



SQUARE LAKE

SUBAREA PLAN

JANUARY 07, 2022



ACKNOWLEDGMENTS



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INTRODUCTION

Adams County and the City of Arvada have worked together to create a subarea plan that envisions future development and redevelopment opportunities, transportation and mobility improvements, and public realm enhancements within the Square Lake Subarea.

PURPOSE OF THE PLAN

The Square Lake Subarea Plan envisions development, redevelopment, and revitalization opportunities to ensure this gateway into Adams County and the City of Arvada is thoughtfully planned. The Plan builds on a foundation that evaluated opportunities and constraints, existing land use, and existing transportation infrastructure. Context-sensitive recommendations in the Plan envision vibrant future land use, build upon community character, enhance quality of life, improve transportation and mobility infrastructure, identify opportunities for economic development, and propose enhanced open space and trail connections.

This introductory chapter sets the stage for recommendations and priorities that follow, providing key background information from related planning efforts, promoting an

understanding of the subarea as a whole, and defining the three unique character areas within this eclectic planning area. It also provides the vision and guiding principles developed with community stakeholders through this planning process.

RELATED PLANNING EFFORTS

Several adopted plans were referenced in the development of the Square Lake Subarea Plan, carrying forth existing recommendations and policy guidance that are relevant to this subarea. Readers of this plan are encouraged to read through the referenced plans in further detail, however, the following pages contain a brief summary of each plan's applicable guidance, as it pertains to the Square Lake Subarea.

ADAMS COUNTY:

Advancing Adams Comprehensive Plan

At the time of this Subarea Plan, an update to Adams County's Comprehensive Plan is also underway and scheduled for adoption in 2022. This Plan was done in coordination with that effort and the goals of the new Comprehensive Plan.

Adams County Balanced Housing Plan (2018)

The Plan's vision statement of "A **balance of housing** for all types of families and people, at all stages of life and income levels," is reinforced through a detailed Housing Needs Assessment. Policies such as "Promote the preservation of the County's current housing stock," and recommendations around expanding resources, maintaining housing stock and decreasing the affordability gap are particularly applicable to the Southern Square Lake Character Area in this plan.

Adams County Berkeley Neighborhood Plan (2008)

A plan developed by the Berkeley Neighborhood, along with Adams County, the Berkeley Neighborhood Plan points out where action is needed within the mixed-use neighborhood located in the southwest corner of Adams County, which includes the Southern Square Lake Character Area in this planning effort. Goals 1 through 5 of the plan all speak to an emphasis on maintaining land uses within the neighborhood, while promoting improvements to the visual appearance of the area, safety, and functionality of streets and public amenities, and improved transit opportunities.

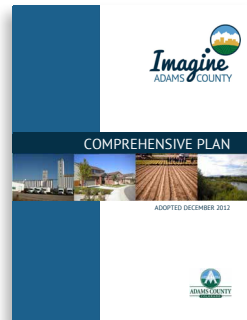


Adams County Clear Creek Corridor Master Plan (2018)

An amendment and update to the 2012 Open

Space, Parks, and Trails Master Plan, as well as the Comprehensive Plan, this plan serves as a guide to making improvements along the Clear Creek Corridor. The plan highlights basic safety, access, and stewardship needs, and promotes

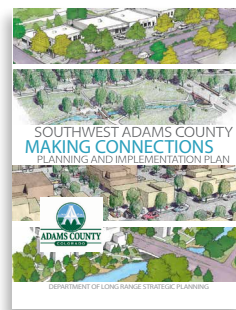
safer connections to and from the Ralston Creek Confluence and Gold Strike Park via Sheridan Boulevard and Tennyson Street.



Imagine Adams County - Comprehensive Plan (2012)

In addition to the detailed Future Land Use map, Long Range Transportation map, and Open Space, Trails, and Parks Master Plan, which all provide guidance to the Square Lake Subarea, some of the Key

Goals for a More Sustainable and Resilient Adams County have great applicability in this plan. Those include: Protect the Health, Safety, and Welfare of Adams County's Inhabitants; Promote Economic Vitality; and Protect the County's Natural Resources.



Adams County Making Connections (2016)

The Plan summarizes recommendations from previous plans, studies, and reports and prioritizes strategic land and infrastructure investments, including within portions of the Square Lake

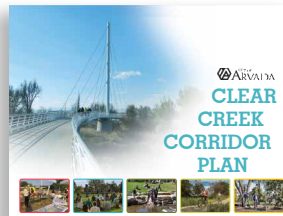
Subarea, which falls within the plan's "Triangle of Opportunity." Applicable guidance included in the 10 implementation-focused "Projects" within the plan consists of establishing a Complete Streets Policy/Standard, targeted improvements to sidewalks, parks and trails, an emphasis on affordable housing, and enhanced connections to the G-Line along Sheridan Boulevard to the Berkeley neighborhood, as well as along the Clear Creek Corridor.

Southwest Adams County Framework Plan (2005)

The framework plan is an outline for future planning and redevelopment efforts in southwest Adams County. Included within the plan is an identification of capital needs, economic conditions and community needs, and within the Square Lake Subarea, it provides information about some of the issues and challenges within the unincorporated

areas within the County. The plan also identifies several environmental constraints in the area, including the Flammable Gas Overlay, landfills and floodplains that impact development potential for this subarea.

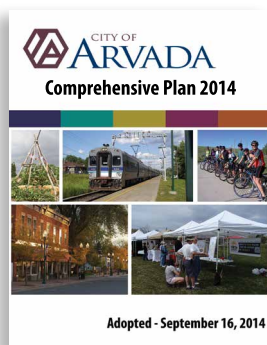
CITY OF ARVADA:



Arvada Clear Creek Corridor Plan (2019)

This plan provides Guiding Principles that are applicable to this subarea, such as

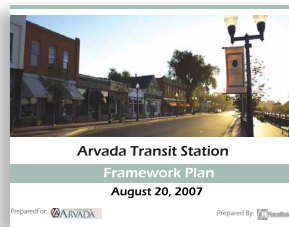
"Increase access to/through regional trails," and "Improve the overall health of the river corridor." The subarea was studied and evaluated through this process, and public input was gained on it as an opportunity site, however, specific recommendations for the area were not developed in the plan. The plan does emphasize enhancements and better connections to/from Gold Strike Park (along Tennyson Street and from G-Line Area).



Arvada Comprehensive Plan (2014)

The Comprehensive Plan articulates a 20-year vision for Arvada that, "Arvada will be a great community, honoring its unique history, and small town feeling while directing appropriate changes to

create a distinctive, forward-looking future." Specific goals that apply to this subarea include, "Goal L-4: Promote mixed-use, transit-oriented development" (with a specific reference to adopted Plan guidance from the Arvada Station Area Framework Plan); "Goal ED-4: Redevelop and revitalize existing commercial and industrial areas;" and "Goal T-2: Strengthen the linkage between land use and transportation in Arvada."



Arvada Transit Station Framework Plan (2007)

The framework plan includes detailed station area plans for three stations within Arvada, including the G-Line

Gold Strike Station (called the "Sheridan Station" in the plan). The station area within this subarea is identified as one of few industrial areas in Arvada and offers substantial employment opportunities. It envisions the area as a major employment center that is paired with a high intensity, transit-oriented employment/mixed-use district northwest of the station, an industrial district northeast and south of the station, and a commercial district at Ralston Road and Sheridan Boulevard.

Imagine Arvada Parks, Trails and Open Space Master Plan (2016)

An update to the 2001 Master Plan, this plan's vision is to "Connect our Park, Open Space and Trail System with Green Spines." To achieve that vision citywide, the plan emphasizes expanding existing open space spines, providing connections for every resident with routes designed for active transportation, and improving ecological health of open space network and waterways. Within this subarea, connections north along Tennyson Street to the Clear Creek Trail and Ralston Creek Trail are recommended, as well as exploring connections to smaller, neighborhood parks, such as Tennyson Knolls Parks to and from the G-Line Station.

ADAMS COUNTY/ CITY OF ARVADA:

2008 Major Drainageway Plan (MDP)

This Plan was completed by ICON Engineering, Inc. in partnership with Mile High Flood District. It proposed formalizing the "North Overflow" through the Square Lake Subarea, which is necessary to safely convey major flood flows.



W 60TH AVE

G-Line Area

60th/Sheridan
Arvada Gold
Strike Station

CITY OF ARVADA
W 58TH WAY

Clear Creek
Valley Park

W 58TH AVE

CITY OF ARVADA

Central Area

TENNYSON ST

76

Southern Area

W 55TH PL

VRAIN CT

UTICA CT

W 55TH PL

W 54TH AVE

W 54TH AVE

ZENOBIA ST

YATES ST

XAIVER ST

WOLFF ST

WINONA ST

WINONA CT

VRAIN ST

W 53RD PL

ST CLAIR PL

W 52ND PL

W 52ND AVE

W 53RD AVE

STUART ST

RALEIGH ST

ADAMS COUNTY
SHERIDAN BLVD

SHERIDAN BLVD

TENNYSON ST

W 59TH AVE

W 56TH AVE

RALSTON RD

76

W 53RD AVE

JEFFERSON COUNTY
ADAMS COUNTY

CITY AND COUNTY OF DENVER



SUBAREA AND CHARACTER AREAS

The Square Lake Subarea is located partially within unincorporated Adams County and partially within the City of Arvada. The intersection of Sheridan Boulevard and 52nd Avenue marks the corner of Adams County, Jefferson County, and the City and County of Denver.

The site is well connected regionally due to the direct access to I-76, the RTD G-Line, and the Clear Creek Trail, but these assets also create barriers for north-south travel.

Due to these barriers and the varied existing conditions from north to south, the subarea was segmented into three character areas during this planning process, as identified below.

G-LINE AREA

The G-Line area is wholly within the City of Arvada and contains the Gold Strike RTD Rail station. The area has limited direct access from the west, east, and south. Existing land uses consist of mostly light industrial, commercial, and surface parking, with some single-family residential along 60th Avenue.

