

Housing Advisory Committee: 2026 2nd Quarter

Date: June 3, 2026

Time: 6:00PM to 7:30PM

Location: Anne Campbell Room, 1st Floor

Address: 8101 Ralston Road, Arvada, CO 80002, USA



Begin Meeting - Pat Noonan, HAC Chair

| Name | Present? | | Present? |
|---|----------|---------------------|----------|
| Housing Advisory Committee Members | | | |
| Pat Noonan - CHAIR | | Andrew Heesacker | |
| Mindy Mohr – VICE CHAIR | | Tim Rogers | |
| Alicia Duncan | | Jake Victor | |
| Debra Pustay | | Harrison Wilterdink | |
| | | | |
| City Staff | | | |
| Jessica Garner | | Rob Smetana | |
| Carrie Espinosa | | Paul Donegan | |
| Sam Bradley | | Chris Sandine | |
| Janelle Stickler | | | |
| | | | |
| Consulting Team | | DRCOG Team | |
| Rebecca Leonard - Lionheart | | Max Monk | |
| Christine Shine - Lionheart | | Logan Cinimo | |
| Jainami Shah – Lionheart | | | |
| Mollie Fitzpatrick – Root Policy Research | | | |

Agenda – Overview of Current Initiatives

| | Ends by: |
|--|-----------------|
| 1. Attendance | 6:05 PM |
| 2. Updates from the City 2026 CDBG Action Plan – Public Comment | 6:10 PM |
| 3. Public Comment – 3 Minutes | 6:25 PM |
| 4. DRCOG Livable Centers Presentation | 7:25 PM |
| 5. Chair Vote | 7:30 PM |

Updates from the City

- Study Session for Prop 123 90-Day Fast-Track was held on May 26th, 2026
 - Comments and feedback will be incorporated into the next iteration of the 90-Day Fast Track Plan
- Arvada Summer Fest on June 6th
 - Lionheart and the City team will be soliciting feedback from the public
- 2026 CDBG Action Plan Public Hearing – Commencing now

PUBLIC COMMENT CDBG Action Plan: 3 Minutes

Members of the public will be allowed **3 minutes** to make their comment on the CDBG Action Plan. The City and the HAC respectfully ask that all comments be limited in scope to the 2026 CDBG Action Plan.

Following the public commentary period, the remainder of the meeting will be formatted as a study session, where members of the public are welcome to listen and learn, but please refrain from making public comments.

Questions or concerns from members of the public can be directed to the HAC City Liaison – Sam Bradley at sbradley@arvada.org.



PUBLIC COMMENT: General

3 Minutes

Members of the public will be allowed **3 minutes** to make their comment. The City and the HAC respectfully ask that all comments be limited in scope to housing related matters in Arvada.

Following the public commentary period, the remainder of the meeting will be formatted as a study session, where members of the public are welcome to listen and learn, but please refrain from making public comments.

Questions or concerns from members of the public can be directed to the HAC City Liaison – Sam Bradley at sbradley@arvada.org.



HOUSING ADVISORY COMMITTEE MEETING
for
DRCOG Arvada Livable Centers #2

6/3/2026



TEAM ORGANIZATION CHART





SCHEDULE



VISION | PROJECT DRAFT VISION

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

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

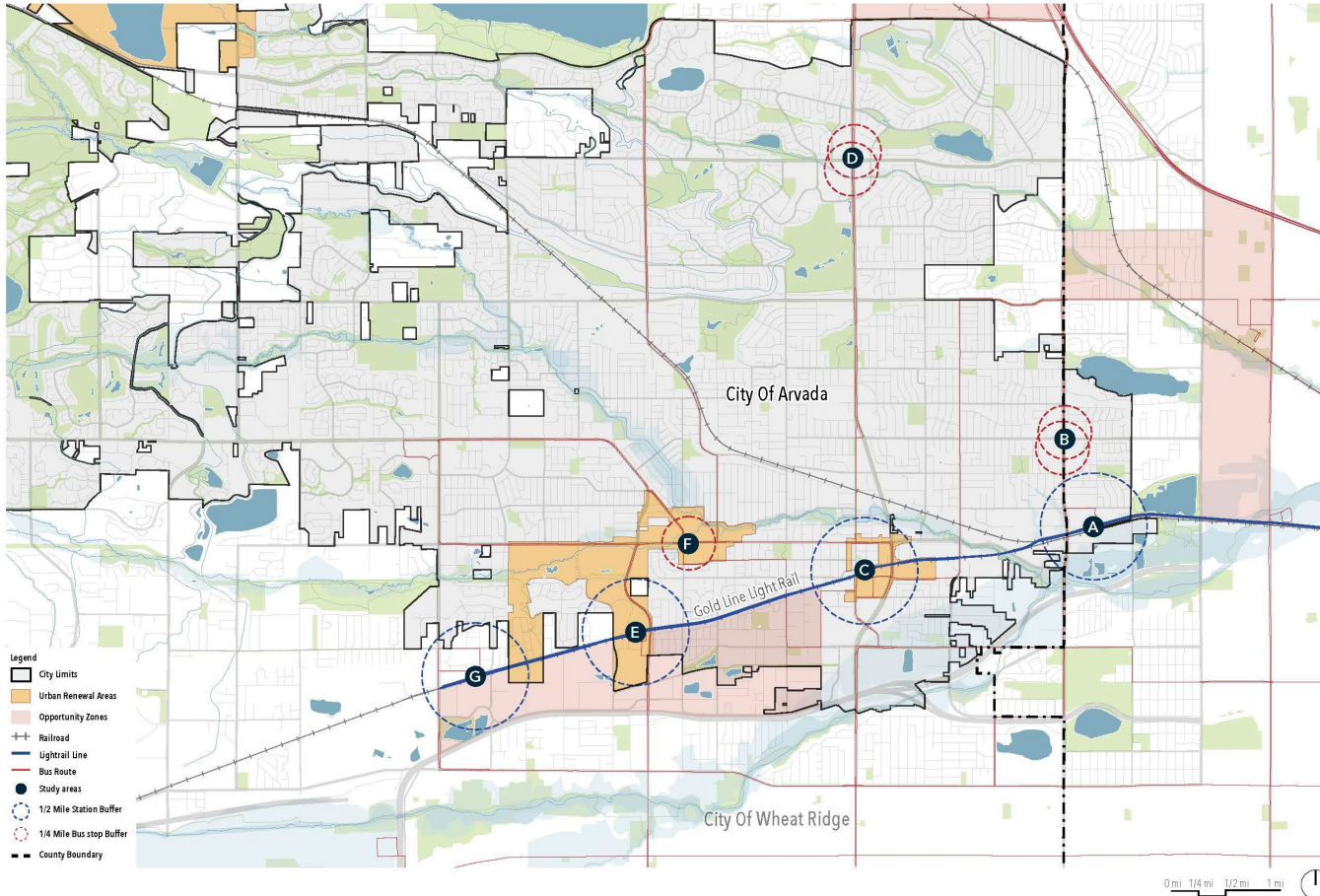
It will provide actionable recommendations to guide future development in alignment with the City's goals for inclusive and transit-oriented growth.

