 8. Affordable Housing Units, Arvada, 2024**

Source:
City of Arvada data and Root Policy Research.

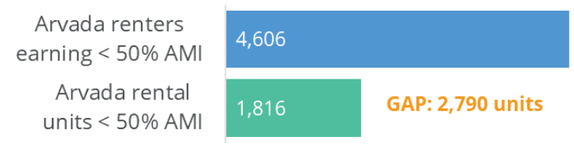



***Affordability Gaps—mismatches in supply and demand by price-point:*** The affordability gaps analysis indicates that affordability needs are concentrated below 50% AMI in the rental market and below 120% AMI in the for-sale market (though for-sale needs do persist up to 150% AMI).

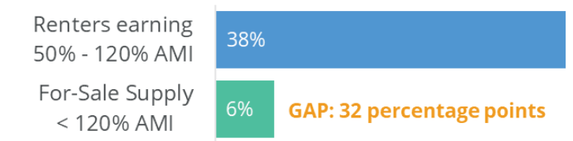
Collectively, there is an affordability shortage of 2,790 units for renters earning less than 50% AMI (even after accounting for the City's affordable, income-restricted rental inventory). The most acute affordability needs are for households earning less than 30% of AMI.

Thirty-eight percent of renters have incomes between 50% and 120% of AMI—a range historically in consideration for first-time home purchase. However, only 6% of homes sold in Arvada in 2022 were in their price-range. Potential buyers do not see proportional affordability in the market unless they have incomes over 150% AMI.

**Figure 9.**
**Rental Affordability Gaps.**




**For-Sale Affordability Gaps.**




Source: 2021 5-year ACS, Zonda, and Root Policy Research.

The Arvada workforce faces affordability challenges as well: only 8 industries have average wages high enough to afford the median rent in Arvada and no industries have average wages high enough to afford the median sale price (even if they have 1.5 workers per household). Affordability gaps can be addressed through new production of housing units at the needed price-points and/or through subsidies of existing units.

## Community Perspectives: *Resident and in-commuter survey, stakeholder interviews, and developer focus groups.*

***Resident Survey.*** While Arvada residents report to highly value housing diversity/accessibility and affordability, they are less willing to accommodate the housing forms that typically provide diversity, accessibility, and affordability.

- Housing types that received the highest average importance rating by all Arvada respondents are housing for middle class families, starter homes affordable to first-time buyers, accessible housing (i.e., no stairs for residents with mobility needs), and housing affordable to residents living on fixed incomes and/or working in public service or retail.

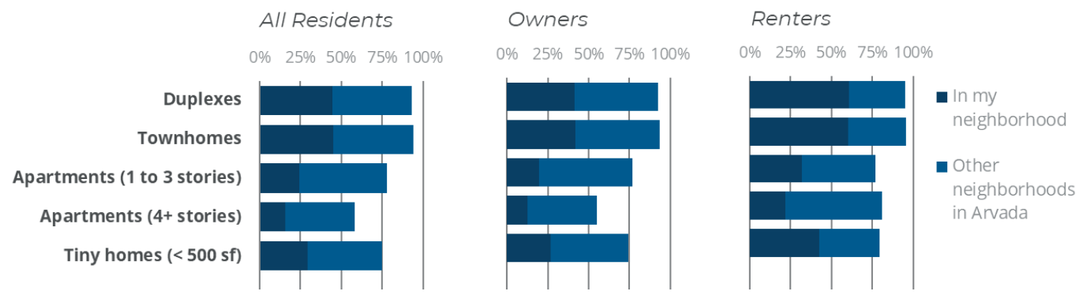
- Despite the stated values above, fewer than half of survey respondents think duplexes or townhomes are appropriate in their neighborhood and only 25% think their neighborhood should have 3-story apartment buildings along major roads.

**Figure 10. Average Importance Rating of Housing Types**




Source:
Root Policy Research from the 2023 Arvada Housing Survey.

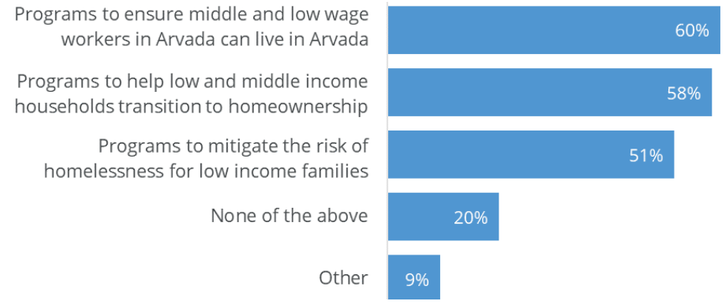
**Figure 11. Perception of Neighborhood Compatibility of Housing Structures**




Source: Root Policy Research from the 2023 Arvada Housing Survey.

***Public investments in housing.*** As an affordable housing initiative, residents would most like to see Arvada invest in programs that support middle and low wage workers, as well as programs to help low and middle income households transition to homeownership.

**Figure 12. What types of housing programs should the City of Arvada invest in over the next 5 years?**




Source:
Root Policy Research from the 2023 Arvada Housing Survey.

Specific support programs survey respondents said would improve their housing security were money to make critical repairs (25%), find housing my adult child can afford (21%), and/or find a home I can afford to buy (25%).

***Stakeholder interviews and developer focus groups:***

- **Social service providers** emphasized the need for more long-term programming to support low income families and residents experiencing (and at risk of) homelessness. Examples provided by stakeholders included: a navigation center, mental health services, financial assistance programs, and workforce/skill development programs.

- **Employers** are losing workers interested in homeownership but cannot afford to buy a home in Arvada. One Arvada employer reported losing 7 employees in the last year due to high housing costs in the City.

- **Real estate developers** who participated in interviews and the focus group highlighted policy and process barriers that prevent or delay housing projects including: high parking requirements/standards; relatively high tap fees and infrastructure costs; public opposition to multi-family houses; requirements for conditional use permits in mixed-use zones; and slow approval processes.

- **Developers** recommended a range of strategies to reduce regulatory barriers that would make Arvada a more attractive place to develop, specifically implementing an expedited review process for affordable or workforce housing projects, and/or developing an online tool for developers to understand city timelines/processes; additional affordability incentives; parking reductions; and density increases in some areas.

- **Community advocates** feel there is strong leadership on City Council—however, advocates would like to see members make housing and land use decisions more administrative (when in line with base zoning and City priorities.

**Deeper Dive with Housing Developers on Barriers:** Market-rate and affordable housing developers participated in interviews and a focus group discussion with the Root Policy team as part of the Housing Needs Assessment. Findings from these discussions are provided below.

- Developers tend to view Arvada's overall zoning code favorably and perceive City Council and department staff as generally supportive of market-rate and affordable developers. However, developers did highlight several local policy and process barriers to affordable and market-rate development in the city:
  - High parking requirements and standards (both the number of spaces required and the requirement for covered parking);
  - Relatively high tap fees and infrastructure costs compared to other cities on the Front Range;
  - Public opposition or NIMBYism (not-in-my-backyard-ism) to multi-family development;
  - Requirement for conditional use permits in mixed-use zones which triggers public process and empowers NIMBYs, even when the proposed development is in line with zoning standards; and
  - In some cases, developers noted a relatively slow approval process.
- Development economics are also a challenge right now, particularly with very high interest rates and rising construction costs. These market realities pose a barrier to both affordable and market-rate development projects.
- Although some residents oppose density, developers believe that adding density in appropriate areas will help preserve open space amenities by making efficient use of land (i.e., reducing sprawl).
- Developers recommended a range of strategies to reduce regulatory barriers that would make Arvada a more attractive place to develop. They specifically cited implementing an expedited review process for Affordable or Workforce housing projects, designating a staff person to help developers navigate city departments and processes, or developing an online tool for developers to understand city timelines/processes.
- Other tools to increase the city's housing supply could be development incentives such as parking reductions and/or exemptions from the covered parking requirement, density bonuses (additional dwelling units per acre), balcony variances, gap financing for infrastructure costs, impact fee relief, and allowing income restricted projects by right.
- Developers also called for state-level legislative changes to construction defects laws, which could reduce the risk and cost of building condos and townhomes which provide naturally affordable ownership opportunities.
- Affordable developers cited a need for expansion of the tax credit program (federal and state), as well as local funding which can help support gap financing in affordable projects. Additional funding for projects using Housing Choice Vouchers would also support affordable development and help stabilize low-income households.

## How have housing needs changed?

*The top needs affordable rental and ownership options and increased housing diversity. Survey results also indicate a need for programs that improve housing stability and broad support for City investments in housing for low and middle income workers.*

| Top Needs – 2020 Study | Updates – 2024 |
|---|---|
| 1 **Additional affordable rentals (or rental assistance), specifically for residents earning less than $35,000.** | → **Rental affordability gap increased from 2,275 units to 2,790 units.** |
| 2 **Starter homes and family homes priced near or below $300,000.** | → **Acute need now goes up to $350,000 and market continues to undersupply homes up to $450,000.** |
| 3 **Increased diversity in housing stock with a focus on "missing middle" ownership options and product types attractive to aging seniors.** | → **Increased diversity still a need to accommodate priority housing types (based on survey results). Survey also indicates a need for programs that improve housing stability.** |

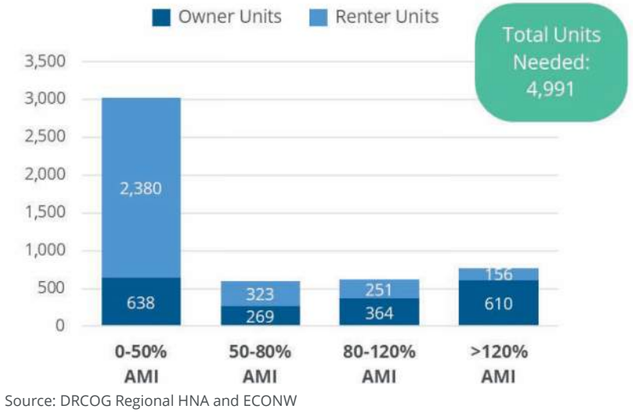
Source: Root Policy Research from the 2023 Arvada Housing Survey.

## How many housing units are needed for the future?

*In order to address the current market undersupply and expected growth through 20232, the City of Arvada needs to add 4,990 units—with most of those units affordable to households earning less than 50% AMI.*

DRCOG's Board of Directors accepted the Regional Housing Needs Assessment (RHNA)as a guide for future housing planning, strategy and action in October 2024. In December 2025, the Department of Local Affairs (DOLA) reviewed and accepted the RHNA establishing compliance with SB24-174 for participating local governments (including the City of Arvada). A key component of the RHNA is housing need forecasts over a 10-year period (2023-2032), distributed to regional subarkets and then local jurisdictions. The 10-year local need by income (includes current underupply and forecasted needs through 2032) is shown below.

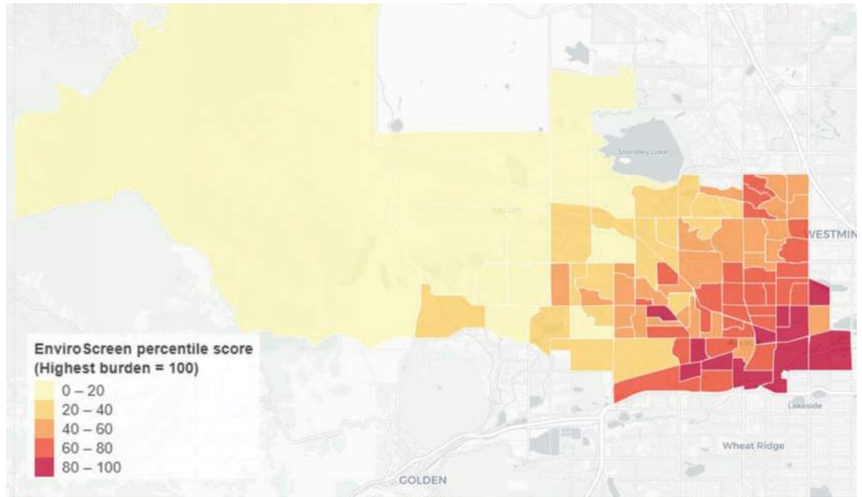
**Figure 13. Current and Future Housing Needs by Affordability Level, Arvada 2023-2032**




Source: DRCOG Regional HNA and ECONW

**Displacement risk analysis.** *Populations with the highest risk of displacement are concentrated in the southeast portions of the city, overlapping with areas with the highest proportion of renters (based on DRCOG RHNA analysis).*

**Figure 14. Displacement Risk Map, Arvada**




Note:

The DRCOG RHNA uses data from the Colorado Department of Health and Environment's Colorado EnviroScience 2.0 tool to identify those at risk of displacement. Higher raw and percentile scores represent higher levels of burden and vulnerability.

Source:

DRCOG RHNA Dashboard.

## 2.2. Arvada Housing Vision & Strategies

Several different strategy documents guide Arvada's appraoch to housing and community development, including the current Comprehensive Plan, the City Council Strategic Plan, the Arvada Housing Authority Annual Report, and the Housing Strategic Plan.

**Comprehensive Plan Vision for Land Use and Neighborhoods:** A Comprehensive Plan articulates a community's vision, goals, and policies related to growth and change including economic development, housing, transportation, parks, and open space. The City of Arvada is launching an update to its current Comp Plan in 2026, but the existing Comprehensive Plan (completed in 2014)[1] still offers helpful insight to community priorities for neighborhoods, housing, and land use.

***The current Plan includes the following goals for neighborhoods and housing:***

- Plan for a range of neighborhoods and accessible housing of different tenure types to accommodate diverse incomes and all ages and abilities.
- Encourage development of Workforce, Affordable, and assisted housing throughout Arvada.
- 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.
- Provide opportunities for special needs and senior housing in Arvada.

***It also outlines the following Land Use and Redevelopment Goals***

- Coordinate Arvada's planning internally and with that of adjacent jurisdictions and the Denver Regional Council of Governments.
- Plan for a balanced mix of commercial and residential land uses in Arvada.
- Encourage development of transit-supportive, higher-density, mixed-use, pedestrian-oriented areas.
- Promote mixed-use, transit-oriented development.
- Designate and promote redevelopment and infill to generate economic revitalization, improve physical conditions, and provide an appropriate mix of quality housing choices.




Source: Graphic from the Comp Plan Update page: https://www.arvadaco.gov/1374/2026-27-Comprehensive-Plan-Update.

**Arvada City Council Strategic Plan: Housing Section.** The Arvada City Council Strategic Plan outlines desired community outcomes and sets forth the Strategic Results and Goals to guide City Council efforts between 2024 and 2030. Council's Strategic Results focus on addressing **homelessness**, improving **housing options**, bolstering **quality of life**, supporting a **vibrant local economy**, and improving **physical and technology systems.**

**City Council Strategic Result**
Improve access to diverse, safe, and affordable housing options and programs, providing residents with opportunities to obtain housing that meets their needs in all phases of life.

The Plan outlines the following Strategic Goals to achieve the City Council result on housing:

1. Ensure continuity and consistency of housing strategies throughout the City's foundational and guiding plans and policies.
2. Prioritize opportunities to expand affordable housing options in collaboration with the community, development, and funding partners.
3. Conduct research and feasibility studies to explore the viability of and opportunities for expanding attainable housing options.
4. Foster a welcoming community that attracts future housing development and ensures residents feel safe and secure.
5. Provide robust and efficient services that facilitate the development of diverse housing stock.
6. Plan, fund, design and construct sustainable physical infrastructure to address level of service gaps in underserved areas and along transportation corridors.
7. Provide communication, marketing, and engagement strategies to increase awareness and accessibility of housing options and programs, ensuring residents have increased opportunities to secure housing.

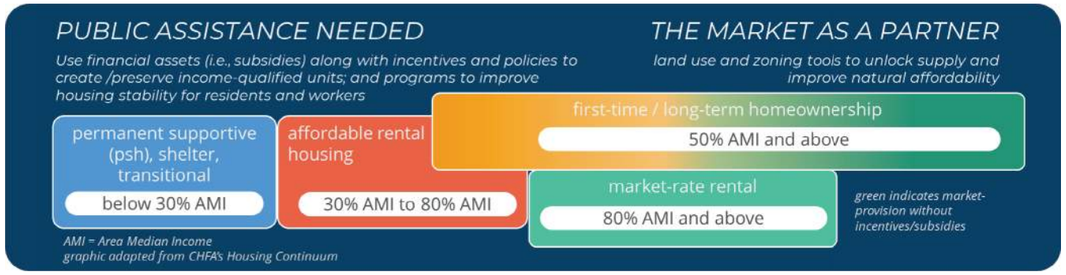
**The Arvada Housing Strategic Plan** identifies, prioritizes, and recommends housing goals, policies, programs and resources to address housing needs in the City of Arvada. Strategies and action items were developed in conjunction with Arvada City staff, City Council, and the Arvada Housing Advisory Committee (HAC) and are grounded in evidence-based best practices, Root Policy Research's expertise, and input from Arvada residents and stakeholders as part of the community engagement conducted in support of the Housing Needs Assessment and Strategic Plan.

***Housing strategy framework.*** There is no single strategy—or "silver bullet"—to resolve a community's housing challenges. Instead, it is important to have a toolkit of strategies to effectively address needs and respond to changing market and policy conditions. An integrated approach that creates funding and leverages key partners to create and preserve affordability as well as assist low-income households will have the most success.



The City can leverage the market as a partner to develop needed housing for moderate- and higher-income households by using land use and zoning tools to unlock supply and increase natural affordability. However, even with adequate zoning, the private market cannot produce an adequate amount of affordable housing for lower income households due to the high (and rising) cost of new construction, land, and financing. Therefore, direct subsidies (e.g., gap financing, LIHTC, land donations, etc.) are needed to create affordable rental housing and to create access to homeownership for low- and moderate-income households.

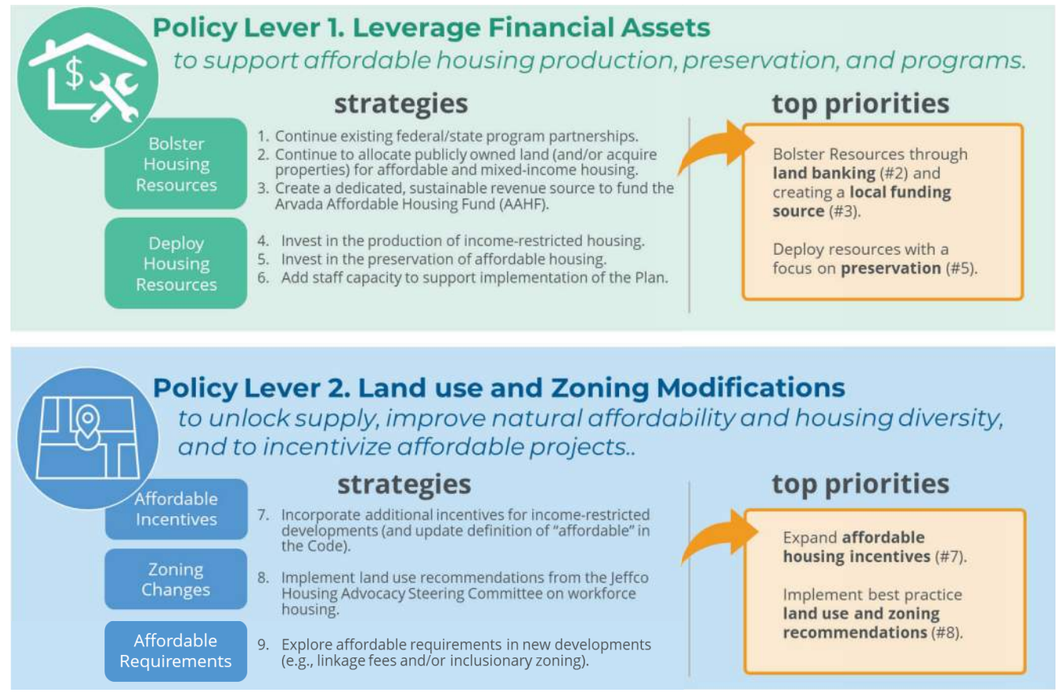
**Figure 16. City of Arvada's Role Across the Housing Contiuum**




Source: Arvada Housing Strategic Plan.

***Policy levers and housing strategies.*** Figure 15 summarizes the policy levers, strategies, and priorities from the Arvada Housing Strategic Plan.

**Figure 15. Arvada Housing Strategic Plan: Policy Levers, Strategies, and Priorities**




Source: Arvada Housing Strategic Plan.

***Housing goals:*** The City set the following goals to measure outcomes:

- Increase Affordable Housing inventory by 3% per year—139 units annually from the current baseline—in compliance with the City's commitment with State Proposition 123 funding. (Affordable is defined a 60% of AMI for rental units and 100% of AMI for for-sale units).
- Increase production of housing that expands price-point and product diversity in Arvada, including multifamily and "missing middle" products (e.g., du-/ tri-/quad-plexes and townhomes) that tend to have more attainable price-points.

**Arvada Housing Authority.** The Arvada Housing Authority (AHA) supports the Housing Strategic Result identified in the City of Arvada Strategic Plan: ***Improve access to diverse, safe, and affordable housing options and programs, providing residents with opportunities to obtain housing that meets their needs in all phases of life.***

AHA offers direct assistance to residents through voucher programs (Housing Choice Vouchers, Project-Based Vouchers, and mainstream vouchers), all of which help low income households access affordable rent. The AHA also provides housing navigation services and facilitates the production and preservation of affordable housing in Arvada through partnerships.

Unfortunately, the need for affordable housing far outweighs the resources available to the AHA: federal funding formulas coupled with market pressures led to a budget shortfall in 2025 making it difficult for the AHA to continue services for existing beneficiaries. In addition, the waitlist for vouchers is currently closed—it opened for two day sin January 2025 and received 3,118 applications, but without additional funds these households are unable to be served.

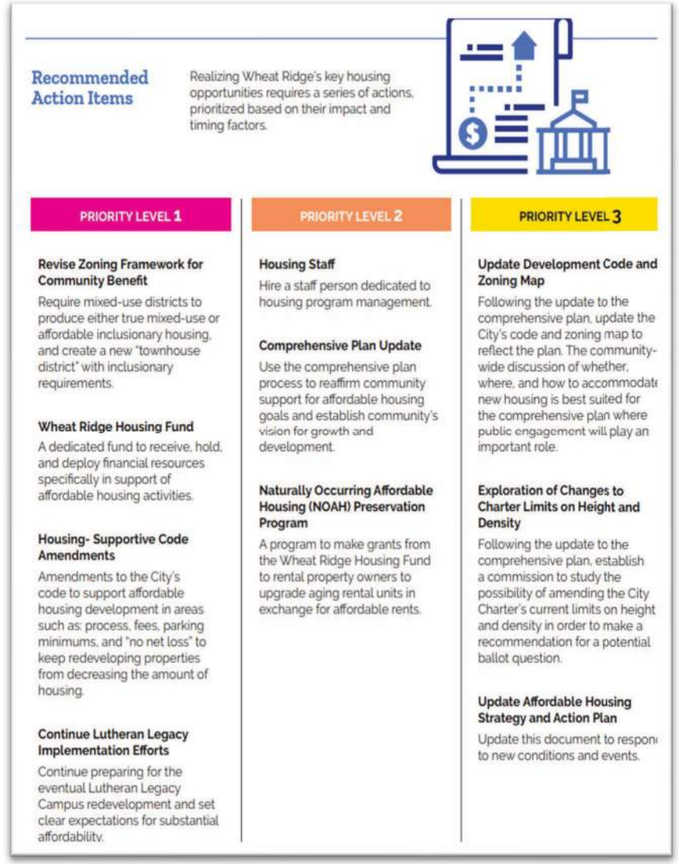


## 2.3. Adjacent and Sub-Area Plans

This section of the report catalogs adjacent and sub-area plans that are relevant to the station areas covered by the Livable Centers analysis, including the Wheat Ridge Affordable Housing Strategy (2023), and relevant subarea and corridor plans such as the New Town Sub-area Plan (2023), Square Lake Subarea Plan (2022), and the Wadsworth Boulevard Retail Corridor Study (2018).

### Wheat Ridge Affordable Housing Strategy (2023):[2]

- Key opportunities for affordable housing identified in the Wheat Ridge Action Plan include: build more multi-unit rental housing; build more attached ownership units; preserve and upgrade existing affordable rental units; and maximize the potential for the Lutheran Legacy Campus redevelopment.[3]
- Priority Level 1 Actions—revise the zoning framework for community benefit; establish a Wheat Ridge Housing Fund; make amendments to the City's code to support development (fees, parking minimums, "no net loss"); continue Lutheran Legacy implementation efforts.
- Priority Level 2 Actions—hire a staff person dedicated to housing program management; use the Comprehensive Plan process to reaffirm community support for housing; and establish a naturally occurring affordable housing (NOAH) program. (Recommends making grants from the housing fund to rental property owners to upgrade aging units in exchange for affordable rents).
- Priority Level 3 Actions—update the City's development code and zoning map to reflect the Comprehensive Plan update; establish a commission to study and explore changes to the Charter's limits on height and density; and update the Strategy and Action Plan to respond to conditions/events.




[2] https://whatsupwheatridge.com/housing

[3] All opportunity areas include an element to "achieve inclusionary, mixed-income outcomes" (excluding preservation efforts). The Lutheran Hospital campus is a 100-acre site in the City of Wheat Ridge that will be vacated. The site was identified as an opportunity for the City to create new affordable housing units.

# 3. Existing Conditions


3.1. Demographic and Housing Market Analysis.....

3.2. Study Area.....

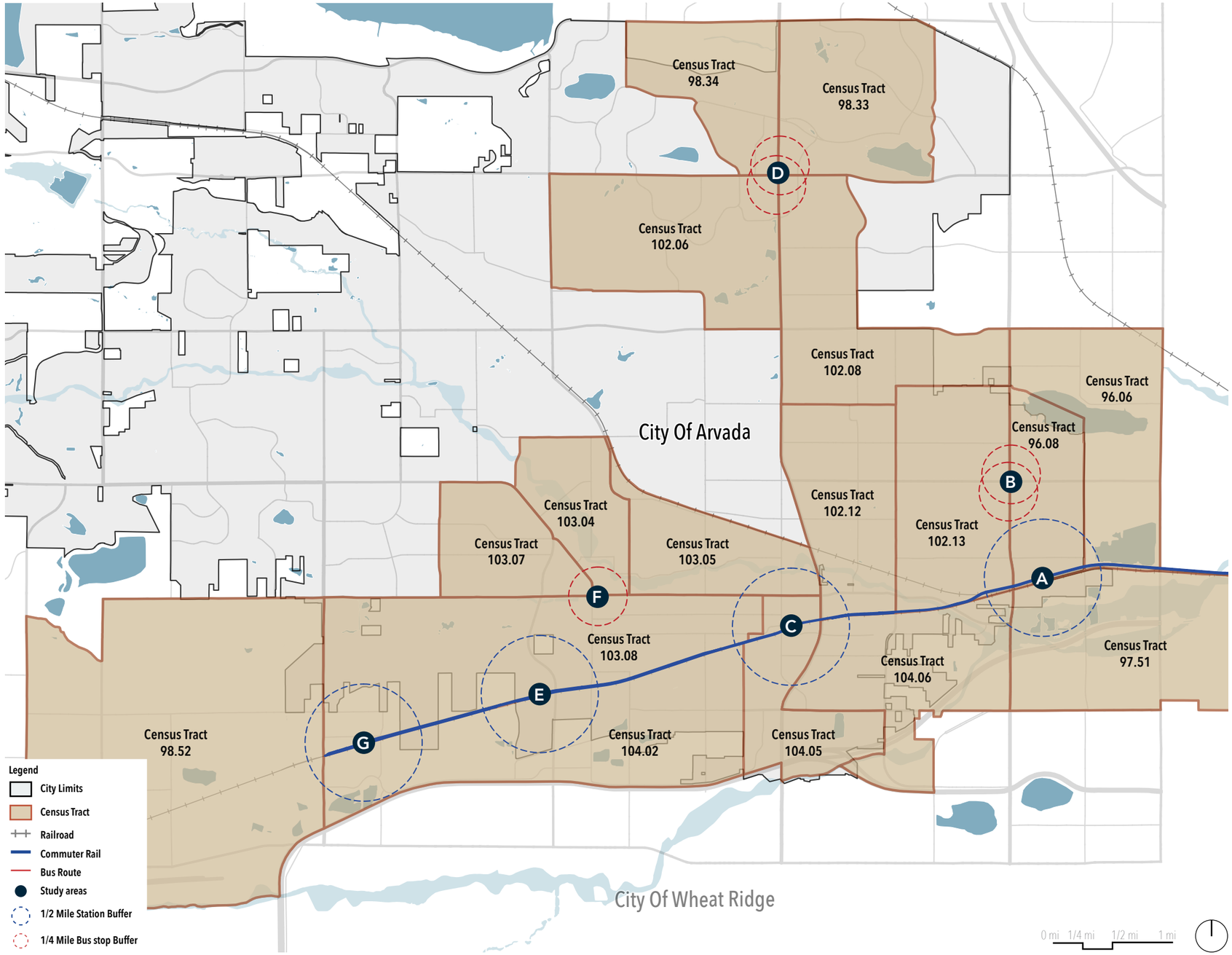
3.3. Housing .....