CENTRAL AREA

The Central Area is between the rail lines and I-76. This area has one main public road (58th Avenue) running through it. Existing land uses include heavy and light industrial and vacant land. It is largely within the Clear Creek floodway where it is mostly undevelopable, at present.

SOUTHERN AREA

The Southern Area is separated from the rest of the Subarea by I-76 and contains a large amount of residential uses (within a manufactured housing neighborhood and on a plateau along 52nd Avenue), commercial, a node of light industrial, and vacant land. There is limited connectivity across this area due to a lack of multimodal facilities, public roadways, and steep topography.



Park-n-Ride sign in the G-Line Area



Industrial uses in the Central Area



Clear Creek Trail in the Southern Area



COMMUNITY VISION

The community's vision for the Square Lake Subarea recognizes existing assets such as local businesses, industrial uses, neighborhoods, affordability, and community. At the same, the public identified the potential for improvement within the subarea such as opportunities for improved safety, increased density, economic development, revitalization, cleanup, and activation. This Plan aims to create new community destinations and amenities while preserving, enhancing, and better connecting the places that give the Square Lake Subarea its unique character today.

The visioning word cloud above was generated in the first Public Open House and follow-up online survey.

GUIDING PRINCIPLES

These Guiding Principles were developed through community input and then refined by the Stakeholder Advisory Committee to serve as a guide for the recommendations that were developed throughout the rest of the planning process.



**IMPROVE AND
LEVERAGE TRANSIT
ACCESS**



**PROTECT AND
BEAUTIFY NATURAL
ASSETS**



**REVITALIZE
NEIGHBORHOODS
WHILE PRESERVING
AFFORDABILITY**



**PROVIDE
OPPORTUNITIES FOR
BUSINESS RETENTION
& ENHANCEMENT**



**MAINTAIN A DIVERSE
MIX OF USES**



**CONNECT SAFELY TO
ADJACENT AMENITIES
& NEIGHBORHOODS**







COMMUNITY & STAKEHOLDER ENGAGEMENT

The project team worked to encourage and promote broad, meaningful input, and sustained participation throughout the planning process through continued outreach to residents, businesses, property owners , and other interested community members.

ENGAGEMENT SUMMARY

This planning process took place amidst varying restrictions related to the COVID-19 pandemic. The project team leveraged experience with high-tech and virtual platforms to engage with stakeholders in a time when they are paying extra attention to their local surroundings. Special attention went into promotion and outreach to community members who may not have easy access to a computer or experience in a virtual meeting setting. A combination of tools were used to keep virtual meetings and outreach inviting and engaging. The virtual engagement had an added benefit of convenience for people to participate without travel to and from the comfort of their own homes or workplaces.

Two outdoor public open houses were able to be conducted as the pandemic risk and restrictions were reduced over time. These meetings provided opportunities to have meaningful conversations with stakeholders of the subarea and reach new community members who had not yet been engaged in the process.

The project team provided Spanish translation of outreach and engagement materials, and offered interpreters for meetings and events, as needed.

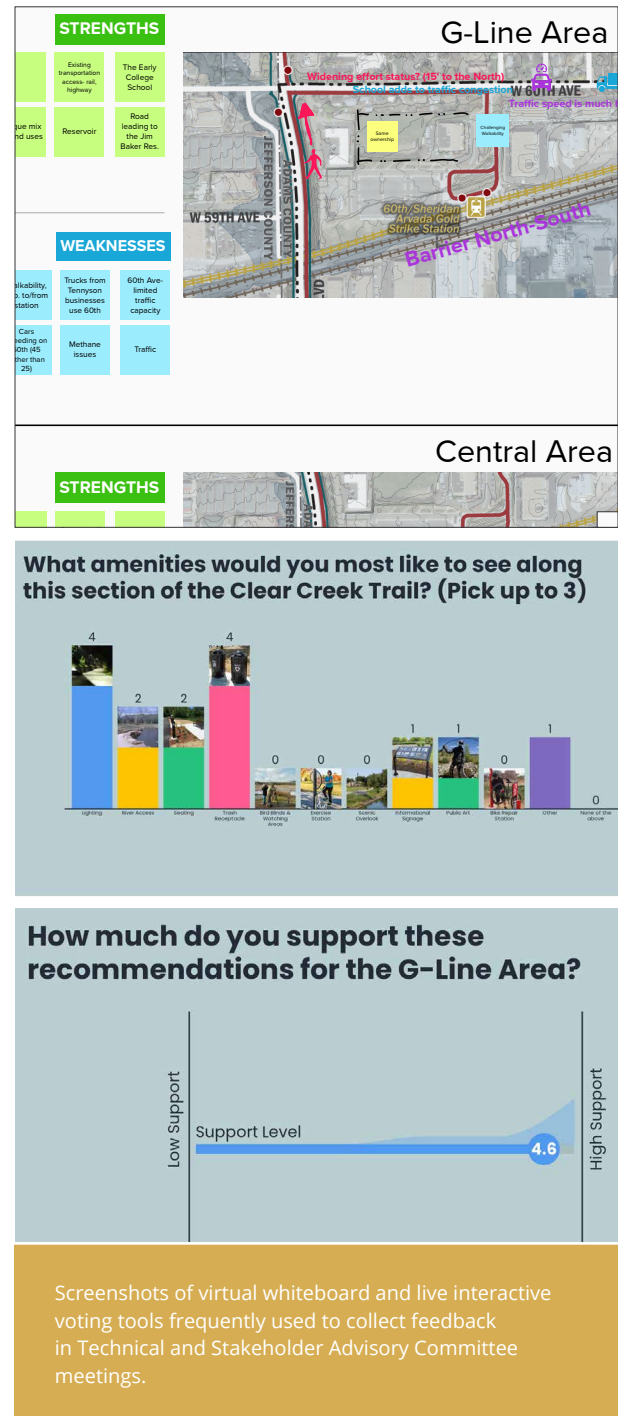
Ultimately, the community, the Stakeholder Advisory Committee and the Technical Advisory Committee played extremely valuable roles throughout the planning process, helping to shape recommendations that should serve Adams County and the City of Arvada well for decades to come.

STAKEHOLDER COMMITTEE

The Stakeholder Advisory Committee (SAC) for the Subarea Plan effort included 32 members comprised of residents, property owners, and business owners in and near the subarea. The SAC convened five times throughout the planning process and played a variety of critical roles that contributed to the recommendations included in the final Subarea Plan. These roles included:

- Serving as the “eyes and ears” on the ground to contribute to the project team’s understanding of the area and the interests of existing residents, businesses, employees, and property owners;
- Providing insight into a tactical way of bridging the past, present, and future of the subarea and ensuring that the Plan’s recommendations build on area assets while addressing the most pressing issues and concerns;
- Ensuring that the recommendations in the Plan reflect the unique character of the Square Lake Subarea;
- Reviewing and discussing key issues and opportunities related to topics including land use, transportation, parks and open space, flooding and other environmental concerns, and placemaking; and
- Providing important feedback on interim deliverables and the draft Subarea Plan to ensure it accurately reflects stakeholder and community input gathered throughout the planning process.

Although many SAC members attended one or both outdoor community events held during the summer of 2021, all of the SAC meetings were convened virtually throughout the planning process due to restrictions and safety precautions related to the COVID-19 pandemic.



COMMUNITY OUTREACH

The project team hosted three Public Open Houses during the planning process using both virtual and in-person formats. Public Open House #1 introduced the project and established a project vision. Public Open House #2 sought feedback on draft recommendations before delving into the strategies to implement them. Public Open House #3 presented the priority recommendations and solicited feedback.

COMMUNITY OPEN HOUSE #1/ ONLINE COMMUNITY SURVEY

Due to health and safety protocols associated with the COVID-19 pandemic, the first Community Open House was conducted as an online meeting on February 9, 2021. In order to provide additional opportunities for community participation, a Square Lake Subarea Plan virtual open house was created to gather input related to the community's vision for this area and identify what improvements are needed. The virtual open house took the form of an online survey with embedded educational/instructional videos recorded by the project team. The virtual open house was promoted via social media, mailers, e-newsletters, and on the project website.

This survey went live immediately following the Community Open House on February 9th, and closed in late April 2021. A total of 72 responses were collected with a 65% average completion

rate. A total of 235 open-ended comments were received and provided to the project team and project committees to inform recommendation development and decision-making.

Square Lake Subarea Plan - Virtual Community Open House #1

Station #4 G-Line Area



Screenshot of informational video



Community Survey Results

Which ways do you use this subarea?

71% live within or near the subarea

41% use the Clear Creek Trail

24% shop within the subarea

What destinations and community amenities are needed in/near this subarea?

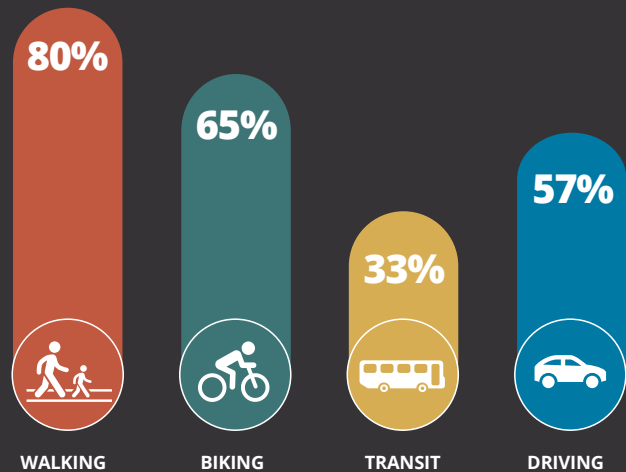
Destinations:

- Restaurants
- Shopping/retail
- Gas station
- Parks, open space
- Entertainment
- Breweries
- Gym
- Recreation center
- Childcare facility
- Medical services
- Supermarket
- Dog park
- Archery park

Transportation Amenities:

- Sidewalks
- Protected bike lanes
- Trails
- Transit connections
- Cleaned up Clear Creek Trail
- Better roads for trucking
- Safe bus stops

How would you like to move around this area?