GOALS | PROJECT GOALS

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



STUDY AREA



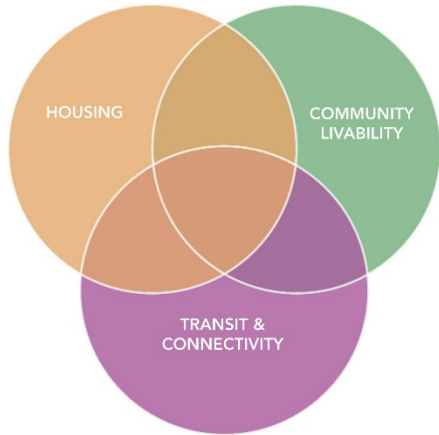
- A. 60th/Sheridan-Arvada Gold Strike Station
- B. Sheridan Blvd & W 64th Ave
- C. Olde Town Arvada Station
- D. Wadsworth Blvd & W 80th Ave
- E. Arvada Ridge Station
- F. Independence St & Ralston Rd
- G. Wheat Ridge/Ward Road Station

GUIDING CONCEPTS

The recommendations in this plan are guided by the intersection of three interconnected priorities: Housing, Community Livability, and Transit & Connectivity. Rather than treating these

as separate topics, the Venn diagram illustrates how the most impactful strategies emerge where these systems overlap - supporting attainable housing choices, walkable and connected neighborhoods,

and vibrant community life together. The guiding goals below further define the values and outcomes that shape each recommendation, project, program, and policy throughout the plan.



Guiding Goals



Elements of Strategy / Recommendation



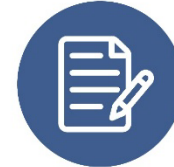
PROJECTS

Projects are built, permanent, physical changes.



PROGRAMS

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



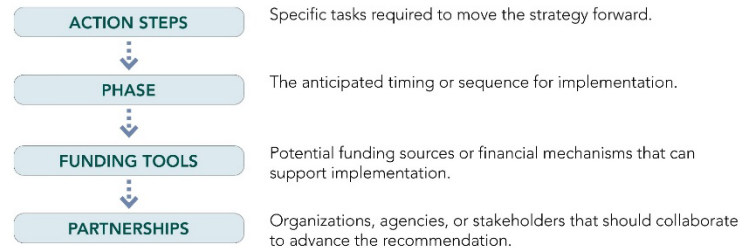
POLICIES

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

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

Elements of Implementation

Each Project, Program or Policy includes the following elements:



OVERALL STRATEGIES

Arvada Livable Centers — Proposed Strategies Summary

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

HOUSING TYPES

Guiding Goals



Diverse & Attainable Housing

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



Market-Feasible Development

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



Policy & Zoning Updates

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

Housing Density

Low Density Residential

Detached Single Family

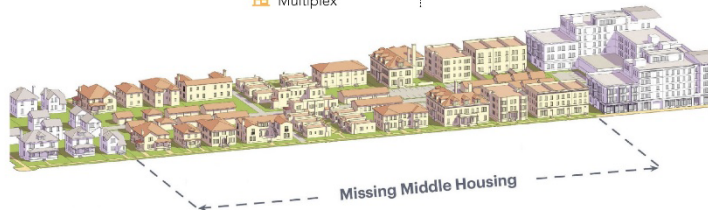
Medium Density Residential

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

High Density Residential

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

Missing Middle Housing Types



Source: Otislas



Duplex

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



Fourplex

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

HOUSING TYPES



Cottage Court

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



Multiplex

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



Courtyard

| Typical Specifications | Front-Loaded | Alley-Loaded |
|------------------------|-------------------|-------------------|
| Typical Unit Size | 500-1,300 sq. ft. | 500-1,300 sq. ft. |
| Density | | |
| Net Density | 26-60 du/acre | 37-70 du/acre |
| Gross Density | 21-56 du/acre | 24-61 du/acre |



Apartments (1 to 3 stories)

| Typical Specifications | Front-Loaded |
|------------------------|-------------------|
| Typical Unit Size | 500-1,000 sq. ft. |
| Density | |
| Net Density | 30-50 du/acre |
| Gross Density | 20-30 du/acre |



Townhomes

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



Apartments (4+ stories)

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

HOUSING TYPE COST + AMI EQUIVALENT

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

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

Gold Strike Station

ACTIONS ITEMS

1.2 Modernize Zoning/ Design Standards

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

1.3 Financial Incentives

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

1.4 Direct Implementation

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

2.1 Transit-Oriented Dev. Planning

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

2.2 Improve First- and Last-Mile Infrastructure

- 2.2.8 Vertical Connection to Sheridan Boulevard: Construct the stairs, elevator and multi-use trail bridge to link the station directly to the Sheridan Boulevard corridor.
- 2.2.9 Pedestrian Bridge: Extend the station walk-shed across the rail lines to reach the Central Area of the study site from the Squaw Lake Sub Area Plan.
- 2.2.10 West 60th Avenue Improvements: Widen the road, repave and add a push-to-cross (RRFB) signal at Wolf Street for cyclist safety.
- 2.2.11 Tennyson Street Right-of-Way: Complete right-of-way improvements and sidewalk gap closures to connect the neighborhood to the station.