3.4. Transportation .....

3.5. Community Livability.....

# Census Tract

## DRCOG Arvada Livable Centers Study Area Census Tracks




| A. Gold Strike Station | 96.08 | 97.51 | 102.13 | 104.06 |
|---|---|---|---|---|
| Population Density (per sq mile) | 5534 | 3363 | 4270 | 2902 |
| Total Population | 2862 | 3832 | 4574 | 3123 |
| Occupied Housing Units | 1153 | 1499 | 1932 | 1455 |
| Owner Occupied | 1067 | 795 | 1322 | 862 |
| Renter Occupied | 86 | 704 | 610 | 593 |
| Vacant Housing Units | 0 | 140 | 0 | 29 |

| C. Olde Town Arvada St. | 102.12 | 103.05 | 103.08 | 104.05 | 104.06 |
|---|---|---|---|---|---|
| Population Density | 4796 | 5585 | 3251 | 4557 | 2902 |
| Total Population | 4212 | 3583 | 6139 | 2832 | 3123 |
| Occupied Housing Units | 1634 | 1666 | 2814 | 1592 | 1455 |
| Owner Occupied | 1095 | 919 | 1676 | 280 | 862 |
| Renter Occupied | 539 | 747 | 1138 | 1312 | 593 |
| Vacant Housing Units | 69 | 129 | 256 | 69 | 29 |

| E. Arvada Ridge Station | 103.08 | 104.02 |
|---|---|---|
| Population Density (per sq mile) | 3251 | 3867 |
| Total Population | 6139 | 6013 |
| Occupied Housing Units | 2814 | 2803 |
| Owner Occupied | 1676 | 847 |
| Renter Occupied | 1138 | 1956 |
| Vacant Housing Units | 256 | 245 |

| G. Wheat Ridge Station | 103.08 | 104.02 | 98.52 |
|---|---|---|---|
| Population Density (per sq mile) | 3251 | 3867 | 1424 |
| Total Population | 6139 | 6013 | 5194 |
| Occupied Housing Units | 2814 | 2803 | 1893 |
| Owner Occupied | 1676 | 847 | 1695 |
| Renter Occupied | 1138 | 1956 | 198 |
| Vacant Housing Units | 256 | 245 | 8 |

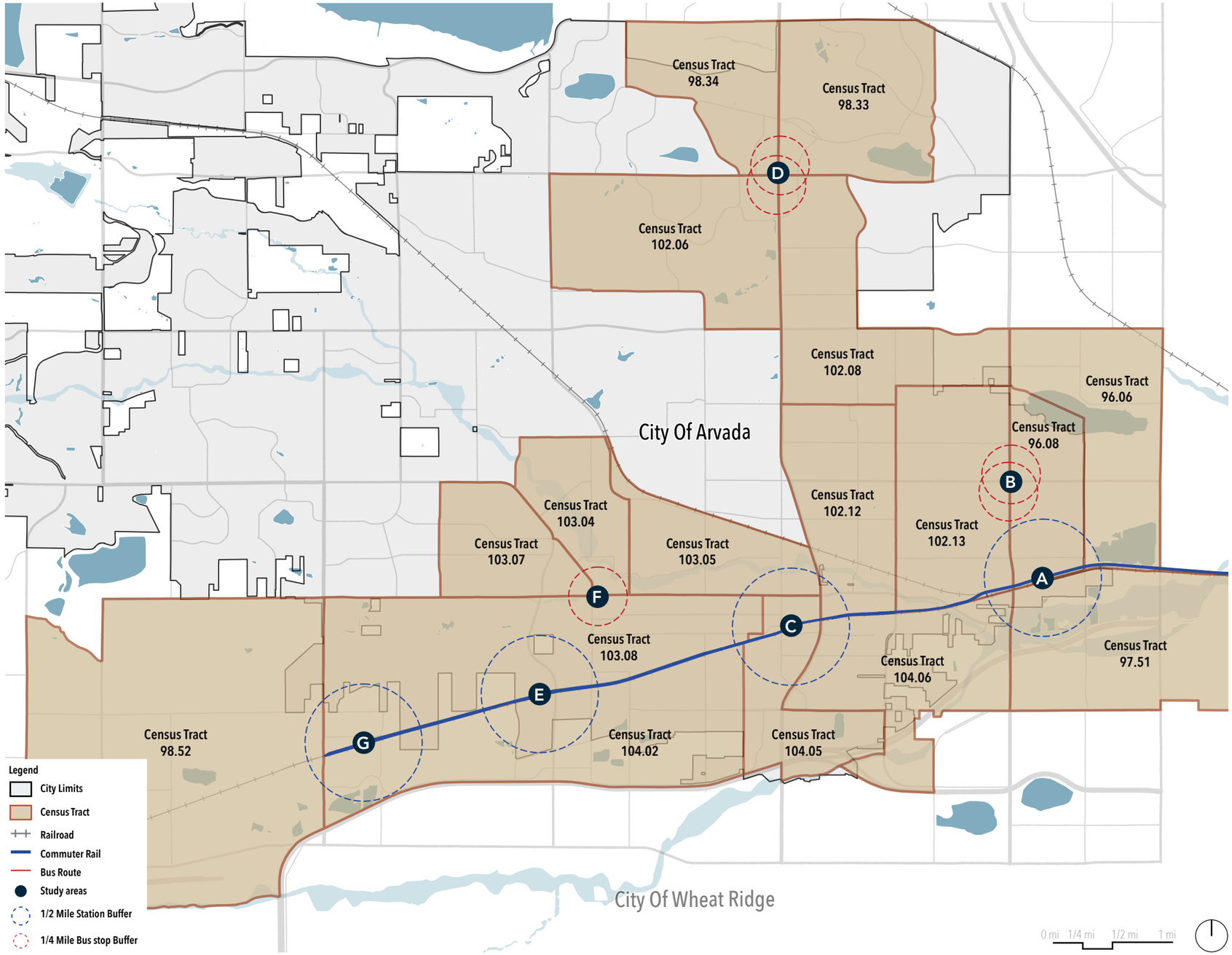
Source: U.S. Census Bureau ACS 2023

### Station Locations:

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

# Census Tract

## DRCOG Arvada Livable Centers Study Area




| B. Sheridan & W 64th | 96.08 | 102.13 |
|---|---|---|
| Population Density (per sq mile) | 5534 | 4270 |
| Total Population | 2862 | 4574 |
| Occupied Housing Units | 1153 | 1932 |
| Owner Occupied | 1067 | 1322 |
| Renter Occupied | 86 | 610 |
| Vacant Housing Units | 0 | 0 |

| D. Wadsworth & W 80th | 98.33 | 98.34 | 102.06 | 102.08 |
|---|---|---|---|---|
| Population Density (per sq mile) | 5654 | 6616 | 3286 | 5329 |
| Total Population | 5538 | 4706 | 4094 | 6147 |
| Occupied Housing Units | 2227 | 1990 | 1643 | 2150 |
| Owner Occupied | 1501 | 1456 | 1316 | 1757 |
| Renter Occupied | 726 | 534 | 327 | 393 |
| Vacant Housing Units | 159 | 54 | 0 | 14 |

| F. Independence St & Ralston Rd | 103.04 | 103.07 | 103.08 |
|---|---|---|---|
| Population Density (per sq mile) | 4599 | 8144 | 3251 |
| Total Population | 2399 | 4681 | 6139 |
| Occupied Housing Units | 988 | 2042 | 2814 |
| Owner Occupied | 807 | 1045 | 1676 |
| Renter Occupied | 181 | 997 | 1138 |
| Vacant Housing Units | 119 | 65 | 256 |

Source: U.S. Census Bureau ACS 2023

**Station Locations:**

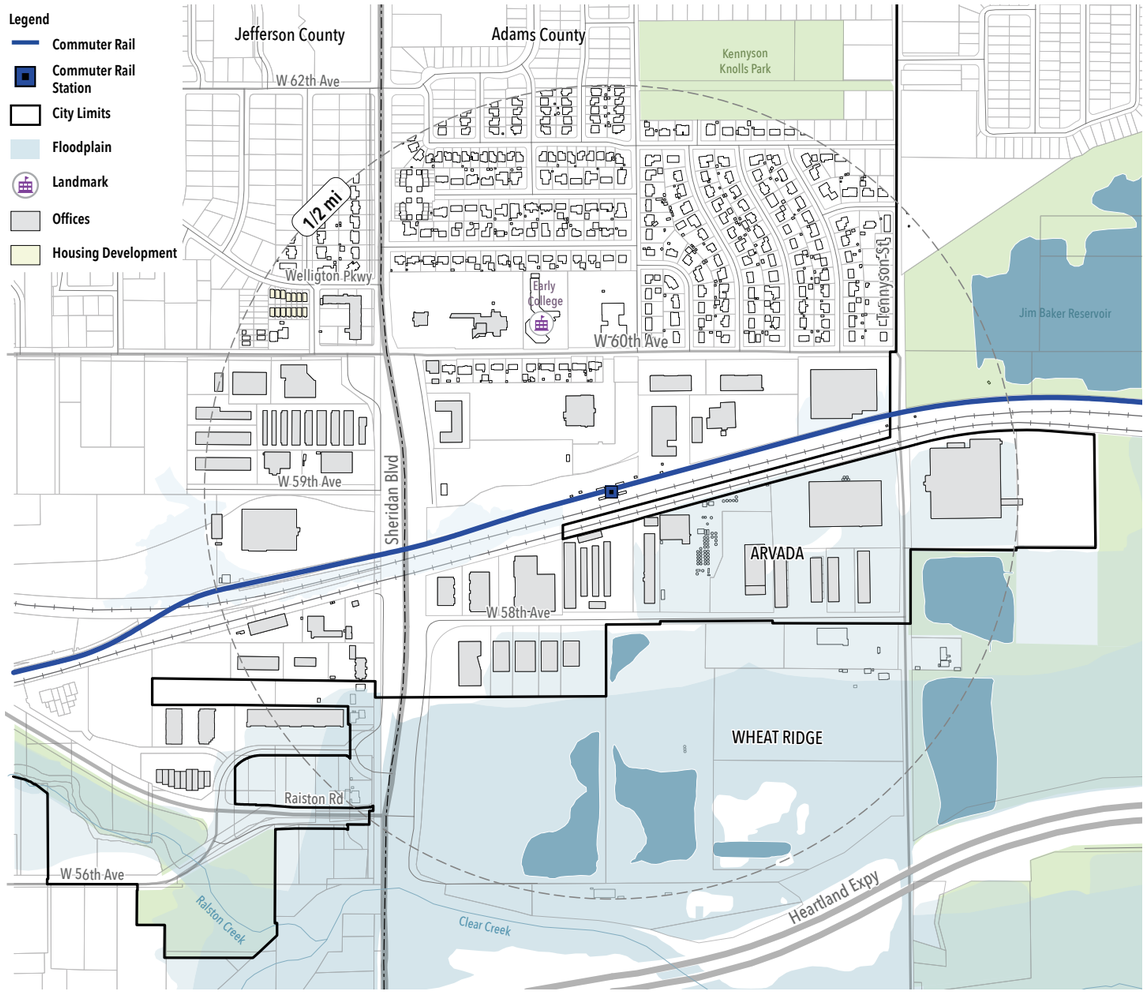
- A 60th/Sheridan-Arvada Gold Strike Station
- B Sheridan Blvd & W 64th Ave
- C Olde Town Arvada Station
- D Wadsworth Blvd & W 80th Ave
- E Arvada Ridge Station
- F Independence St & Ralston Rd
- G Wheat Ridge/Ward Road Station

## A. Arvada Gold Strike Station

## 3.2. Study Area

### Neighborhood Context

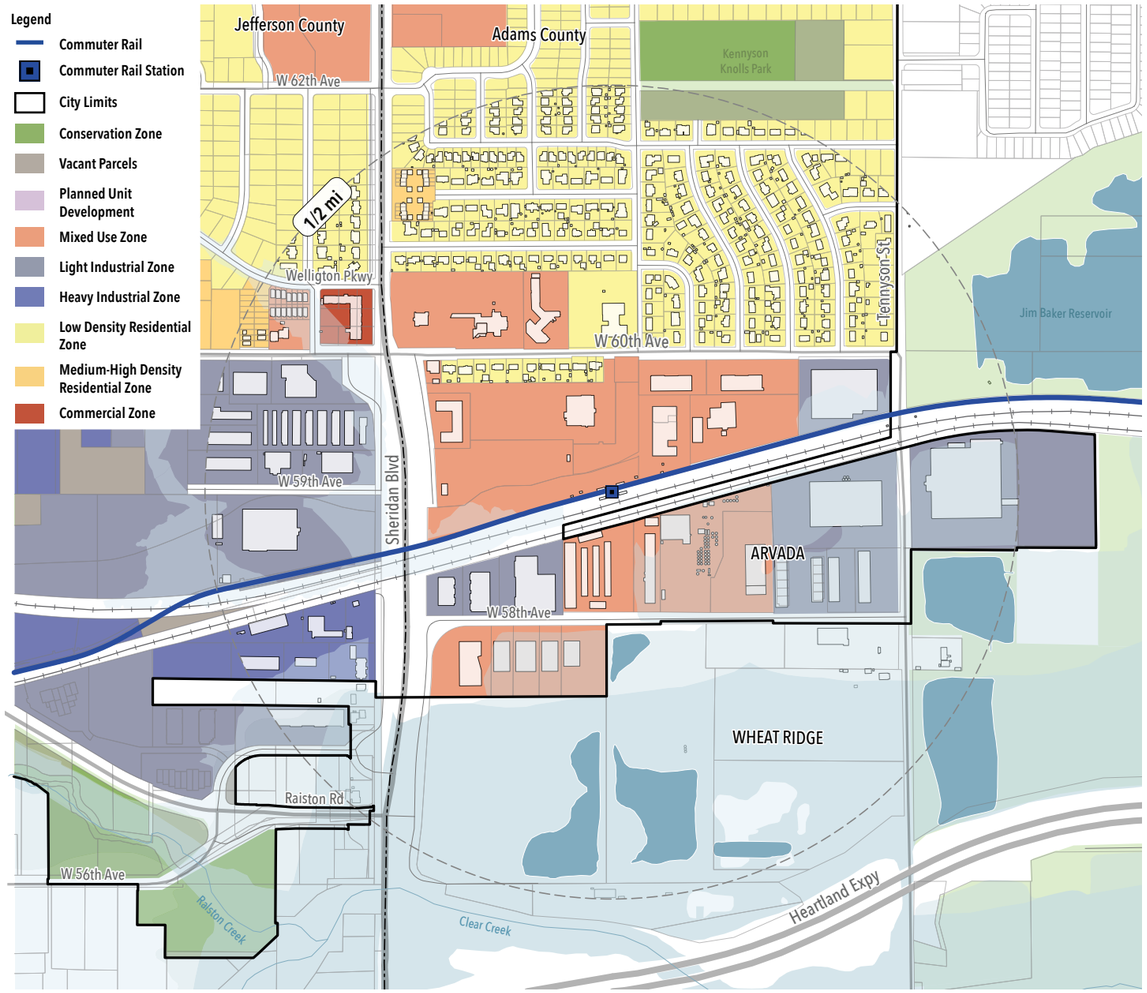
The 60th/Sheridan Arvada Gold Strike Station is located in a corridor-oriented setting with the light rail line running east–west and Sheridan Boulevard acting as the primary north–south connection. The ½-mile study area includes large parcels and lower-intensity residential neighborhoods north of the station, with a more corridor-commercial and employment character closer to the rail line and along major roadways. Jurisdictional transitions between Jefferson County and Adams County, as well as the Arvada city boundary, shape the overall development pattern within the station area.




Source: City of Arvada, GIS

### Zoning

Zoning within the Gold Strike Station study area is dominated by residential districts, particularly in the northern portion of the station area. More intensive zoning districts including mixed-use and industrial are concentrated closer to the station and along major corridors, reflecting the presence of larger sites and employment-serving land uses. Conservation zoning appears along environmental and open space areas, reinforcing constraints on development in select locations and shaping where redevelopment is most likely to occur.

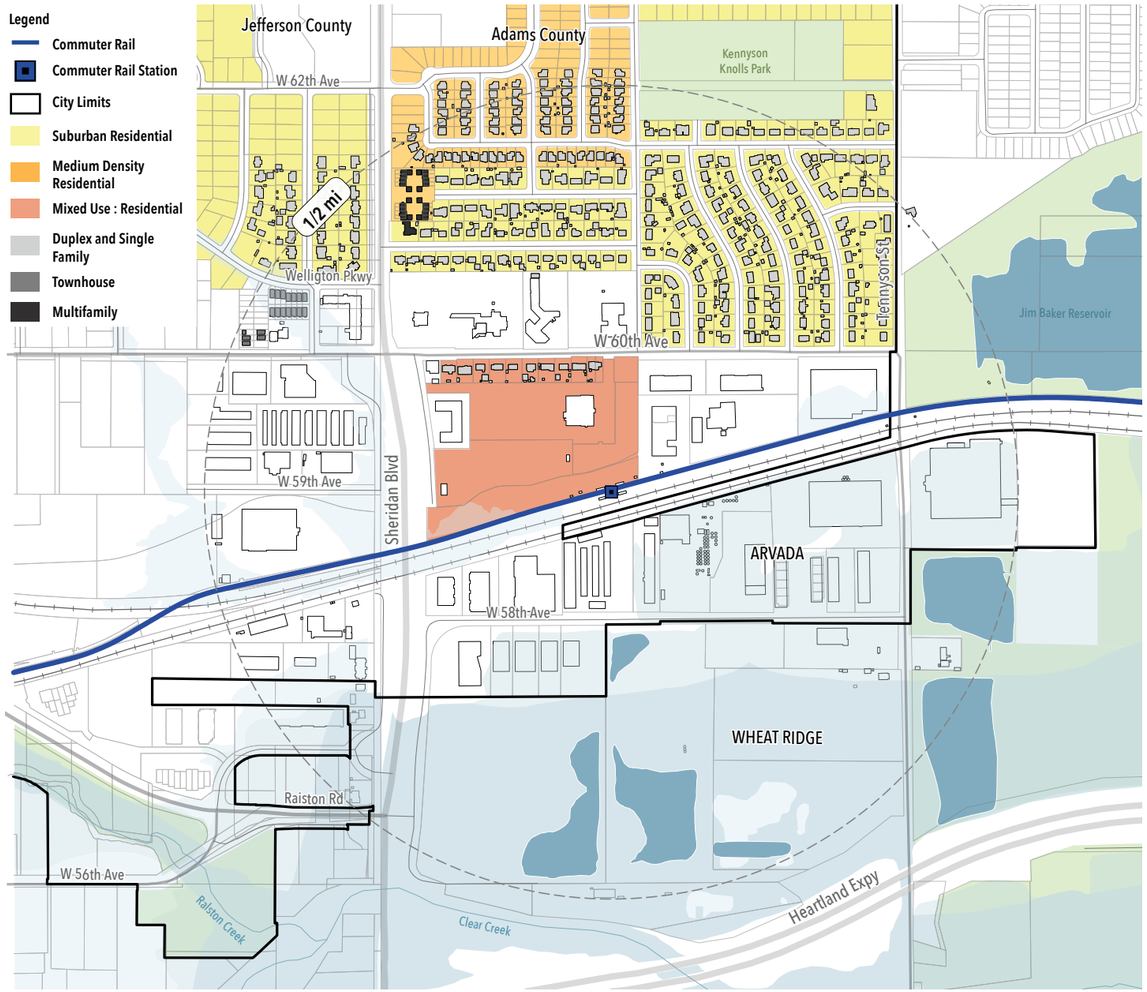



Source: City of Arvada, GIS

# 3.3. Housing

## Housing Diversity and Affordable Housing Sites

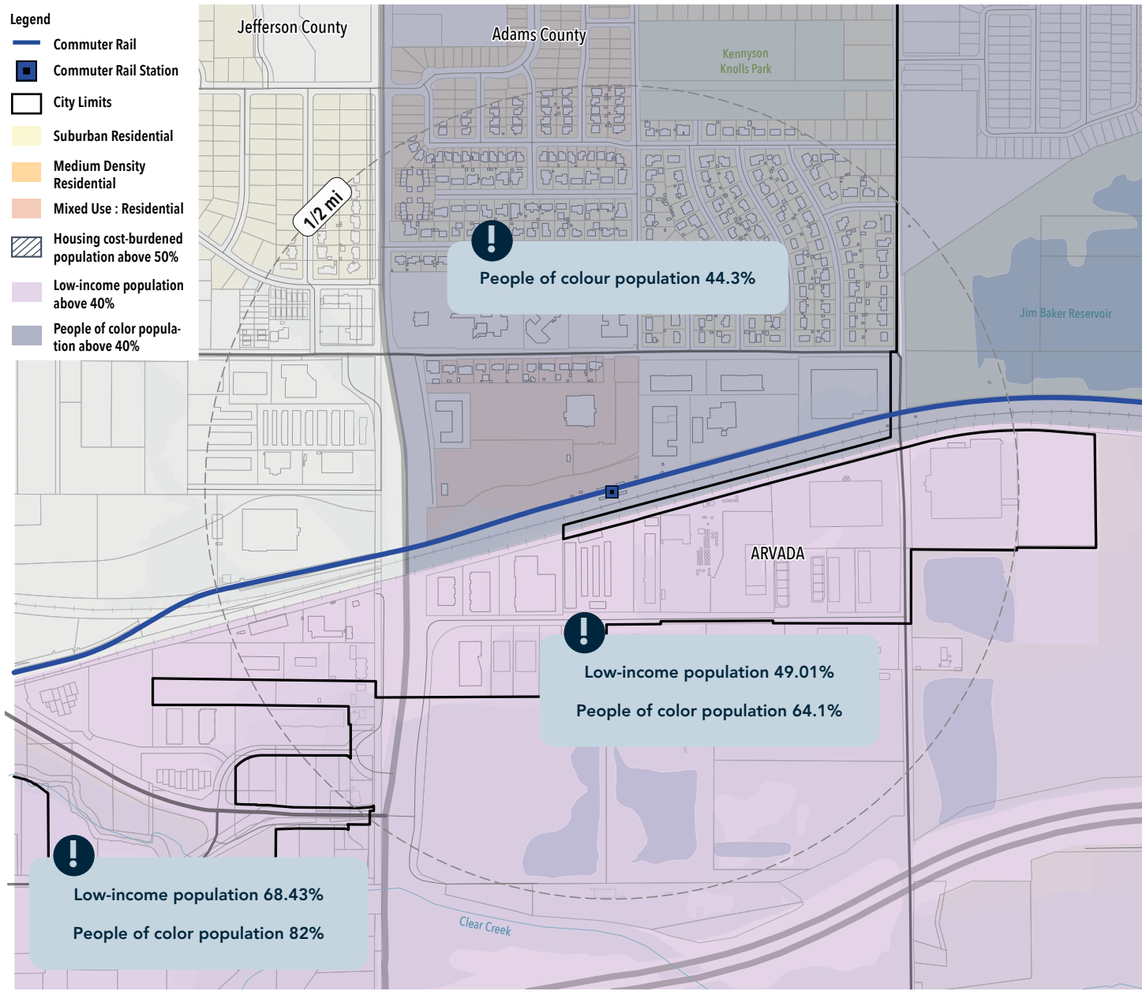
Existing housing patterns around the station show a predominantly suburban residential neighborhood north of the rail corridor, with limited areas designated for medium-density residential and mixed-use residential. The map indicates that housing near the station is more dispersed compared to a traditional downtown station setting, and housing variety appears concentrated in select pockets. Overall, the mapped pattern suggests that future housing change would most likely occur through targeted redevelopment in mixed-use or corridor-adjacent areas rather than broad neighborhood-wide change.




Source: City of Arvada, GIS

## Equity and Housing vulnerability

The equity map indicates multiple block groups within the station area where low-income populations and people of color represent a significant share of residents. These conditions vary across the study area, but the mapped patterns suggest that housing vulnerability and equity considerations are important factors for evaluating future investments and improvements. Understanding how these populations access transit, services, and employment from the station is key to aligning planning recommendations with community needs.

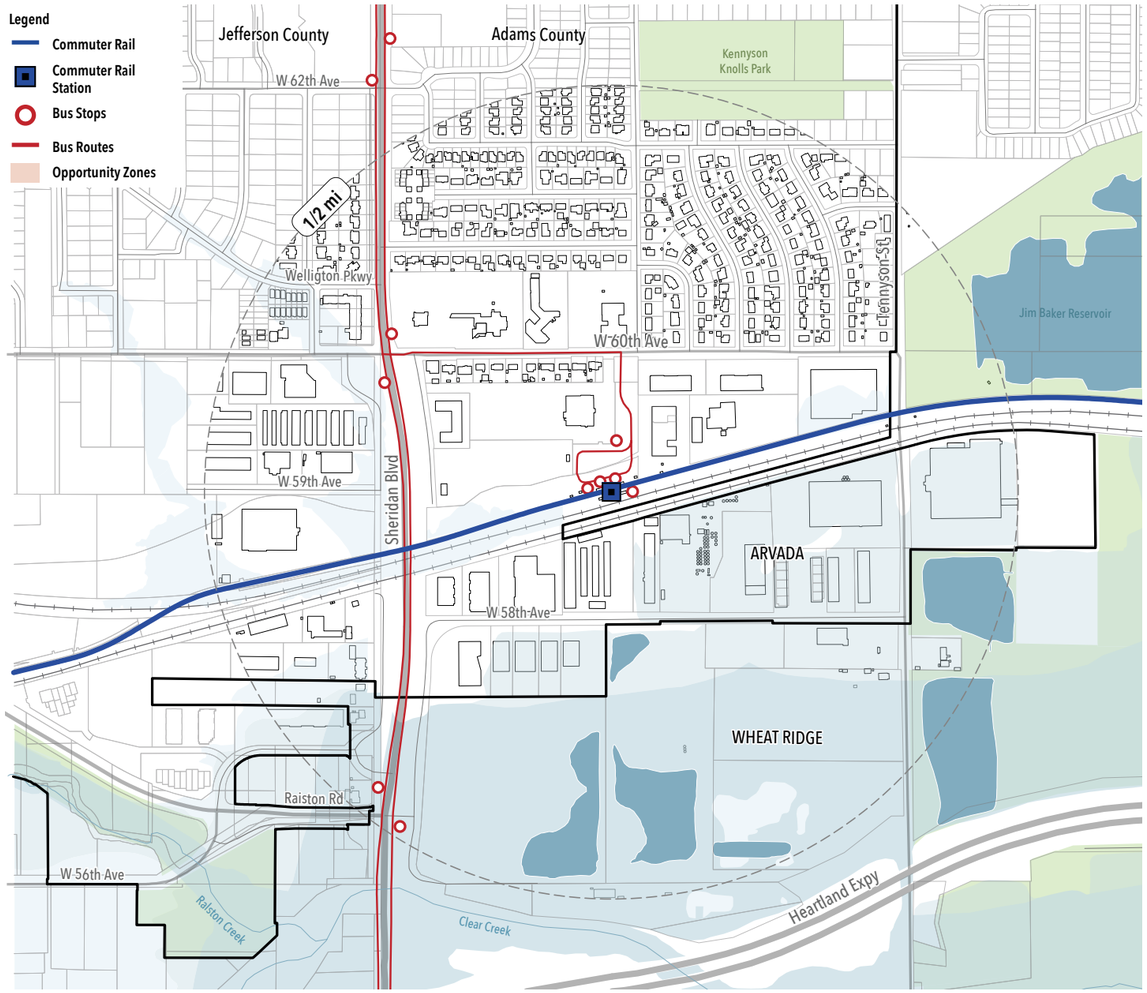



Source: Colorado EnviroScreen, GIS

# 3.4. Transportation

## Transit Access and Bus/Rail Network

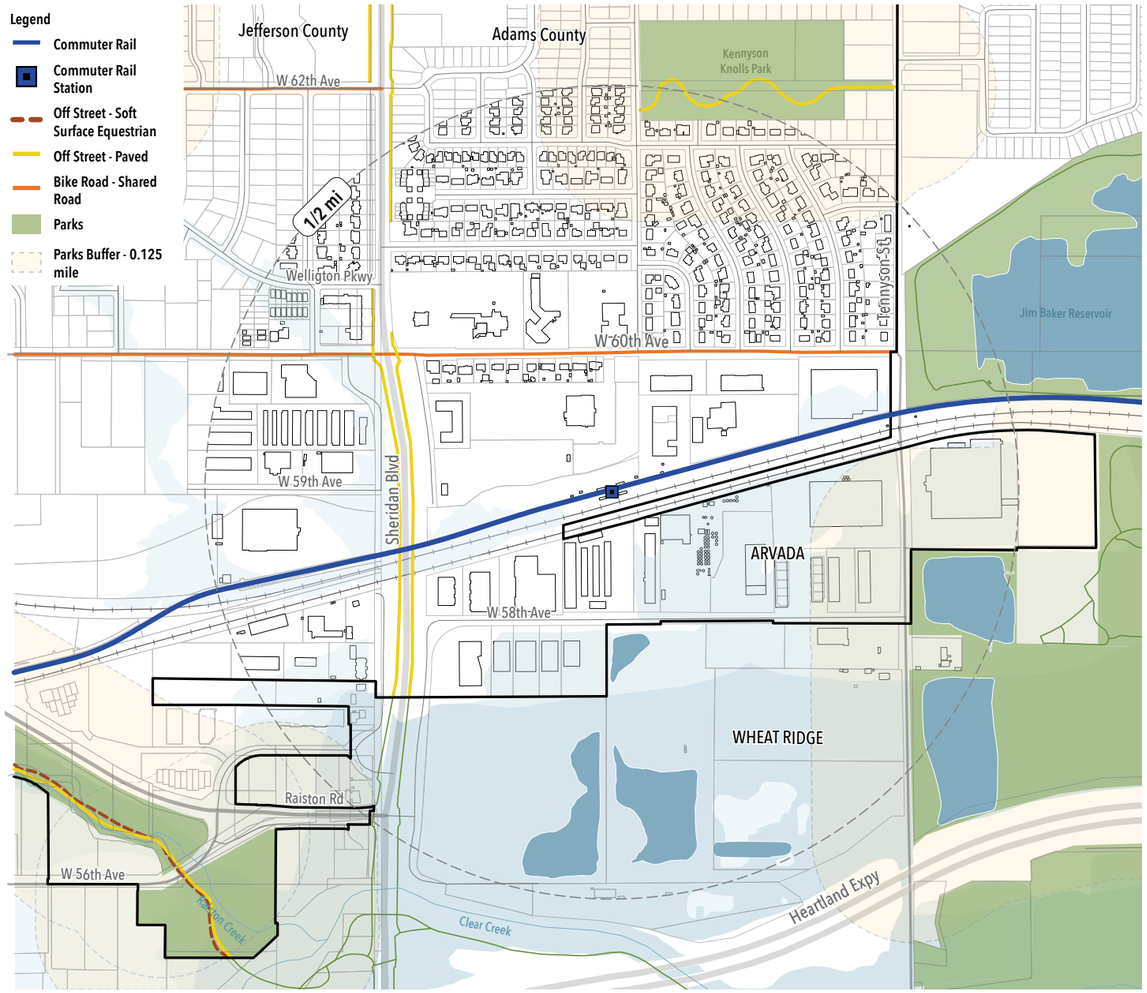
The transportation network is structured around Sheridan Boulevard as a major arterial corridor, with the light rail line providing regional east–west transit access. Bus routes and stops are concentrated along Sheridan, supporting transfers and corridor movement. While transit connectivity is strong at the corridor scale, the station area's large parcels and arterial road conditions may affect local circulation and station access for pedestrians and bicyclists.