80% of respondents indicated that they would like to walk around the subarea. This is an interesting result given the somewhat minimal amount of pedestrian facilities, let alone safe and comfortable facilities. Second to walking was biking with 65% of respondents. These two responses, in addition to the high Clear Creek trail user response rate, indicates that community members likely desire better bike and pedestrian connections to and from the trail.

What are the greatest assets and most needed improvements in each character area?

G-Line Area:

- Community Assets: Gold Strike station, access to station from 60th Avenue
- Needed Improvements: access to station from other directions, surface parking

Central Area:

- Community Assets: Clear creek trail corridor, detention ponds
- Needed Improvements: vacant areas between 58th Avenue and I-76, Ralston Road/Sheridan Boulevard intersection

Southern Area:

- Both Assets and Needed Improvements: commercial along Sheridan, Clear Creek corridor



Community members and project team members discussing draft recommendations.

COMMUNITY OPEN HOUSE #2

At the second community open house, members of the public were invited to join the project team in-person, outdoors at Clear Creek Valley Park. It was held on June 23, 2021. The focus of the open house was to get feedback about draft recommendations before assembling the draft Subarea Plan. Attendees of the open house included residents, employees, and business owners from across the subarea.

Stations at the open house included a project overview, information about environmental conditions and the floodplain, future land use scenarios, catalytic site opportunities, potential transportation and mobility improvements, connections to nearby open space, and possibilities for new Clear Creek trail amenities.

Major takeaways from community feedback at the second open house included:

- A desire to maintain existing land uses including light and heavy industrial
- Preference for multifamily TOD development over mixed-use due to the limited visibility of that site
- Preference for neighborhood-serving uses such as a park or community garden on vacant land in the southern area
- Need for better connections to Sheridan Boulevard and to the commuter rail station
- Personal safety and security issues throughout the subarea
- Desire for lighting, trash receptacles, and seating along the Clear Creek Trail

COMMUNITY OPEN HOUSE #3

The third community open house took place in-person, outdoors as a booth at the Arvada Days Festival in Clear Creek Valley Park on August 21, 2021. The project team was able to have conversations with about 75 community members including residents, local business owners, and frequent visitors to the subarea.

This open house included the same informational stations about the project, floodplain, and environment as the second open house, but also included priority recommendations for participants to react to. The community expressed broad support for the Plan and priority recommendations, including streetscape improvements, TOD development, mixed-use along Sheridan Boulevard, improved access to the Gold Strike Station, underpass and intersection improvements, and cleanup/amenitization of the Clear Creek trail.



Square Lake Subarea
Plan booth at the
Arvada Days Festival.





EXISTING CONDITIONS

Each of the three character areas within the Square Lake Subarea has distinct land uses, transportation assets and barriers, and community character. The subarea serves an important role both locally and regionally with local businesses, affordable housing options, environmental considerations, and major transportation infrastructure.

OVERVIEW

This chapter provides a detailed review of the existing physical and regulatory conditions within the Square Lake Subarea including:

- Existing Land Use
- Built Form
- Transportation and Connectivity
- Infrastructure
- Environmental Conditions

An analysis of strengths, weaknesses, opportunities and threats was done during the planning process through community and stakeholder feedback and an in-person walking tour of the subarea.

Overall, the Square Lake Subarea provides a unique mix of uses and valuable assets to both

the City of Arvada and Adams County. The existing land uses provide important jobs and housing, despite not being seamlessly connected to each other or at a density to truly leverage the high capacity transit. Built form is also varied based on use, and is primarily functional in design. Transportation infrastructure in the subarea provides some internal barriers, yet includes multiple regional connections for various modes of travel. The environmental conditions within the subarea are significant, including major floodway/floodplain coverage, historic landfills, a flammable gas overlay, and significant topographical changes. The subarea has a strong existing community of residents, employees, and business owners who have a great appreciation for the subarea's existing assets and the community character.

EXISTING LAND USE

In an already developed area like the Square Lake Subarea, it is especially important to understand the existing land use patterns. It is critical to envisioning a future that builds on existing assets and facilitates more desirable adjacencies and transitions.

RESIDENTIAL

The southern portion of the subarea is predominantly residential. It includes single-family detached and multi-family residential along 52nd Avenue, 52nd Place, and St. Clair Place, as well as the Berkeley Village Mobile Home Park from West 53rd Place north to I-76 and the Clear Creek Trail. A row of single-family homes and duplexes also exists along 60th Avenue.

COMMERCIAL

South of I-76, commercial areas include a range of permanent and temporary retail uses, as well as several service-oriented businesses. North of I-76, the commercial is primarily a mix of services and commercial offices.

INDUSTRIAL

Industrial uses in the subarea are primarily along Tennyson north of I-76 and along the Clear Creek Corridor. These uses include manufacturing/production, warehousing, and distribution facilities with the most intense examples between I-76 and the rail line.

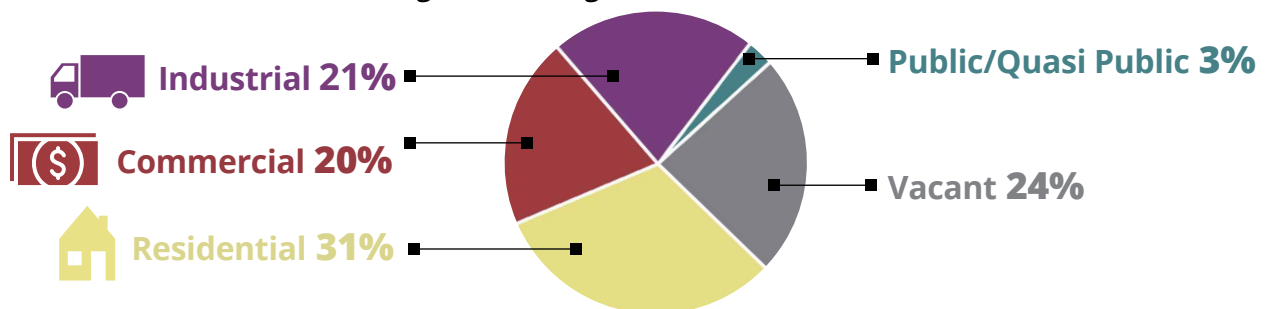
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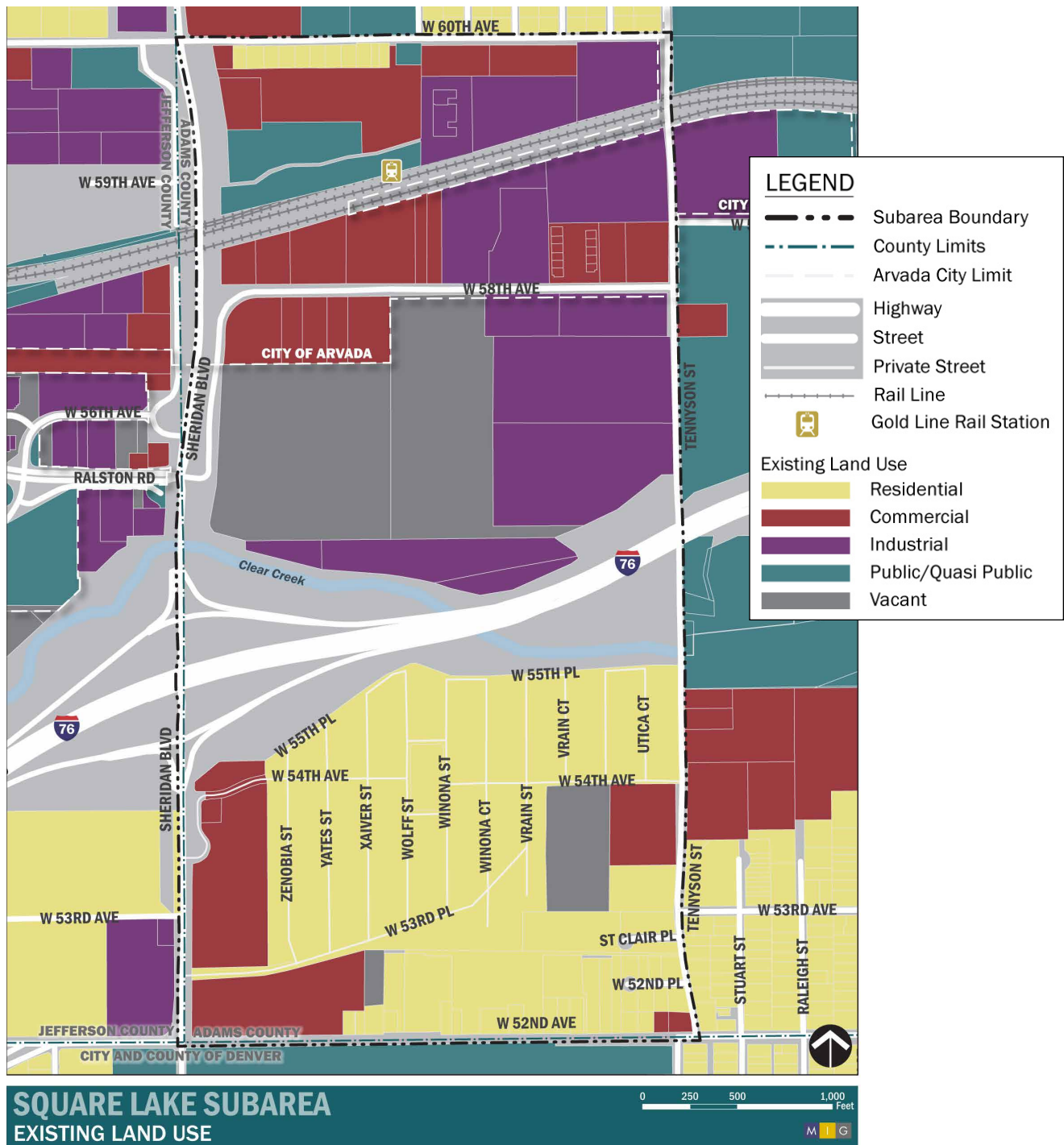
Public/Quasi Public land uses currently occur at the 60th and Sheridan Arvada Gold Strike Station Park-n-Ride and associated entrance from West 60th Avenue. The Park-n-Ride facility includes a raised station platform, large parking area, bus transfer area, access drives, and drainage areas.

