Gold Line Corridor Profile
and Recommendations Report:
A Guide to Implementing Sustainable Communities Along the Gold Line

Reconnecting America
People • Places • Possibility
June 2014
About This Report

This report documents existing conditions and planning efforts along the Gold Line Corridor as of December 2013. It also identifies opportunities and challenges to implementing the visions of these plans, and provides recommendations for achieving the vision and goals for sustainable, transit-oriented communities that the Gold Line Corridor Working Group collectively identified.

This report was created as part of the corridor implementation activities of the Denver Regional Council of Governments (DRCOG) Sustainable Communities Initiative (SCI). In 2011, the Denver region was awarded $4.5 million from the U.S. Department of Housing and Urban Development (HUD) to support regional, corridor, and site-level planning and implementation activities. The SCI is supporting a consortium of municipalities, counties, state agencies, housing authorities, nonprofits, corporate interests, philanthropic and academic organizations working together to further enhance and implement Metro Vision, the region’s long-range plan for growth and development, while addressing one of our region’s most pressing and exciting challenges: leveraging the region’s multi-billion dollar expansion of the FasTracks transit system.

Goals of the SCI:

- The consortium’s overarching goal is to align investments, programs and policies to maximize the benefits that result from the region’s investment in transit. We anticipate a region with:
  - Greater access to job opportunities across the entire income spectrum
  - Lower combined transportation and housing costs
  - Reduced consumption of fossil fuels and strain on natural resources
  - Development of mixed-use, pedestrian- and bicycle-friendly communities along transit lines that allow residents to easily access their daily needs without having to get into a car

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- Ken Johnstone, City of Wheat Ridge – Community Development
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- Patrick McLaughlin, Regional Transportation District
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- Sally Payne, City of Wheat Ridge – Planning and Housing Authority
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Introduction

Commuter rail on the Gold Line Corridor presents an incredible opportunity for transit-oriented development (TOD) to leverage market momentum for new investment and community building. A focus on TOD will support growth near new transit stations, enhance access to opportunity, connect workers to jobs and training, preserve and enhance the supply of a range of housing choices, reduce the combined costs of housing and transportation, and support walking and biking to stations. The communities along the corridor recognize this and have been planning for TOD along the corridor for many years through station area plans, infrastructure studies and other processes. However, implementing TOD along the Gold Line Corridor is not a quick or simple process. Partnerships are essential to making TOD happen along the corridor. Fortunately, through funding from the Denver Regional Council of Government’s (DRCOG) Sustainable Communities Initiative (SCI), a working group of public, nonprofit and private partners with vested interests in the Gold Line Corridor has been established. The Gold Line Corridor Working Group (GLCWG) consists of the cities of Arvada, Wheat Ridge and Denver; Adams and Jefferson Counties; their respective housing authorities and urban renewal authorities; and several other agencies that represent communities along the corridor (see page 2 for full list of participating agencies). The group recognizes the opportunity for TOD and necessity of a corridor-wide partnership and is coalescing around the objective to create a TOD implementation strategy for the corridor. By laying the foundation now through activities such as adopting appropriate policies, conducting studies of important issues and investing in high value catalytic projects, the Gold Line Corridor Working Group can ensure that over time, the corridor can achieve the visions and goals set out in various community plans for the corridor.

This Corridor Profile report provides a comprehensive summary of relevant information and strategies for implementing successful TOD along the Gold Line Corridor. Reconnecting America examined all station area plans and other relevant studies along the corridor, as well as demographic, economic and real estate conditions at each station and throughout the Gold Line Corridor, to create a summary report of existing conditions and opportunities and challenges and to implementing TOD. This document provides recommendations to the Gold Line Corridor Working Group for moving from vision in the station area plans to reality in the corridor, including additional technical assistance needs that could be funded through the SCI.

Primary Audience

This report provides recommendations to the Gold Line Corridor Working Group (GLCWG) as it moves forward with implementation activities for transit-oriented development along the Gold Line Corridor. The primary audience is working group members and their respective agencies: the cities (Arvada, Wheat Ridge, Denver) counties (Adams County and Jefferson County), their housing authorities, urban renewal authorities, and other agencies that represent communities along the corridor. The goal is for the GLCWG to use the information, analysis and recommendations contained in the report to strategically prioritize investments, funding sources, and development opportunities to benefit the Gold Line Corridor as a whole. The report also serves as evidence of the tremendous amount of work already done by the various agencies along the corridor to make TOD a reality along the Gold Line Corridor.

This report will also be a resource to:
- The internal staffs at the corridor cities and counties (planning, economic development, parks & recreation, etc.).
- The development and investment community, both private and nonprofit, looking to invest in station areas along the Gold Line Corridor.
- The Regional Transportation District (RTD) and its Board of Directors.
- The Denver Regional Council of Governments (DRCOG).
- Potential government and foundation grantors.
- Other cities, housing authorities, transit agencies, and regional governing bodies around the U.S.
- Citizens of Arvada, Wheat Ridge, Denver, Adams County and Jefferson County.
Introduction

How to Use this Report

This report charts an initial course for the GLCWG and the other “partners” who will ultimately be responsible for implementing the station area plans and the additional goals identified by the GLCWG itself. In these transitional years when the corridor is still under construction and the market is very much in flux, most of the TOD implementation activities will likely be undertaken by the public sector or community-based entities. But to the extent that developers are aware of and clearly understand how this implementation strategy will be executed, this information will provide the certainty around which these private sector actors can begin to make their own investment decisions. Over time and as conditions change, this strategy will need to be updated. Even with what could easily be a 30-year process, there will always be a strong need for clear communication and partnership among the public sector, community development entities, developers and the community.

Because the Gold Line Corridor will provide a major connection between the northwestern suburbs and downtown Denver, with connections to many other parts of the region, this corridor is high-profile and will set the tone for TOD elsewhere in the region and around the country. Catalytic projects will be critical to ensuring the success of TOD on future transit corridors and could make or break interest from developers, employers, community members, and buyers in this type of development. The opportunities for new development along the Gold Line are extremely varied, but identifying the different building types that may be constructed along the corridor and how much new development is realistic are key steps in understanding how market momentum may be leveraged to create successful TOD.

Organization of the Report

This report is organized into the following sections:

Gold Line Corridor Overview: A brief overview of the Gold Line Corridor and the Vision and Goals created by the Gold Line Corridor Working Group

Importance of Corridor Planning: A summary of the benefits of corridor planning and how this report can help inform decisions made on the Gold Line Corridor

Reconnaissance Summary: An overview of demographics and economic characteristics of the Gold Line Corridor and a review of station area and other relevant plans along the corridor, with accompanying maps.

Opportunities and Challenges Assessment: A review of the opportunities and challenges to implementing TOD along the Gold Line Corridor, with information on each station area and corridorwide opportunities and challenges.