Source: City of Arvada, GIS

## Bicycle and Pedestrian Network

The bicycle and pedestrian network includes a mix of on-street facilities and regional trail connections, with parks and open space areas providing recreational access within and adjacent to the study area. The station's corridor and arterial conditions suggest that pedestrian and bicycle comfort is most influenced by crossing locations, intersection design, and roadway edges, particularly near Sheridan Boulevard. Park buffers highlight areas of nearby access, though connectivity to these spaces may vary depending on safe route availability.

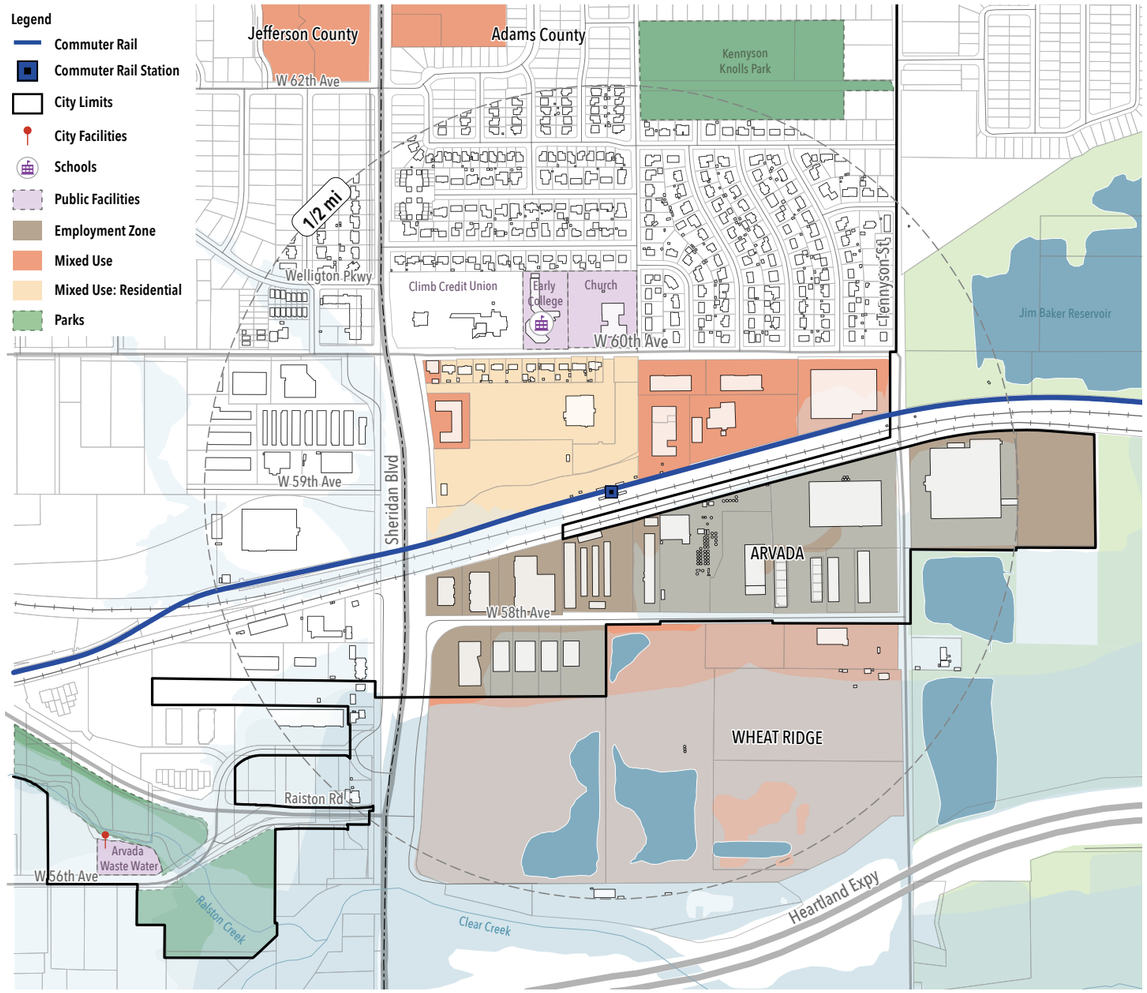



Source: City of Arvada, GIS

# 3.5. Community Livability

## Public Facilities and Employment Areas

Community livability mapping shows employment-serving land uses and mixed-use areas concentrated near the rail corridor and larger parcels within the station area. Public facilities, schools, and nearby amenities are limited and more dispersed compared to activity-center station areas, reinforcing a more corridor-based land use pattern. Overall, the station supports access to employment and services primarily through corridor connections rather than a dense, walkable core.

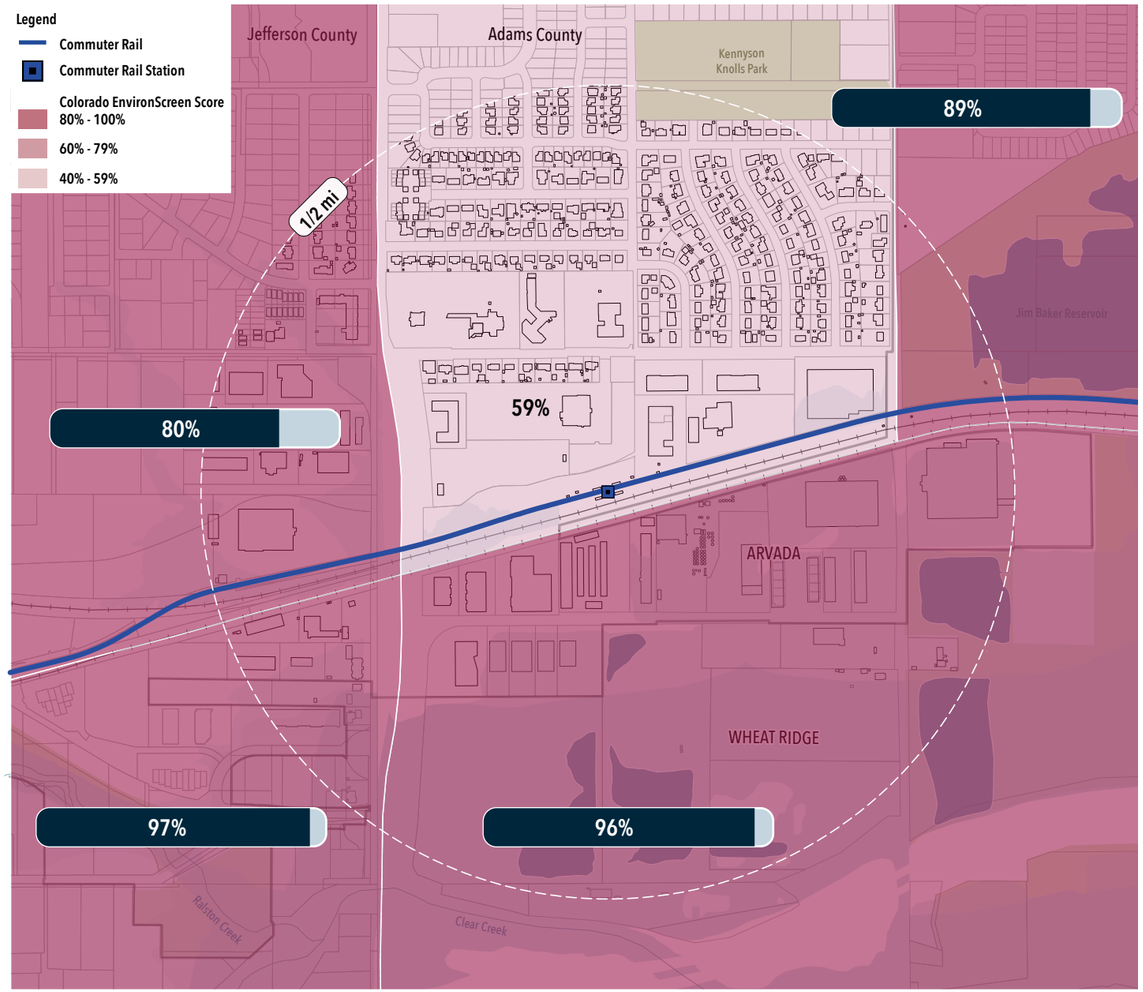



Source: City of Arvada, GIS

## Environmental Burden and Health Vulnerability

The map indicates moderate to high environmental burden levels across much of the station area, with variation by location within the ½-mile radius. These mapped conditions provide additional context for understanding where environmental stressors may overlap with community vulnerability. This information can support more equitable prioritization of infrastructure and mobility improvements in the station area.

**The score ranges from 0 to 100, with the higher scores representing the most significant burden.**



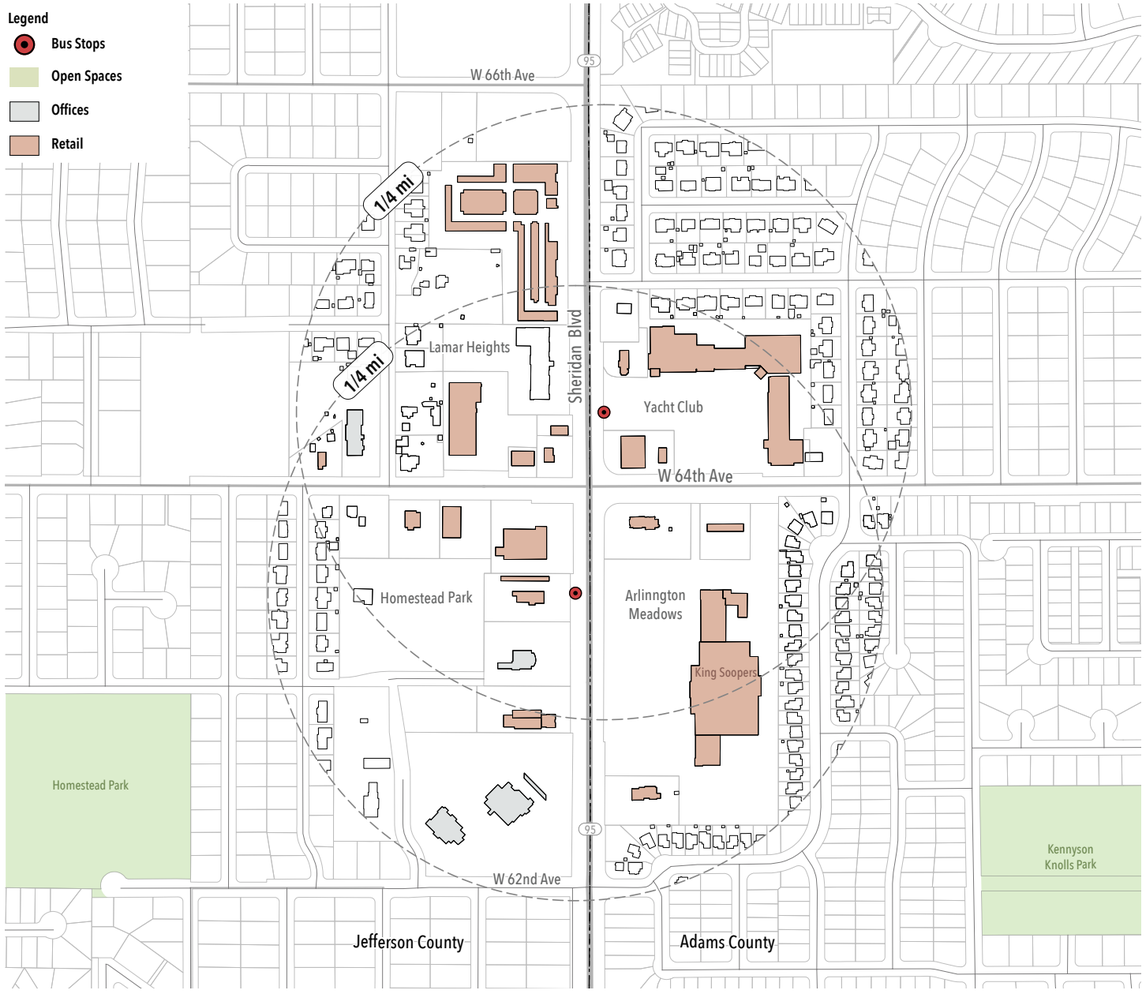

Source: Colorado EnviroScreen, GIS

## B. Sheridan Blvd & W 64th Ave

# 3.7. Study Area

## Neighborhood Context

The Sheridan Blvd & W 64th Ave study area functions as a corridor-based transit stop environment, defined by the north–south arterial conditions along Sheridan Boulevard. Surrounding land use includes commercial parcels and community-serving destinations clustered near the corridor, transitioning quickly into nearby residential neighborhoods. The study area also includes access to parks and open space amenities, although the corridor setting shapes how comfortably residents can reach them.

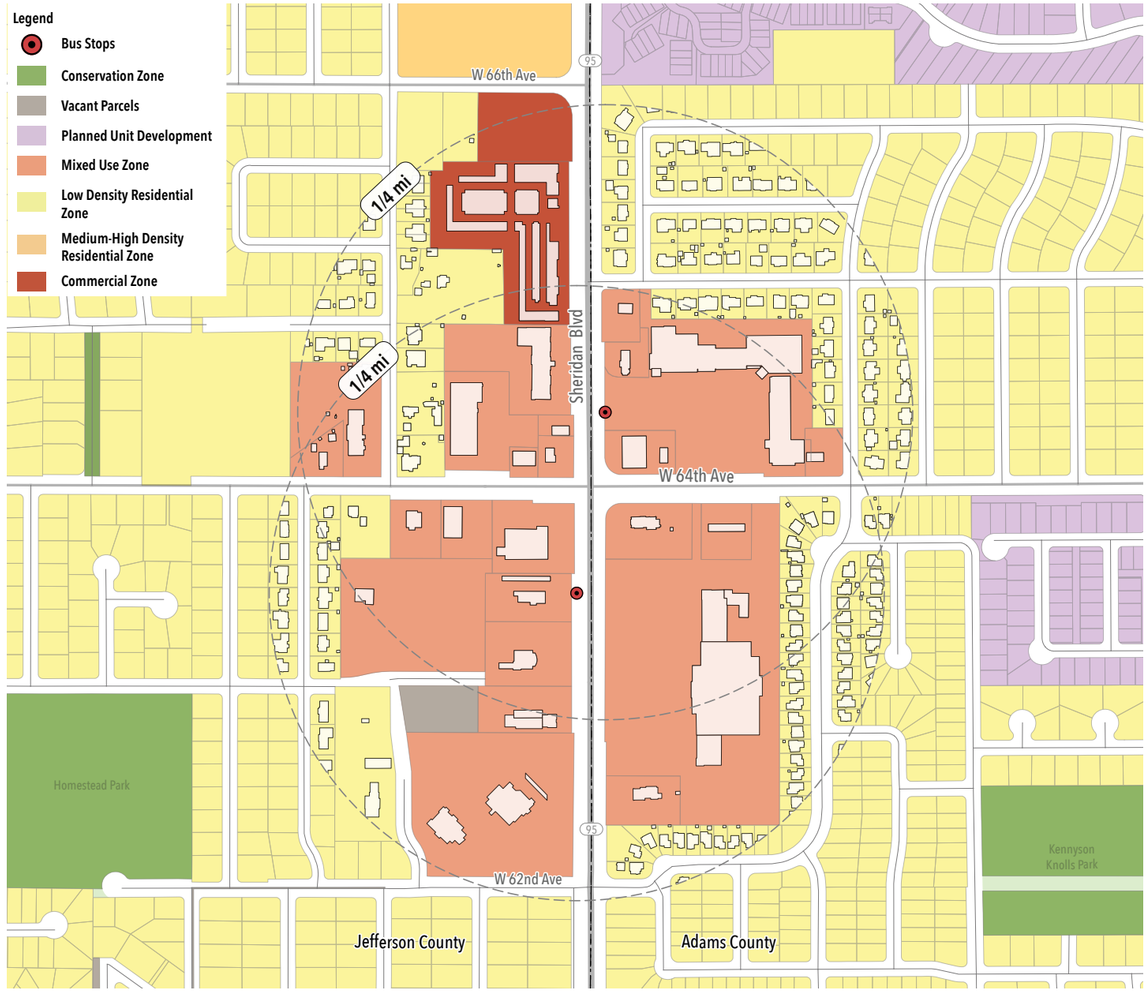



Source: City of Arvada, GIS

1/8 mi 1/4 mi
0 mi

## Zoning

Zoning in the study area is dominated by low-density residential districts surrounding the corridor, with commercial and mixed-use zoning concentrated along Sheridan Boulevard and near key intersections. Planned unit development areas appear within the broader station area, indicating locations where flexible development patterns may occur. Overall, zoning reinforces a strong land use transition from corridor commercial activity to established neighborhood residential areas.



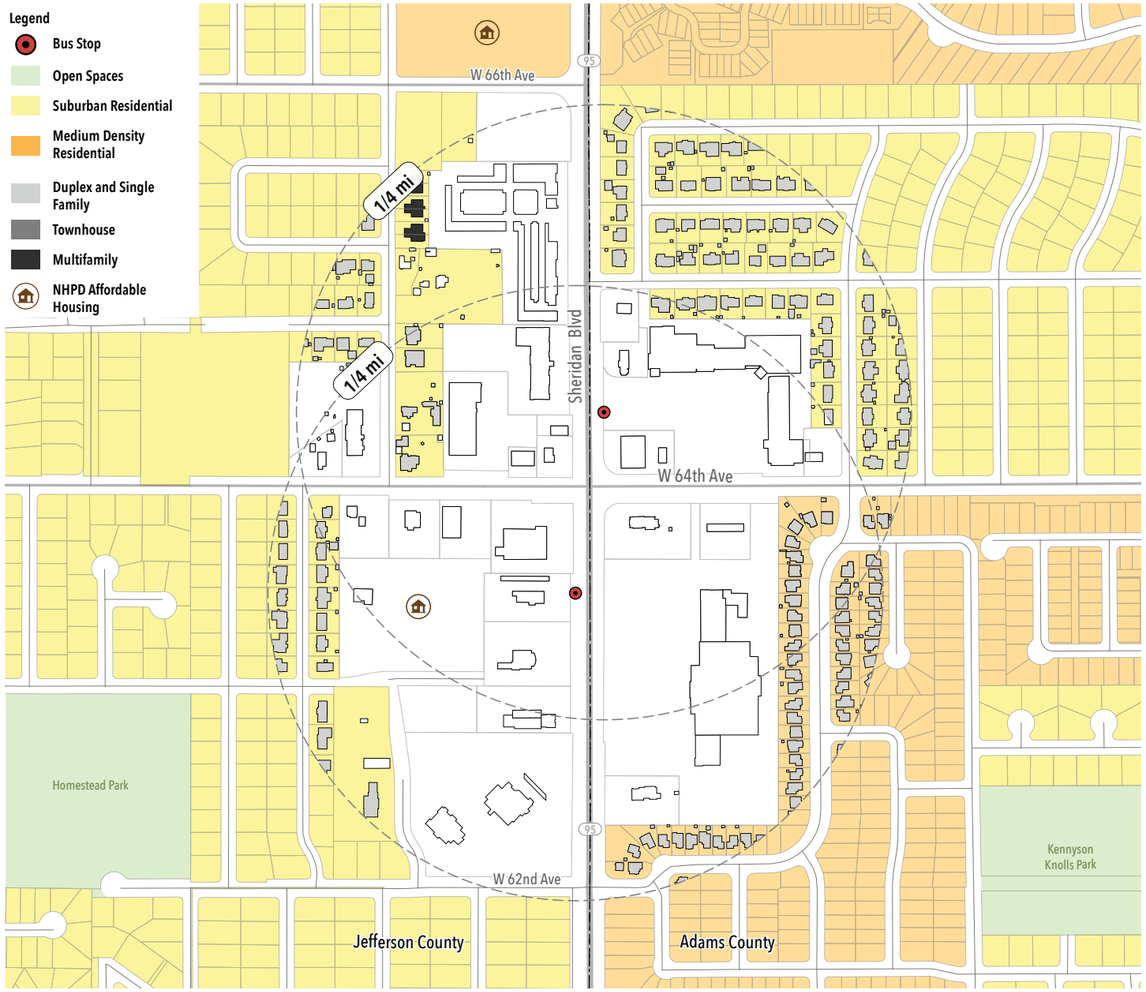

Source: City of Arvada, GIS

1/8 mi 1/4 mi
0 mi

# 3.8. Housing

## Housing Diversity and Affordable Housing Sites

Housing around the stop is primarily suburban residential, with pockets of medium-density housing located closer to the corridor and transition areas. The mapped pattern suggests limited housing diversity directly adjacent to the corridor, with most residential areas remaining lower intensity. This context indicates that opportunities for new housing types or incremental infill would likely be focused in targeted areas rather than throughout the surrounding neighborhoods.

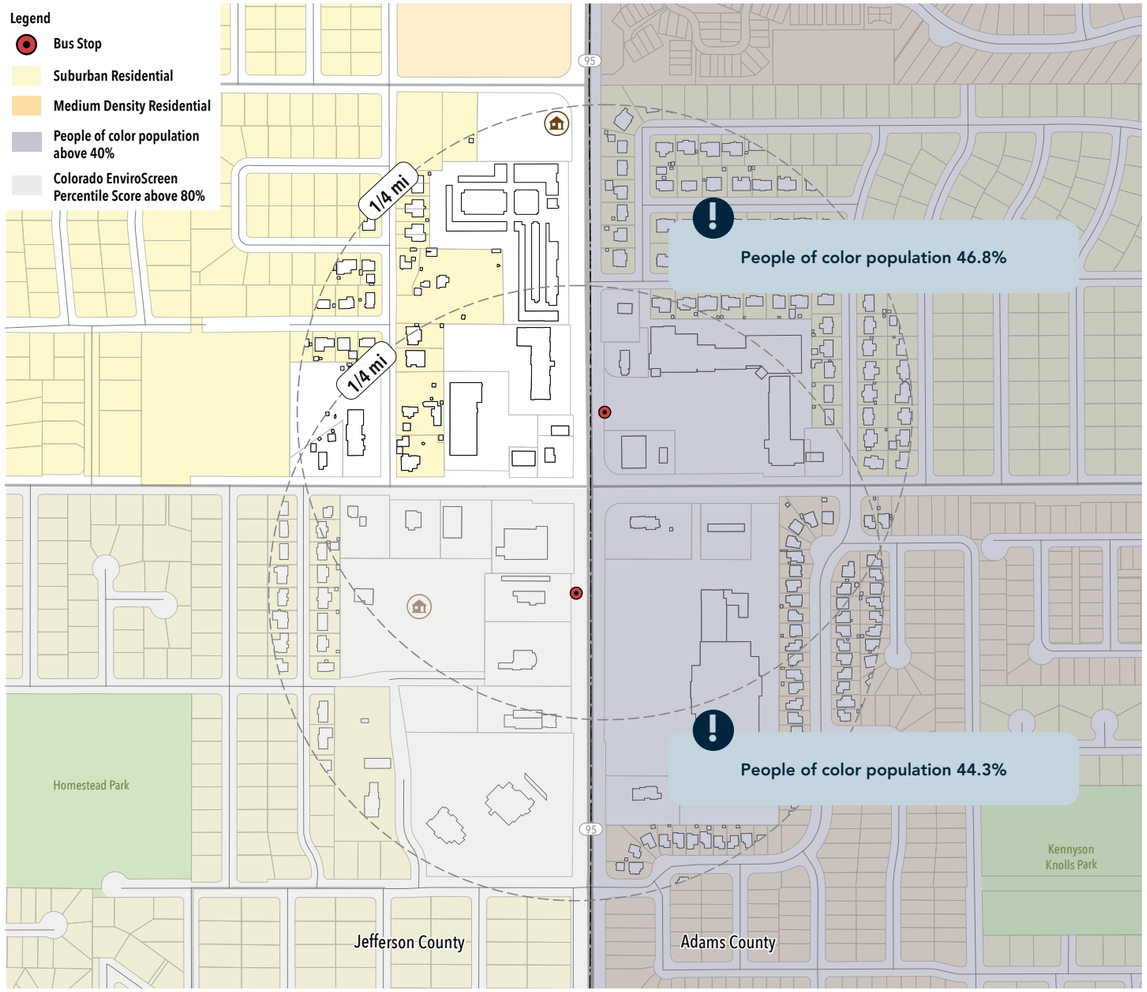



Source: City of Arvada, GIS

0 mi 1/8 mi 1/4 mi

## Equity and Housing vulnerability

Equity mapping shows portions of the study area with higher concentrations of people of color, indicating that demographic conditions vary across the corridor area. These patterns emphasize the importance of providing safe and reliable transit access and improving connectivity to services. Corridor improvements should consider equity outcomes, especially where transit-dependent communities may rely on the stop for daily mobility.



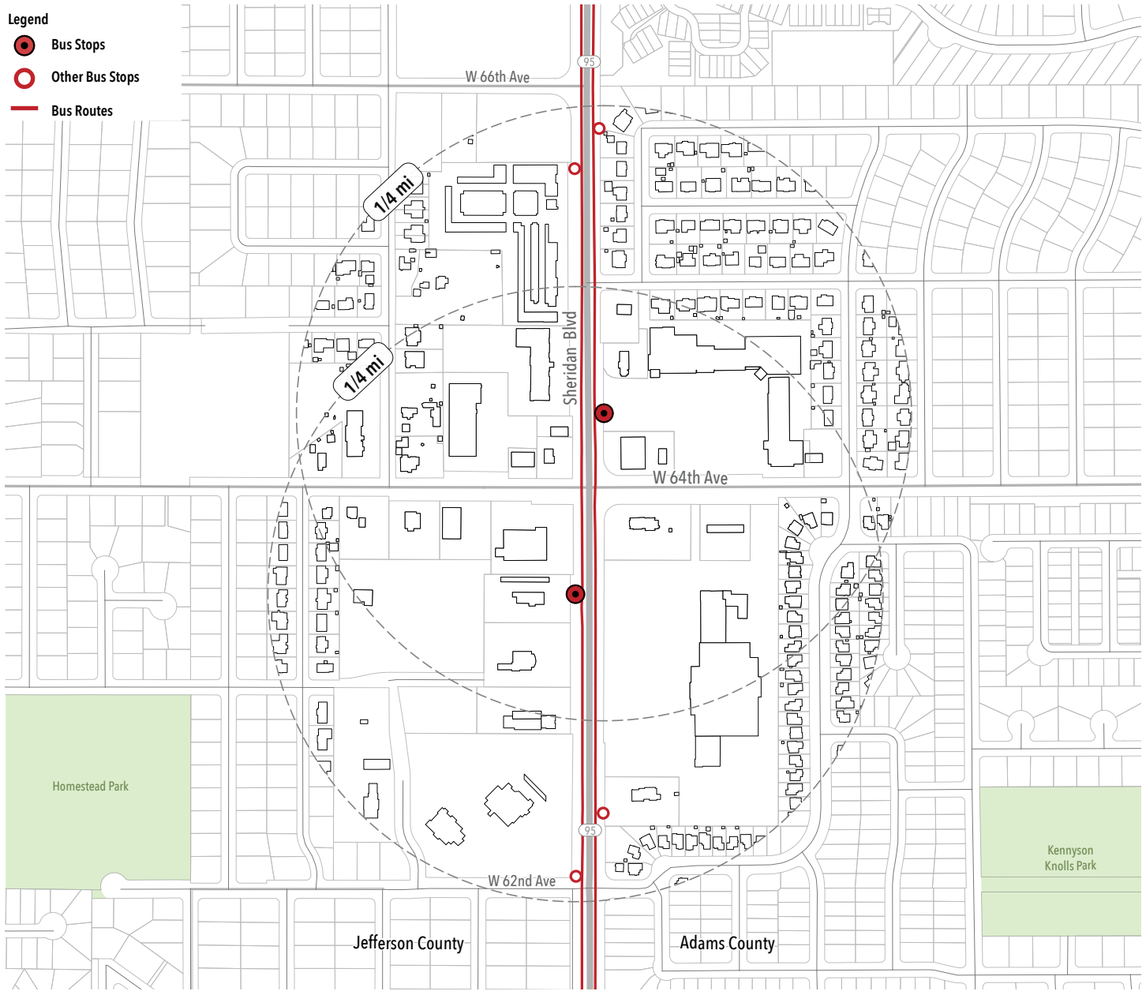

Source: Colorado EnviroScreen, GIS

0 mi 1/8 mi 1/4 mi

# 3.9. Transportation

## Transit Access and Bus/Rail Network

Transportation in the study area is structured around Sheridan Boulevard as a high-volume arterial corridor, with bus routes and stops concentrated along the roadway. The stop's location provides strong regional connectivity, but the corridor's roadway conditions likely create challenges for local circulation and station access. Intersection performance and turning movements are key factors influencing how comfortably people can reach the stop from nearby neighborhoods.