VACANT

A large portion of the Central Area is currently vacant, along with two smaller parcels within the Southern Area.

Percentages of Existing Land Uses within the Subarea





BUILT FORM

Comprised of three distinct character areas, the built form of the subarea varies greatly in scale, building type, and topography across a relatively small geographic area. There is variety in built form that, when coupled with the natural and man-made barriers, it lacks cohesion across the subarea. Understanding the existing context, and acknowledging its strengths and opportunities, is critical to ensuring that as the vision for the Square Lake Subarea is being realized, it allows the character areas to retain their unique identities, as desired, while more intentionally complementing each other.



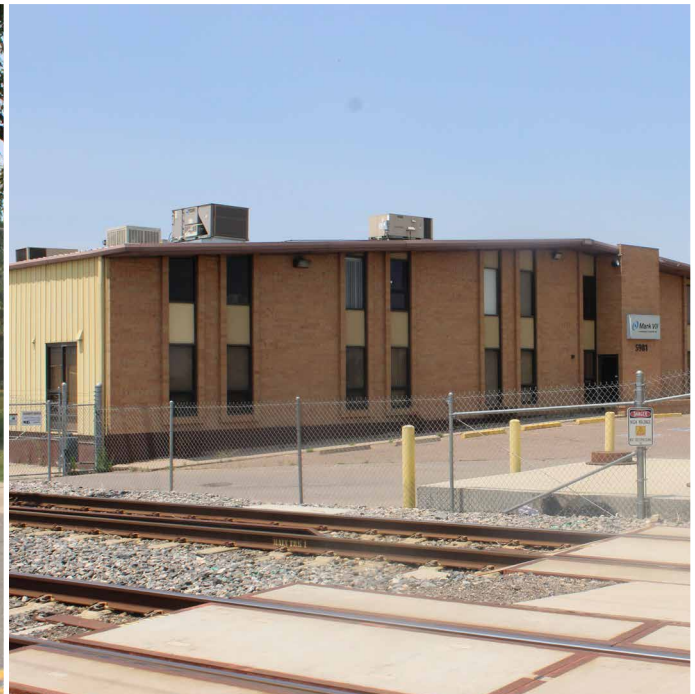
G-LINE AREA

Defined largely by RTD's Gold Strike Station and the corresponding rail line, the character area has a roughly 30' grade change from 60th Avenue down to the rail line, which can contribute to the station seeming hidden from the perimeter roadways. The topography change and lack of adequate sidewalk facilities make walking around the character area challenging.

Buildings across the area maintain a 1-2 story building height but vary greatly in type and use. Residential buildings - primarily single-family, ranch style homes - are located along the western half of 60th Avenue, and most have front-loaded garages. Light industrial and commercial uses in the area are typically large footprint facilities that are set back from the street 80' or more, contributing to a more campus-like appearance. The Credit Union building is an exception to this characteristic, as it anchors an otherwise residential block face at the corner of 60th Avenue and Sheridan Boulevard.



Clockwise from top left: Commercial buildings and a large surface parking lot in the G-Line Area.



Clockwise from top left: Buildings in the G-Line Area including an aerial image showing varied building sizes, a brick office building with surface parking, a light industrial/office building, and a single family home.



CENTRAL AREA

The Central Area's composition of primarily commercial and heavy and light industrial land uses lends itself to a character defined by 1-2 story, large footprint buildings that are organized around needed parking, storage, circulation, and loading. Buildings on the east and west sides of the area orient themselves internally and are set back 80' or more from the frontages along Sheridan Boulevard and Tennyson Street.

The topography in this character area slopes down more gently north to south. While Sheridan Boulevard, Tennyson Street, the rail line and Clear Creek generally meet the rest of the area at-grade, the middle of the area has notable depressions that are impacted by the floodplain and landfill.



Clockwise from top left: Built form in the Central Area including vacant land, an aerial view of buildings along 58th Avenue, and office/light industrial buildings with surface parking.



SOUTHERN AREA

From a built form perspective, the Southern Area is the most diverse of the character areas, due largely to the variety of land uses across it. Most of the land area is made up of the Berkeley Village Mobile Home community, which has a single-story character with homes sited on narrow lots. The building frontage along Sheridan Boulevard is a 1-2 story commercial strip center-style development, with an expansive surface parking located between the buildings and the street. There is one recently developed retail building infilling that parking

lot. Along Tennyson Street, the light industrial uses occupy single-story warehouse buildings.

The southeast portion of the area, along 52nd Avenue and Tennyson Street, is up on a plateau that physically and visually isolates it from the rest of the character area. The built form here is made up of 1-2 story single family homes along 52nd Avenue and part of Tennyson Street, as well as some 2-3 story multifamily residential buildings set back from 52nd Avenue. A single-story commercial node occupies the corner of 52nd Avenue and Tennyson Street, set back from the street and fronted by surface parking.



Clockwise from top left: Buildings in the Southern Area including multi-family residential, single family manufactured housing, strip-style commercial/retail, and warehouse/light industrial.

TRANSPORTATION AND CONNECTIVITY

OVERVIEW

The Square Lake Subarea is well connected to regional transportation infrastructure options. These options provide excellent diversity in transportation choices including I-76, the G-Line Commuter Rail, and the Clear Creek Trail. However, these regional transportation facilities create barriers to internal or local connectivity. The subarea lacks internal north/south connectivity options, relying on the perimeter roads to provide all modes of local transportation. East/west connectivity within the study area is also very limited internally, with West 58th Avenue being the only clear connection. Perimeter roads provide the primary east/west connectivity, as well.



Undersized sidewalk on 60th Avenue.

WALKING

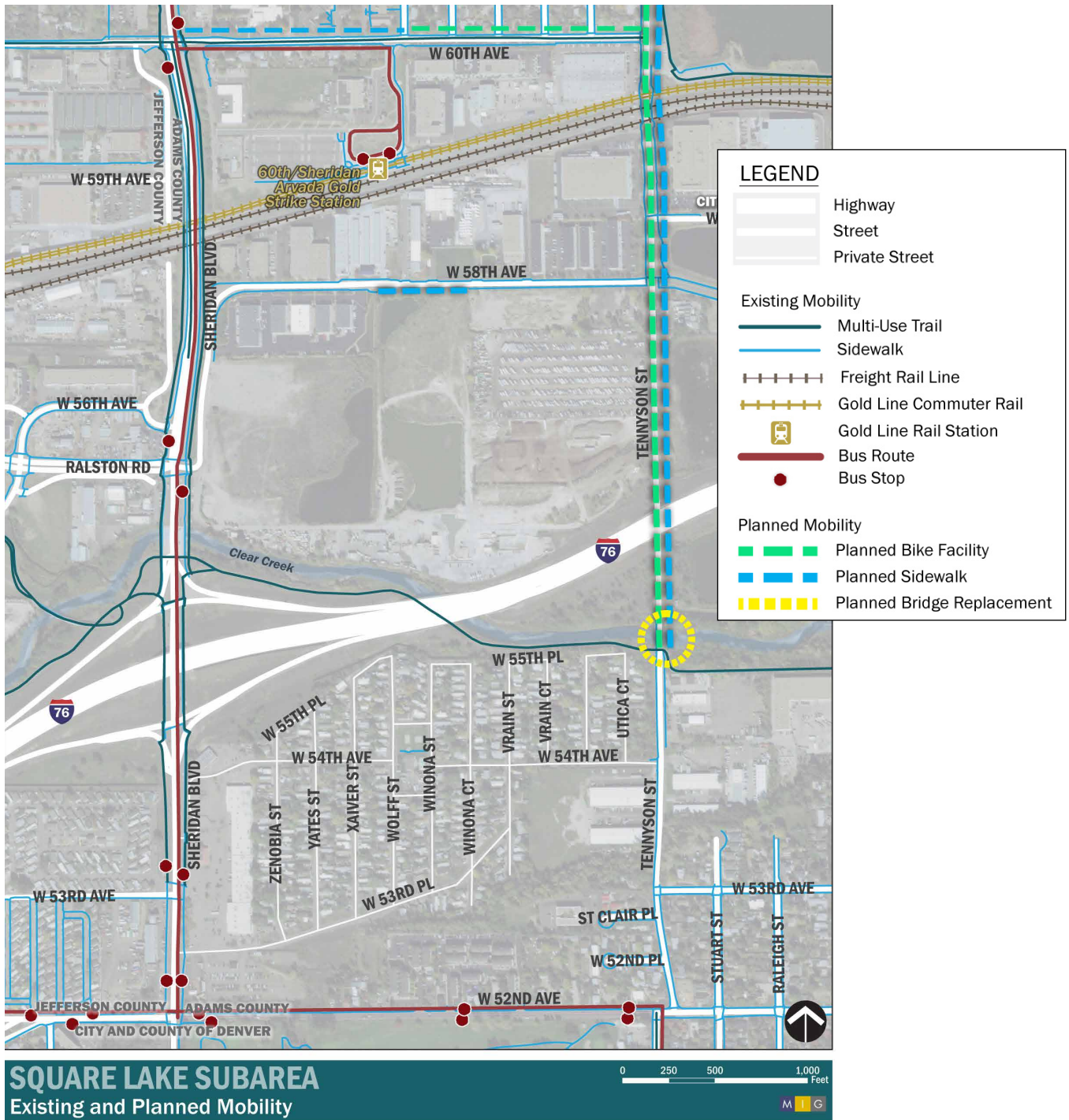
The subarea currently offers a variety of experiences for pedestrians. New sidewalks built to access the Gold Strike Station and the Clear Creek Trail are examples of the area's best facilities. Sheridan Boulevard offers consistent sidewalks and crossing treatments that provide a minimum level of safety, paired with an experience of being too close and largely unprotected from fast moving vehicles.

