Creating Community Around Commuter Rail in Arvada Colorado

Presented By
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Arvada’s Location

10 miles west of Denver

A first tier suburb
Arvada Facts

- Founded in 1870
- Incorporated in 1904
- Once the “Celery Capital” of US
- Site of first Colorado gold discovery
- Latest population estimate- 107,500
Regional Transportation District
FasTracks Plan

- Denver voters approved sales tax increase to fund in 2004
- Regionwide transit plan
  - 122 miles rail
  - 18 miles BRT
  - 57 new stations
Gold Line Corridor

- Links Northwest Denver, western suburbs to Denver Union Station
- Three stations in Arvada
- EIS Record of Decision expected early 2009
- One of two FasTracks corridors that qualifies for New Starts funding
- Part of PPP pilot project
Arvada’s Position in System

- Gold Line is inherently a commuter oriented corridor
- Challenge is how to create community in face of market pressure toward commuter
- Not all stations are equal in terms of capacity to create community
Arvada Station Planning Process

- Community based process
  - Steering Committee
  - Two workshops for each station
  - Developer forum
  - Public open house
- Plan adopted in August, 2007
- Conscious effort to plan before Gold Line EIS
Principles of Good TOD

- Create a sense of place
- Pedestrian scaled environment
- Mix of uses and prices
- Each station is unique
- Increased density
- Community Vision
- Good neighborhood connections
- Create partnerships
Not All Stations Are Equal

- Stations play different roles
- Not always possible to create community, TOD at each station
- Important to focus your efforts, understand role of stations, how they support each other.
Sheridan Station

Existing industrial area- short term market wants more low rise industrial

Major chemical processing plant limits residential potential

Substantial part of transit influence area located in Clear Creek floodway
Sheridan Station Plan

- Focus on employment, but more intensity
- Residential is subordinate
- Use part of transit influence area for large scale retail
Olde Town Station

Olde Town is already a community

Challenge is how to expand community, balancing desire for density/intensity with need to preserve historic character
Selective intensification of Olde Town proper - up to four stories

Greater scale south of tracks where grade drops off

Preserve “Grand View”

Allow high density east of Wadsworth now zoned for Industrial

Our best opportunity for good transit-oriented development

Our “heart”, our “crown jewel”.
Kipling Station

Substantially vacant

One owner for vacant land

Mainly residential potential and limited office/retail

Red Rocks Community College nearby

Realizing TOD potential requires cooperation with City of Wheat Ridge
Kipling Station Plan

Mainly residential- supports the employment role of Sheridan and mixed-use role of Olde Town

High density allowed, minimum density required

Medium density at edge next to single family neighborhood

Mixed-use next to station

Encourage Red Rocks College to grow toward station to connect transit and education

Goal is structured transit parking
How Stations Support Each Other

- Olde Town is our heart, our focus. It provides support to other stations and receives support from them.

- Sheridan and Kipling are the arteries to the heart, but their unique focus help each support the other also.
Issues/Challenges

- Maintaining our vision over time
- Developing acceptance for increased density
- Financing
- Dealing with development in interim-short term market forces in conflict with long term goals
- Marketing our TOD opportunities-having people see Arvada in a new light
Arvada’s Strategy for Creating Community

- Be clear on what is most important - Olde Town
- Continued work on placemaking - nice streetscapes, public spaces
- Regulatory changes - mixed-use zoning and Olde Town Design Guidelines, more equitable park and school fees
- Connect community with stations - bike and pedestrian connections
Arvada’s Strategy for Creating Community

- Parking/transportation demand strategy for Olde Town
- Olde Town Market Demand and Infrastructure Finance Strategy
- Market our opportunities
For More Information

www.arvada.org
Go to “Transportation”, then “Projects”
Then “Arvada Transit Station Framework Plan”

Or Contact:

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