Source: City of Arvada, GIS

## Bicycle and Pedestrian Network

The bicycle and pedestrian network includes a combination of on-street bike routes and shared roadway connections, with nearby parks providing recreational access within the broader station area. However, pedestrian comfort and bicycle safety are strongly shaped by arterial crossing distances and roadway design along Sheridan. Improving first/last-mile connectivity depends on safer crossings and continuous sidewalk and bike facilities connecting neighborhood streets to the corridor.

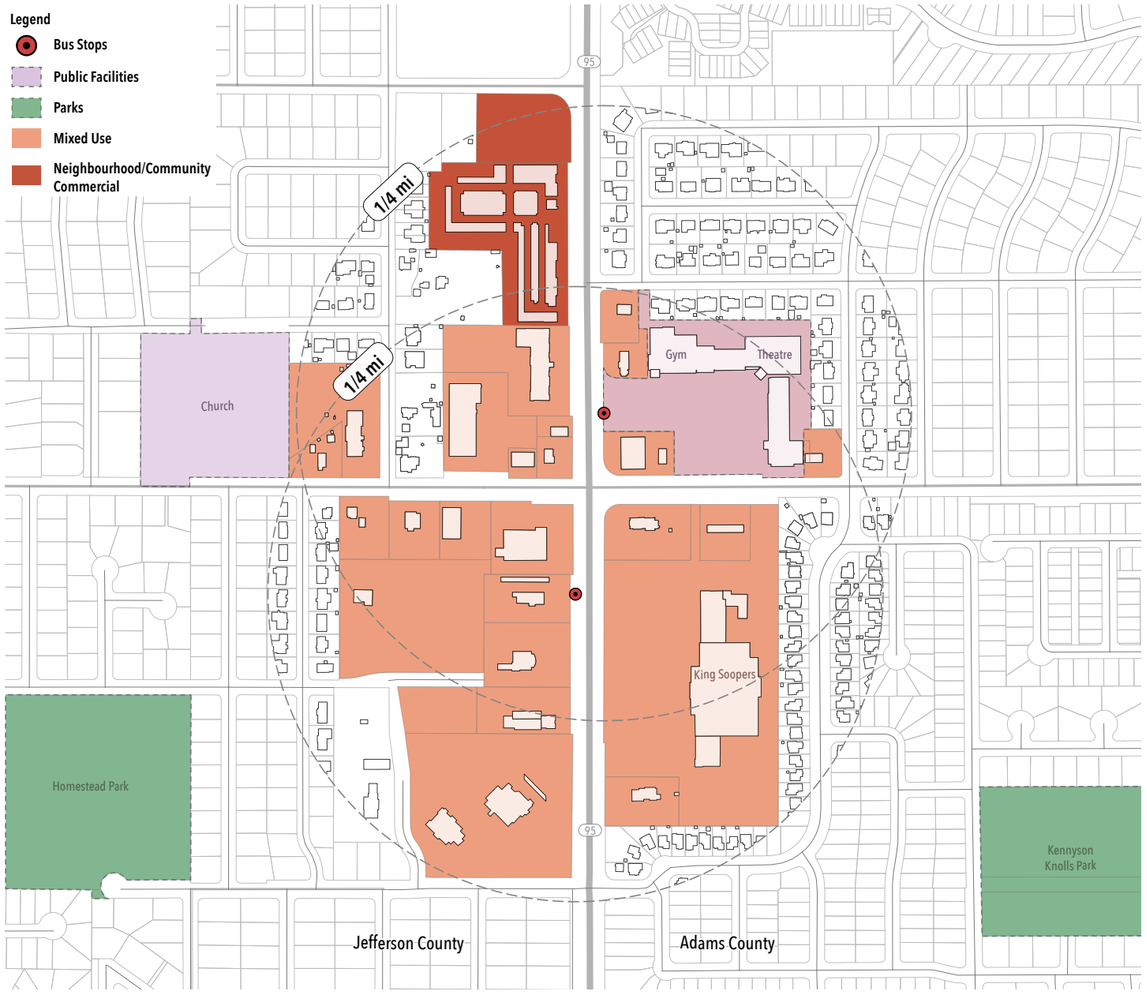



Source: City of Arvada, GIS

# 3.10. Community Livability

## Public Facilities and Employment Areas

Community livability mapping shows commercial and neighborhood-serving destinations concentrated along Sheridan Boulevard, supporting access to services and potential employment activity. Amenities and parks are present within and near the study area, although access may depend on safe corridor crossings. Overall, the stop serves as a corridor access point where land use patterns support services and daily needs more than a traditional mixed-use station core.




Source: City of Arvada, GIS

## Environmental Burden and Health Vulnerability

The EnviroScreen map indicates moderate to higher environmental burden levels across much of the station area, with variation across the ¼-mile radius. Higher scores appear in portions of the surrounding corridor environment, while some areas show comparatively lower vulnerability. These mapped conditions provide context for prioritizing improvements that support environmental quality and safe multimodal access near the stop.

**The score ranges from 0 to 100, with the higher scores representing the most significant burden.**



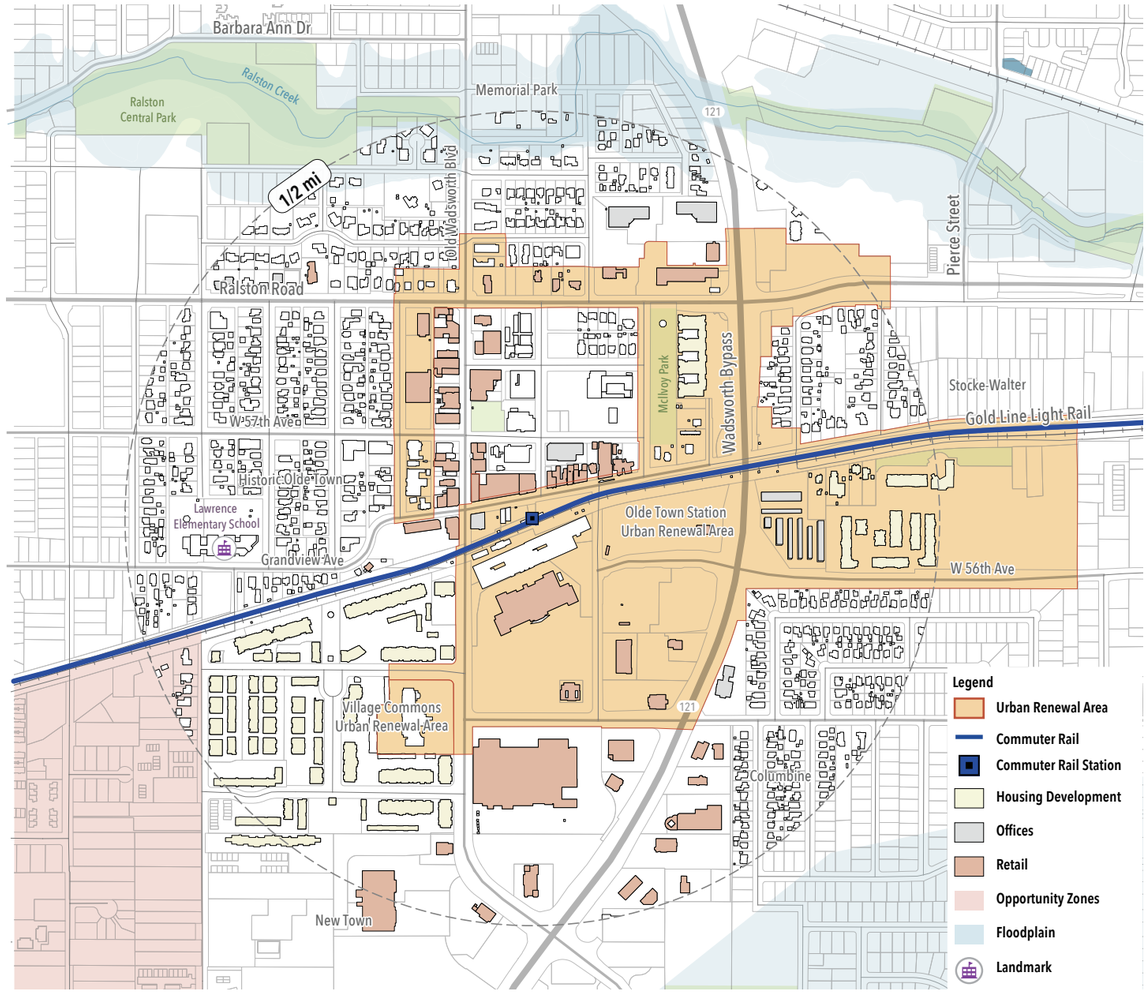

Source: Colorado EnviroScreen, GIS

# C. Olde Town Arvada Station

# 3.11. Study Area

## Neighborhood Context

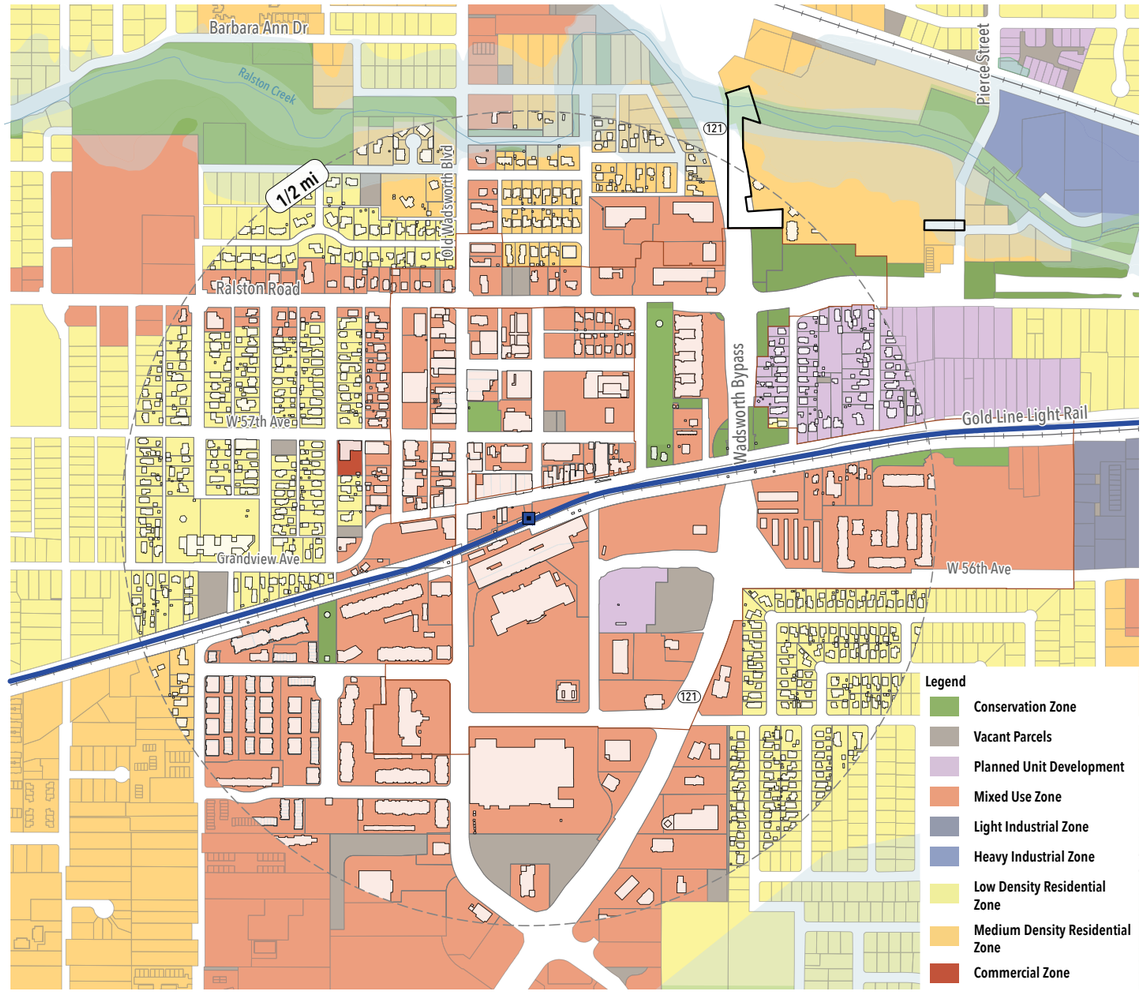
Olde Town Arvada Station is located in a historic, walkable district with a fine-grained street network and a concentrated activity core. The mapped study area shows a mix of retail, office, and housing development clustered around the station and along primary corridors. The station area also overlaps with an identified opportunity zone and urban renewal area, indicating areas where reinvestment and redevelopment activity may occur while maintaining established neighborhood character.




Source: City of Arvada, GIS

## Zoning

Zoning within the Olde Town station area reflects a mixed-use core near the station, transitioning to lower-density residential neighborhoods surrounding it. The map indicates a concentration of mixed-use and commercial zoning near key corridors and activity areas, with planned unit development and industrial zoning present in select locations. Conservation zoning also appears in the northern portion of the study area, shaping where development is limited and reinforcing open space or environmental constraints.

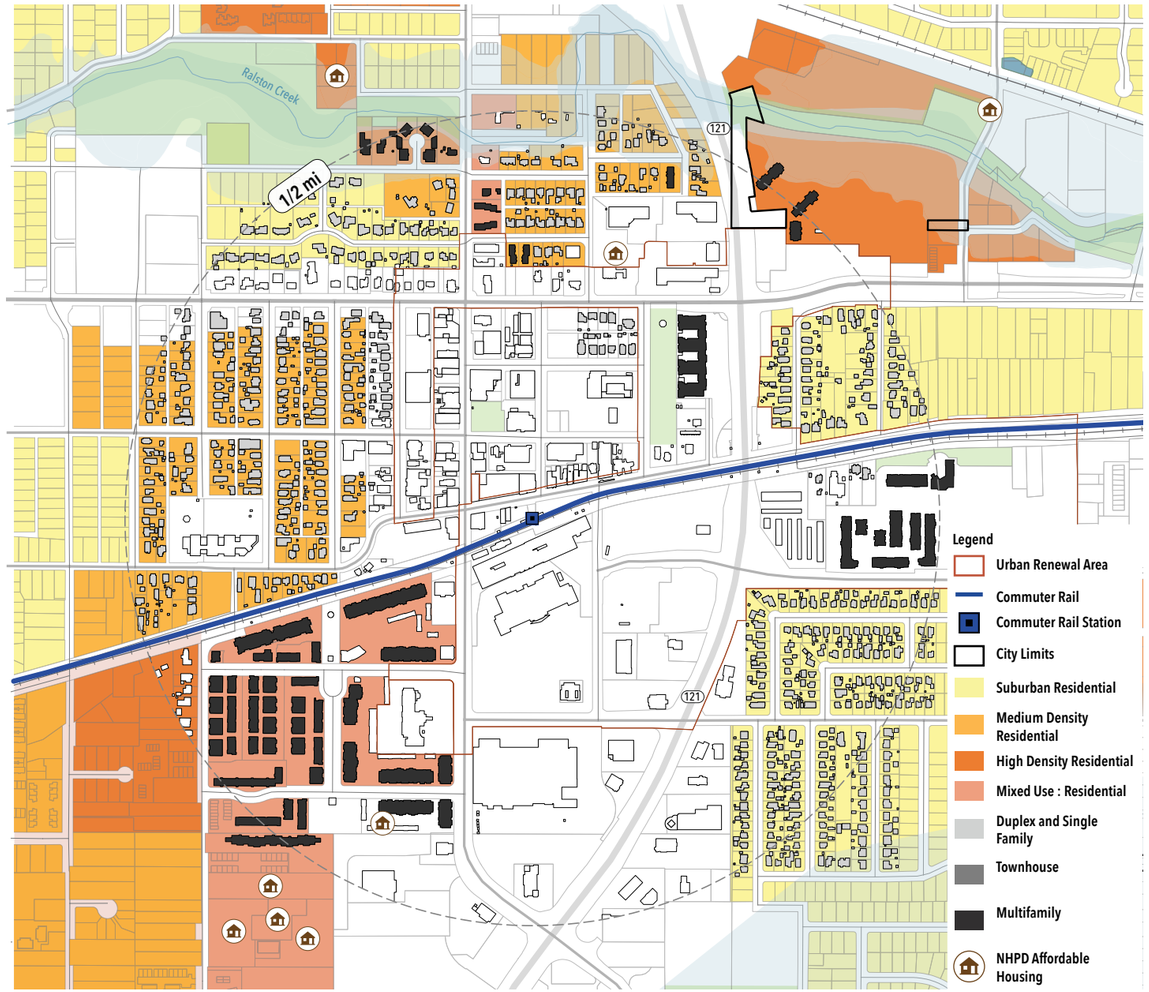



Source: City of Arvada, GIS

# 3.12. Housing

## Housing Diversity and Affordable Housing Sites

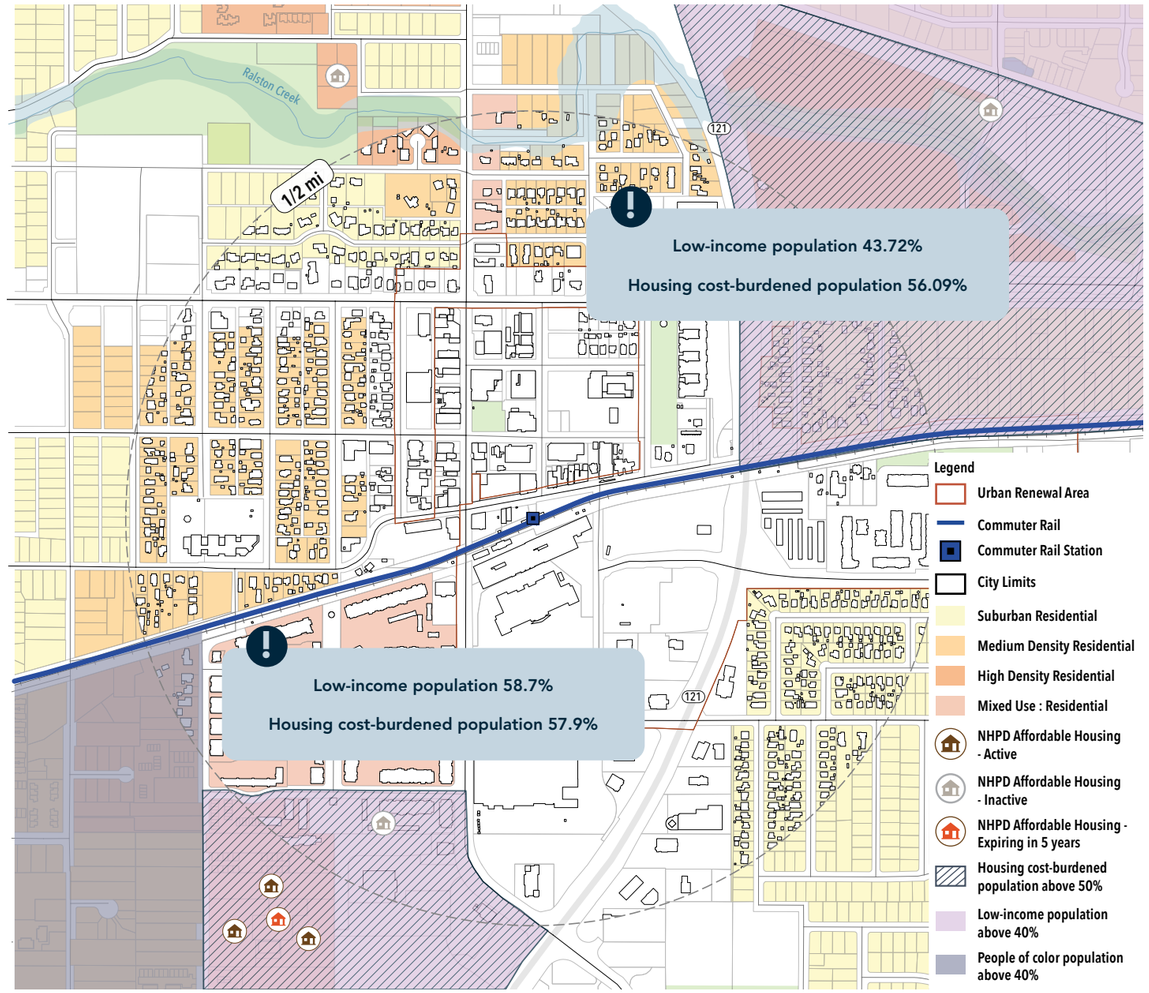
Housing patterns in the Olde Town station area vary by proximity to the station and commercial core. The housing map shows a mix of suburban residential areas surrounding the station, with medium- and higher-density residential areas concentrated closer to the station and along key corridors. Mixed-use residential areas indicate locations where housing and activity uses are integrated. The map also identifies affordable housing sites and indicates where affordability restrictions may be active, inactive, or expiring, helping highlight areas where long-term housing stability and access may be a concern.




Source: City of Arvada, GIS

## Equity and Housing vulnerability

Equity and housing vulnerability conditions vary across the station area. The mapped indicators show that some nearby block groups have higher concentrations of low-income households and housing cost-burdened populations, demonstrating potential affordability pressures within and near the study area. The presence of inactive or expiring affordable housing restrictions in parts of the station area further emphasizes the importance of tracking housing stability near transit and walkable amenities.

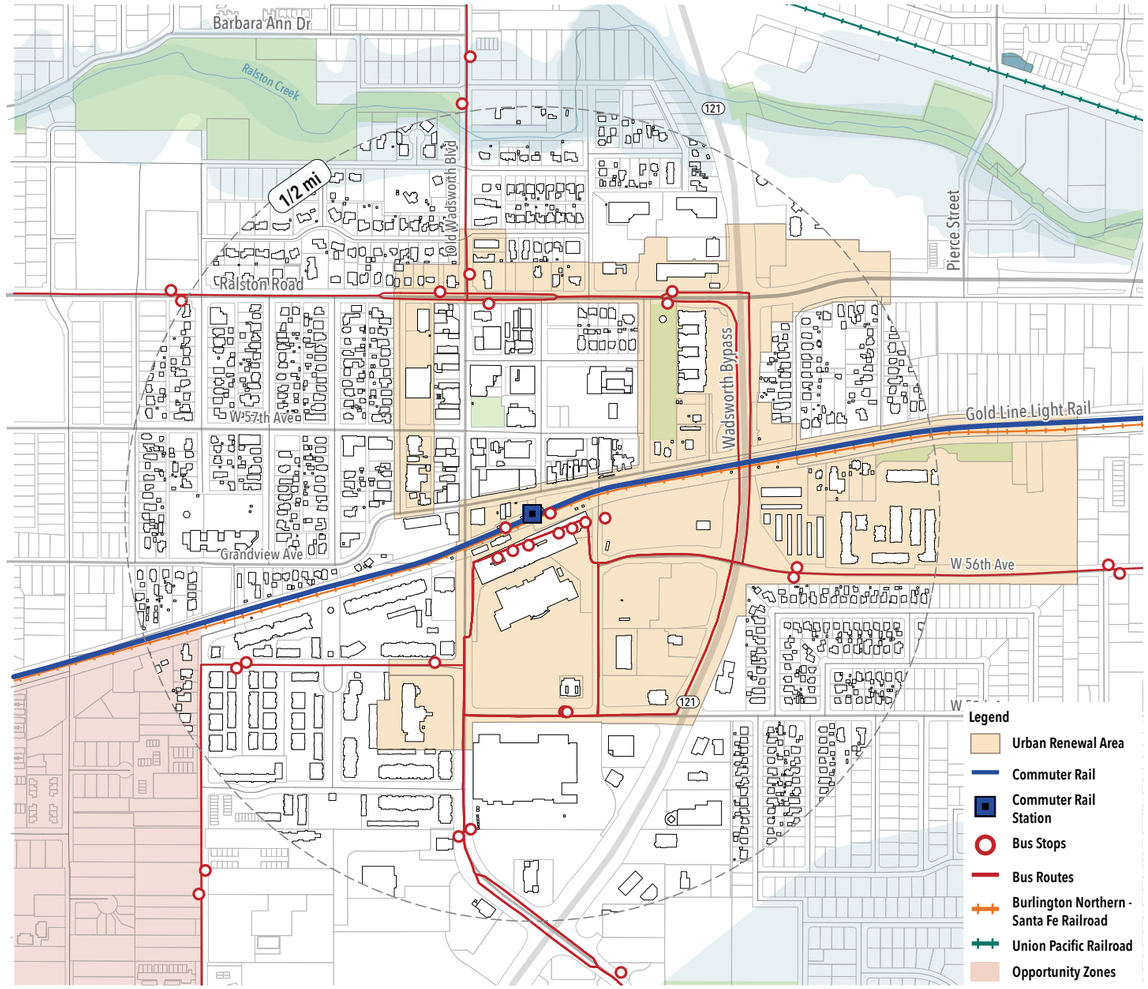



Source: Colorado EnviroScreen, GIS

# 3.13. Transportation

## Transit Access and Bus/Rail Network

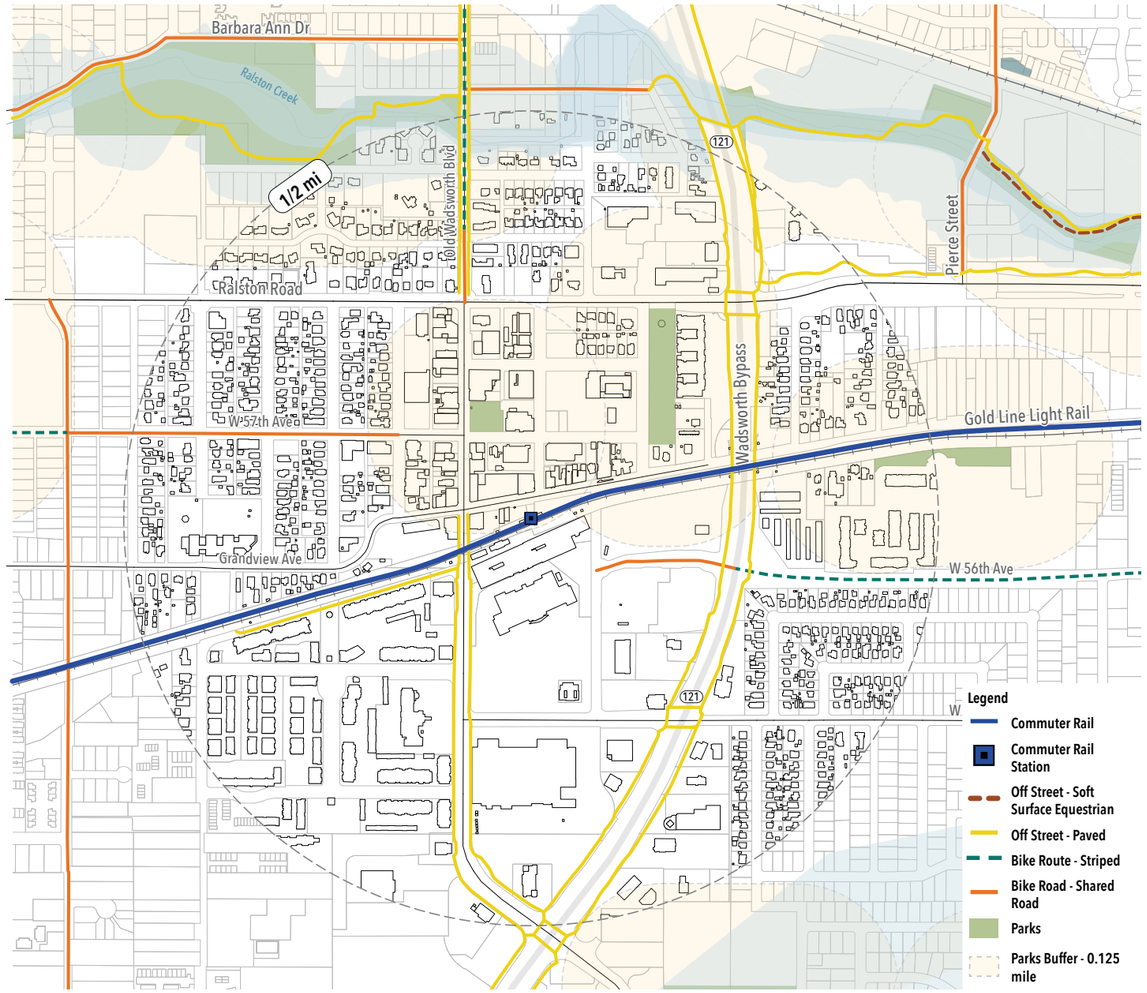
The transportation map shows that Olde Town Arvada Station is served by the Gold Line light rail corridor and is supported by multiple bus routes and bus stop locations within the study area. Railroad corridors are also present and influence circulation patterns and connectivity. The mapped network highlights key transit access points and connections into surrounding neighborhoods, supporting multimodal mobility within the station area.