Tennyson offers a patchwork of pedestrian facilities ranging from a small shoulder in the roadway to detached sidewalks.

On the south end of the subarea, West 52nd Avenue has an adequate sidewalk on the north side of the street. On the south side of 52nd Avenue there is a short sidewalk from Sheridan Boulevard to a bus stop, but there is another bus stop near Tennyson Street without sidewalk access.

On the north end of the subarea, West 60th Avenue offers sidewalks of varying widths, but most of this section includes small attached sidewalks with roll curbs.

Internally, sidewalks are primarily found along newer development on West 58th Avenue and the access drive to the Gold Strike Station. Adams County and the City of Arvada have projects planned or in progress to upgrade some of the pedestrian facilities on Tennyson Street and West 60th Avenue. The extent of these planned improvements is shown on the Existing and Planned Mobility diagram on the following page.



BIKING

The biking facilities and experiences within the Square Lake Subarea need significant improvement. Other than the Clear Creek Trail and a narrow unprotected striped bike lane on West 52nd Avenue, bicyclists are required to ride with automotive traffic or on sidewalks that might not offer enough width for bicyclists and pedestrians to safely pass. The planned and in-progress projects by Adams County and Arvada will provide bicycle facilities on Tennyson Street north of Clear Creek and on West 60th Avenue from Tennyson Street to the Gold Strike Station entrance. Improving the Tennyson Street bridge over Clear Creek is another planned project, and the new bridge will provide much needed connectivity from the north to the Clear Creek Trail on the south side of the bridge.

RIDING TRANSIT

The Gold Strike Station is an important transportation asset for the Square Lake Subarea. Due to limited connectivity to the south, pedestrians and bicyclists are most likely to be commuting to the north side of the commuter and freight rail right-of-way. People seeking transit that are south of the rail and I-76 are served by the RTD 51 bus route that travels north/south on Sheridan Boulevard, with a stop at the Gold Strike Station. Due to absent or poor-quality facilities, bicyclists and pedestrians are less likely to access the station from the south. The planned improvements for biking and walking on Tennyson Street will provide better access to the station from the south, but the minimum travel distance

of nearly a mile from the closest residence in Berkeley Village reduces the likelihood of significant use. The south end of the subarea also has three stops on both sides of West 52nd Avenue for the RTD 52 bus. This route extends west to Arvada and southeast to Downtown Denver and ends at Alameda Station.

DRIVING

Motor vehicles are the primary form of transportation in and around the Square Lake Subarea. The roads surrounding the study area are engineered to prioritize automobile and large vehicle use and offer excellent connectivity to regional routes facilitating travel in all directions. Driving within the subarea is limited by the same three barriers that affect all modes of north/south travel; the rail corridor, Clear Creek, and I-76. Considering the light industrial character often found in the area, heavy truck traffic can be expected. This is especially true on Sheridan Boulevard, but also common on Tennyson Street. The intersection of Sheridan Boulevard (Colorado Highway 95) and I-76 is a major interchange with north and south on/off ramps with signalized intersections. Sheridan Boulevard below I-76 contains a total of three northbound lanes and four southbound lanes, making it larger than the interstate above. This suggests the importance of Sheridan as a north/south connection, and the likelihood that I-76 is the primary connection point in the area for many drivers.

ACCESSIBILITY AND SAFETY

The Square Lake Subarea offers challenges to accessibility due to man-made landforms associated with regional transportation infrastructure as well as natural topography. The area most impacted by man-made landforms is Sheridan Boulevard where it is raised over the rail right-of-way near the Gold Strike Station. This requires a less direct accessible route, especially for anyone traveling south on Sheridan. There are also steep slopes due to natural landforms near the southern end of the subarea. These landforms create steep sections of the sidewalks along West 52nd Avenue and Tennyson Street that are difficult for people with mobility issues to navigate.

There are several safety issues associated with the transportation system around the Square Lake Subarea. The east side of the intersection at Ralston Road and Sheridan Boulevard present problems for large vehicles trying to turn from Ralston Road onto Sheridan Boulevard. The primary issue is stacking room, and clear

definition for left turn, straight, and right turn lanes. The condition of the roadway is also a concern.

The lack of sidewalks or bike facilities on Tennyson Street, and especially the bridge over Clear Creek, are significant safety concerns. Planned projects aim to address these concerns. The long distance with minimal intersections on West 52nd Avenue encourages excessive speeds, and stray golf balls from Willis Case Golf Course are another safety concern.

The design of the sidewalks along Sheridan through the I-76 interchange are also a significant concern. The location of crossings at each of the free-right (non-signalized) turn lanes combined with high vehicular speeds entering and exiting the interstate can combine to create dangerous pedestrian crossings. If these crossings are used by bicyclists, then the danger is compounded by the speed at which the bike is moving. These crossings and the entirety of the bike/pedestrian facilities along Sheridan would benefit from improvements focused on safety.



Left: RTD 51 bus heading towards the Gold Strike station. Right: Traffic on Sheridan Boulevard.

ENVIRONMENTAL FACTORS

FLOOD ZONES

100 Year Floodway

A “regulatory floodway” is the portion of a river channel and the adjacent land area needed to discharge the base flood without increasing the water surface elevation more than a designated height. Adams County and the City of Arvada place restrictions on development and uses within the regulatory floodway. Future development must be engineered so that it does not cause any rise in the water surface elevation of the base flood. The 100 year floodway impacts a large portion of the Central Area.

100 Year Floodplain

A floodplain use permit must be must be obtained for any manmade activity proposed within the 100-year floodplain, regardless of increases or decreases in excess of 0.3 feet. The 100 year floodplain impacts a significant portion of the Central Area and a corner of the Southern Area.

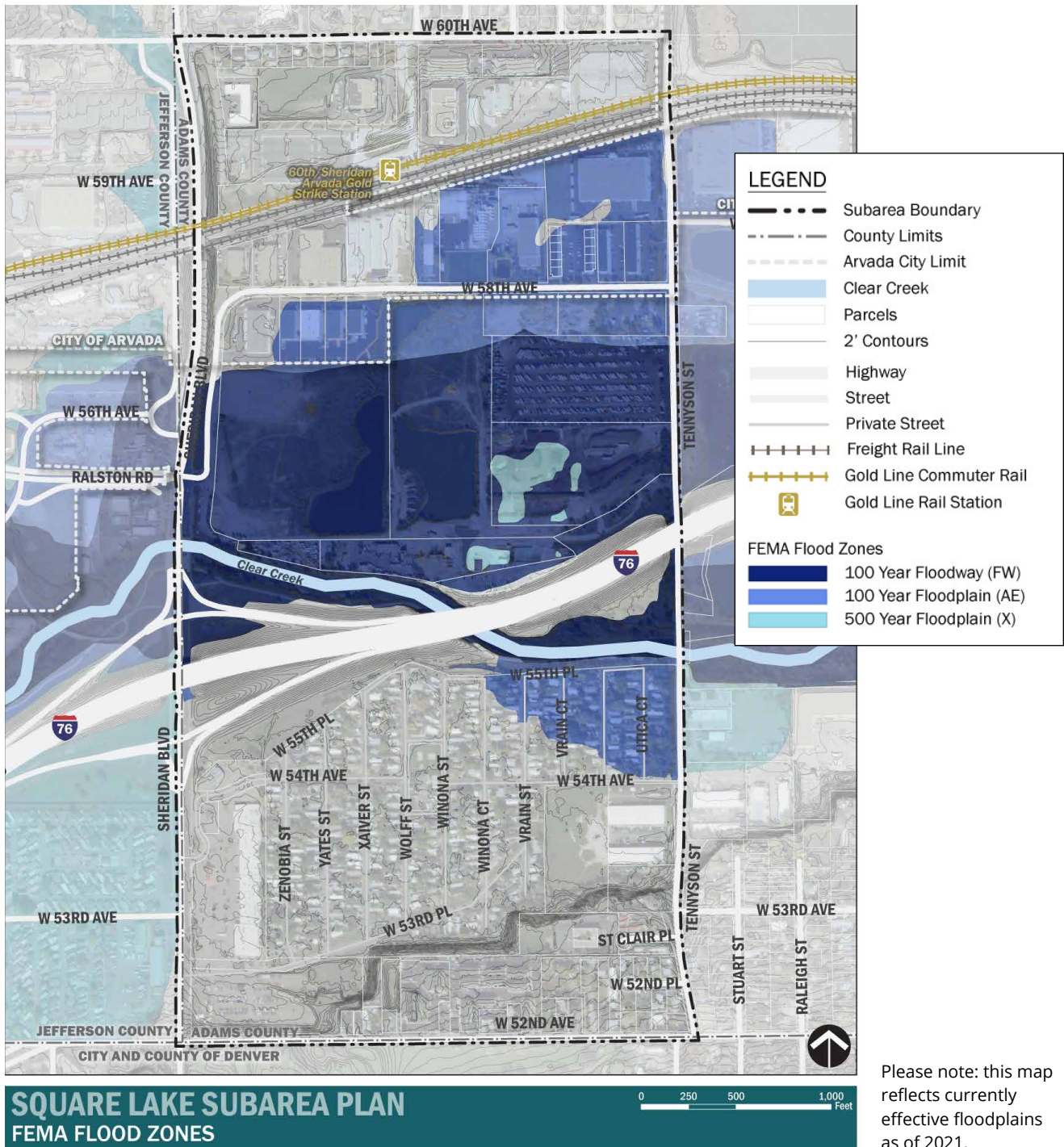
500 Year Floodplain

There are no floodplain-related requirements in this area, but property owners in the 500 Year Floodplain can choose to have flood insurance.