2.3 Manage Parking

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

3.1 15-Minute Neighborhood

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

3.2 Green Infrastructure

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

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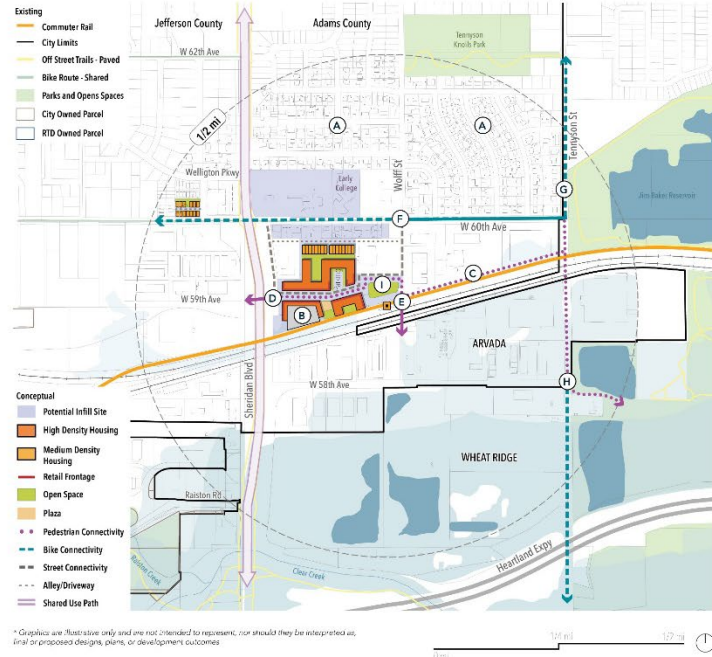
- 3.2.5 Blue-Green Plaza: Build the multifunctional stormwater detention park to serve as a community gathering space.

3.4

Create neighborhood identity / Community

- 3.4.4 Gold Strike Rebranding: Rebrand "Gold Strike" with a new, inclusive identity, given its previous association with the gold strike and events leading up to and following gold rush settlement patterns and degradation of people, culture and landscape.

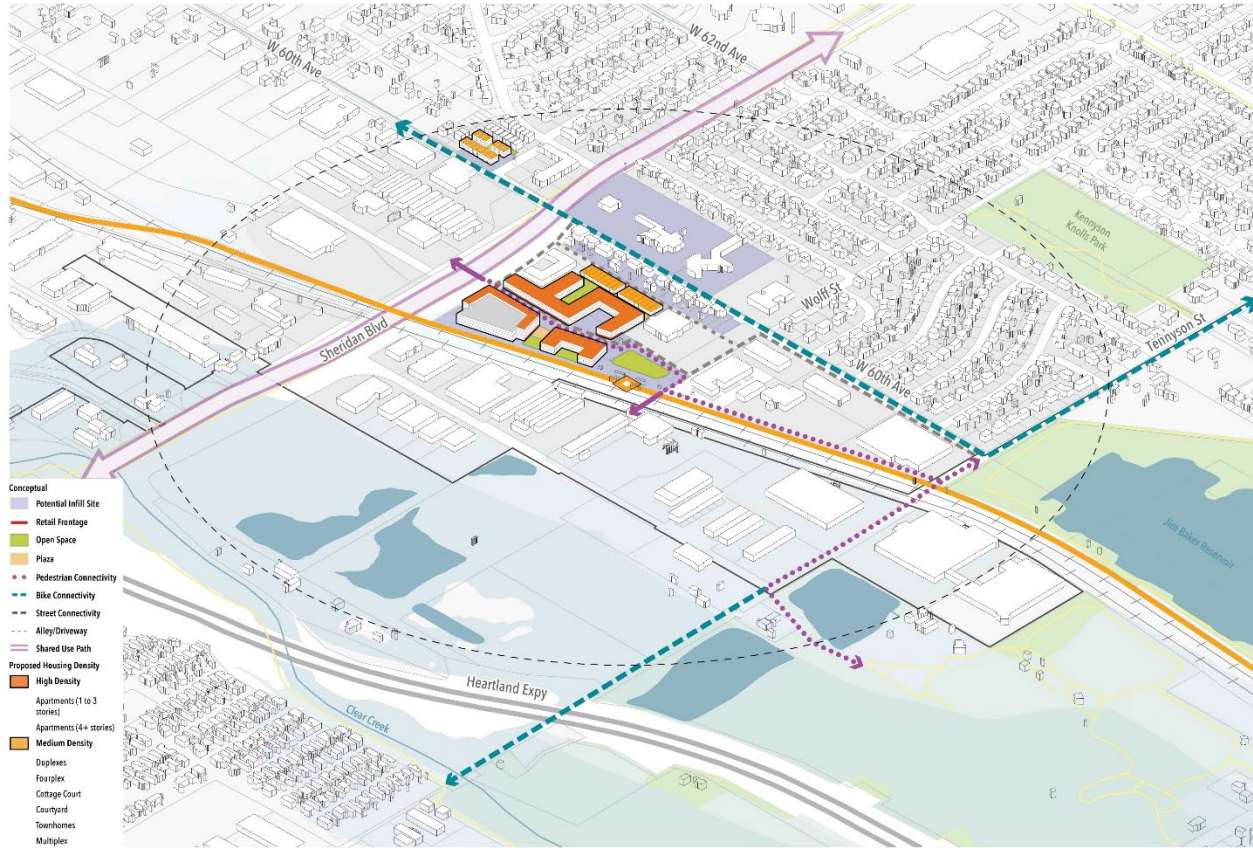
- 3.4.5 Placemaking and Arts: Integrate public art and wayfinding signage at the station entrance to further define the new identity of the former Gold Strike station.