Corridorwide Recommendations for Implementation: A matrix of recommendations for implementing TOD along the Gold Line Corridor, including a priority list created by the Gold Line Corridor Working Group to select an activity to fund with SCI Technical Assistance funds.
Introduction

About the Gold Line Corridor

The Gold Line is an 11.2-mile electric commuter rail line that will run northwest from Denver Union Station to Ward Road in Wheat Ridge. It will run through three incorporated jurisdictions (Denver, Arvada and Wheat Ridge) and portions of unincorporated Adams County. There will be seven stations along the line (jurisdiction in parenthesis): 41st & Fox (Denver), Pecos (Adams County), Federal (Adams County), Sheridan (Arvada), Olde Town Arvada (Arvada), Arvada Ridge (Arvada) and Ward Road (Wheat Ridge). Station area plans have been completed or are in process for all of the seven stations.

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**Figure 1: Gold Line Corridor Basemap**
The Gold Line Corridor Vision & Goals

The Gold Line Corridor Working Group has come up with the following vision statement and guiding principles for the Gold Line Corridor:

The Gold Rail Line Corridor connects unique and historic transit centered communities with a range of housing choices and easy access to job centers, recreation, educational and development opportunities. Served by diverse transportation modes for a wide range of socio-economic populations, the Gold Line Corridor supports active, healthy and sustainable lifestyles.

Goals:

• Improve connectivity to the stations and between transit service lines to provide safe, easy multi-modal access for people of all ages and abilities.

• Create and preserve a range of quality housing choices throughout the corridor for new and existing neighborhoods and residents of all incomes, age groups and abilities.

• Identify, attract, sustain and expand a diverse and unique economic base of jobs along the corridor.

• Leverage public investment to attract private development along the corridor and create unique places.

• Attract and enhance access to amenities and services such as education, family and health services, and healthy food options.

• Provide and enhance access to parks, open space, recreation and community building opportunities along the corridor.

• Promote denser development near the stations to conserve resources and reduce the combined costs of transportation and housing.

Defining Transit-Oriented Development

The Center for Transit-Oriented Development (CTOD) defines transit-oriented development (TOD) as higher-density, mixed-use development within walking distance—or a half-mile—of transit stations. These types of developments should:

• Increase “location efficiency” so people can walk and bike and take transit.

• Boost transit ridership and minimize automobile traffic.

• Provide a rich mix of housing, shopping and transportation choices.

• Generate revenue for the public and private sectors and provide value for both new and existing residents.

• Create a sense of place.

• Connect residents and employers to job opportunities regionwide.

TOD is really about creating attractive, walkable, equitable and sustainable communities that allow residents to have housing and transportation choices and to live convenient, affordable, pleasant lives -- with places for our kids to play and for our parents to grow old comfortably.

TOD is commonly cited as “transit-oriented development.” However, TOD along the Gold Line Corridor will not always entail new development, and therefore planners and political leadership in the city have coined many different terms for the types of places that will help to achieve these goals: Transit-Oriented Districts, Transit-Oriented Development, Sustainable Transit Communities, and Walkable Neighborhoods. All these terms refer to the same fundamental set of objectives that can be achieved through integrated transit planning, development, urban design, streetscape improvements, and reinvestment.
Introduction

Why Do Corridor Scale Planning for TOD

Planning for TOD at the corridor level can create more efficient pathways to achieving the goals of TOD. Corridor planning can be more cost-effective, as when multiple stations along a corridor face similar challenges and opportunities for TOD implementation. One example of a shared challenge along the Gold Line is the need for new infrastructure investment, especially for pedestrian improvements to make the station areas more walkable places. Instead of doing separate infrastructure plans, a coordinated plan for street and streetscape improvements could help ensure that public investments are phased to support and attract private investment.

The corridor is also the best scale to predict the long-range impacts of transit on the market for new development, on commuter travel behavior and on where the potential for displacement may be greatest. National research has shown that for new transit corridors, the private market does not necessarily follow the supply of land. Instead, other factors, including the proximity of major employment centers, combine to determine which station areas may have the highest market demand.

The excitement surrounding new transit investment presents an enormous opportunity to engage stakeholders. Presenting the corridor as one coherent opportunity to developers, despite the many jurisdictions and station area plans, could make it easier to engage with them on where different building types would be most appropriate. Moreover, residents living near the Gold Line may understand the implications of the transit investment on their community, but engaging them at the corridor scale can broaden their understanding of the benefits the transit will provide not only to their own access to downtown Denver, major job and shopping centers, the airport and other destinations in the region, but the broader benefits of being connected to the regional rail network.

The Cities of Denver, Arvada and Wheat Ridge, as well as their housing authorities, urban renewal authorities, unincorporated Adams County and private developers, have done excellent work in creating station-specific visions and development goals. These plans are essential to pinpointing and planning for local hopes, values, fears, and concerns, but at the same time, accomplishing the vision detailed in each of those plans simultaneously would be a costly and overwhelming process. The Assessment portion of this report presents a path to achieving that vision.

Commuter Connector

The Gold Line is an example of a commuter corridor. Commuter corridors generally serve only one major activity center, typically the central business district, with riders traveling into the CBD in the morning and out of the CBD at the end of the day. This is in contrast to destination connector corridors, like the West and East Lines, that provide access to a variety of activity centers and result in ridership throughout the day.

Broadly, the implications of this corridor type for TOD include:

- New development along commuter corridors is likely to be predominantly residential with moderate to high densities, depending on market demand and proximity to the urban core
- If transit service is only available during commute hours, most travel will be to or from work in the morning and evening, and it will be much more difficult to achieve the land use benefits associated with higher frequency service, which tends to activate real estate markets around stations.
- It is important to enhance pedestrian and bicycle access to stations to achieve higher ridership, and to provide streetscape improvements such as new sidewalks and street trees.
- Park-and-ride lots may be appropriate at commuter corridor stations in suburban neighborhoods since many riders will need to travel longer distances than they would in urban neighborhoods.

Corridor planning is a critical component in leveraging investments in public transit and maximizing the potential for TOD success, but it cannot be done without integrating both the regional context and station area planning.

The next section provides a detailed overview of the population demographic and economic characteristics of the Gold Line Corridor station areas in order to gain a better understanding of who lives there and what types of jobs are available on the Gold Line Corridor.

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3 Cervero, Lund, Wilson 2004
Demographic & Economic Characteristics

The following section provides detailed information on the demographic and economic characteristics of those living and working along the Gold Line. This data comes from the National TOD Database, which provides demographic and economic information for every existing and proposed fixed guideway transit station in the U.S. as of 2011. A “station area” is defined as the half-mile radius surrounding the transit station. The “Gold Line Transit Shed” is the sum of all seven transit stations for which data is available.