MILE HIGH FLOOD DISTRICT

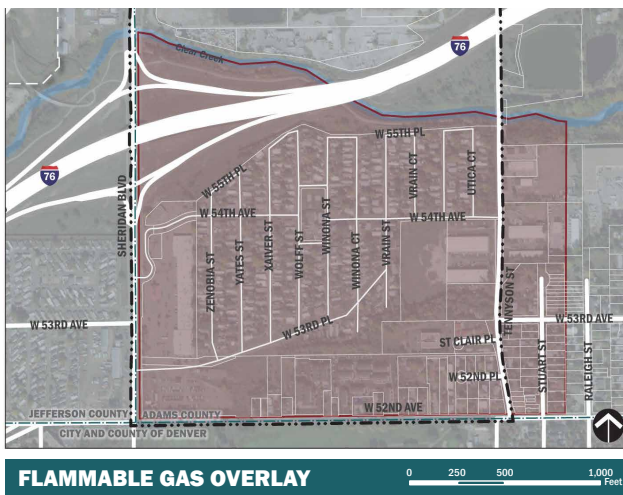
The Mile High Flood District (MHFD) completed the Major Drainageway Plan (MDP) in 2008, which proposed an overflow channel to mitigate flood impacts in this area. MHFD completed an updated Flood Hazard Area Delineation (FHAD) for Clear Creek in November 2021 to update the flood mapping in partnership with Adams County, the City of Arvada, and multiple other communities. Mapping is available from the MHFD website at <http://www.mhfd.org>. The Colorado Water Conservation Board (CWCB) should have state designation of the study within 3 to 4 months. At that point local governments (i.e. Arvada and Adams County) will regulate to the more restrictive floodplain between FHAD and effective mapping until FEMA’s Physical Map Revision (PMR) is complete, which should take 2-4 years. The MHFD is currently working through the schedule for when they will revisit the MDP with newer, lower flows. Even with the lower flows, there are still significant challenges at Sheridan Boulevard and downstream. The overflow channel proposed in the previous MDP will remain, but even when optimized based on lower flows it is not anticipated to result in a large decrease in the footprint.



FLAMMABLE GAS OVERLAY

The Flammable Gas Overlay (FGO) is a zoning district overlay within Chapter 3 - Zone District Regulations of the Adams County Development Standards and Regulations. The purpose of the overlay is to establish reasonable and uniform limitations, safeguards, and controls over uses of land designated as and/or adjacent to (within 1,000 feet) an operating or former solid waste disposal site. Berkeley Village Mobile Home Park is explicitly identified within the boundaries of a known flammable gas hazard area due to two on-site historic solid waste landfills (discussed in more detail later in this section). As such, (re) development within the FGO has the potential for significant costs and will have to follow the requirements outlined in the zoning district overlay including:

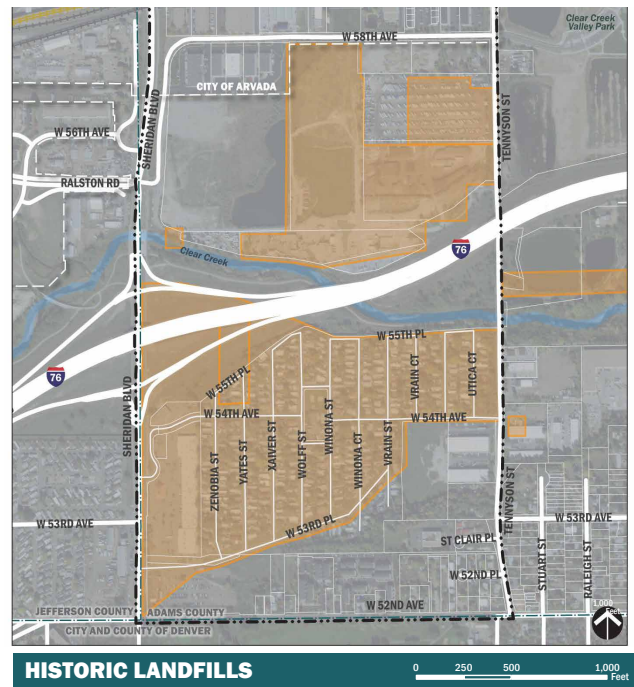
- Obtaining any and all required building and/or construction permits
- Conducting a flammable gas investigation prior to site improvements or new construction
- Designing and installing a flammable gas control system
- Complying with stated safety requirements during construction
- Ensuring post-construction operations and maintenance for existing and new flammable gas control systems



The zoning requirements for proposed new developments or redevelopments are very clear regarding the review responsibilities of Tri-County Health Department, the applicable Fire District, Adams County Community and Economic Development Department, and the Colorado Department of Public Health and Environment. No new residential zoning shall be considered or approved unless the property owner demonstrates flammable gas is not present, and there is no potential for flammable gas to build up to explosive levels.

HISTORIC LANDFILLS

As is often the case, lowland or flood prone areas along rivers and creeks have historically been used for legal (and often illegal) land filling. In Colorado, particularly along Clear Creek in the subarea, sand and gravel mining operations have created even more attractive “holes to fill” leading local and state governments to grant permits, post-mining operations, for landfills. The map on this page shows several historic landfills in orange within and near the Square Lake Subarea. Based on a records review, these landfills operated



from the 1950s to as late as the late 1990s. The majority of them were permitted to receive inert fill (typically construction debris); however, at least two were permitted to receive solid waste (the two on which Berkeley Village was constructed and which comprise the FGO described above).

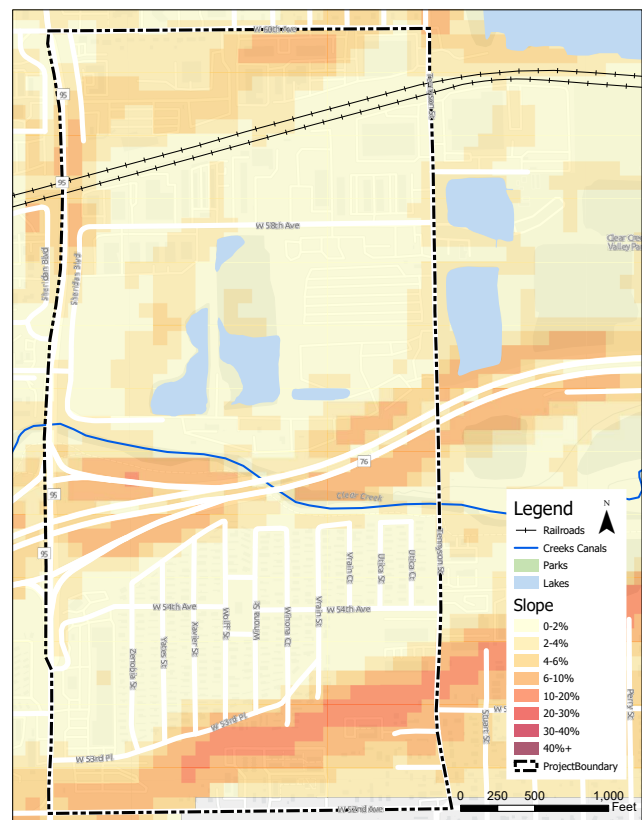
Solid waste landfills often produce landfill gas (methane and other dangerous gases) and contaminated leachate, which can impact surface water. Without an effective cap and active or passive landfill gas recovery or venting systems, landfill gas is left to find the path of least resistance and vent into the atmosphere or through the foundations of buildings. Another challenge of building on a former landfill that has been reported by current property owners within the subarea is subsidence caused by poorly placed and compacted fill. In addition, poor and inconsistent soils or larger buried debris can make excavation and installing utilities or parking lots/structures particularly challenging often requiring over-excavating, disposing of the substandard materials, and importing and placing more suitable soils and/or aggregates.

NATURAL RESOURCE CONSERVATION OVERLAY DISTRICT

This overlay district is applied to important wildlife habitat areas, designated floodplains, riparian, and wetland areas. Development within this overlay is reduced based on the presence of valuable resources. The specific amount of the reduced development is set by factors in the Adams County Development Standards and Regulations. These factors, multiplied by the amount of property occupied by each resource, are used to define a reduced area to be applied in the maximum density calculations. Transfer of development rights from areas within this zoning overlay could potentially be used to offset any loss in property development value resulting from the presence of valuable resources. Adams County is currently working on an incentive policy that could incentivize development within this overlay.

TOPOGRAPHY

The topography of the Square Lake Subarea is primarily defined by landforms created by Clear Creek, and more recent man-made structures. Most of the subarea, from the railroad tracks to the north and West 53rd Place to the south, is located within the historic floodway of Clear Creek. North of the railroad tracks and south of West 53rd Place is a transition to a dry terrace overlooking the extents of the natural waterway. Evidence of this landform can still be seen today after extensive development, but man-made features are equally dramatic within today's landscape. The raised I-76 roadway is bounded by steep slopes and cuts across the subarea just below the center. Sheridan Boulevard is raised over the railroad tracks, which also creates a significant topographic form. Both of these man-made structures in the historic floodway impact modern stormwater and floodplain characteristics.



4





RECOMMENDATIONS

Successful revitalization and redevelopment of any subarea cannot be achieved by a single streetscape design, open space improvement, or catalytic redevelopment alone, but rather by a series of efforts over time that increase vibrancy through a complementary mix of uses, better connect land uses through safe transportation connections, and remediate environmental hazards for current and future users of the subarea.