Source: City of Arvada, GIS

## Bicycle and Pedestrian Network

The bicycle and pedestrian map shows a connected network of sidewalks, bike routes, and trail corridors within the station study area, including a combination of on-street and off-street facilities. Parks and park buffers are distributed across the study area, supporting recreational access and walkability. While the core area near Olde Town is generally more walkable due to shorter blocks and established streets, the map also highlights where major corridors and crossings may shape pedestrian and bicycle comfort and connectivity.

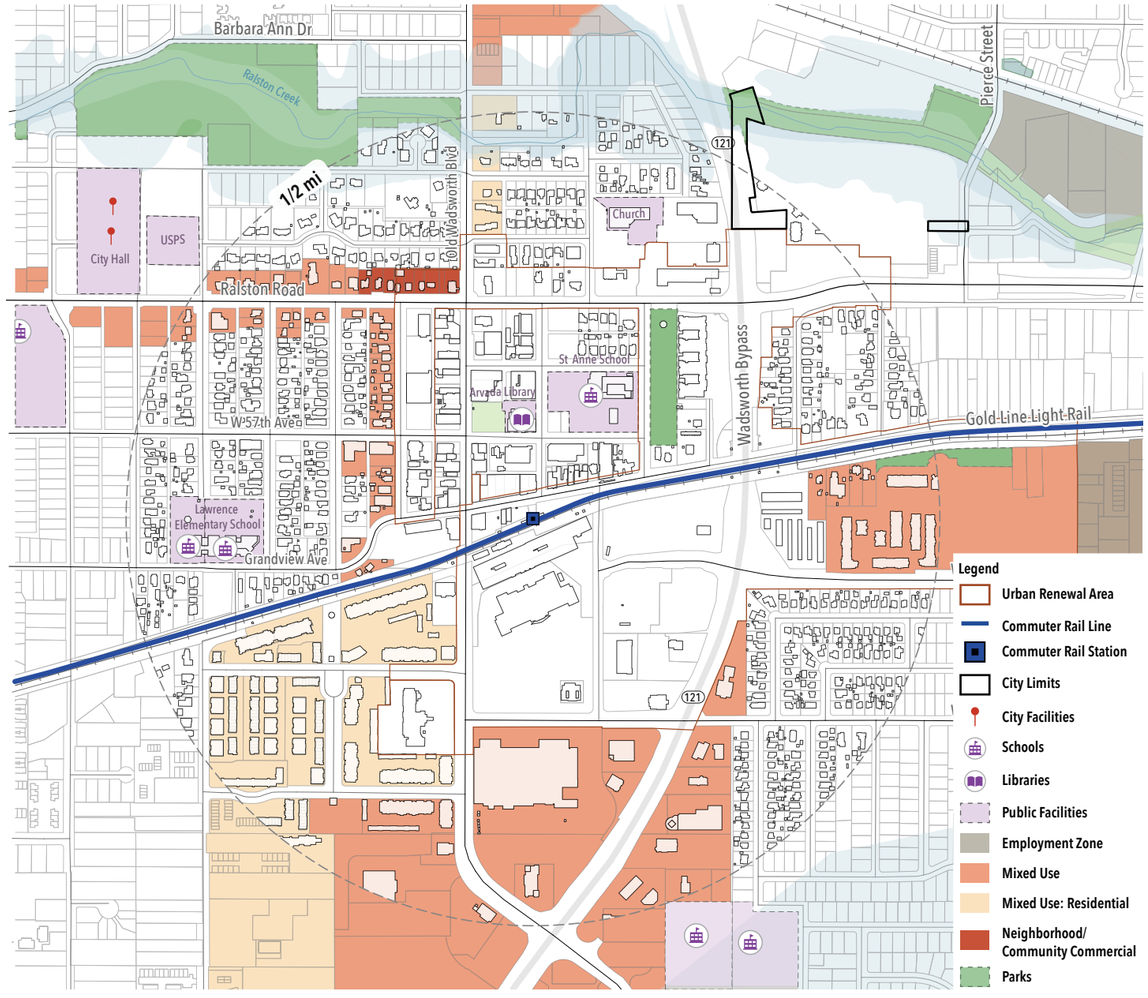



Source: City of Arvada, GIS

# 3.14. Community Livability

## Public Facilities and Employment Areas

The community livability map indicates that Olde Town functions as a local and regional destination with a concentration of neighborhood and community commercial activity near the station. Employment zones and mixed-use areas are also present, showing that the station area supports both jobs and services in addition to housing. Public facilities including schools, libraries, and civic uses are located within the station area and contribute to daily access needs and overall neighborhood livability.



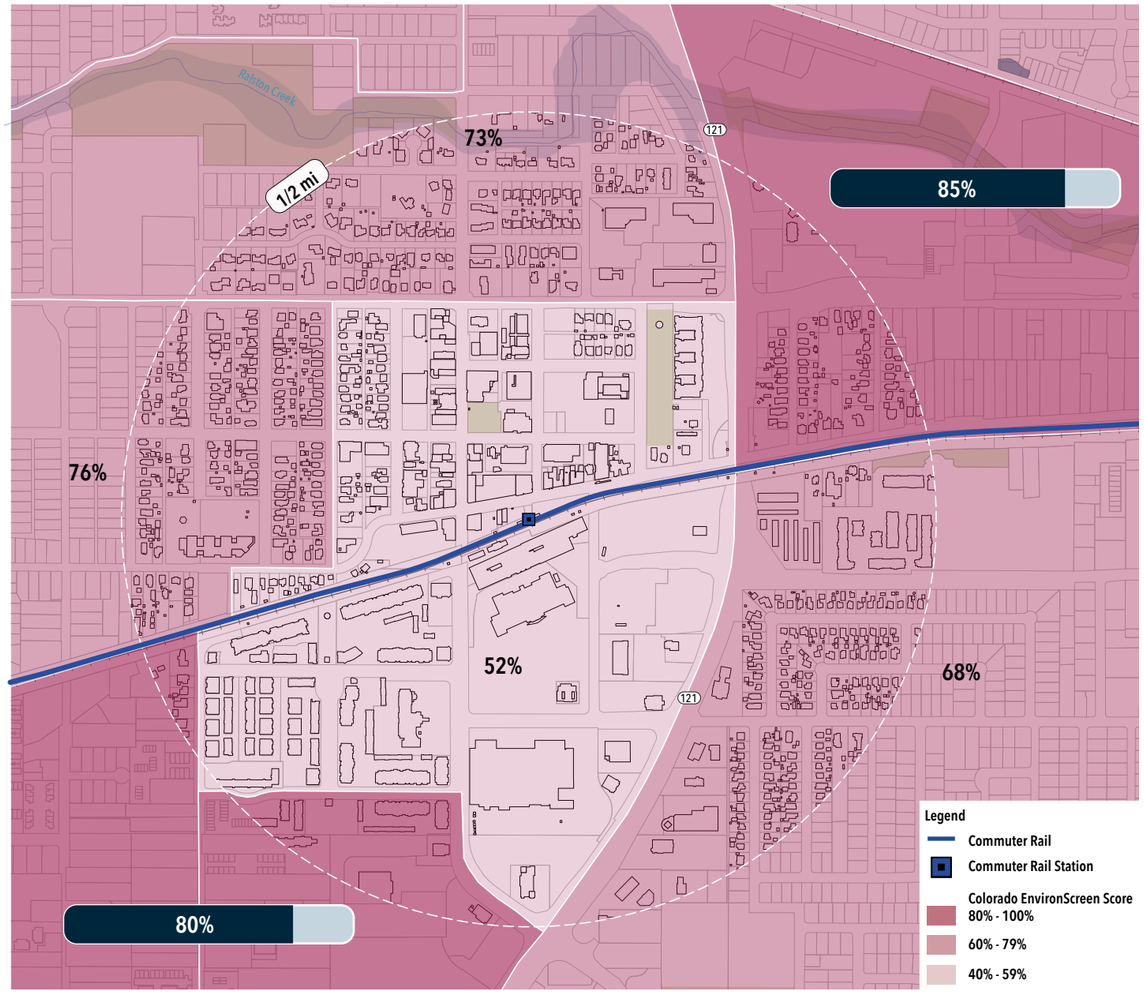

Source: City of Arvada, GIS

0 mi 1/4 mi 1/2 mi

## Environmental Burden and Health Vulnerability

The map shows varying environmental and health burden percentile scores across the station area. Areas with higher percentile scores may reflect greater combined exposure and sensitivity indicators, while lower percentile areas indicate comparatively lower environmental burden. These mapped results provide additional context for evaluating how environmental conditions and community vulnerability relate to access, investment, and future station-area improvements.

**The score ranges from 0 to 100, with the higher scores representing the most significant burden.**




Source: Colorado EnviroScreen, GIS

0 mi 1/4 mi 1/2 mi

## D. Wadsworth Blvd & W 80th Ave

# 3.15. Study Area

## Neighbourhood Context

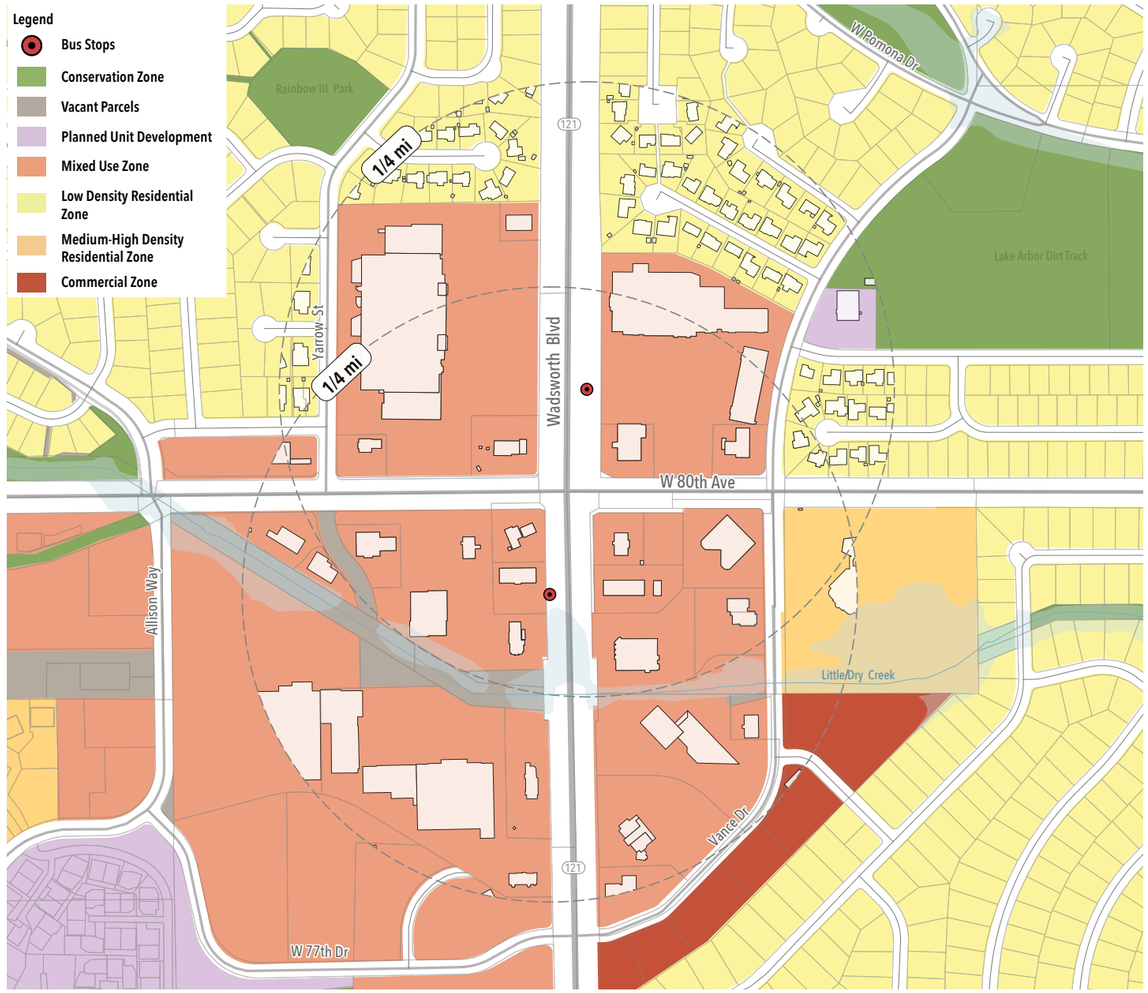
The Wadsworth Blvd & W 80th Ave station area is shaped by its location along a major arterial corridor with strong regional connectivity and visible commercial land uses. The surrounding context transitions between larger corridor-oriented parcels and nearby residential neighborhoods, creating a station environment where block structure and roadway conditions strongly influence local access.




Source: City of Arvada, GIS

## Zoning

Zoning in the station area reflects a concentration of mixed-use and commercial districts near the corridor, with lower-density residential zoning extending into surrounding neighborhoods. This structure supports activity along Wadsworth Blvd while maintaining residential areas nearby. Planned development and opportunity parcels may offer long-term reinvestment potential, depending on access, parcel configuration, and circulation conditions.




Source: City of Arvada, GIS

# 3.16. Housing

## Housing Diversity and Affordable Housing Sites

Housing within the station walkshed is primarily suburban in character, with limited clusters of higher-density residential development. Expanding housing diversity near transit may require targeted infill opportunities that respond to corridor redevelopment patterns while supporting housing choice and affordability near key commercial areas.

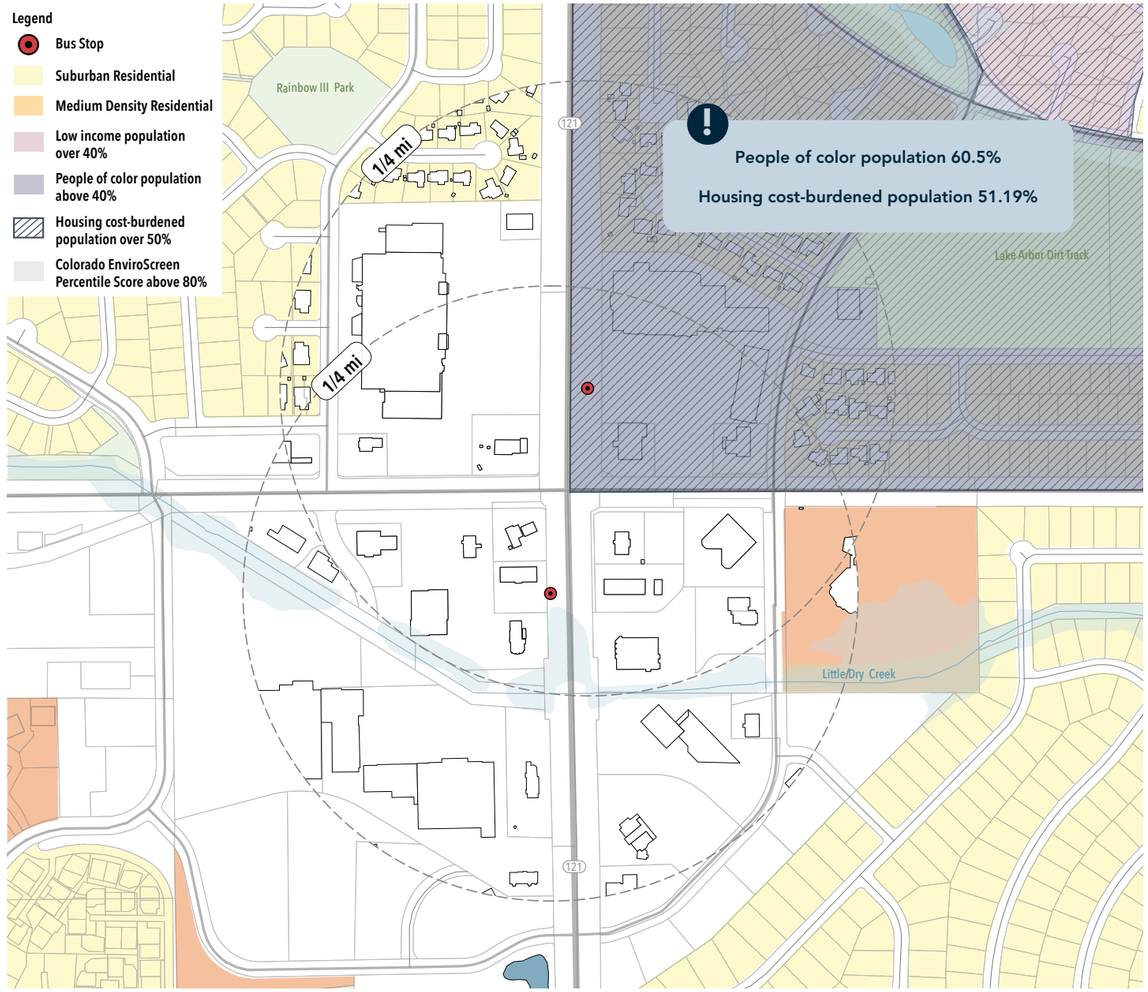



Source: City of Arvada, GIS

0 mi 1/8 mi 1/4 mi

## Equity and Housing vulnerability

Equity conditions around Wadsworth & W 80th show localized vulnerability rather than uniform high-need conditions across the full station area. The map highlights a concentration of people of color and a housing cost-burdened population in the eastern portion of the station area, indicating affordability pressure and potential displacement sensitivity in specific neighborhoods. This suggests that future planning should pair reinvestment opportunities with housing stabilization tools and affordable housing strategies, especially in locations where redevelopment potential overlaps with vulnerable residents.




Source: Colorado EnviroScreen, GIS

0 mi 1/8 mi 1/4 mi

# 3.17. Transportation

## Transit Access and Bus/Rail Network

Transportation access is highly influenced by Wadsworth Blvd as a major north–south corridor supporting high vehicle volumes and regional trips. Transit service is present along the corridor and within the station area, but pedestrian comfort and station access may be constrained by intersection spacing, turning movements, and arterial crossing conditions. Station access improvements should focus on safety, visibility, and reducing barriers for non-auto users.

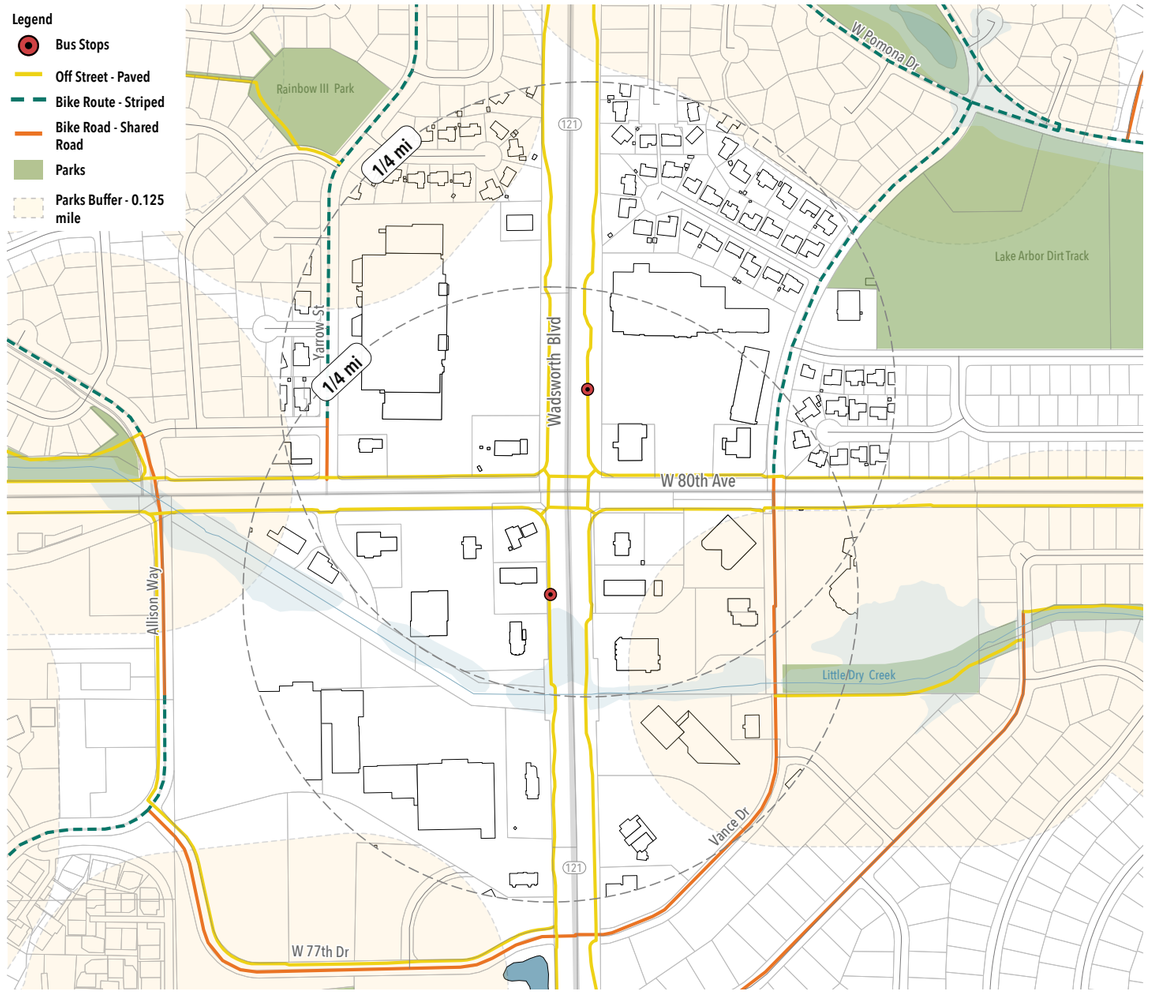



Source: City of Arvada, GIS



## Bicycle and Pedestrian Network

Walking and biking access in the station area depends on safe crossings and route continuity across the arterial corridor. Trail and park buffers provide recreational connectivity, but practical station access may be limited where sidewalks or bicycle routes are discontinuous. Enhancing crossings, improving bicycle route connections, and increasing comfort along arterial frontage would expand functional access within the walkshed.

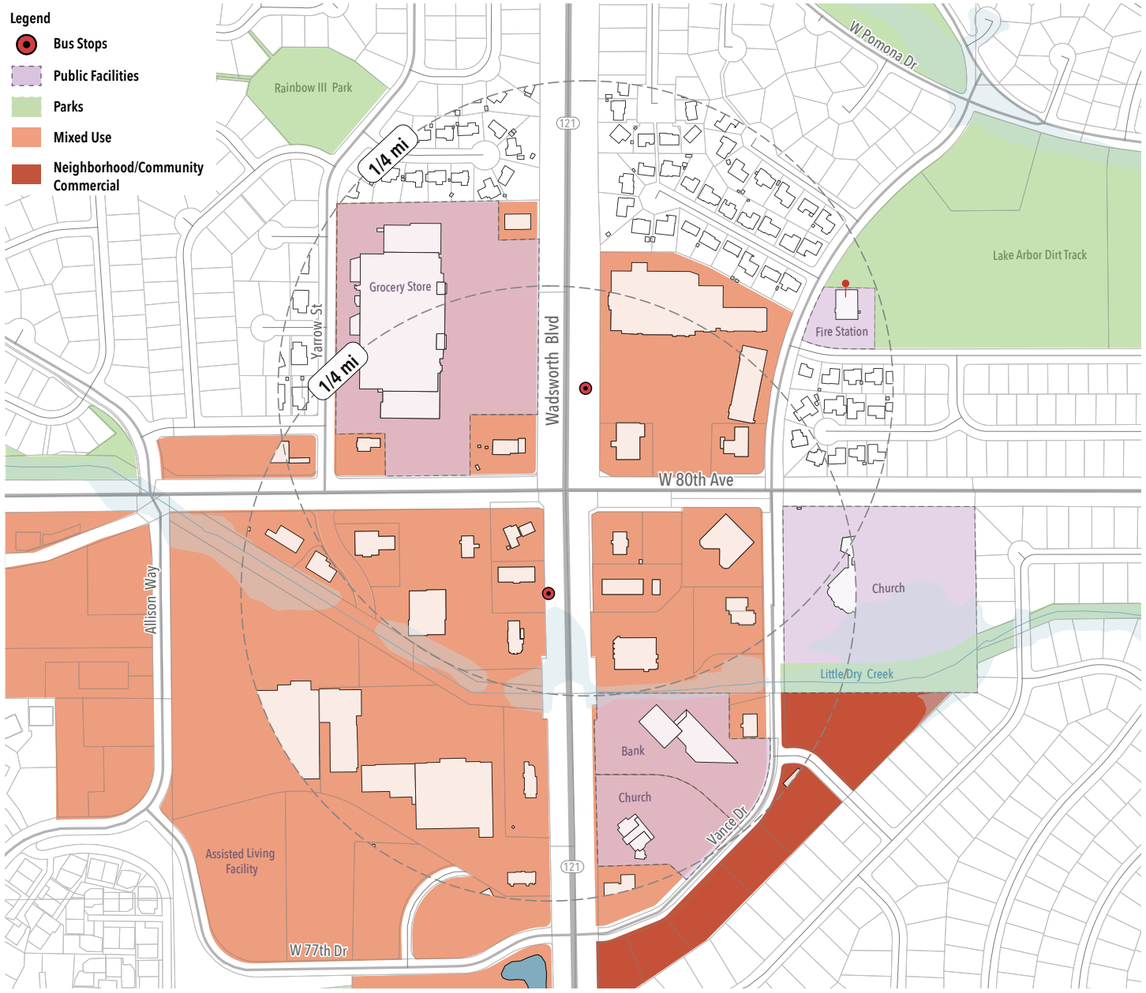



Source: City of Arvada, GIS

# 3.18. Community Livability

## Public Facilities and Employment Areas

The station area contains a strong concentration of commercial and service destinations within the corridor, along with community amenities and public facilities that support daily needs. Open space resources nearby contribute to the overall livability of the area, though access equity may depend on the quality of pedestrian and bicycle connections across major roadway edges.




Source: City of Arvada, GIS

## Environmental Burden and Health Vulnerability

Environmental burden and health vulnerability appear moderate overall within the station walkshed, with higher EnviroScreen conditions concentrated primarily east/northeast of the station area. The rest of the walkshed shows lower-to-mid vulnerability, suggesting impacts are unevenly distributed rather than corridor-wide. Planning should focus on targeted mitigation and healthier mobility connections in the higher-score segments, while supporting reinvestment without adding new exposure risks.