Population Characteristics

Figure 3 on the next page displays a summary of demographic information for people living within a half-mile of Gold Line station areas. There are a total of 13,391 people living within Gold Line station areas today, with about one-third living in the Olde Town Arvada station area. Over half of the population (53.5%) is White and almost one-third is Hispanic (32.5%). Approximately 65% of the population is under 40 and 18% are over 60 years old. Educational attainment is low, with over half (55.2%) of residents having just a high school diploma or less. The medium household income is $33,688, significantly lower than the regional average of $61,225 in 2010. About 28% of households earn less than $25,000 per year. Just about half of Gold Line residents are renters (53%) compared to homeowners (47%). The majority of residents commute to work by car (85.2%) but 5.8% use public transportation as their primary mode. The average number of vehicles per household is 1.61 and about 50% of households own one car or less. Average housing and transportation costs are 42%, slightly lower than the 45% national threshold for combined H+T costs. (Source: Center for Neighborhood Technology)

Figure 2: Existing housing near Sheridan Station
# Demographic & Economic Characteristics

<table>
<thead>
<tr>
<th>Station</th>
<th>Gold Line Transit Shed</th>
<th>41st &amp; Fox</th>
<th>Pecos</th>
<th>Federal</th>
<th>Sheridan</th>
<th>Olde Town Arvada</th>
<th>Arvada Ridge</th>
<th>Ward Road</th>
</tr>
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<td>73</td>
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<td>1,364</td>
<td>4,148</td>
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<td>Households</td>
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<td>448</td>
<td>480</td>
<td>2,164</td>
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## Race/Ethnicity

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<th>% Other</th>
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<th>% Hispanic</th>
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<td>41st &amp; Fox</td>
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<td>5.56%</td>
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<tr>
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<td>3.33%</td>
<td>3.04%</td>
<td>2.01%</td>
<td>1.62%</td>
</tr>
<tr>
<td>Federal</td>
<td>1.70%</td>
<td>0.93%</td>
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<td>5.56%</td>
</tr>
<tr>
<td>Sheridan</td>
<td>2.64%</td>
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<td>3.04%</td>
<td>2.01%</td>
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<tr>
<td>Olde Town Arvada</td>
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<td>1.95%</td>
<td>5.56%</td>
</tr>
<tr>
<td>Ward Road</td>
<td>2.64%</td>
<td>3.33%</td>
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## Age Characteristics

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## Educational Attainment

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## Housing Tenure

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## Commuting

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<th>Auto</th>
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<td>Gold Line Transit Shed</td>
<td>85.23%</td>
<td>5.81%</td>
<td>3.72%</td>
<td>0.97%</td>
</tr>
<tr>
<td>41st &amp; Fox</td>
<td>71.19%</td>
<td>12.05%</td>
<td>7.51%</td>
<td>2.80%</td>
</tr>
<tr>
<td>Pecos</td>
<td>93.36%</td>
<td>1.68%</td>
<td>2.33%</td>
<td>0.00%</td>
</tr>
<tr>
<td>Federal</td>
<td>90.88%</td>
<td>2.92%</td>
<td>1.90%</td>
<td>0.44%</td>
</tr>
<tr>
<td>Sheridan</td>
<td>86.07%</td>
<td>8.27%</td>
<td>1.88%</td>
<td>1.24%</td>
</tr>
<tr>
<td>Olde Town Arvada</td>
<td>85.06%</td>
<td>5.59%</td>
<td>4.89%</td>
<td>7.97%</td>
</tr>
<tr>
<td>Arvada Ridge</td>
<td>87.91%</td>
<td>3.65%</td>
<td>4.01%</td>
<td>0.00%</td>
</tr>
<tr>
<td>Ward Road</td>
<td>90.15%</td>
<td>1.73%</td>
<td>0.38%</td>
<td>1.11%</td>
</tr>
</tbody>
</table>

## Vehicle Ownership

<table>
<thead>
<tr>
<th>Vehicle Ownership</th>
<th>% 0-1 car households</th>
<th>Avg # of vehicles per household</th>
<th>Average Block Size</th>
<th>Avg Housing &amp; Transportation Costs</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gold Line Transit Shed</td>
<td>49.50%</td>
<td>1.61</td>
<td>9.22</td>
<td>42.29%</td>
</tr>
<tr>
<td>41st &amp; Fox</td>
<td>63.19%</td>
<td>1.14</td>
<td>5.28</td>
<td>34.84%</td>
</tr>
<tr>
<td>Pecos</td>
<td>57.77%</td>
<td>1.55</td>
<td>15.53</td>
<td>40.02%</td>
</tr>
<tr>
<td>Federal</td>
<td>58.35%</td>
<td>1.49</td>
<td>9.63</td>
<td>39.05%</td>
</tr>
<tr>
<td>Sheridan</td>
<td>29.01%</td>
<td>1.97</td>
<td>6.64</td>
<td>47.67%</td>
</tr>
<tr>
<td>Olde Town Arvada</td>
<td>55.99%</td>
<td>1.57</td>
<td>6.9</td>
<td>40.20%</td>
</tr>
<tr>
<td>Arvada Ridge</td>
<td>41.93%</td>
<td>1.73</td>
<td>6.83</td>
<td>46.80%</td>
</tr>
<tr>
<td>Ward Road</td>
<td>40.25%</td>
<td>1.79</td>
<td>10.72</td>
<td>47.45%</td>
</tr>
</tbody>
</table>

---

*Figure 3: Demographic Table, SOURCE: 2000/2010 Census SF1*
Demographic & Economic Characteristics

Race & Ethnicity Characteristics

Figure 4 shows the race/ethnicity distribution by station area while Figure 5 shows the distribution along the Gold Line. While 60% of all Gold Line residents are White and one-third are Hispanic, these percentages vary considerably across station areas. Station areas have a progressively higher percentage of White residents as the line moves west, with the highest percentage of White alone at the Ward Road station and the lowest at the 41st & Fox station. Conversely, the Hispanic population is largest in stations closer to Denver. The African American population is small outside of the 41st & Fox station, where it represents 6% of the total population.

Race/Ethnicity Distribution by Station Area

Race/Ethnicity Distribution Along the Gold Line

Figure 4: Race/Ethnicity Distribution by Station Area

Figure 5: Race/Ethnicity Distribution Along the Gold Line

SOURCE: 2000/2010 Census SF1
Demographic & Economic Characteristics

Age Distribution

Figure 6 shows the age distribution by station area while Figure 7 shows the distribution along the Gold Line. The 41st & Fox station has the largest youth population, while the Ward Road station has the oldest. The station areas have similar percentages of 25-39 and 40-59 age cohorts.
Demographic & Economic Characteristics

Educational Attainment

Figure 8 shows educational attainment by station area while Figure 9 shows the educational attainment along the Gold Line. Only 16% of residents along the Gold Line have a college degree, but station areas to the west have higher educated residents. The Ward Road station’s college-educated population is almost one-third, compared to only 3% in the Pecos and Federal stations. Residents with a high school diploma or less dominate the stations closest to Denver, with the lowest educated population in the 41st & Fox station.