OVERVIEW

This chapter provides overarching recommendations for the subarea including:

- Future Land Use
- Complete Streets
- Parks and Open Space Connections
- Environmental Mitigation

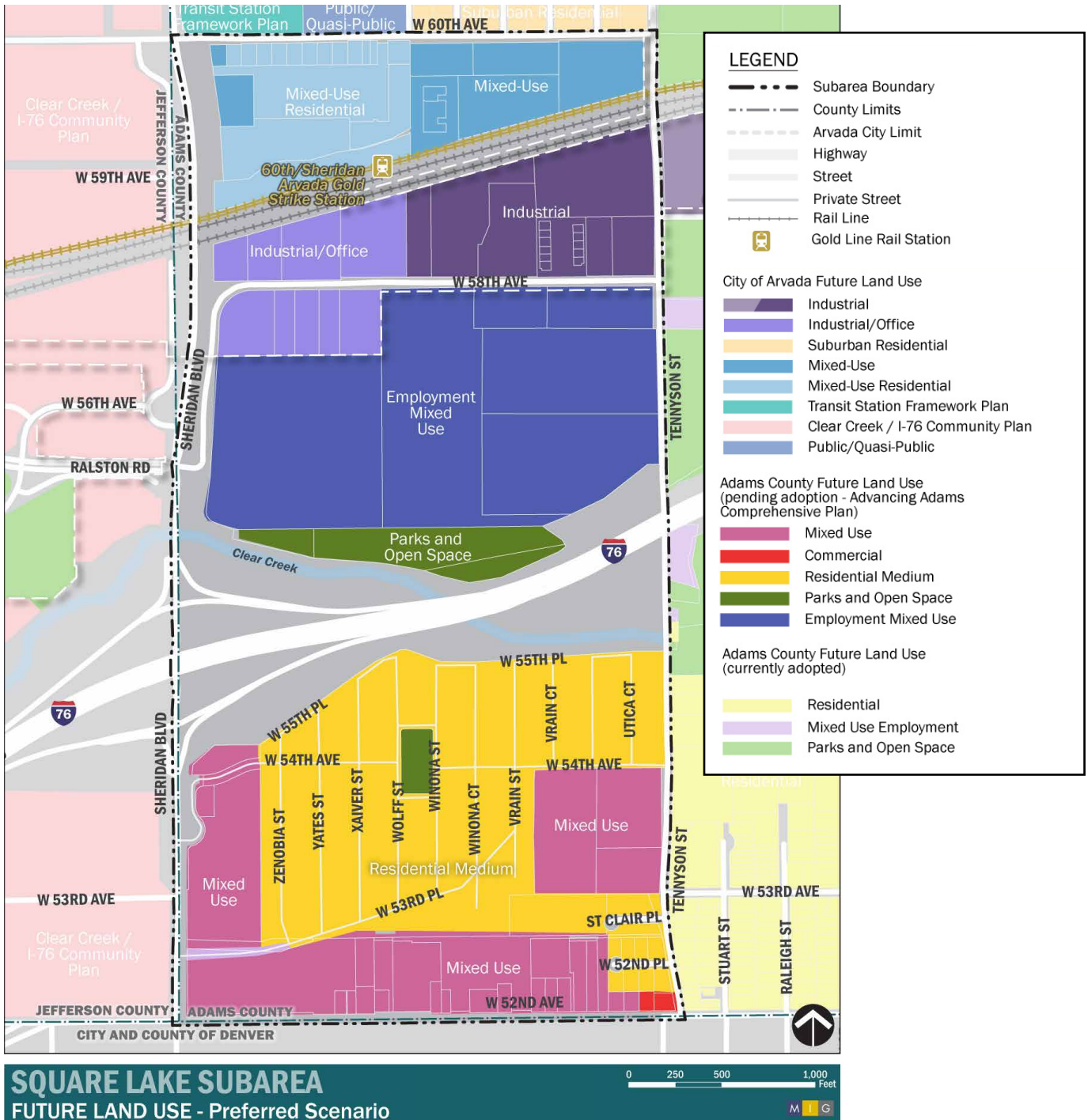
Future land use in the subarea is envisioned to maintain existing affordable housing options and local businesses while increasing density and adding vibrancy through increased vertical and horizontal mixed-use development where feasible. Recommendations for enhanced transportation connections utilize a

complete streets approach, with the goal of more safely connecting residents and employees both internally within neighborhoods and employment areas, and to major destinations such as the G-Line station and the Clear Creek Trail.

Parks and open space recommendations are focused around improved connections to the many high-quality parks and open space assets near the study area. Specific improvements to the Clear Creek Trail are included as a priority in Chapter 5. Lastly, best practice recommendations for environmental mitigation are intended to improve public health, safety, and development potential within the subarea.

HOW FUTURE LAND USE RELATES TO ZONING

Future land use is a planning tool, rather than a regulatory tool. It captures the community's vision for land use in an area if it were to redevelop. Once adopted into a Plan, it enables property owners to seek zoning or entitlement changes that align with this vision, if desired.



FUTURE LAND USE

The Future Land Use Map describes the community's envisioned future for redevelopment in the subarea if new development or redevelopment occurs over the life of the Subarea Plan.

RESIDENTIAL MEDIUM

The Berkeley Village Mobile Home Park and mixed residential areas along St. Clair Place and 52nd Place are designated as Residential Medium. The intent is to support the existing development in the area and facilitate compatible infill and redevelopment moving forward.



PARKS AND OPEN SPACE

There are two primary areas designated as Parks and Open Space in the Preferred Scenario. These include the central park-like amenity along 54th Avenue in the Berkeley Village Mobile Home Park and a liner greenway amenity envisioned along the north side of Clear Creek north of I-76.



COMMERCIAL

The southeast corner of the subarea beginning at the intersection of West 52nd Avenue and Tennyson Street and extending west one parcel is designated as commercial. The intent is to support existing neighborhood-serving commercial at and near this intersection.

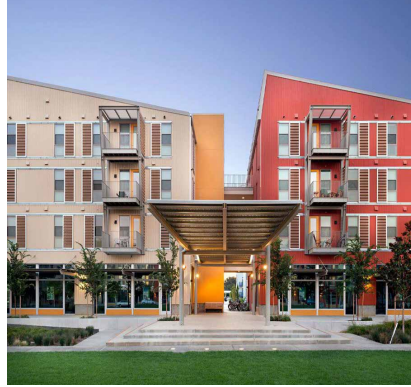


INDUSTRIAL

A handful of parcels abutting the rail corridor are designated as industrial. The intent is to support these existing uses as valuable industrial businesses and properties within Arvada.



MIXED-USE RESIDENTIAL - The Mixed-Use Residential area designated north and west of the 60th and Sheridan Arvada Gold Strike Station is intended to promote higher intensity residential neighborhoods that may also include retail, offices, and light trade. Residential housing types can range from single-family residences to apartments, condominiums, and live-work units.



MIXED-USE (NORTH) - The Mixed-Use designation along 60th Avenue between the Park-n-Ride and Tennyson Street is intended to promote a range of uses, including retail, office, light industrial, live-work, and medium and higher density residential. This designation should be predominantly non-residential, but higher intensity housing is appropriate.



INDUSTRIAL/OFFICE - The area along the western portion of 58th Avenue is designated as Industrial/Office. The City of Arvada describes this land use as encouraging industrial and office uses that will minimally affect surrounding properties. Outdoor storage is limited, and supporting uses may include retail, open space, and recreation.



EMPLOYMENT MIXED-USE - The Employment Mixed-Use designation between I-76 and 58th Avenue is intended to include a mixture of employment uses, including offices, and flex space with clean, indoor manufacturing, distribution, warehousing, and airport and technology uses.



MIXED-USE (SOUTH) - The Mixed-Use area south of I-76 is in unincorporated Adams County along Sheridan Boulevard, much of 52nd Avenue and a large pocket along Tennyson Street. This Mixed-Use designation envisions a mix of medium to higher intensity residential development along with neighborhood and destination retail, restaurants, and services.



COMPLETE STREETS

The streets in and around the Square Lake Subarea have a diverse group of users with an equally diverse set of needs. The goal for a complete street is simply that it serves all users with a focus on safety, comfort, and access. Every complete street will be unique to its context, but all need to provide sidewalks, bike facilities, comfortable and accessible transit stops, and safe crossings, in addition to the motor vehicle requirements. An important part of ensuring safety for all users is reducing the speeds of motor vehicles. Reduced motor vehicle speeds combined with a greater focus on ideas like separation of modes, lighting, and street trees, will help create a more livable community for a broader spectrum of users.

Please note: Street section graphics in this chapter are color coded to the map below through colored outlines and text.



Please note, the street sections within this document represent planning level, conceptual design guidance based on community input. Actual design and construction of roadways will be required to abide by applicable street design standards and traffic capacity requirements.

60TH AVENUE (42' ROW)

- 60th Street existing conditions are car-centric, with 17' wide two-way traffic lanes and less generous 3-5' sidewalks on either side.
- There are current plans from the City of Arvada for a bikeway project that propose a two-way protected bikeway, narrower traffic lanes, a parking lane, landscape areas, and sidewalks on either side of the road. This condition is proposed from Wolff Street to Tennyson Street.
- 60th Street becomes narrower as it approaches Sheridan Boulevard, approximately 42' ROW. The conceptual design for this section continues the protected bikeway by providing a 10' multi-use raised concrete path. The traffic lanes are reduced to 11' widths to allow more space for a comfortable sidewalk on both sides of the street.

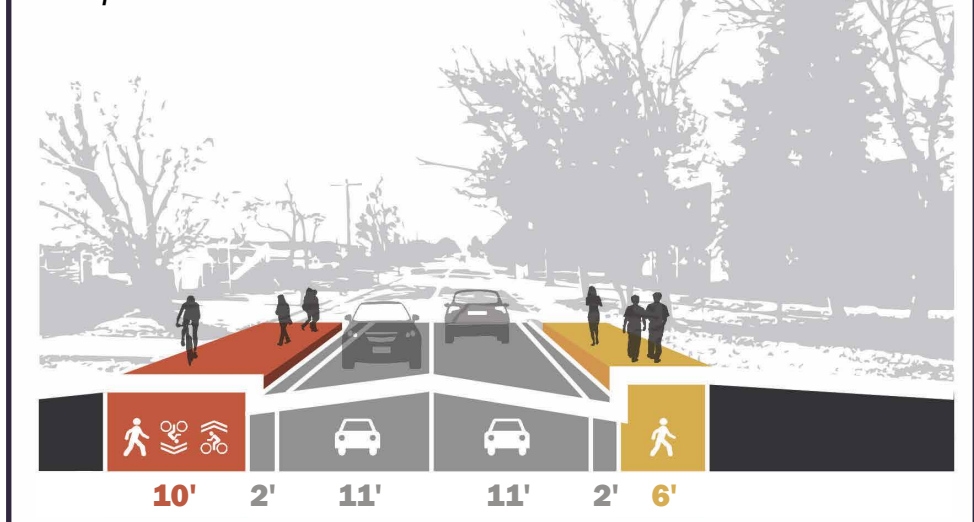
Existing



Planned Bikeway (Source: City of Arvada)