**The score ranges from 0 to 100, with the higher scores representing the most significant burden.**



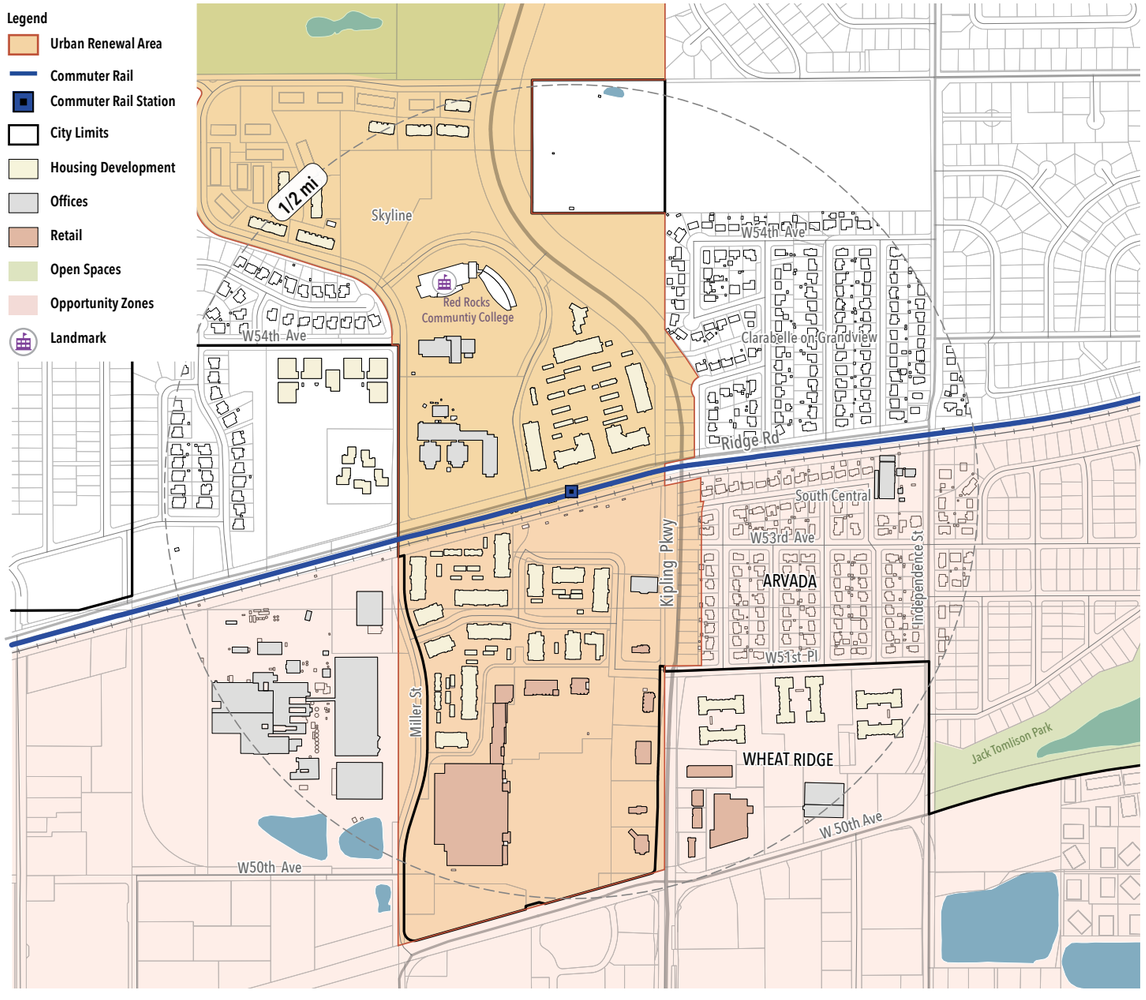

Source: Colorado EnviroScreen, GIS

# E. Arvada Ridge Station

# 3.19. Study Area

## Neighborhood Context

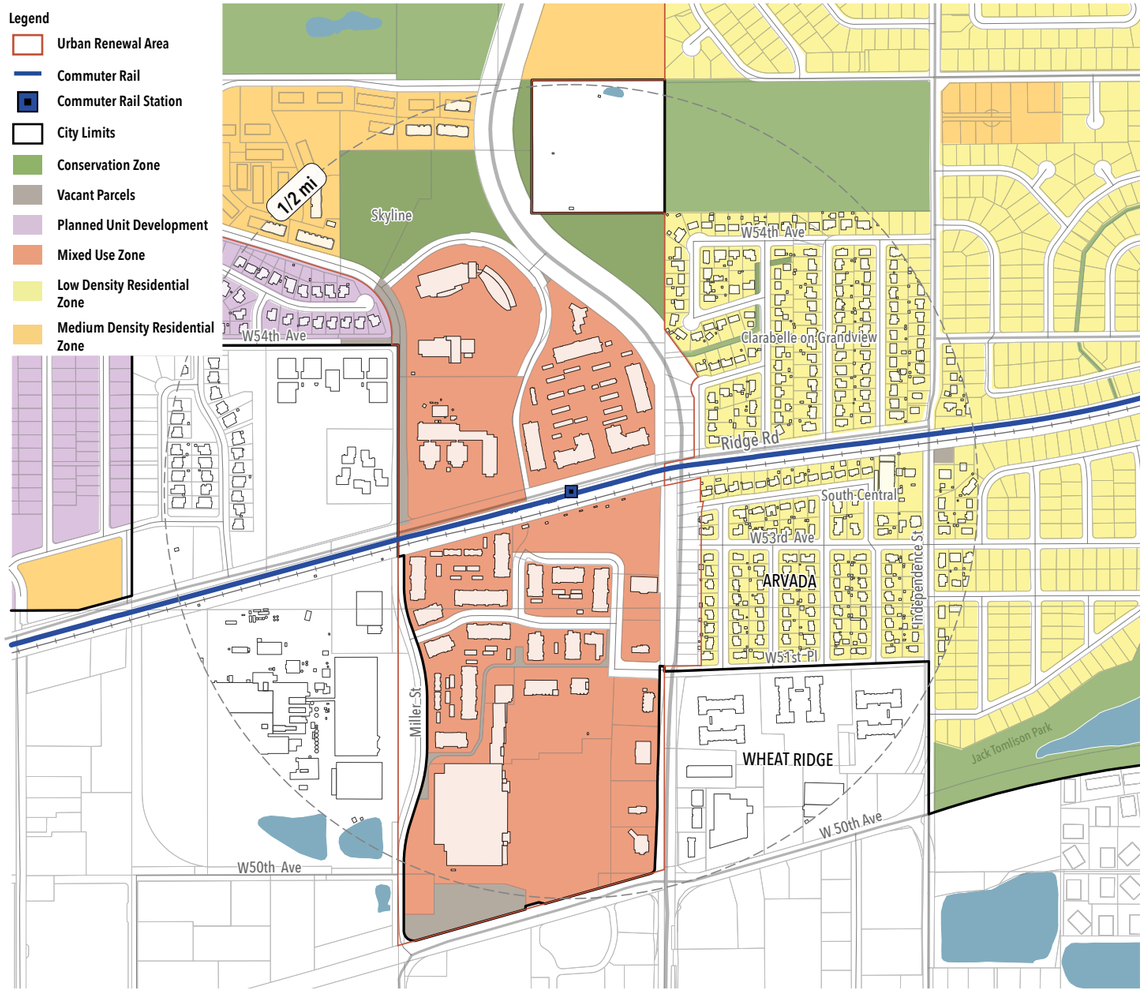
Arvada Ridge Station is located in a transitional station context where the light rail corridor intersects with a mix of institutional, commercial, and residential land uses. The mapped study area includes larger activity sites and commercial areas near the station, with established residential neighborhoods extending outward. Open space areas and opportunity zones are also present, showing that the station area includes both community-serving destinations and locations where future change may be concentrated.




Source: City of Arvada, GIS

## Zoning

Zoning around Arvada Ridge Station reflects a mixed-use core near the station that transitions into low-density residential neighborhoods within the broader study area. Planned unit development zoning appears in the northwest portion of the station area, while conservation zoning is present near open space areas. Overall, the zoning pattern supports a range of uses near the station while maintaining surrounding neighborhood residential character.

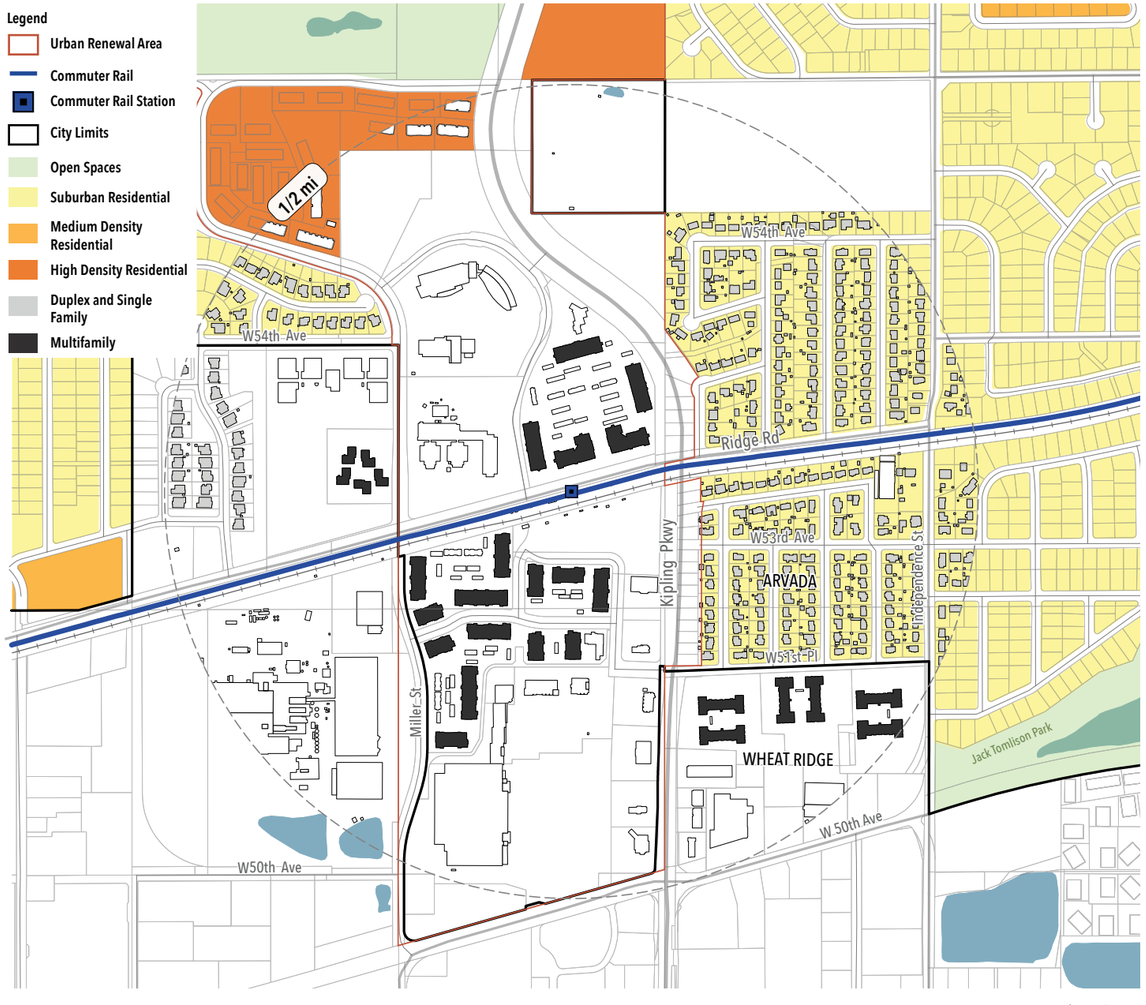



Source: City of Arvada, GIS

# 3.20. Housing

## Housing Diversity and Affordable Housing Sites

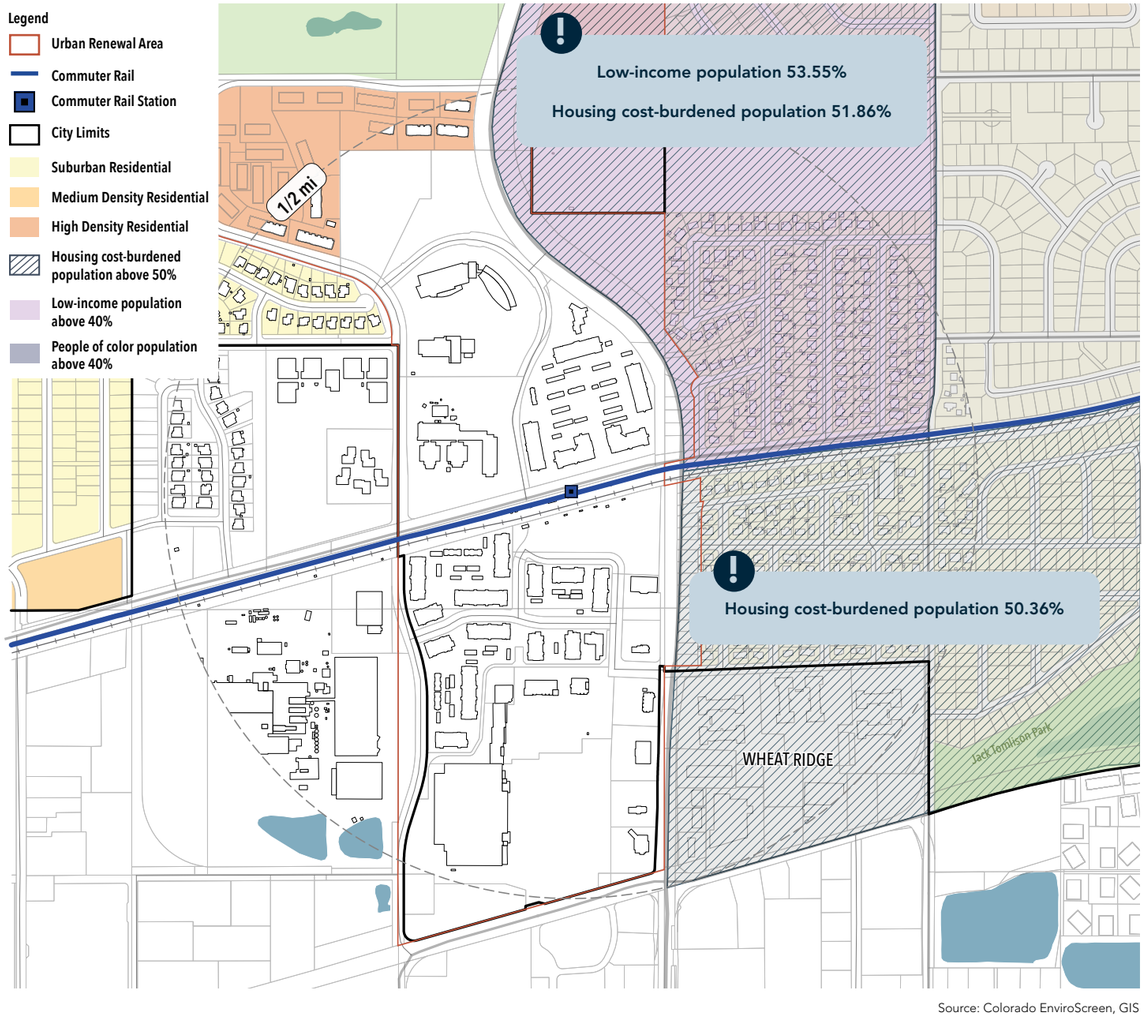
Housing in the Arvada Ridge Station area is primarily suburban residential, with pockets of medium- and higher-density residential located closer to the station and along key corridors. The mapped housing pattern indicates that higher intensity housing is limited to select areas, while most surrounding neighborhoods remain lower-density. This mix suggests that future housing change would likely be focused near station-adjacent areas and redevelopment sites rather than broadly across the entire station area.




Source: City of Arvada, GIS

## Equity and Housing vulnerability

The equity mapping identifies parts of the station area with higher concentrations of low-income households and housing cost-burdened populations. These conditions suggest that affordability pressures are present within the broader station area and should be considered when evaluating access to transit, services, and future investment. Understanding where vulnerable populations are located helps support equitable planning and targeted improvements near the station.

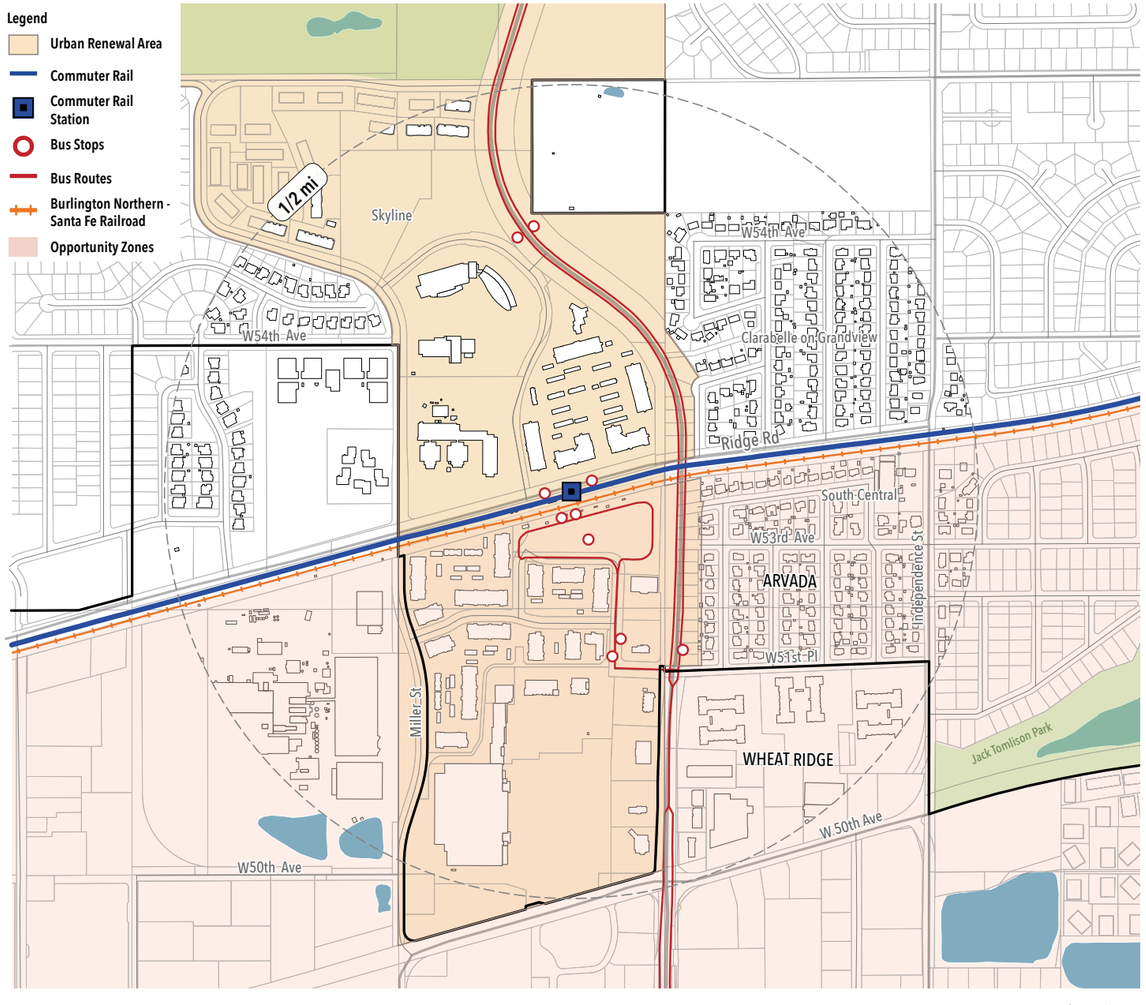



Source: Colorado EnviroScreen, GIS

# 3.21. Transportation

## Transit Access and Bus/Rail Network

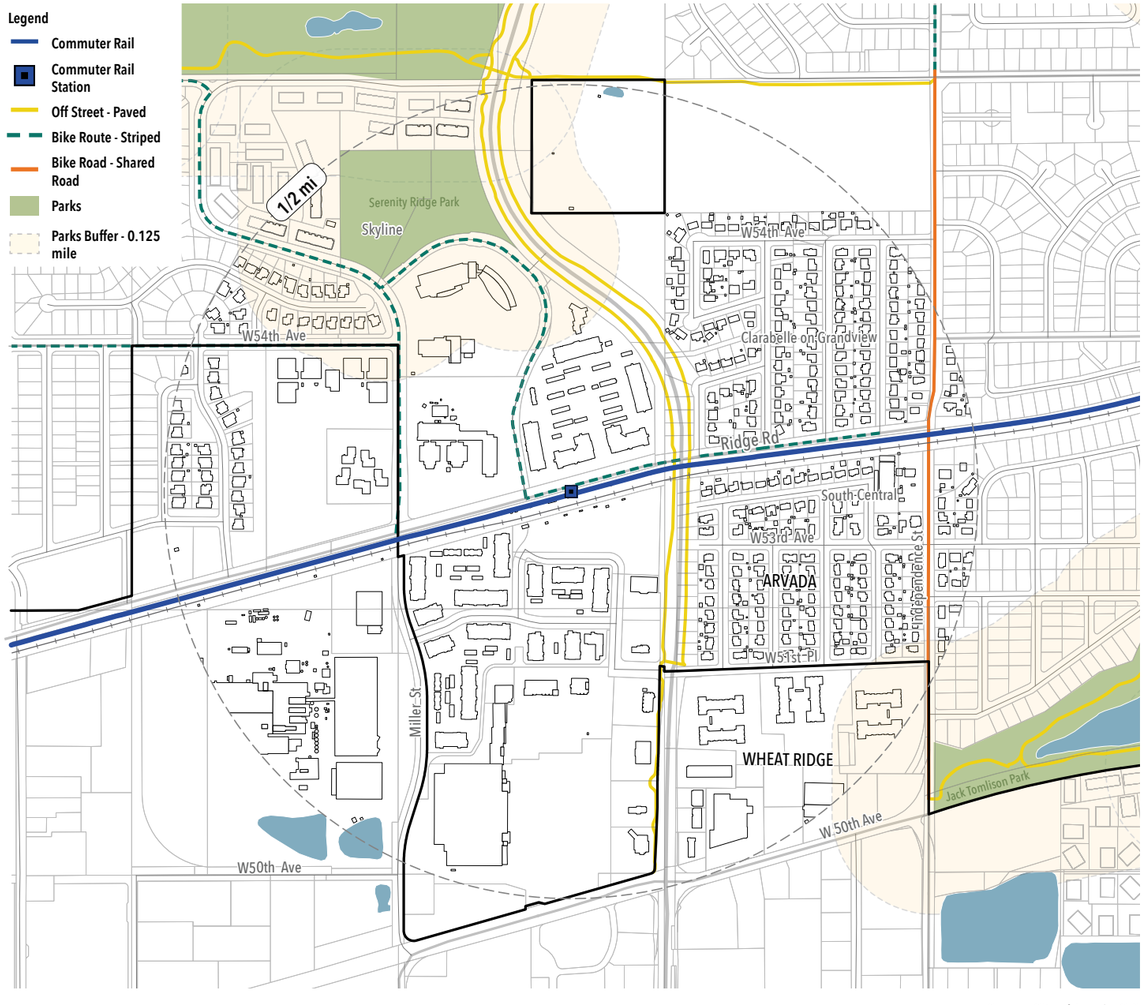
The transportation network includes arterial roads and local streets feeding into the station, supporting access by car, transit, and limited walking and biking. Bus routes and bus stops are concentrated near the station area, reinforcing its role as a multimodal access point. The presence of the rail corridor and adjacent roadway network shapes circulation patterns and influences how riders connect to the station.




Source: City of Arvada, GIS

## Bicycle and Pedestrian Network

The bicycle and pedestrian network includes both on-street bicycle routes and off-street trail connections that support recreation and neighborhood mobility. Parks and park buffers are present, indicating nearby open space access within the study area. While the network provides key connections, the mapped corridor and arterial conditions suggest that safe crossings and continuous routes are important factors affecting station access for pedestrians and bicyclists.

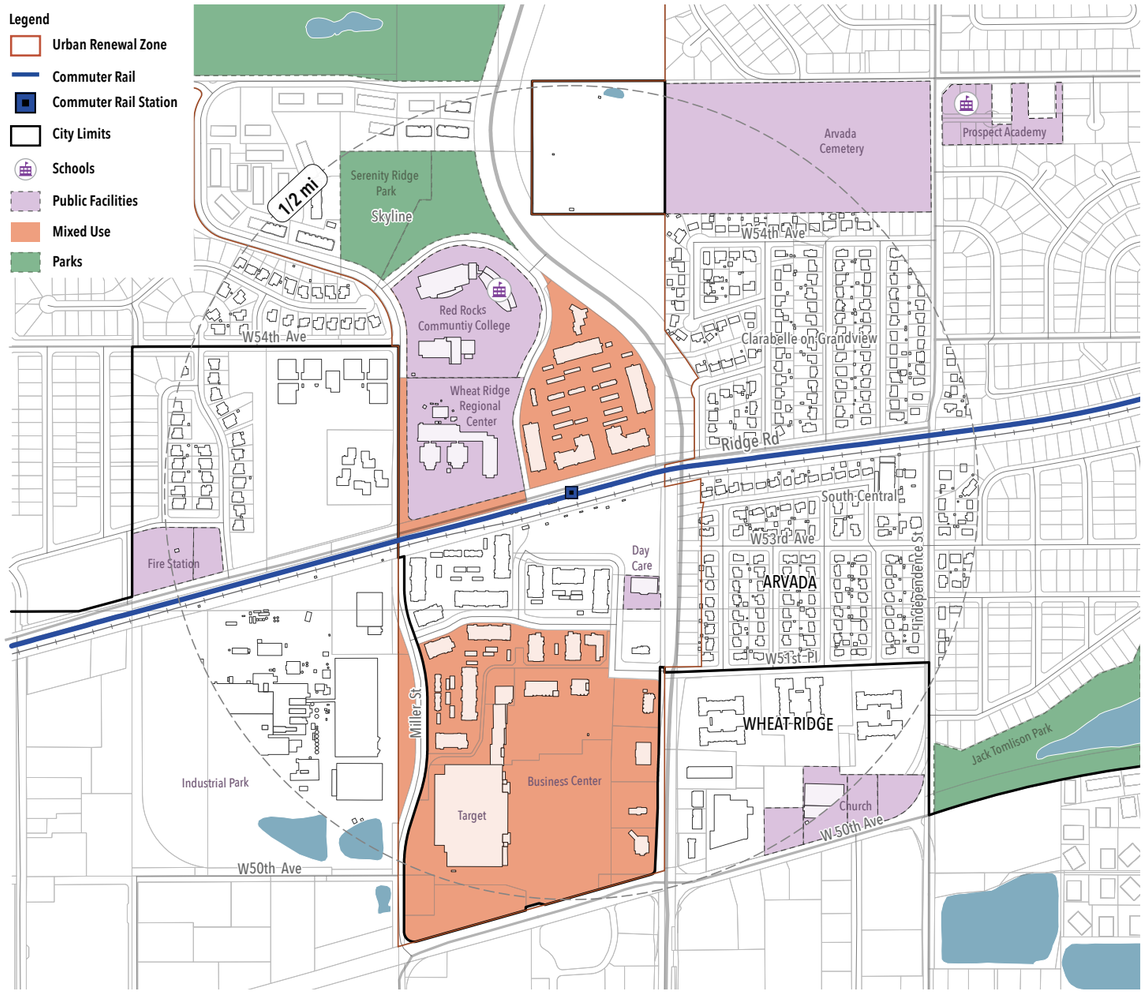



Source: City of Arvada, GIS

# 3.22. Community Livability

## Public Facilities and Employment Areas

The community livability map shows a mix of public facilities, amenities, and parks within the station area, along with commercial and employment-serving uses near the station. Key destinations are concentrated in the station-adjacent mixed-use and commercial areas, while residential neighborhoods rely on corridor connections to reach services. Overall, the station area supports access to daily needs and employment activity through a combination of nearby destinations and regional transit connectivity.

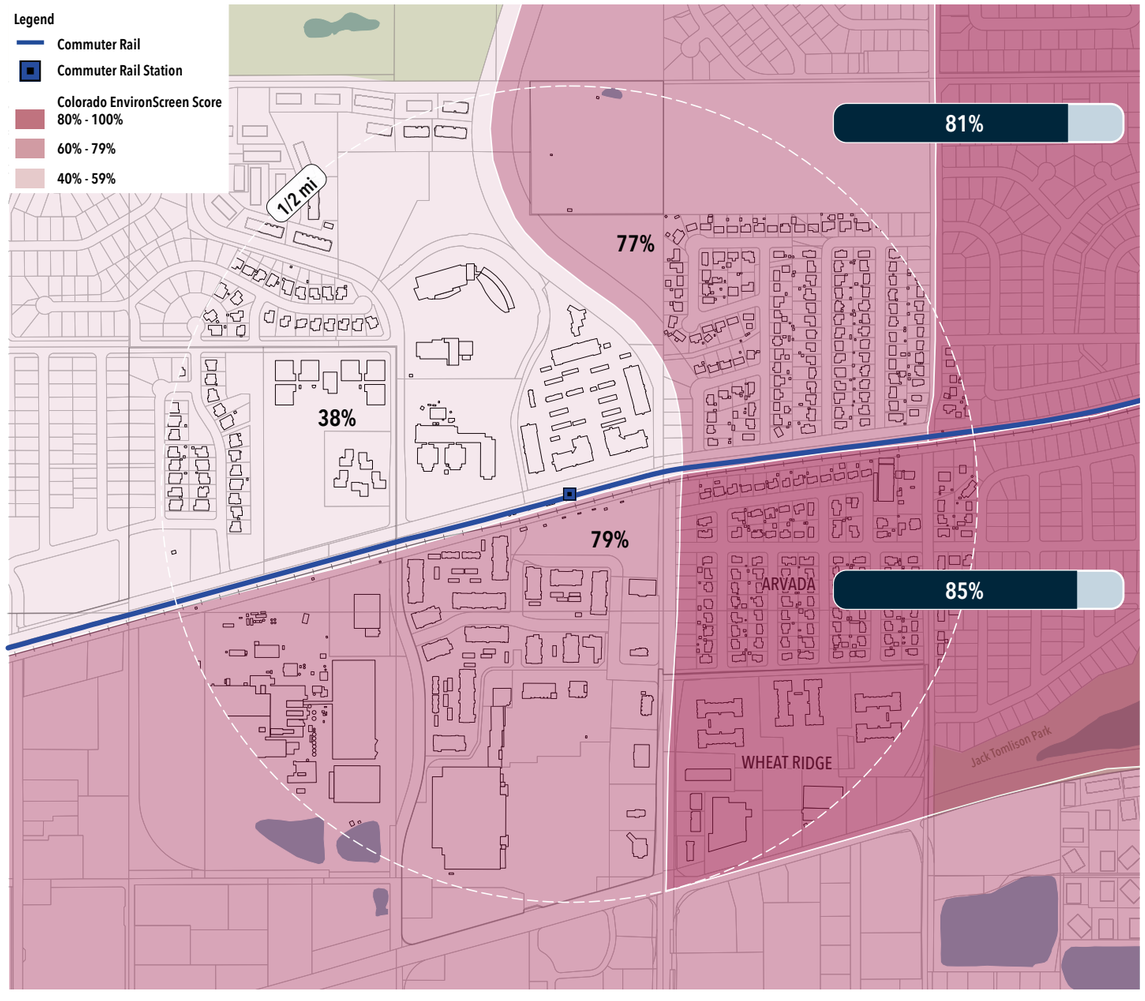



Source: City of Arvada, GIS

## Environmental Burden and Health Vulnerability

The map shows clear variation in environmental burden scores across the Arvada Ridge Station study area. Higher percentile scores are concentrated east and south of the station area, while lower scores appear closer to the western portion of the study area. This pattern suggests that environmental and health vulnerability is not evenly distributed across the ½-mile radius and should be considered when identifying priority areas for infrastructure, mobility improvements, and community investment near the station.