* For full details see implementation chapter

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

Gold Strike Station



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

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Sheridan Blvd & W 64th Ave

ACTIONS ITEMS

1.1 Proactive Planning

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

1.2 Modernize Zoning/ Design Standards

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

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

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

1.3 Incentives

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

1.4 Direct Implementation

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

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

2.2 Improve First- and Last-Mile Infrastructure

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

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

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

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

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

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

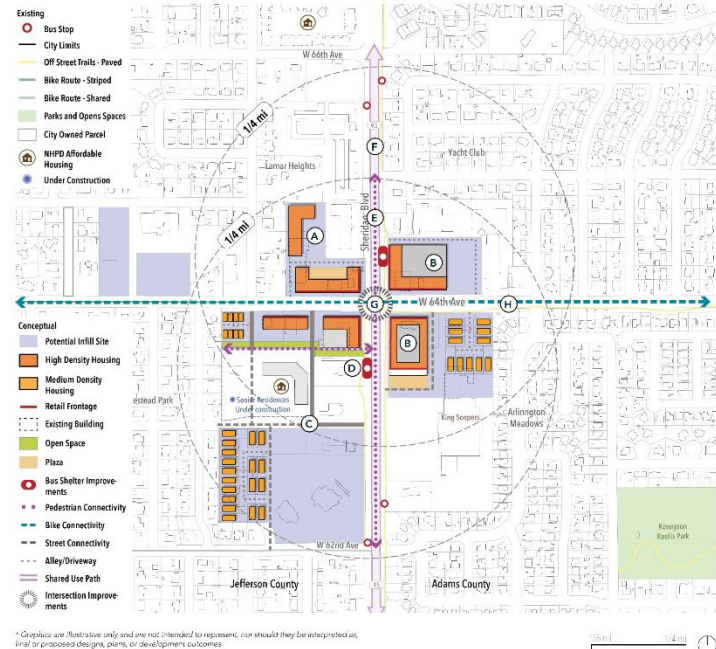
3.1 15-Minute Neighborhood

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

3.4 Create Neighborhood Identity / Community

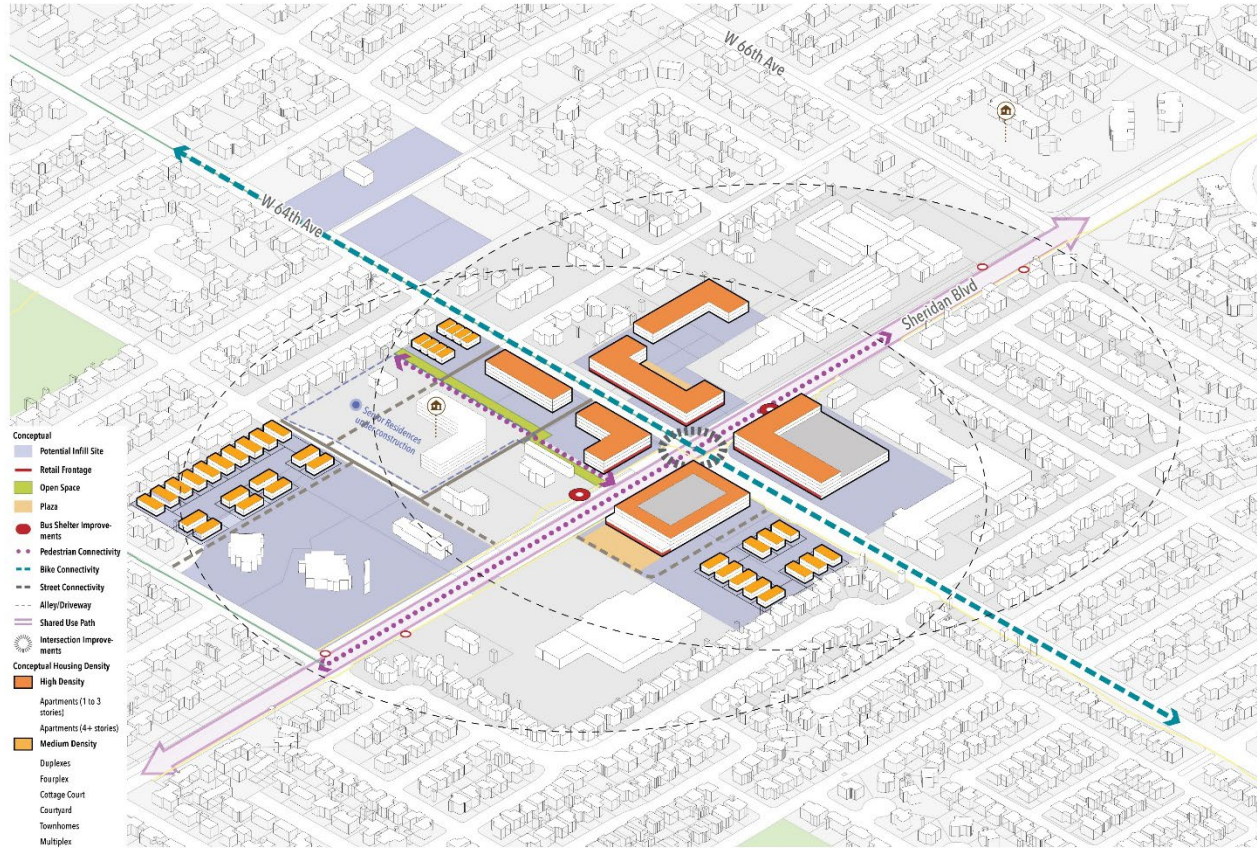
3.4.7 Neighborhood-Scale Master Plan: Develop specific plans for the urbanizing area to address infrastructure gaps proactively and streamline the approval process for new developments. (Sheridan Boulevard & West 64th Avenue)