Educational Attainment Along the Gold Line

- **Bachelor's Degree or Higher**: 16%
- **Some College**: 29%
- **High School or Less**: 55%

*Source: 2000 SF3/2005-2010 ACS*

Figure 8: Educational Attainment by Station Area

*Source: 2000 SF3/2005-2010 ACS*
Demographic & Economic Characteristics

Household Income

Figures 10 shows the income distribution by station area while Figure 11 shows the distribution along the Gold Line. Income is broken down into four quartiles: less than $25,000 per year, between $25,000 and $50,000 per year, $50,000 to $75,000 per year and over $75,000 per year. There is a wide variation between station areas, with higher percentages of high income households in the western station areas in Arvada and Wheat Ridge. The 41st & Fox station is the poorest, closely followed by the Pecos and Federal station areas.


Figure 10: Income Mix by Station Area

Figure 11: Income Mix Along the Gold Line
Demographic & Economic Characteristics

Housing Tenure

Figures 12 shows the percentage of renters and owners in each station area. Figure 13 shows the ratio along the Gold Line. Overall, about half of Gold Line residents are renters and half are homeowners, with higher percentages of renters in the 41st & Fox and Olde Town Arvada stations. The Pecos, Sheridan and Ward Road stations have relatively small residential populations, and the existing housing stock is mostly single-family residential, which explains why the rates of homeownership are so high in those station areas.

Housing Mix by Station Area

Housing Mix Along Gold Line

SOURCE: 2000 SF1/2010 SF1

Figure 12: Housing Mix by Station Area

Figure 13: Housing Mix Along the Gold Line
Housing & Transportation Costs

Figure 14 shows how combined housing & transportation costs vary by station area. Housing is considered affordable if, when combined with transportation costs, the total cost constitutes no more than 45% of monthly income. The Gold Line average is slightly below this threshold at 42.3%, but station areas become more costly the further the distance from downtown Denver. The Sheridan, Arvada Ridge and Ward Road station areas have the highest H+T costs, while the 41st & Fox and Pecos station areas have the lowest. Source: Reference Center for Neighborhood Technology as the creator of the HTA Affordability Index.
Demographic & Economic Characteristics

Employment Characteristics

Figure 15 displays a breakdown of jobs by industry for each station along the Gold Line. There are a total of 10,867 jobs along the Gold Line, with Olde Town Arvada providing the most jobs (2,569) and Federal the least. Future plans call for significant amounts of new commercial and industrial space, which may boost these numbers, but overall the Gold Line is not a major employment draw for the Denver region. Industrial jobs dominate the Gold Line, with just over a quarter (26.7%) in the Production, Distribution & Repair sectors. The largest number of jobs are in the Manufacturing and Construction industries. Figures XX and XXX on the following page display more information on the industry and sector breakdown of jobs along the Gold Line.

<table>
<thead>
<tr>
<th>Station</th>
<th>Gold Line Totals</th>
<th>41st &amp; Fox</th>
<th>Pecos</th>
<th>Federal</th>
<th>Sheridan</th>
<th>Olde Town Arvada</th>
<th>Arvada Ridge</th>
<th>Ward Road</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Jobs, 2009</td>
<td>10,867</td>
<td>2,063</td>
<td>644</td>
<td>489</td>
<td>1,501</td>
<td>2,569</td>
<td>1,473</td>
<td>2,128</td>
</tr>
<tr>
<td>Production, Distribution &amp; Repair</td>
<td>26.77%</td>
<td>34.13%</td>
<td>41.30%</td>
<td>34.76%</td>
<td>34.78%</td>
<td>16.62%</td>
<td>21.79%</td>
<td>23.40%</td>
</tr>
<tr>
<td>Retail</td>
<td>11.53%</td>
<td>5.82%</td>
<td>13.51%</td>
<td>8.59%</td>
<td>9.19%</td>
<td>18.84%</td>
<td>7.88%</td>
<td>12.50%</td>
</tr>
<tr>
<td>Knowledge-Based</td>
<td>12.48%</td>
<td>12.70%</td>
<td>2.02%</td>
<td>5.52%</td>
<td>11.13%</td>
<td>14.32%</td>
<td>7.74%</td>
<td>18.98%</td>
</tr>
<tr>
<td>Eds &amp; Meds</td>
<td>11.16%</td>
<td>6.88%</td>
<td>1.24%</td>
<td>2.86%</td>
<td>6.46%</td>
<td>14.52%</td>
<td>22.88%</td>
<td>11.42%</td>
</tr>
<tr>
<td>Entertainment</td>
<td>9.20%</td>
<td>10.42%</td>
<td>1.09%</td>
<td>4.29%</td>
<td>6.26%</td>
<td>15.65%</td>
<td>8.28%</td>
<td>6.53%</td>
</tr>
<tr>
<td>Government</td>
<td>2.57%</td>
<td>0.00%</td>
<td>0.00%</td>
<td>0.00%</td>
<td>0.07%</td>
<td>4.20%</td>
<td>11.07%</td>
<td>0.33%</td>
</tr>
<tr>
<td>Other</td>
<td>26.29%</td>
<td>30.05%</td>
<td>40.53%</td>
<td>44.17%</td>
<td>32.05%</td>
<td>15.88%</td>
<td>20.37%</td>
<td>26.83%</td>
</tr>
</tbody>
</table>

Jobs by Income Level

<table>
<thead>
<tr>
<th>Income Level</th>
<th>Less than $1,250/month</th>
<th>$1,251-$3,333/month</th>
<th>More than $3,333/month</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Jobs</td>
<td>23.70%</td>
<td>42.04%</td>
<td>34.27%</td>
</tr>
<tr>
<td>Less than $1,250/month</td>
<td>23.70%</td>
<td>34.13%</td>
<td>13.54%</td>
</tr>
<tr>
<td>$1,251-$3,333/month</td>
<td>42.04%</td>
<td>54.52%</td>
<td>33.88%</td>
</tr>
<tr>
<td>More than $3,333/month</td>
<td>34.27%</td>
<td>34.54%</td>
<td>43.83%</td>
</tr>
</tbody>
</table>