**The score ranges from 0 to 100, with the higher scores representing the most significant burden.**



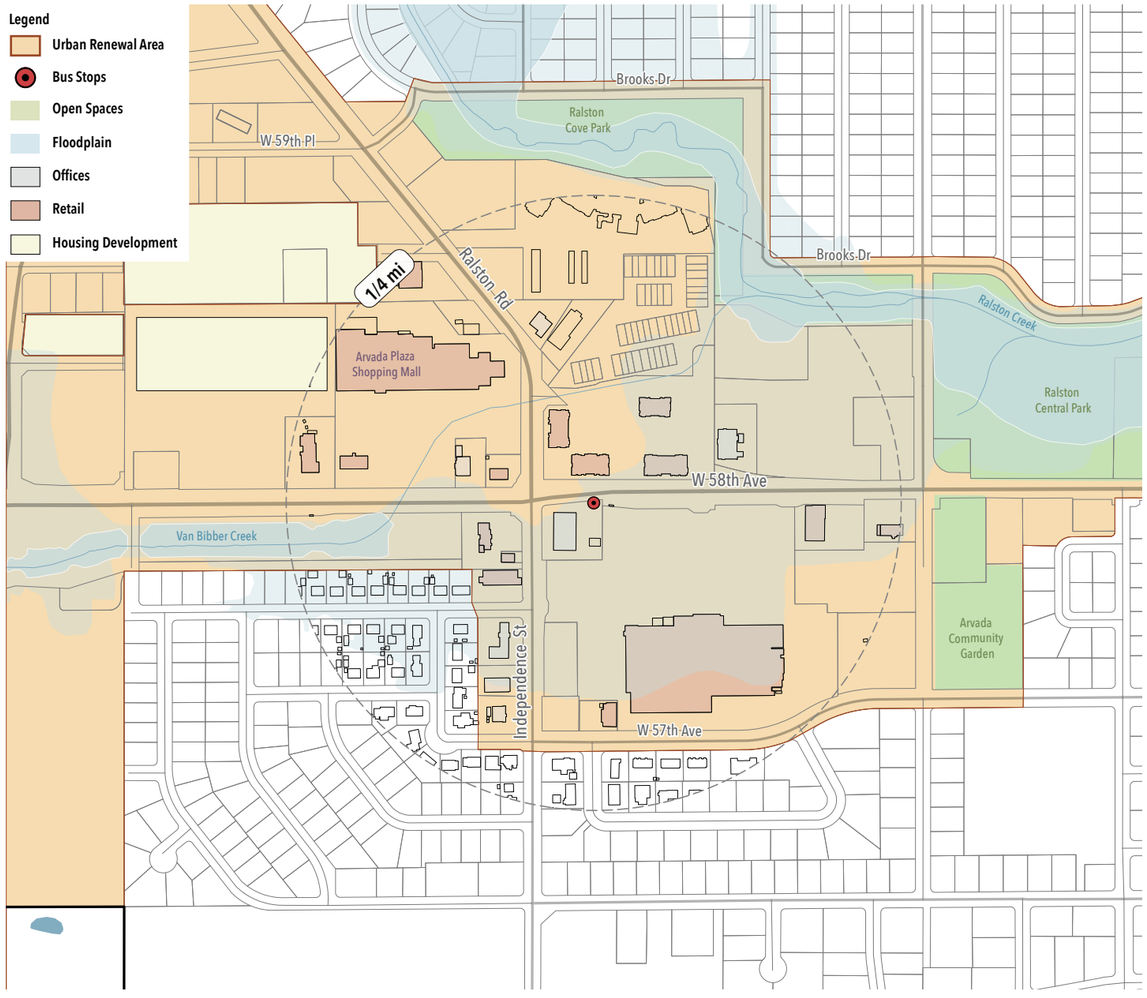

Source: Colorado EnviroScreen, GIS

# F. W 58th Ave & Independence St

# 3.23. Study Area

## Neighborhood Context

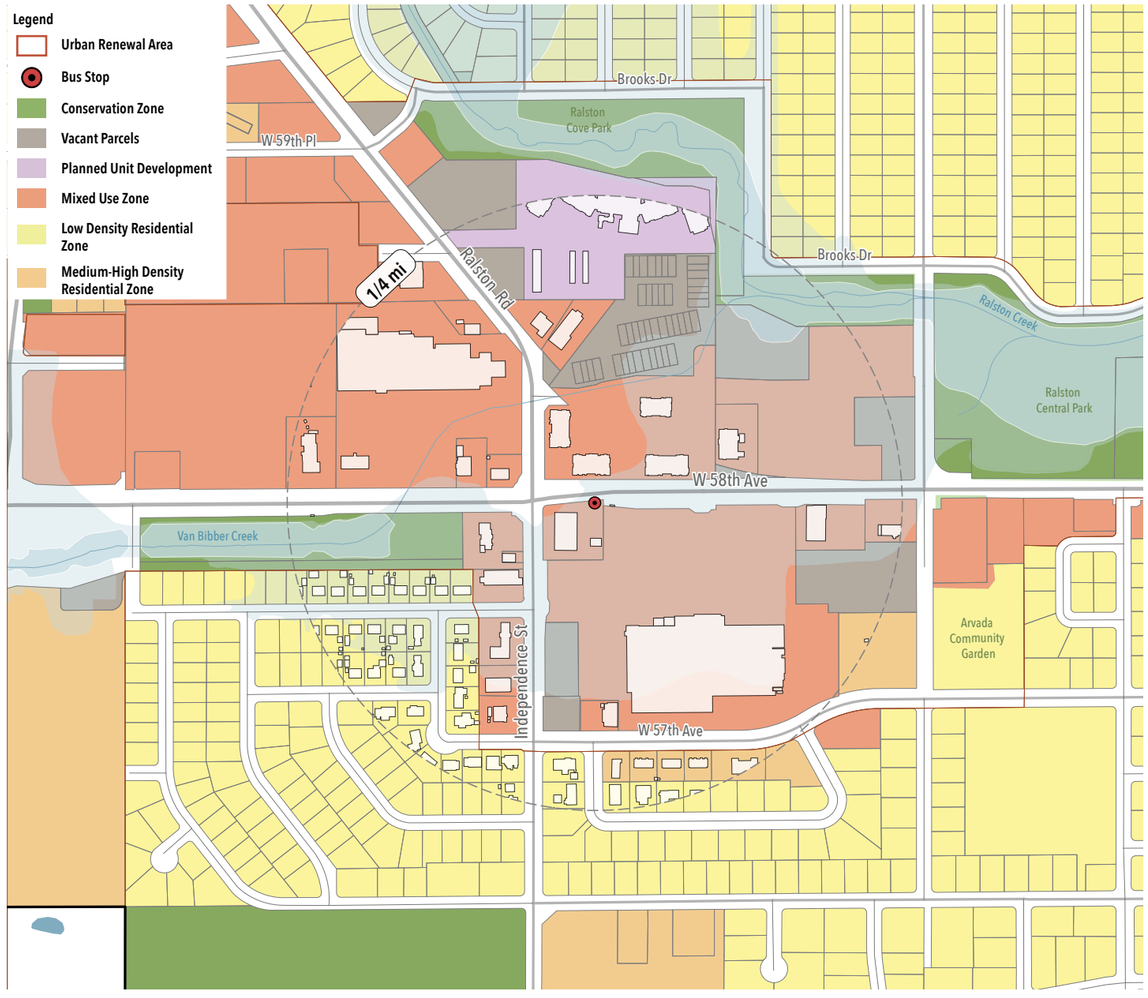
The W 58th Ave & Independence St study area is centered on a key bus stop location within a corridor-oriented commercial environment. The mapped study area includes large commercial parcels and shopping destinations along W 58th Avenue, with established residential neighborhoods extending south and east of the corridor. Open space and creek corridors are also present within the study area, creating natural edges and shaping local connectivity. Overall, the station area reflects a transition between auto-oriented commercial patterns and nearby neighborhood-serving land uses.




Source: City of Arvada, GIS

## Zoning

Zoning in the study area reflects a mix of corridor commercial and mixed-use districts concentrated along W 58th Avenue, with low-density residential zoning forming the primary pattern in surrounding neighborhoods. Planned unit development and medium–high density residential zoning appear in select locations near the corridor, indicating potential for more flexible or higher-intensity redevelopment. Conservation zoning aligns with open space and creek areas, limiting development in those areas and reinforcing the importance of environmental corridors within the study area.

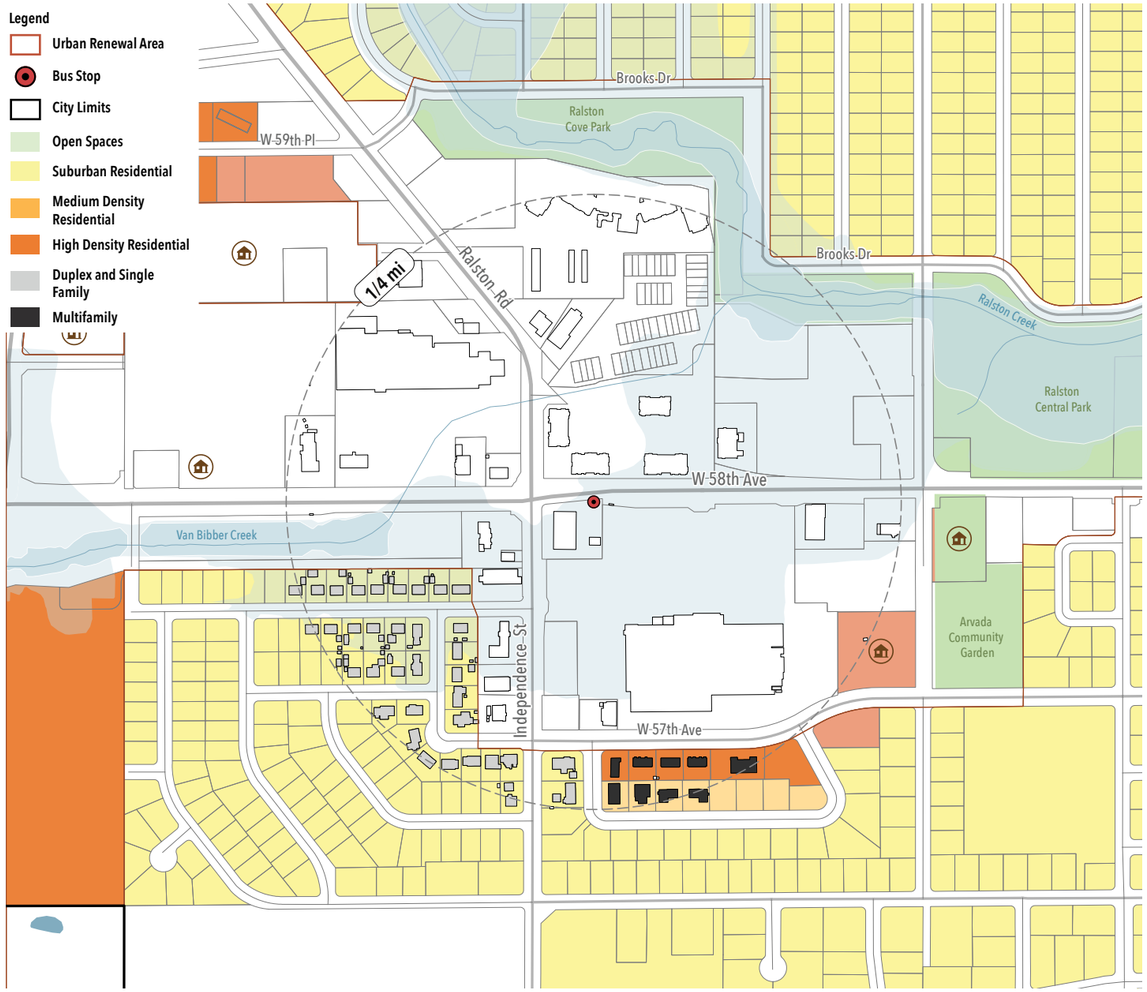



Source: City of Arvada, GIS

# 3.24. Housing

## Housing Diversity and Affordable Housing Sites

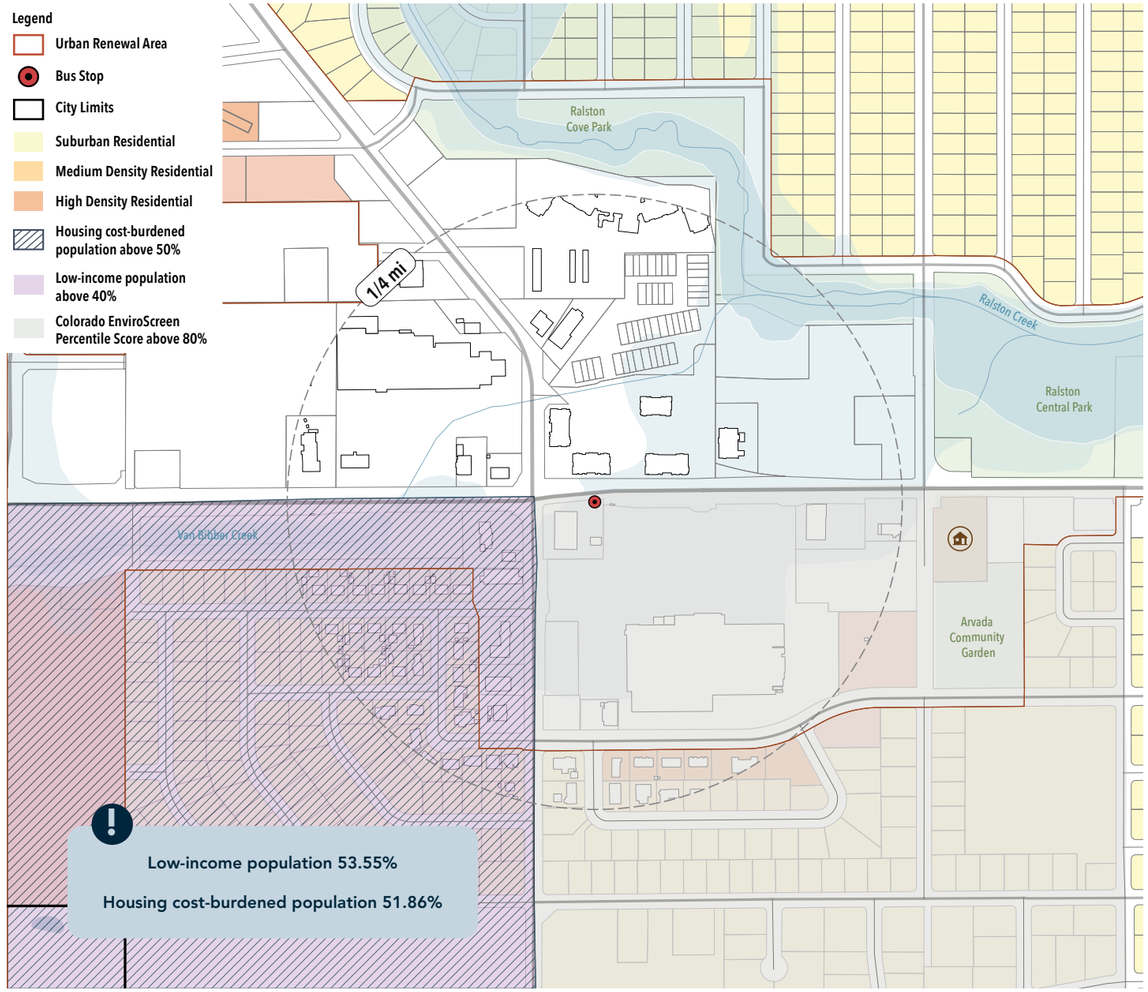
Housing within the study area is predominantly suburban residential, with medium- and higher-density residential areas occurring in smaller pockets near the corridor and transition areas. The mapped pattern suggests that most residential areas are neighborhood-based and separated from the commercial core by major streets and larger parcels. This context indicates that housing change, including future infill or redevelopment, would likely be focused on corridor-adjacent areas where higher intensity housing already exists or where land use patterns support mixed-use transitions.




Source: City of Arvada, GIS

## Equity and Housing vulnerability

The equity mapping identifies at least one block group in the study area with elevated levels of low-income population and housing cost burden, indicating the presence of housing vulnerability within the broader corridor environment. These conditions highlight the importance of improving access to transit, services, and employment in ways that support stability for existing residents. Considering affordability and equity alongside redevelopment potential is especially important in areas where commercial reinvestment may increase pressure on nearby neighborhoods.

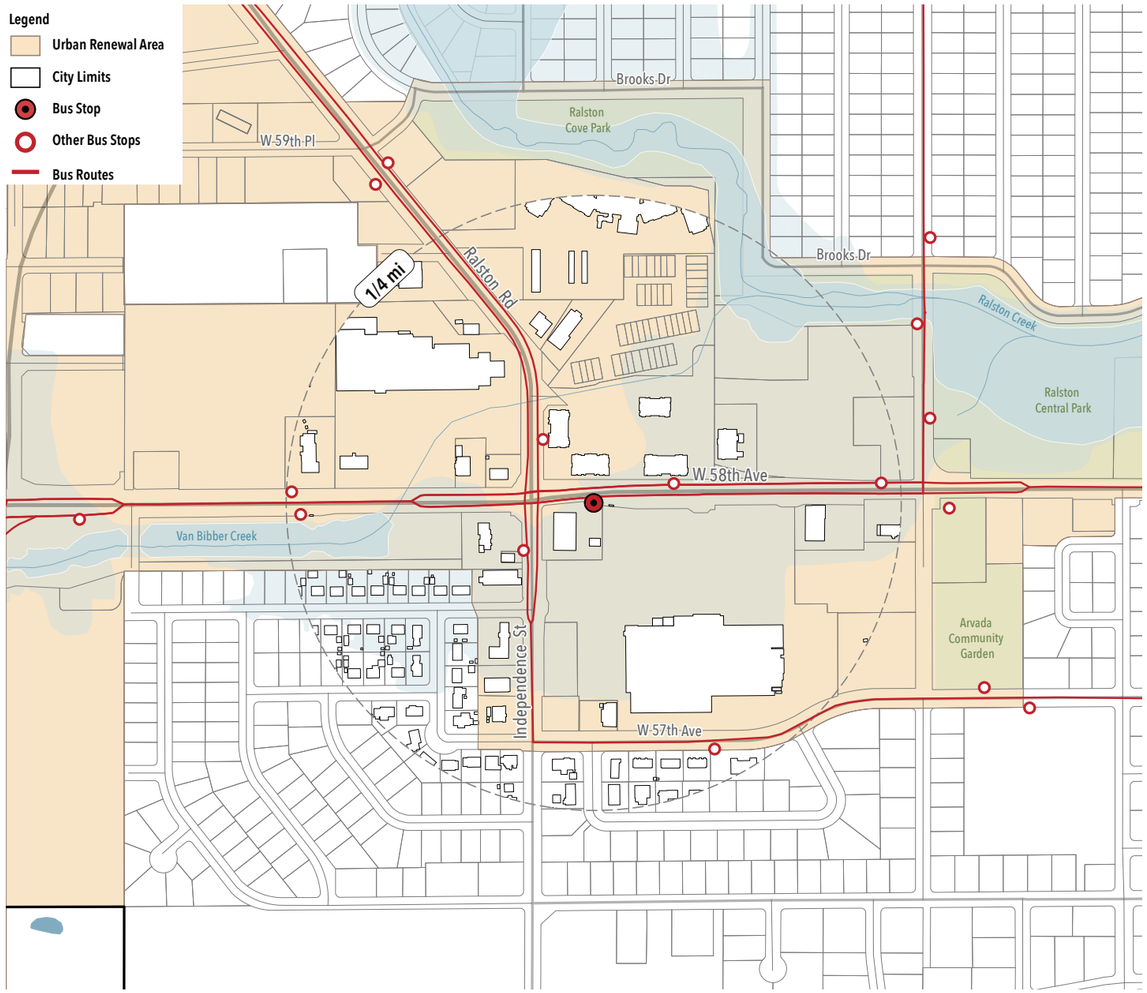



Source: Colorado EnviroScreen, GIS

# 3.25. Transportation

## Transit Access and Bus/Rail Network

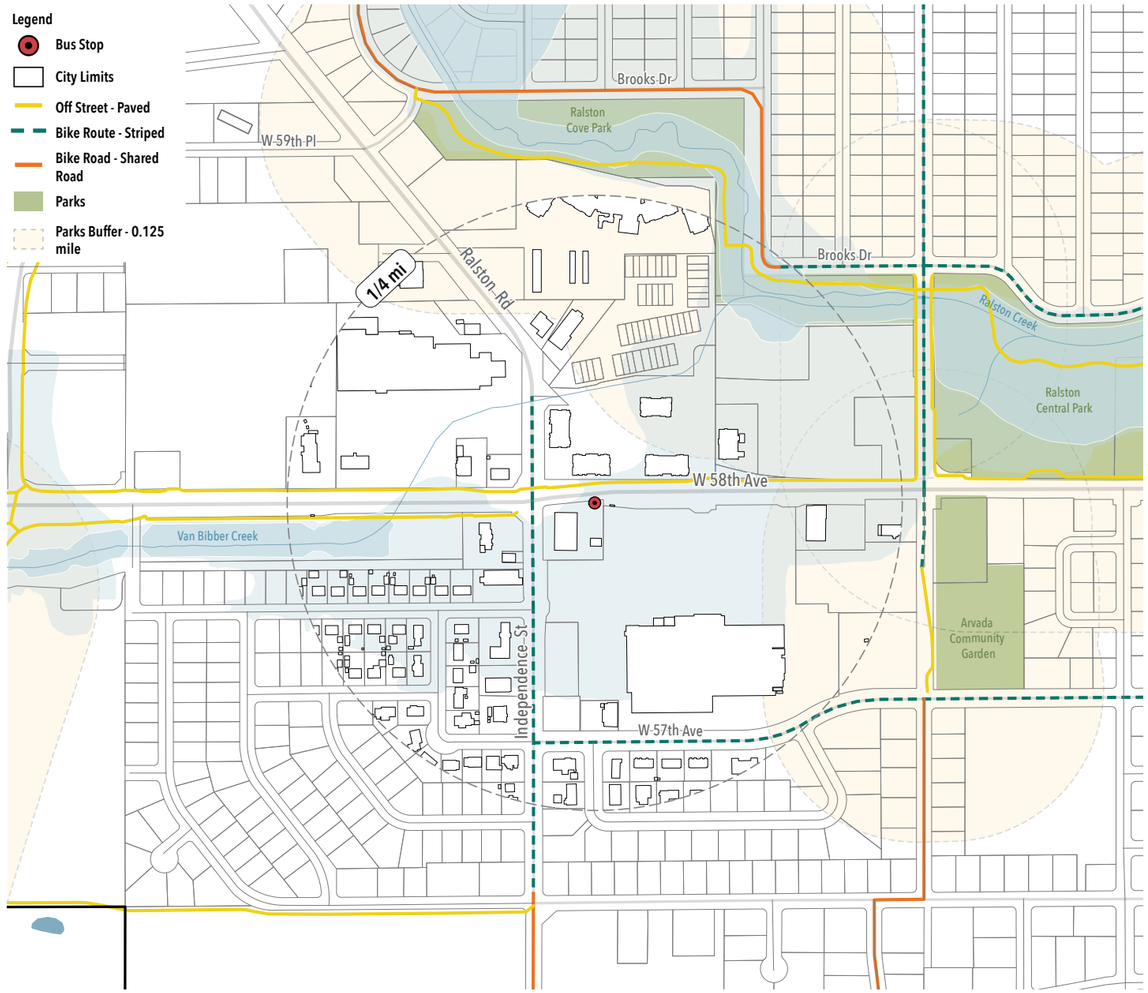
Transportation access in the study area is structured around W 58th Avenue and Independence Street, with bus routes and multiple bus stops supporting east–west and north–south movement through the corridor. The mapped network shows strong transit presence along primary streets, reinforcing the area's role as a key mobility node. However, corridor conditions and turning movements at intersections likely influence the quality of station access for pedestrians and transit riders.




Source: City of Arvada, GIS

## Bicycle and Pedestrian Network

The bicycle and pedestrian network includes a combination of on-street bicycle routes, shared road connections, and nearby off-street trail segments. Parks and open space areas along the creek corridors provide recreational access and potential continuous routes. While the study area benefits from park proximity, safe pedestrian and bicycle access is shaped by intersection crossings and connectivity between neighborhoods and corridor commercial destinations.



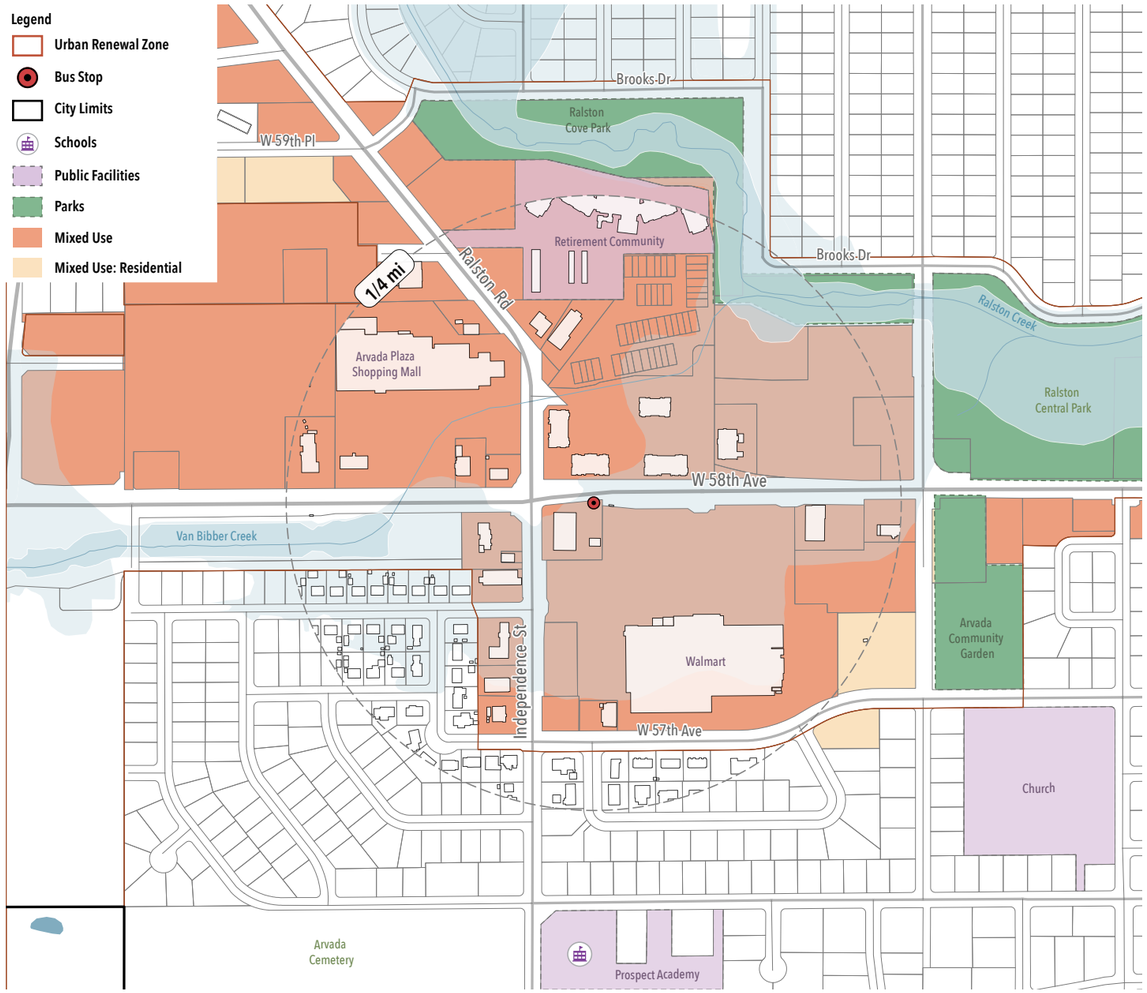

Source: City of Arvada, GIS

# 3.26. Community Livability

## Public Facilities and Employment Areas

Community livability mapping shows that the study area contains a concentration of mixed-use and commercial land uses, including major retail destinations and employment-serving parcels along W 58th Avenue. Parks and open space areas are also a strong feature of the area, supporting recreation and community access.