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



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Sheridan Blvd & W 64th Ave



- Conceptual**
- Potential Infill Site
 - Retail Frontage
 - Open Space
 - Plaza
 - Bus Shelter Improvements
 - Pedestrian Connectivity
 - Bike Connectivity
 - Street Connectivity
 - Alley/Driveway
 - Shared Use Path
 - Intersection Improvements

- Conceptual Housing Density**
- High Density
Apartments (1 to 3 stories)
Apartments (4+ stories)
 - Medium Density
Duplexes
Fourplex
Cottage Court
Courtyard
Townhomes
Multiplex

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

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Olde Town Arvada Station

ACTIONS ITEMS

1.1 Proactive Planning

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

1.2 Modernize Zoning/ Design Standards

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

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

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

1.3 Incentives

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

1.4 Direct Implementation

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

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

2.1 Transit-Oriented Dev. Planning

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

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

2.2 Improve First- and Last-Mile Infrastructure

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

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

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

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

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

2.3 Manage Parking

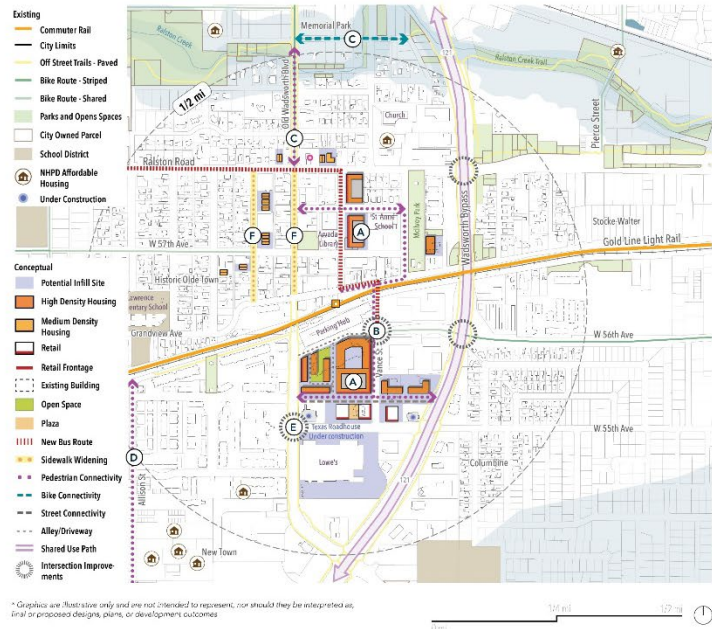
2.3.3 Affordable Housing Parking Requirements: Reduce local parking requirements to one half space per unit of regulated affordable housing.

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

3.4 Create Neighborhood Identity / Community

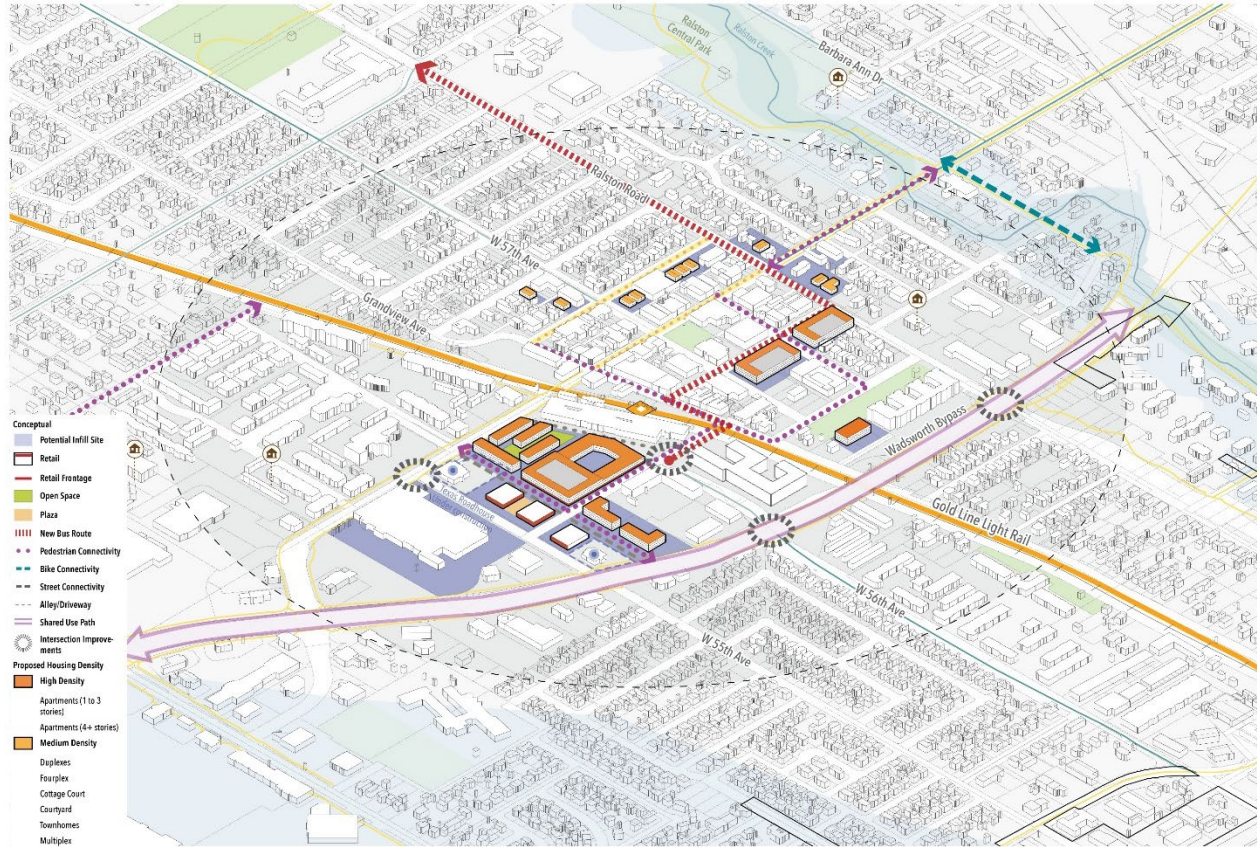
3.4.9 Pedestrian Street Activation: Celebrate pedestrian-only streets by incentivizing locally owned business activities that promote socialization and entertainment, working toward the Rule of 10s — 10 unique dining destinations, 10 boutique shopping opportunities and 10 businesses open after 6 p.m.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