Detailed Employment Breakdown

<table>
<thead>
<tr>
<th>Industry</th>
<th>Gold Line</th>
<th>41st &amp; Fox</th>
<th>Pecos</th>
<th>Federal</th>
<th>Sheridan</th>
<th>Olde Town Arvada</th>
<th>Arvada Ridge</th>
<th>Ward Road</th>
</tr>
</thead>
<tbody>
<tr>
<td>Agriculture, Forestry, Fishing and Hunting</td>
<td>96</td>
<td>3.13%</td>
<td>7.29%</td>
<td>13.54%</td>
<td>22.92%</td>
<td>8.33%</td>
<td>19.79%</td>
<td>26.04%</td>
</tr>
<tr>
<td>Mining, Quarrying, and Oil and Gas Extraction</td>
<td>144</td>
<td>73.61%</td>
<td>6.94%</td>
<td>4.86%</td>
<td>4.71%</td>
<td>2.08%</td>
<td>4.86%</td>
<td></td>
</tr>
<tr>
<td>Utilities</td>
<td>95</td>
<td>38.26%</td>
<td>9.47%</td>
<td>2.11%</td>
<td>15.79%</td>
<td>15.79%</td>
<td>2.11%</td>
<td>14.74%</td>
</tr>
<tr>
<td>Construction</td>
<td>1,533</td>
<td>19.63%</td>
<td>14.81%</td>
<td>10.50%</td>
<td>19.83%</td>
<td>3.98%</td>
<td>11.87%</td>
<td>19.37%</td>
</tr>
<tr>
<td>Manufacturing</td>
<td>1,569</td>
<td>28.23%</td>
<td>10.96%</td>
<td>8.35%</td>
<td>19.38%</td>
<td>2.68%</td>
<td>13.83%</td>
<td>16.57%</td>
</tr>
<tr>
<td>Wholesale Trade</td>
<td>698</td>
<td>17.19%</td>
<td>6.16%</td>
<td>3.15%</td>
<td>17.48%</td>
<td>29.51%</td>
<td>8.17%</td>
<td>18.48%</td>
</tr>
<tr>
<td>Retail Trade</td>
<td>1,253</td>
<td>9.58%</td>
<td>6.94%</td>
<td>3.35%</td>
<td>11.01%</td>
<td>38.63%</td>
<td>9.26%</td>
<td>21.23%</td>
</tr>
<tr>
<td>Transportation and Warehousing</td>
<td>641</td>
<td>22.00%</td>
<td>8.11%</td>
<td>2.65%</td>
<td>14.98%</td>
<td>29.93%</td>
<td>7.33%</td>
<td>17.00%</td>
</tr>
<tr>
<td>Information</td>
<td>293</td>
<td>17.75%</td>
<td>1.37%</td>
<td>2.73%</td>
<td>15.36%</td>
<td>20.48%</td>
<td>6.83%</td>
<td>35.15%</td>
</tr>
<tr>
<td>Finance and Insurance</td>
<td>281</td>
<td>19.22%</td>
<td>1.07%</td>
<td>1.07%</td>
<td>12.81%</td>
<td>28.83%</td>
<td>9.25%</td>
<td>27.76%</td>
</tr>
<tr>
<td>Real Estate and Rental and Leasing</td>
<td>203</td>
<td>19.21%</td>
<td>1.48%</td>
<td>2.96%</td>
<td>9.36%</td>
<td>33.99%</td>
<td>8.87%</td>
<td>24.63%</td>
</tr>
<tr>
<td>Professional, Scientific, and Technical Services</td>
<td>432</td>
<td>21.06%</td>
<td>0.69%</td>
<td>1.39%</td>
<td>11.81%</td>
<td>27.78%</td>
<td>9.26%</td>
<td>28.01%</td>
</tr>
<tr>
<td>Management of Companies and Enterprises</td>
<td>147</td>
<td>18.37%</td>
<td>0.68%</td>
<td>2.04%</td>
<td>10.20%</td>
<td>25.85%</td>
<td>7.48%</td>
<td>35.37%</td>
</tr>
<tr>
<td>Admin/Supp.+Waste Mgmt/Remed. Svcs</td>
<td>650</td>
<td>20.15%</td>
<td>0.77%</td>
<td>2.46%</td>
<td>14.92%</td>
<td>31.23%</td>
<td>8.31%</td>
<td>22.00%</td>
</tr>
<tr>
<td>Educational Services</td>
<td>363</td>
<td>8.82%</td>
<td>0.28%</td>
<td>0.83%</td>
<td>3.56%</td>
<td>27.00%</td>
<td>54.82%</td>
<td>4.68%</td>
</tr>
<tr>
<td>Health Care and Social Assistance</td>
<td>851</td>
<td>12.93%</td>
<td>0.82%</td>
<td>1.29%</td>
<td>9.67%</td>
<td>32.31%</td>
<td>16.22%</td>
<td>26.56%</td>
</tr>
<tr>
<td>Arts, Entertainment, and Recreation</td>
<td>131</td>
<td>29.01%</td>
<td>1.53%</td>
<td>1.53%</td>
<td>11.45%</td>
<td>32.06%</td>
<td>15.27%</td>
<td>9.92%</td>
</tr>
<tr>
<td>Accommodation and Food Services</td>
<td>869</td>
<td>20.37%</td>
<td>0.58%</td>
<td>2.19%</td>
<td>9.21%</td>
<td>41.43%</td>
<td>11.74%</td>
<td>14.50%</td>
</tr>
<tr>
<td>Other Services (except Public Administration)</td>
<td>339</td>
<td>12.39%</td>
<td>0.88%</td>
<td>4.72%</td>
<td>10.91%</td>
<td>34.51%</td>
<td>11.50%</td>
<td>25.37%</td>
</tr>
<tr>
<td>Public Administration</td>
<td>279</td>
<td>0.00%</td>
<td>0.00%</td>
<td>0.00%</td>
<td>0.36%</td>
<td>38.71%</td>
<td>58.42%</td>
<td>2.51%</td>
</tr>
</tbody>
</table>

Figure 15: Employment Characteristics by Station Area
SOURCE: 2012 LEHD LODES Data
Demographic & Economic Characteristics

Total Jobs Along the Gold Line

- Manufacturing
- Construction
- Retail Trade
- Accommodation and Food Services
- Health Care and Social Assistance
- Wholesale Trade
- Administrative and Support and Waste Management...
- Transportation and Warehousing
- Professional, Scientific, and Technical Services
- Educational Services
- Other Services [except Public Administration]
- Information
- Finance and Insurance
- Public Administration
- Real Estate and Rental and Leasing
- Management of Companies and Enterprises
- Mining, Quarrying, and Oil and Gas Extraction
- Arts, Entertainment, and Recreation
- Agriculture, Forestry, Fishing and Hunting
- Utilities

SOURCE: 2012 LEHD LODES Data

Figure 16: Jobs by Industry on the Gold Line, all stations

Gold Line Corridor Profile Report June 2014
Demographic & Economic Characteristics

Employment Mix

Figure 17 shows a detailed breakdown of jobs by industry in each station area along the Gold Line, while Figure 18 shows the breakdown along the Gold Line. Production, Distribution and Repair jobs make up over one-quarter of all jobs along the Gold Line, with more of these jobs located in the 41st & Fox, Pecos and Federal stations. Industries in the “Other” sector, which includes Construction and Utilities, are highest in the Pecos and Federal station areas. The western station areas in Arvada and Wheat Ridge have more diversified employment bases, with higher percentages of Knowledge-Based, Retail and Eds & Meds jobs.