Public facilities and community amenities are more limited and dispersed, suggesting that access to daily services and destinations may depend on corridor connections and transit access rather than a dense neighborhood center.



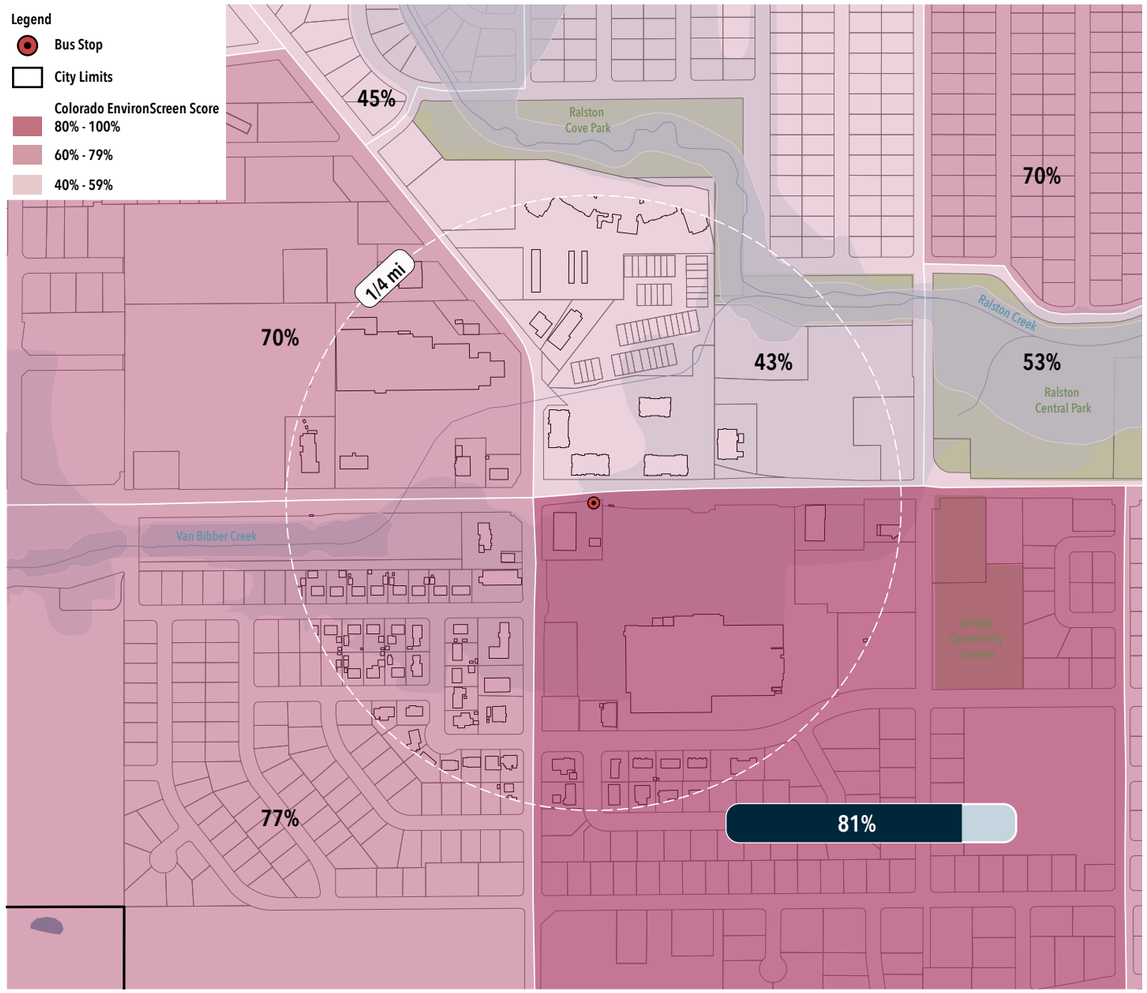

Source: City of Arvada, GIS



## Environmental Burden and Health Vulnerability

The map shows variation in environmental burden scores across the study area, with higher percentile values concentrated in portions of the southern and western area and lower-to-moderate values in other locations. This pattern suggests that environmental and health vulnerability may overlap with corridor land use conditions and surrounding neighborhood areas. These mapped conditions provide context for prioritizing investments that improve mobility, access, and environmental quality near the bus stop area.

**The score ranges from 0 to 100, with the higher scores representing the most significant burden.**



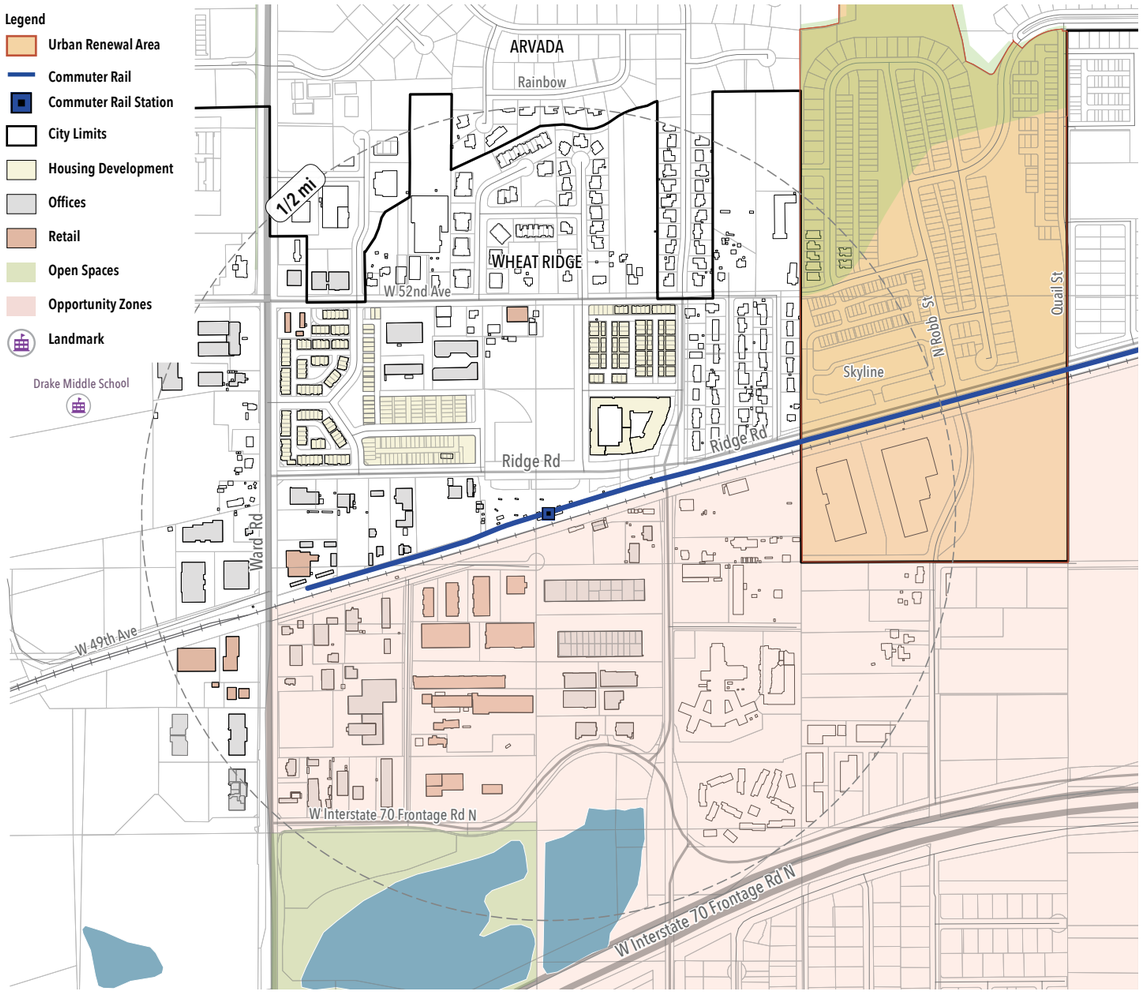

Source: Colorado EnviroScreen, GIS

# G. Wheat Ridge / Ward Road Station

# 3.27. Study Area

## Neighborhood Context

Wheat Ridge / Ward Road Station is located in a regional corridor setting where the light rail line runs east–west and Ward Road provides a major north–south connection. The ½-mile study area includes a mix of corridor-oriented commercial and employment uses south of the rail line, while residential neighborhoods are more concentrated to the north and northeast. Open space areas and jurisdictional boundaries within the study area shape overall development patterns and influence where future station-area change may occur.

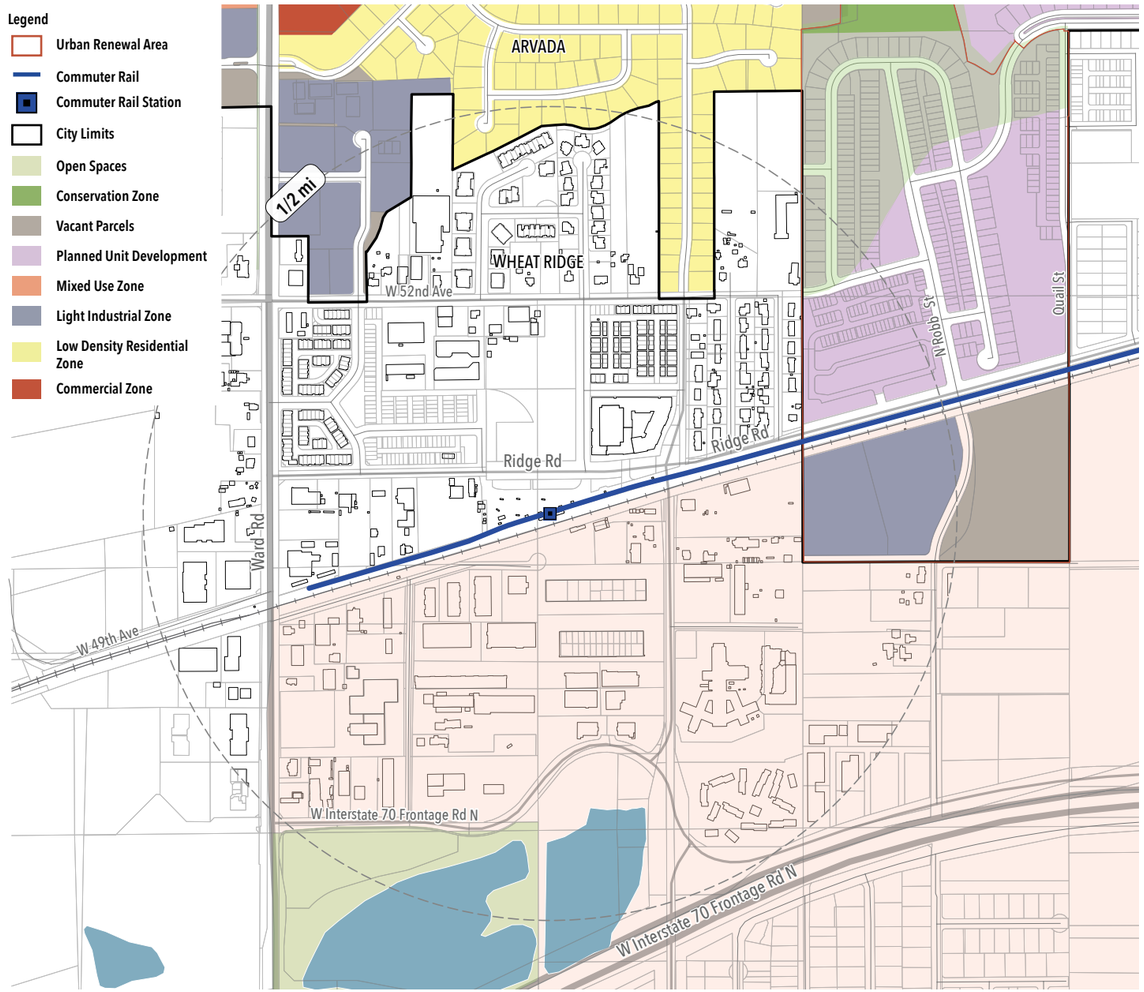



Source: City of Arvada, GIS



## Zoning

Zoning within the station area reflects a transition between established residential districts and more intensive corridor land uses. Low-density residential zoning is the dominant pattern north of the rail line, while mixed-use and industrial zoning districts are concentrated closer to the rail corridor and on larger parcels. Conservation zoning and planned development areas are also present, indicating locations where environmental constraints and special zoning frameworks influence redevelopment potential.

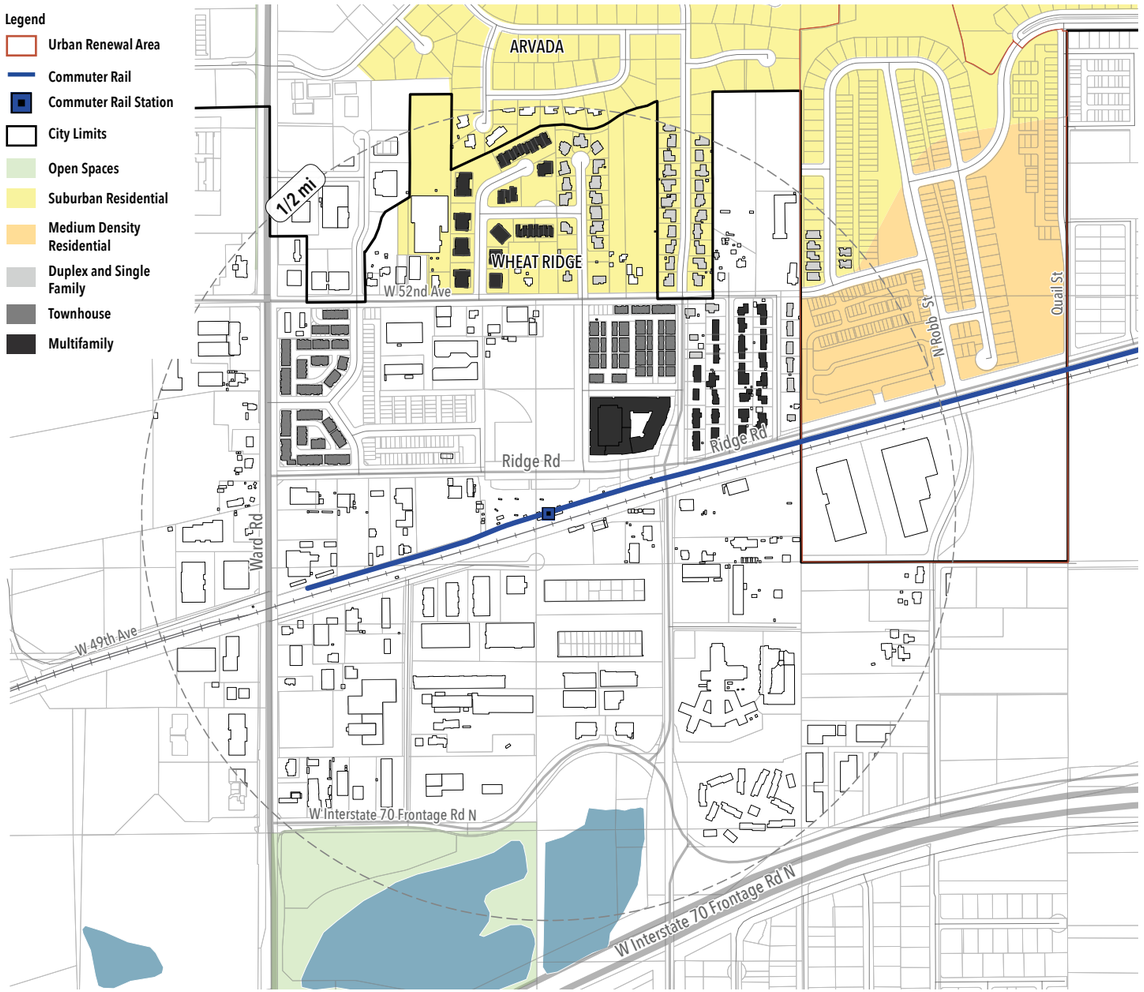



Source: City of Arvada, GIS

## 3.28. Housing

### Housing Diversity and Affordable Housing Sites

Housing within the Wheat Ridge / Ward Road Station area is primarily suburban residential, with some medium-density housing clustered in select locations near the corridor and within nearby neighborhood areas. The mapped housing pattern shows limited residential intensity within the southern portion of the study area, where land use is more employment- and corridor-oriented. Overall, the station area appears to have a stronger residential presence north of the rail line, while opportunities for additional housing may be more feasible in targeted redevelopment areas near station access.



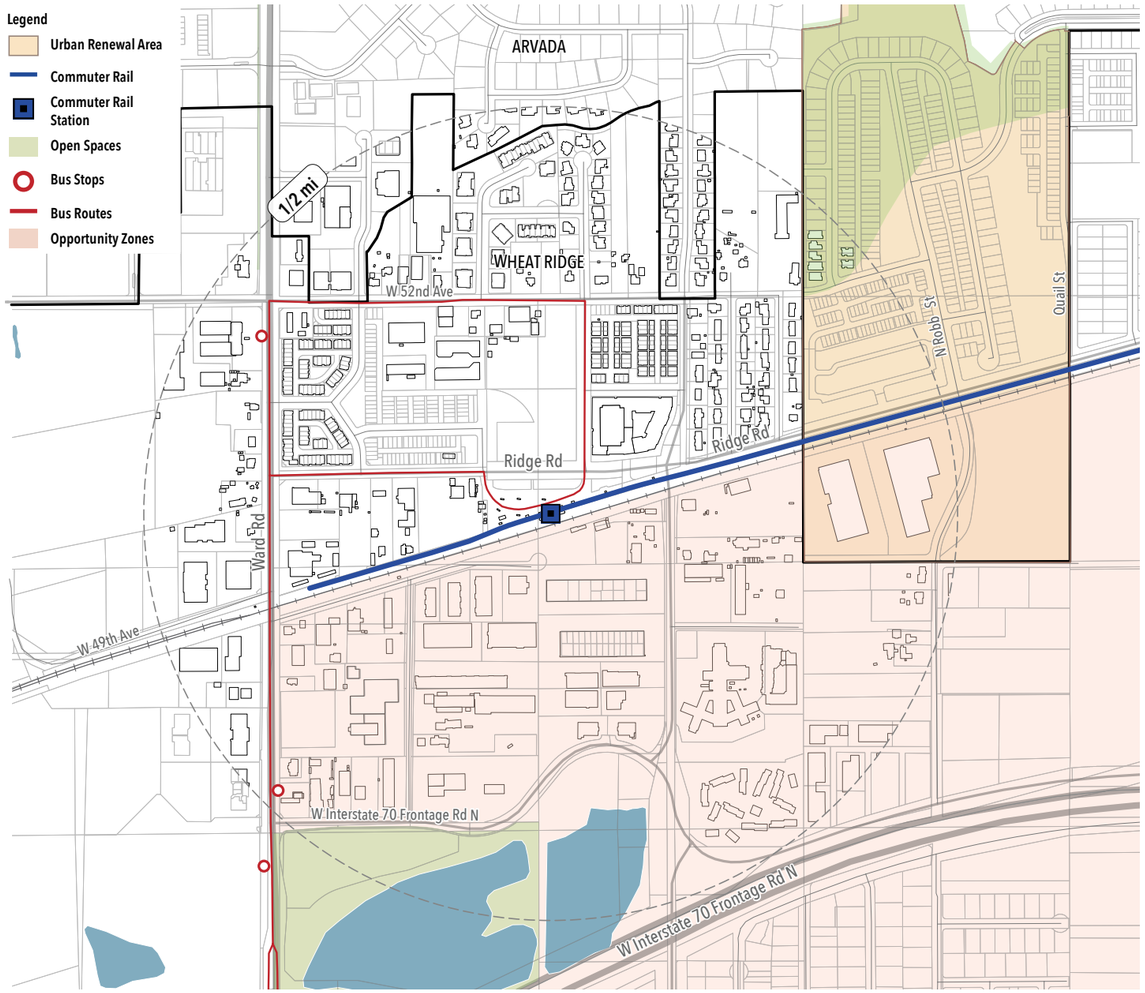

Source: City of Arvada, GIS



## 3.29. Transportation

### Transit Access and Bus/Rail Network

Transportation access in the station area is defined by major roadway systems, including Ward Road and Ridge Road, which structure circulation and station connectivity. Bus routes and bus stops are shown within the study area, supporting transfers and corridor movement. The station's regional function, combined with large blocks and corridor conditions, suggests that station access is shaped by roadway design and intersection locations rather than a dense walkable street grid.

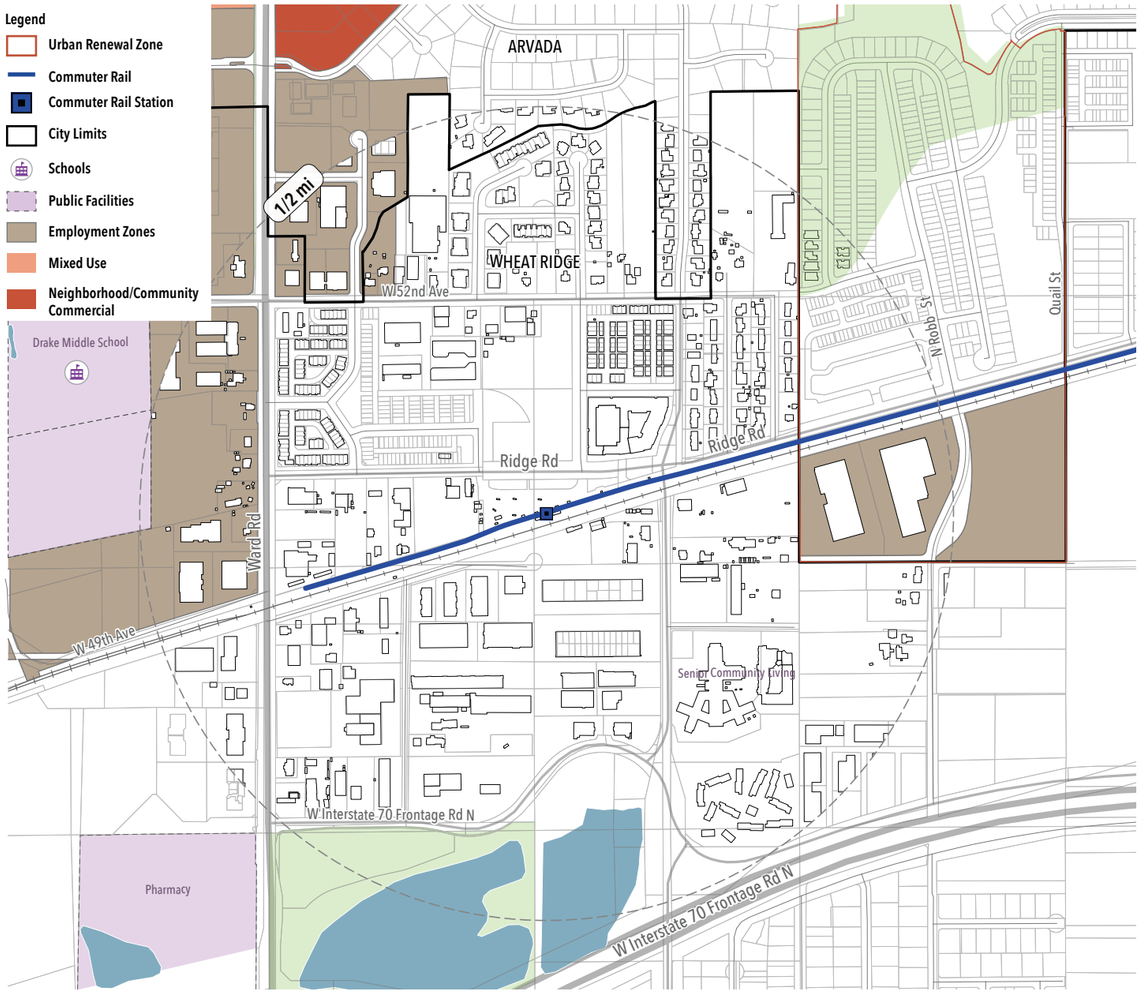



Source: City of Arvada, GIS

# 3.30. Community Livability

## Public Facilities and Employment Areas

Community livability mapping shows employment-serving land uses and commercial activity concentrated south of the rail corridor, while schools and community facilities are distributed more sparsely within the study area. The map indicates that residents within nearby neighborhoods rely on corridor connections to access services and employment areas. Overall, the station provides regional connectivity to employment and commercial uses, but public facilities and daily amenities are less concentrated near the station compared to traditional town-center station areas.

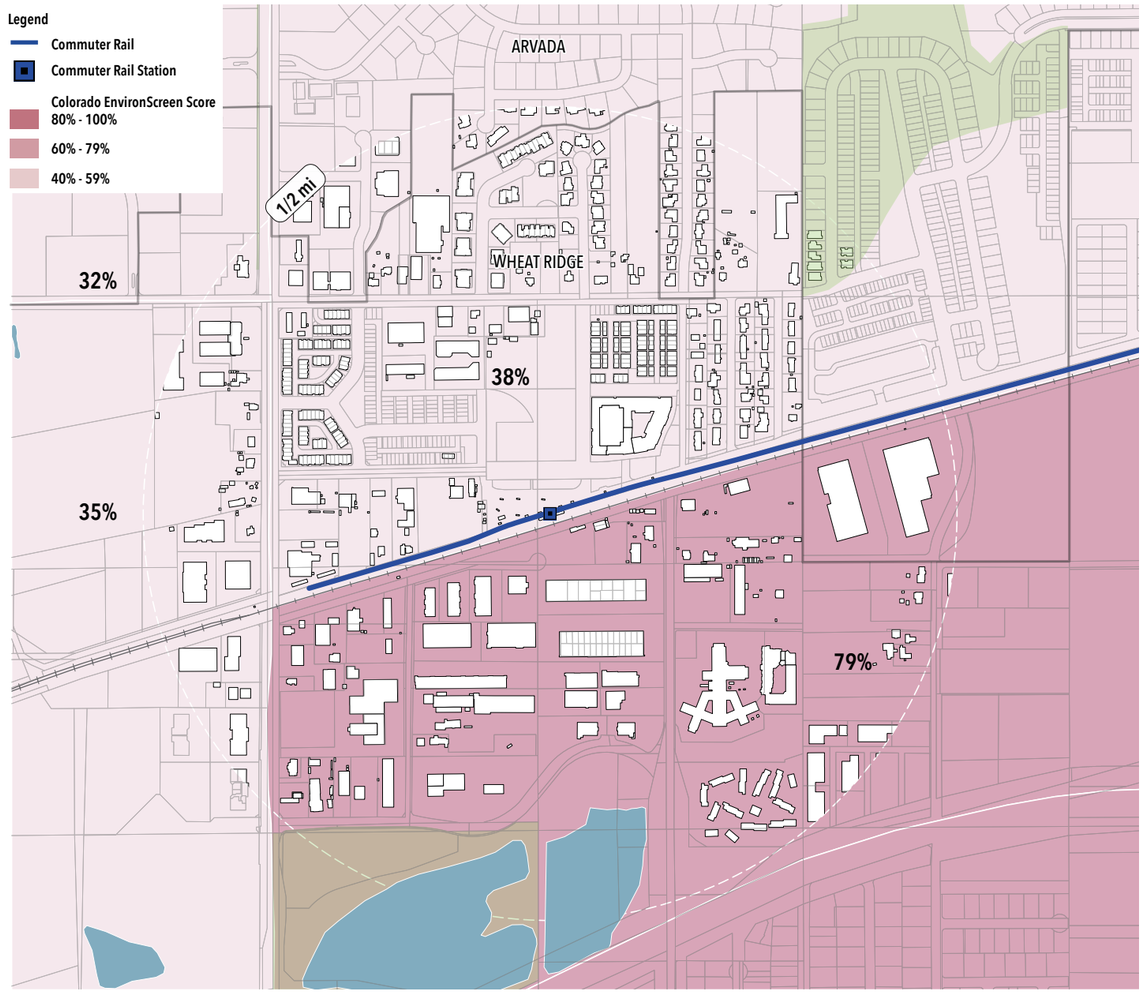



Source: City of Arvada, GIS

## Environmental Burden and Health Vulnerability

The map shows lower environmental burden scores across much of the residential area north of the station, while higher scores are concentrated in the southern portion of the study area near the corridor and larger parcels. This pattern suggests that environmental conditions vary significantly within the ½-mile radius and may overlap more strongly with industrial and employment-oriented areas. These mapped conditions provide context for prioritizing equitable infrastructure improvements and long-term station-area planning.

**The score ranges from 0 to 100, with the higher scores representing the most significant burden.**




Source: Colorado EnviroScreen, GIS