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



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Olde Town Arvada Station



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

Wadsworth Blvd & W 80th Ave



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

Arvada Ridge Station

ACTIONS ITEMS

1.1 Proactive Planning

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

1.2 Modernize Zoning/ Design Standards

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

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

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

1.3 Financial Incentives

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

1.4 Direct Implementation

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

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

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

2.1 Transit-Oriented Dev. Planning

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

2.2 Improve First- and Last-Mile Infrastructure

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

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

2.3 Manage Parking

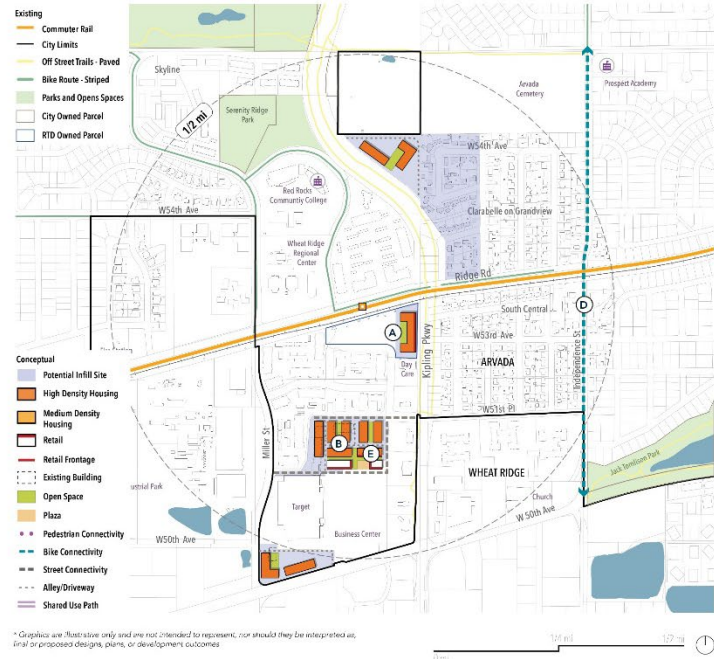
2.3.2 Parking Utilization Study: Initiate a parking study to assess current parking utilization if not recently completed.

3.4 Create neighborhood Identity / Community

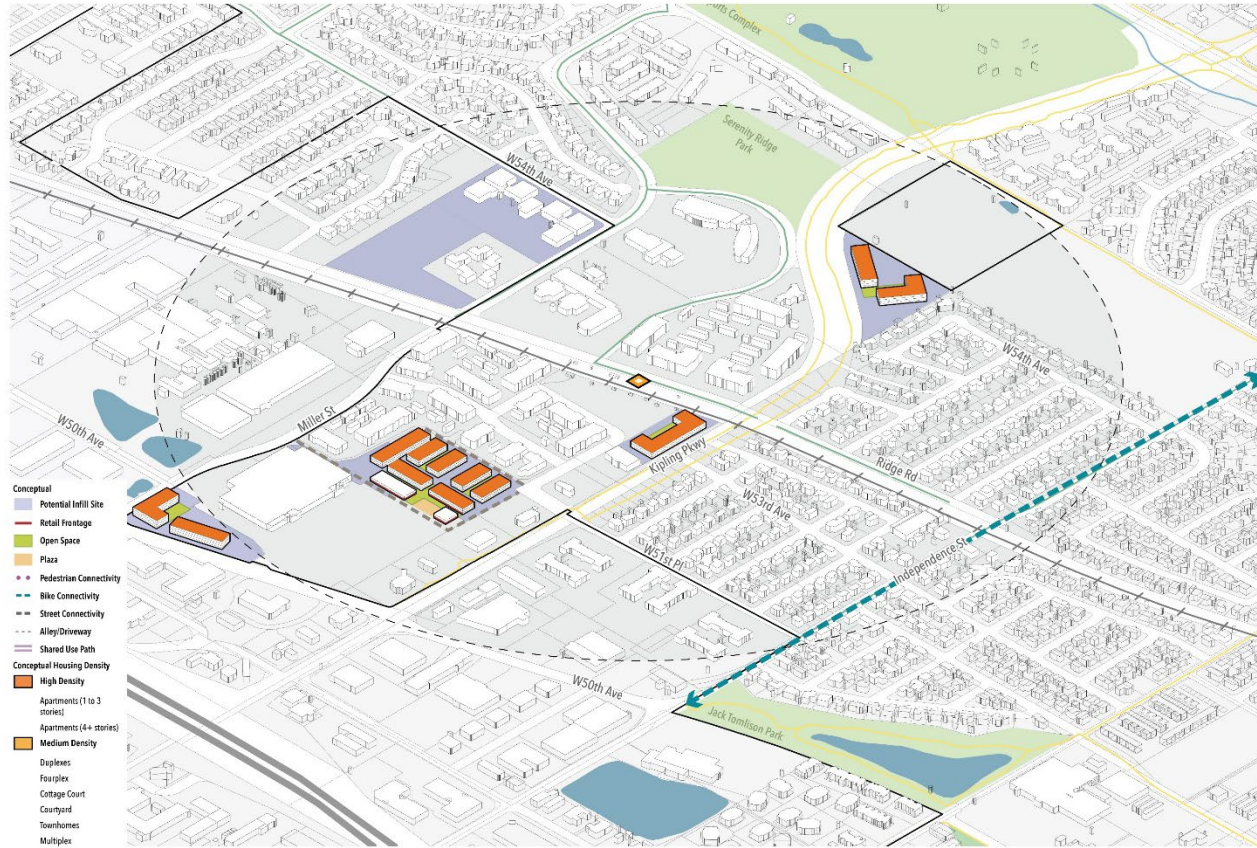
3.4.11 Local Amenity Attraction: Attract more restaurants, a coffee shop, a gym and an express library to the station area.