Employment Mix by Station Area

Employment Mix Along Gold Line

SOURCE: 2012 LEHD LODES Data

Figure 18: Employment Mix on the Gold Line

SOURCE: 2012 LEHD LODES Data

Figure 17: Employment Mix on the Gold Line by Station Area
Recent Station Area Planning Efforts

The station areas along the Gold Line present a variety of different development intensities and land uses, offering a diversity of options for living and working along the corridor. While intensifying some of these station areas is a regional priority and a key step to achieving successful TOD, planning for TOD can also mean reinforcing existing communities and neighborhoods with enhanced access to the station area, affordable housing preservation, community visioning and development, and commercial revitalization. The Cities of Denver, Arvada and Wheat Ridge, along with Adams County and the respective housing authorities and urban renewal authorities along the corridor have already laid the groundwork for TOD along the Gold Line with their station-area planning efforts. This next section describes these plans in more detail and outlines why a corridor-level strategy can help achieve the vision, goals, and objectives prescribed for each station area.

Station area plans have been completed for all Gold Line stations. The City & County of Denver prepared the 41st & Fox Plan in 2009. Adams County prepared the Clear Creek Valley TOD Plan for the Pecos and Federal station areas in 2008, and a private developer has plans for a Transit Village at the Federal station. The City of Arvada completed the Arvada Transit Station Framework Plan in 2007, which governs the Sheridan, Olde Town and Arvada Ridge stations. The Arvada Urban Renewal Authority has also developed urban renewal plans for Olde Town and Ralston Fields, a subarea of the Arvada Ridge station area. The City of Wheat Ridge prepared the Northwest Subarea Plan in 2006, which governs the Ward Road station area. An update of this plan is in process. Figure 18 shows where station area plans have been completed along the corridor.

![Gold Line Corridor: Basemap](image_url)
### Recent Station Area Planning Efforts

<table>
<thead>
<tr>
<th>Station Area</th>
<th>Vision Statement</th>
<th>Goals &amp; Outcomes</th>
</tr>
</thead>
</table>
| **41st & Fox** | The 41st and Fox Station will develop over the coming decades into the focal point of a diverse, transit supportive and environmentally sustainable urban center. Many new residents and businesses will be drawn to the convenient location close to Downtown near some of Denver’s most vibrant urban neighborhoods. | - Improve pedestrian connections to the station, between neighborhoods, and along major corridors  
- Create opportunities to add more housing, jobs and services to the station area  
- Incorporate plazas, parks and open space into redevelopment areas  
- Capitalize on the station area’s proximity to Downtown and location on the Gold Line and Northwest Rail corridors  
- Balance the needs of new development and existing uses |
| **Pecos** | The vision for the Pecos Junction Station is to maintain the area as an employment center for Adams County and serve as a regional access point to the FasTracks rail system. | - Maintain and enhance existing commercial corridors  
- Create new connections with surrounding residential and commercial areas  
- Revitalize older commercial and industrial areas  
- Encourage mixed use development  
- Promote sustainable development  
- Enhance the area’s role as a gateway to Southwest Adams County  
- Maintain and enhance existing residential neighborhoods  
- Improve open space and recreational opportunities  
- Revitalize vacant and underutilized land |
| **Federal** | The vision for the Clear Creek at Federal Station is to create a new, vibrant, transit-oriented community amenity within walking distance of the transit station. New retail, employment, entertainment and living opportunities within the new Village Center will serve the needs of the existing community, and maintain the area as an employment center for Adams County. | - Maximize access to the RTD rail station  
- Create a critical mass of residents, employees & shoppers to have a thriving retail environment and well-used public spaces  
- Build Class A office space with a focus on creative & sustainable industries  
- Maximize opportunities for people to access nature without getting in a car  
- Create a substantially smaller carbon footprint as compared to conventional development though sustainable transport patterns & building design & use  
- Create LEED-rated buildings  
- Establish car sharing & bicycle sharing to reduce the need for vehicle ownership  
- Encourage festivals, music & other cultural activity on-site |
| **Sheridan** | Sheridan Station will be among the most desired employment centers in Arvada, providing diverse employment opportunities within walking distance of transit. Employees in the area will experience a full range of recreation, retail, transportation and housing options that support the employment center and provide a rich environment for employees. | - Provide a variety of employment land designations that protect existing land uses and provide opportunities for sustainable uses, such as manufacturing uses with few environmental impacts.  
- Provide the opportunity for more intensive employment uses that take advantage of transit. Where possible, encourage more vertical development in the area.  
- Support the employment focus of the area by providing opportunities for residential uses as long as they do not dominate the area and take away from the employment focus.  
- Link the transit station to the regional trail system (Ralston Creek Trail and Clear Creek Trail).  
- Provide a buffer of low density, compatible land uses between the heavy industrial and higher density residential and employment land uses.  
- Provide regional access to large scale retail located in the center.  
- Provide additional opportunities for employment-based uses south of the tracks by removing land from the Clear Creek floodway.  
- Optimize pedestrian and vehicular connectivity within the center. |
## Recent Station Area Planning Efforts

<table>
<thead>
<tr>
<th>Station Area</th>
<th>Vision Statement</th>
<th>Goals &amp; Outcomes</th>
</tr>
</thead>
</table>
| Olde Town Arvada      | The Olde Town Station will revitalize Olde Town Arvada as a vibrant 18-hour downtown where people from throughout the region come to shop, dine, work, play, learn, worship and live while preserving Olde Town’s history and character. The offerings of Olde Town Arvada will be enhanced through the development of the “new town” adjacent to Olde Town, within walking distance of transit, which provides additional retail, employment, dining, and living opportunities connecting the historic Olde Town with other parts of Arvada along the Gold Line. | - Provide a variety of employment, retail, and housing within walking distance of the transit station.  
- Provide parking to serve both the transit station and the Olde Town businesses and residents.  
- Preserve the historic fabric and scale of Olde Wadsworth and Grandview Avenue.  
- Preserve the “grand view” from Grandview.  
- Provide an opportunity for more intensive uses developed in the character of Olde Town.  
- Provide pedestrian connections between the historic Olde Town and the “new town” south of the tracks, keeping the historic character and scale of the connections.  
- Create bicycle and pedestrian linkages between the station and the Ralston Creek Regional Trail system, located north of the station.  
- Develop a unique character that supports the look and feel of Olde Town for Transit and capital improvements. |
| Arvada Ridge          | The Kipling Station will become a regional example of how institutional, residential, retail, and commercial uses can be mixed to create a vibrant, well designed center that meets the daily needs of the residents who live in the center and the students at Red Rocks Community College. Visitors can access the heart of the center via transit or the system of pedestrian pathways that link the center with the surrounding neighborhoods, parks, and adjacent retail uses. | - Creating a unique character for Kipling Station that complements, and not detracts, from the Olde Town Station  
- Allow and encouraging a variety of uses, including employment, retail, residential, senior housing, and affordable housing within walking distance of Kipling Station.  
- Explore opportunities to “grow” Red Rocks Community College toward the station.  
- Provide parking to serve both the transit station and local businesses and residents.  
- Provide for a gradual transition between higher density uses in the heart of the center to the lower density surrounding land uses.  
- Create pedestrian and bicycle connections throughout the station area that link the station area to surrounding land uses.  
- Create bicycle and pedestrian linkages to existing regional trail systems, including the Van Bibber Creek Trail south of the station.  
- Make Ridge Road an attractive and pedestrian friendly street, connecting the neighborhoods to the east to the station. |
| Ward Road             | The Northwest Subarea has the potential to become a mixed-use “village” with a slightly urban character near the transit station, gradually transitioning to a more suburban character as it extends outward to the north and east to blend with the existing suburban character of adjacent neighborhoods. | - Introduce land uses that will allow property owners to take advantage of the new rail station  
- Improve circulation in the subarea (including auto, bus, pedestrian)  
- Resolve drainage problems  
- Identify intended character of the subarea to guide future building placement & design  
- Create a means for existing uses to continue and make a smooth transition to the new plan |
41st & Fox Station