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

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



Arvada Ridge Station



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

W 58th Ave & Independence St

ACTIONS ITEMS

1.1 Proactive Planning

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

1.2 Modernize Zoning/ Design Standards

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

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

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

1.3 Financial Incentives

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

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

1.4 Direct Implementation

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

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

2.2 Improve First- and Last-Mile Infrastructure

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

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

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

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

2.3 Manage Parking

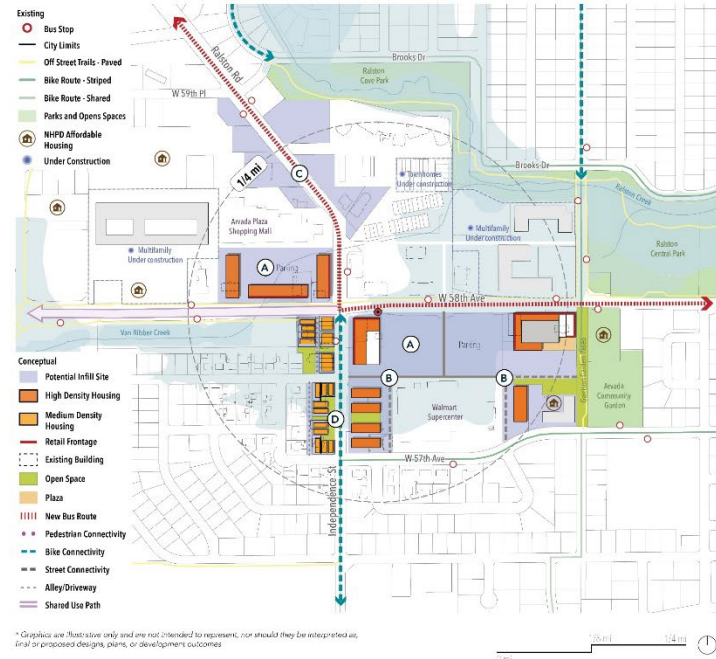
2.3.2 Parking Utilization Study: Initiate a parking study to assess current parking utilization if not recently completed.

3.2 Green Infrastructure

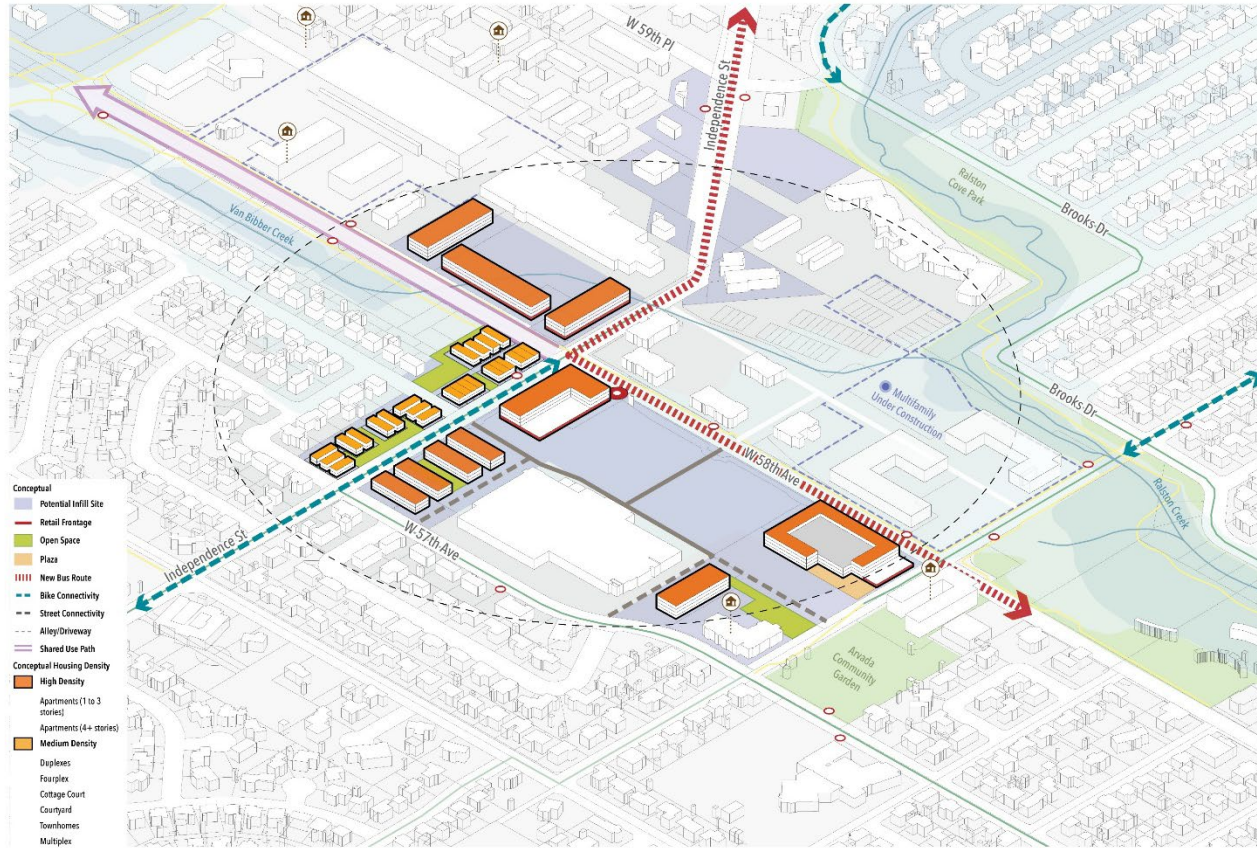
3.2.9 Van Bibber Creek Daylighting: Consider daylighting Van Bibber Creek through the existing King Soopers lot.

3.4 Create Neighborhood Identity / Community

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



W 58th Ave & Independence St



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Wheat Ridge / Ward Road Station

ACTIONS ITEMS

1.2 Modernize Zoning/ Design Standards

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

1.3 Financial Incentives

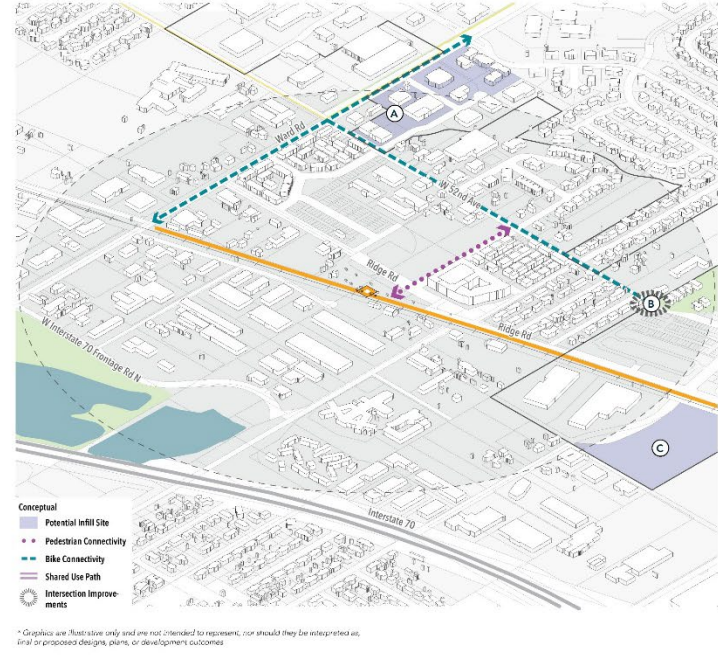
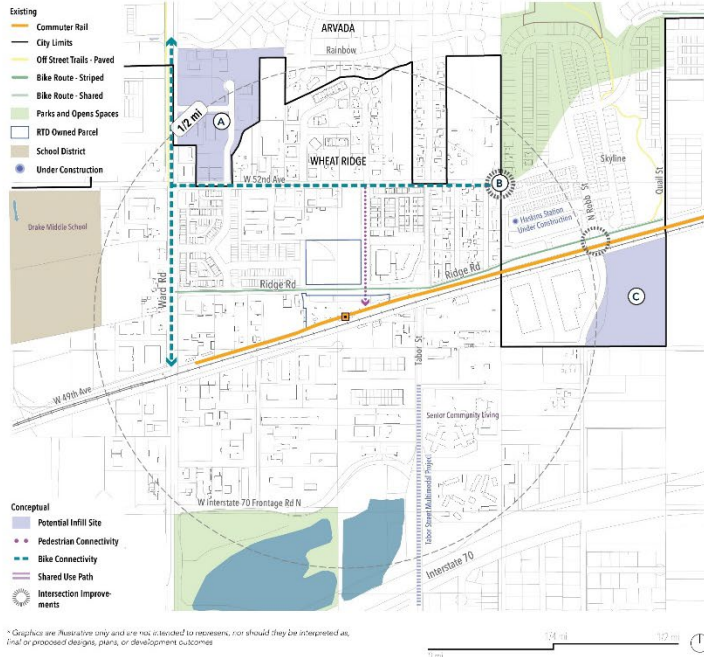
1.3.4 Affordable Condo Incentives: Create incentives specifically for affordable condominium development and build partnerships with affordable ownership developers.

2.2 Improve First- and Last-Mile Infrastructure

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

3.2 Green Infrastructure

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



Q&A

1. Looking at the transit station areas identified in this plan, where do you feel the recommendations fall short or leave gaps, particularly around housing production, affordability, or community needs?
2. The plan outlines several strategies to promote affordable and attainable housing near transit. Which of these do you think will have the greatest real-world impact, and what additional tools or policies should the City pursue to make housing near these station areas genuinely affordable for a range of income levels?
3. Given what the community has experienced at Gold Strike, is there interest in exploring a navigation center or similar supportive services hub near a station area and if so, what would successful implementation look like?
4. As this plan moves toward finalization, what specific additions, revisions, or reprioritizations would you recommend the committee advocate for?

NEXT STEPS

TASK 3: CREATE

- Land Use and Housing Strategy Report
- DOLA Menu Strategy Documentation (Affordability + Displacement)
- Implementation Action Plan
- Community Dialogue #2 Outreach Content, Presentation Materials, and Summary

TASK 4: SHARE

- Final Study Report
- Executive Summary

Chair and Vice Chair Elections

Responsibilities:

- Pre-meeting agenda planning (Vice Chair participates as well)
- Facilitation of the meeting
- Begin and end meetings
- Attendance taking and enforcement
- Accept resignations
- Time keeping and ensuring meetings stay on-track
- Vice Chair takes over any responsibilities during the meeting if the Chair is not present
- Vice Chair assumes the role of Chair if the Chair needs to resign

VOTE