41st and Fox Station Area Plan (2009)

City & County of Denver, Community Planning & Development Dept.

Link to the Plan

Vision:
“The 41st and Fox Station will develop over the coming decades into the focal point of a diverse, transit supportive and environmentally sustainable urban center. Many new residents and businesses will be drawn to the convenient location close to Downtown near some of Denver’s most vibrant urban neighborhoods.”

Main Goals:
- Improve pedestrian connections to the station, between neighborhoods, and along major corridors
- Create opportunities to add more housing, jobs and services to the station area
- Incorporate plazas, parks and open space into redevelopment areas
- Capitalize on the station area’s proximity to Downtown and location on the Gold Line and Northwest Rail corridors
- Balance the needs of new development and existing uses
41st & Fox Station

Future Land Use Map

Figure 22: 41st & Fox Future Land Use Map

Figure 23: 41st & Fox Station Area Facing South

Figure 24: Pedestrian Bridge over 38th Ave. at Inca St.
Pecos and Federal Stations

Clear Creek Valley TOD Plan (2008)

Adams County

[Link to the Plan]

Visions:
Pecos: “The vision for the Pecos Junction Station is to maintain the area as an employment center for Adams County and serve as a regional access point to the FasTracks rail system.”

Federal: “The vision for the Clear Creek at Federal Station is to create a new, vibrant, transit-oriented community amenity within walking distance of the transit station. New retail, employment, entertainment and living opportunities within the new Village Center will serve the needs of the existing community, and maintain the area as an employment center for Adams County.”

Main Goals for Pecos Station:
- Maintain and enhance existing commercial corridors
- Create new connections with surrounding residential and commercial areas
- Revitalize older commercial and industrial areas
- Enhance the area’s role as a gateway to Southwest Adams County
- Maintain and enhance existing residential neighborhoods
- Improve open space and recreational opportunities
- Promote sustainable development

Main Goals for Federal Station:
- Maximize access to the RTD rail station
- Create a critical mass of residents, employees & shoppers to have a thriving retail environment and well-used public spaces
- Maximize opportunities for people to access nature without getting in a car
- Create a substantially smaller carbon footprint as compared to conventional development though sustainable transport patterns & building design & use
- Encourage festivals, music & other cultural activity on-site

Figure 25: Clear Creek Valley TOD Plan Cover
Pecos and Federal Stations

Clear Creek Transit Village Vision Plan (2009)
Adams County

**Vision:** The vision for the Clear Creek at Federal Station is to create a new, vibrant, transit-oriented community amenity within walking distance of the transit station. New retail, employment, entertainment and living opportunities within the new Village Center will serve the needs of the existing community, and maintain the area as an employment center for Adams County (pp.2 -3).

**Overview:** This plan covers a large parcel of land near the Federal station, purchased by the TOD Group. The vision is to create a national example of best practice in TOD and sustainable development. It will borrow heavily from other area developments including Belmar, Stapleton and the Village at Inverness. The TOD Group brought this property in February 2009. This plan builds upon the Adams County Clear Creek Valley TOD Plan (2008). The TOD Group unsuccessfully lobbied to move the station to the west side of Federal Blvd., so the plan reflects a station on the west side as one scenario. Issues to address in the station area include the floodplain, land contamination, market readiness, and fiscal impact of the development being on the other side of the road from the station area.

TOD & Rail Station Area Planning Guidelines (2007)
Adams County

**Overview:** Adams County’s Planning & Development Department created guidelines to provide general direction for future transit station plans in the county, including the Gold, Northwest and North Metro lines.

The document has three elements:
1. Define & designate rail station areas and transit corridors
2. Create a set of policies to guide TOD
3. Establish a standardize process & format for station area plans.

Figure 26: Gold Line tracks running under Pecos St. Facing West
Figure 27: Gold Line tracks running over Federal Blvd. Facing East
Pecos and Federal Stations

Adams County TOD Zone Districts
Adams County has established TOD zoning districts for properties within or partially within the half-mile radius surrounding the Pecos and Federal stations. The purpose of the Transit-Oriented Development (TOD) district designation is to “encourage compact urban growth patterns, provide opportunities for increased, transportation mode choice, reduce reliance on the automobile, and create a safe and pleasant pedestrian environment. The district regulations help ensure an attractive streetscape, a functional mix of complementary uses, and provision of amenities that support the use of transit, bicycles, and pedestrian facilities.”

Federal Boulevard Corridor Framework Plan (2014)
The Adams County Planning Department is conducting a corridor planning study of Federal Boulevard between 52nd and 72nd Avenues. The goal is to “provide guidance for future planning, transportation and economic development investments along this important north-south corridor, which has experienced disinvestment over several decades and is challenged by health and safety concerns for motorists, bicyclists and pedestrians alike.” The corridor is bookended at each end by two new commuter rail stations - the Federal Station on the Gold Line, and the Westminster station on the Northwest Line.

South Adams County Health Impact Assessment (2014)
The Tri-County Health Department (TCHD) was awarded a grant from the Pew Charitable Trust to conduct a Health Impact Assessment (HIA) in conjunction with the Federal Boulevard Corridor Framework Plan. TCHD is working with Adams County and other key stakeholders to inform the planning process and provide recommendations for better health outcomes. The HIA will be specifically focused on the two commuter rail stations. The HIA will also build regional capacity to conduct future HIAs at other transit stations in the Denver region. One component of the HIA will be a Walkability & Bicycle Assessment of the Corridor.

Federal Boulevard Corridor Plan
The Framework Plan and HIA will feed into a larger corridor plan for Federal Boulevard that will begin in the fall of 2014. The corridor plan will also include the Pecos station. Funding will be provided from DRCOG’s Station Area and Urban Center grant program.
Pecos and Federal Stations

Future Land Use Map - Option 1

Figure 28: Pecos & Federal Station Future Land Use - Option 1
Pecos and Federal Stations

Future Land Use Map - Option 2

Figure 29: Pecos & Federal Station Future Land Use - Option 2
Pecos and Federal Stations

Clear Creek Trail

Figure 30: Clear Creek Trail, at Little Dry Creek Lake

Figure 31: Clear Creek Trail and Clear Creek, underneath the Gold Line tracks at Federal Station
**Sheridan Station**

**Transit Station Framework Plan (2007)**

City of Arvada

[Link to the Plan](#)

**Vision:**
Sheridan Station will be among the most desired employment centers in Arvada, providing diverse employment opportunities within walking distance of transit. Employees in the area will experience a full range of recreation, retail, transportation and housing options that support the employment center and provide a rich environment for employees.

**Main Goals:**
- Providing a variety of employment land designations that protect existing land uses and provide opportunities for sustainable uses, such as manufacturing uses with few environmental impacts.
- Providing the opportunity for more intensive employment uses that take advantage of transit. Where possible, encourage more vertical development in the area.
- Linking the transit station to the regional trail system (Ralston Creek Trail and Clear Creek Trail)
- Providing a buffer of low density, compatible land uses between the heavy industrial and higher density residential and employment land uses.
- Providing regional access to large scale retail located in the center.
- Optimizing pedestrian and vehicular connectivity within the center.
Sheridan Station

TOD Concept Map

Figure 33: Sheridan Station TOD Concept Map
Sheridan Station

Circulation Map

Figure 34: Sheridan Station Circulation Map
Sheridan Station

Photos of Existing Conditions

Figure 35: Sheridan Station Area Facing East from Sheridan Blvd.

Figure 36: Existing Light Industrial Uses near the Sheridan Station
Sheridan Station

Existing Housing

Figure 37: Existing Housing near the Sheridan Station

Figure 38: Existing Housing near the Sheridan Station
Olde Town Station

Transit Station Framework Plan (2007)

City of Arvada

Link to the Plan

Vision:
The Olde Town Station will revitalize Olde Town Arvada as a vibrant 18-hour downtown where people from throughout the region come to shop, dine, work, play, learn, worship and live while preserving Olde Town’s history and character. The offerings of Olde Town Arvada will be enhanced through the development of the “new town” adjacent to Olde Town, within walking distance of transit, which provides additional retail, employment, dining, and living opportunities connecting the historic Olde Town with other parts of Arvada along the Gold Line.

Main Goals:
• Providing a variety of employment, retail, and housing within walking distance of the transit station.

• Providing pedestrian connections between the historic Olde Town and the “new town” south of the tracks, keeping the historic character and scale of the connections.

• Creating bicycle and pedestrian linkages between the station and the Ralston Creek Regional Trail system, located north of the station.

Notes:
• The Executive Oversight Committee, comprised of the City of Arvada, Arvada Urban Renewal Authority, and RTD, has recently chosen Trammell Crow Company to be the preferred development team for the Olde Town Station TOD site.
Olde Town Station

Related Plans

City of Arvada, Parks, Golf and Hospitality Services Department

*Arvada Urban Renewal Plan (2009)*
City of Arvada, Arvada Urban Renewal Authority

*Village Commons Urban Renewal Plan (2008)*
City of Arvada, Arvada Urban Renewal Authority

*Olde Town Arvada Design Guidelines (2011-2013)*
City of Arvada

*Olde Town Parking & Transportation Demand Study (2010)*
City of Arvada

*Olde Town Arvada TOD Infrastructure Finance Strategy (2010)*
City of Arvada

*RTD TOD Pilot Program at Olde Town Arvada (2010)*
City of Arvada, Regional Transportation District, Arvada Urban Renewal Authority

*Figure 40: Olde Town Arvada Water Tower*
Olde Town Station

TOD Concept Map

Building facades can’t exceed two stories; upper stories to be set back.

Commercial/office use on ground floor and office/residential above.

Figure 41: Olde Town Station TOD Concept Map
Olde Town Station

Circulation Map

Figure 42: Olde Town Station Circulation Map
Olde Town Station

Photos of Existing Conditions

Figure 43: Olde Town Station Area from Olde Wadsworth Blvd.

Figure 44: Existing Housing near the Olde Town Station


Arvada Ridge Station

Transit Station Framework Plan (2007)

City of Arvada

[Link to the Plan]

Vision:
The Kipling Station will become a regional example of how institutional, residential, retail, and commercial uses can be mixed to create a vibrant, well designed center that meets the daily needs of the residents who live in the center and the students at Red Rocks Community College. Visitors can access the heart of the center via transit or the system of pedestrian pathways that link the center with the surrounding neighborhoods, parks, and adjacent retail uses.

Main Goals:

- Creating a unique character for Kipling Station that complements, and not detracts, from the Olde Town Station
- Allowing and encouraging a variety of uses, including employment, retail, residential, senior housing, and affordable housing within walking distance of Kipling Station.
- Exploring opportunities to “grow” Red Rocks Community College toward the station.
- Providing parking to serve both the transit station and local businesses and residents.
- Creating bicycle and pedestrian linkages to existing regional trail systems, including the Van Bibber Creek Trail south of the station.
- Making Ridge Road an attractive and pedestrian friendly street, connecting the neighborhoods to the east to the station.
Related Plans

**Ralston Fields Urban Renewal Plan (2003)**
City of Arvada, Arvada Urban Renewal Authority

**Vision:** Create an attractive, pedestrian-oriented village center at the Triangle. The vision for this area is a focal place for the surrounding neighborhoods by offering retail shopping choices different than a mall setting. A more compact, walkable retail district will be more of a draw for the neighborhood. Conversion of some commercial land to higher density residential is one way to create a more viable setting for retail enterprise.

**Arvada Ridge Urban Renewal Plan (2003)**
City of Arvada, Arvada Urban Renewal Authority

**Overview:** Area is former site of the Ridge Home Hospital, which contained over 50 dilapidated & abandoned buildings and had become an unsafe haven for crime & the homeless. The AURA is redeveloping the site into a transit-oriented, mixed use retail and residential community. Entire site is 68 acres. Phase one consists of the Arvada Ridge Market Place, a 260K s.f. retail development anchored by Super Target (est'd 2005). Phase 2, 15 acres just north of the first phase, is under construction and contains a 380-unit apartment neighborhood right next to the station. Phase 3 is a future plan for a transit village with mixed-use retail & residential. To the south of Ralston Road, adjacent to the station, the site will contain a parking structure, a 20K s.f. retail plaza and 140-unit mid-rise condos. To the north of Ralston Rd on 11.2 acres, the site will contain 190-330 units of multi-family residential.
Arvada Ridge Station

TOD Concept Map

Figure 48: Arvada Ridge Station TOD Concept Map