Conceptual Alternative



TENNYSON STREET (67' ROW)



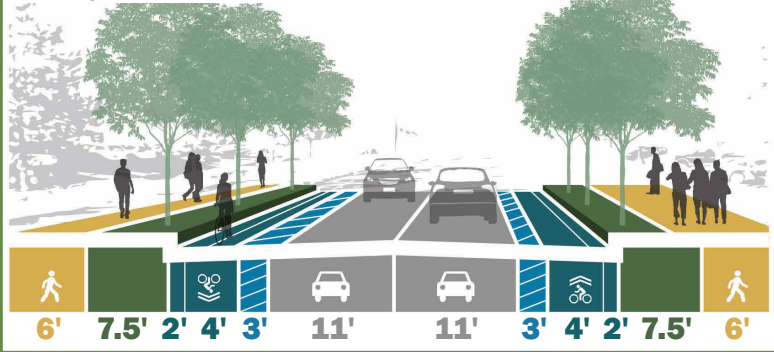
- This stretch of Tennyson Street currently has sidewalks, landscape areas, and parking on both sides of the street as well as two traffic lanes. Tennyson is not intended to carry truck traffic.
- The conceptual design replaces the existing on-street striped parking area with bike lanes and protective buffers. The conceptual design also provides a larger landscape area that will allow enough space for healthy street trees.

Looking North

Existing (varies)



Conceptual Alternative



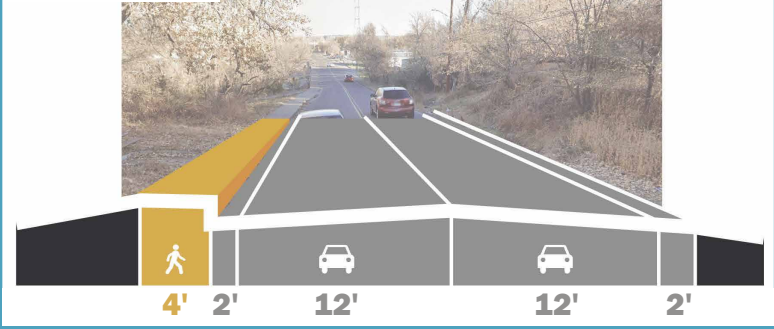
TENNYSON STREET (32'-40' ROW)



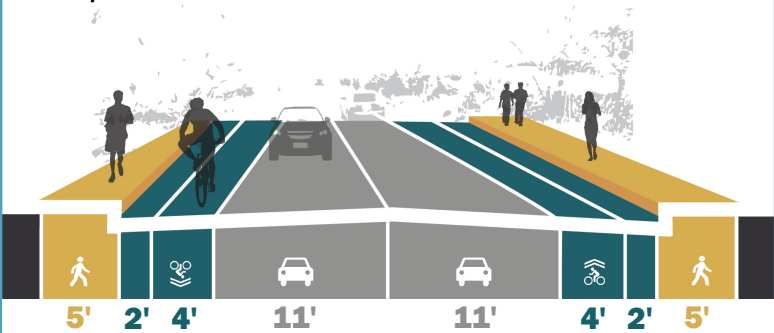
- The ROW along this section of Tennyson Street ranges from 32'-40'. The existing section shows 32' ROW with a sidewalk on only one side of the street.
- The conceptual design reduces the width of the traffic lanes to allow extra space for multimodal uses.
- The conceptual design contemplates an expanded ROW in order to create a continuous bicycle facility from the north, which would require acquisition agreements between the County and private property owners.

Looking North

Existing (varies)

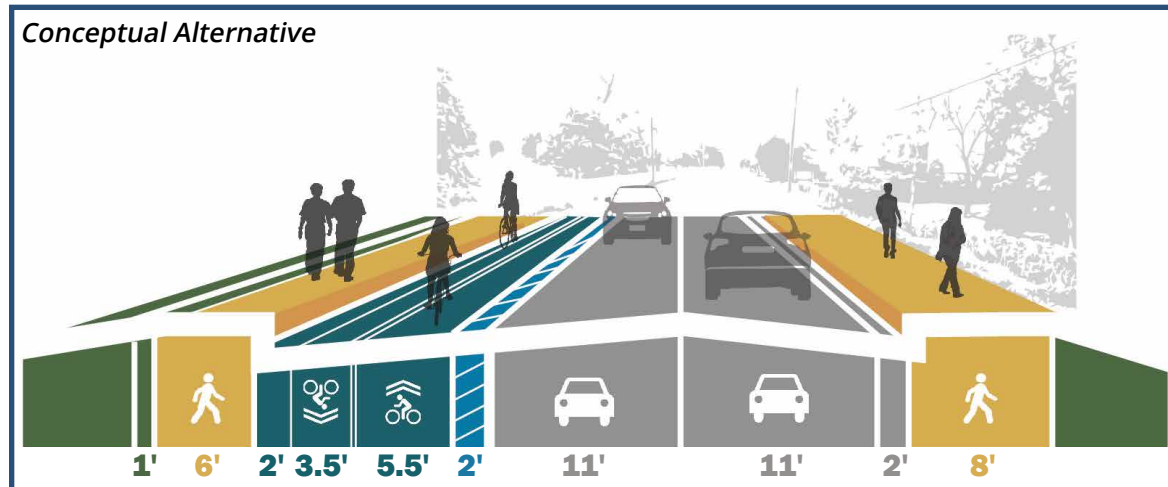
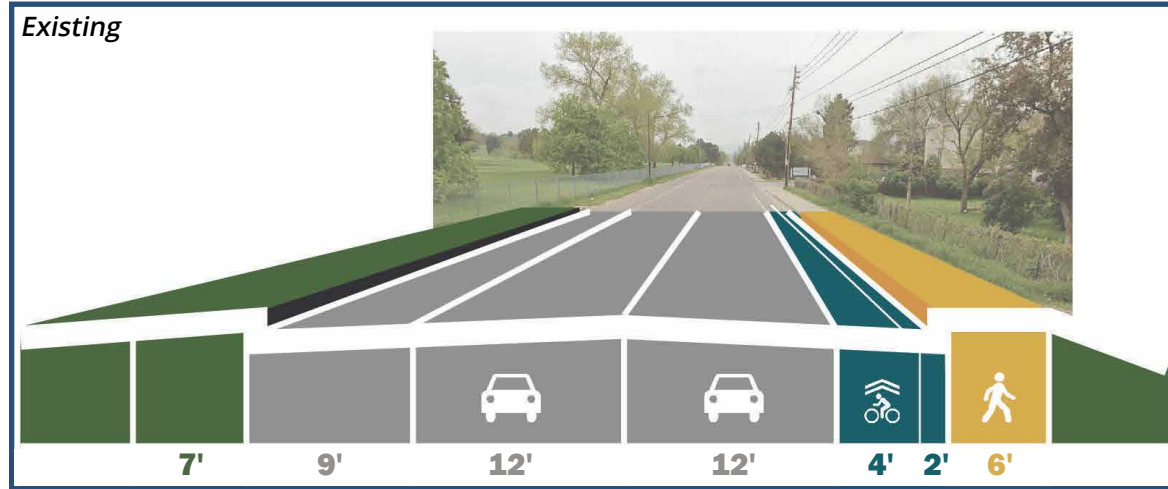


Conceptual Alternative



52ND AVENUE (52' ROW)

Looking West

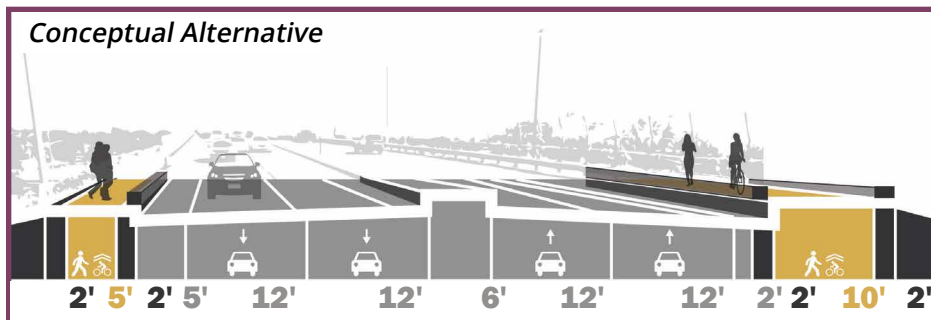
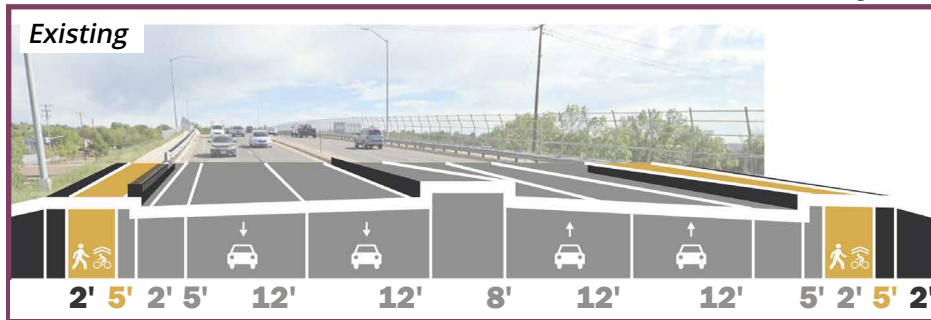


- This section of 52nd Avenue includes a bike lane for cyclists going west, a sidewalk on one side of the street, two wide traffic lanes, and a large shoulder on the south side of the street.
- The conceptual design utilizes the large shoulder to allow for sidewalks on both sides of the street and protected bike lanes.
- In the conceptual design, bike lanes are located on the south side of the street to avoid vehicular and cyclist conflicts on the north side of the street where cars are accessing residential driveways.



SHERIDAN BOULEVARD (84' ROW)

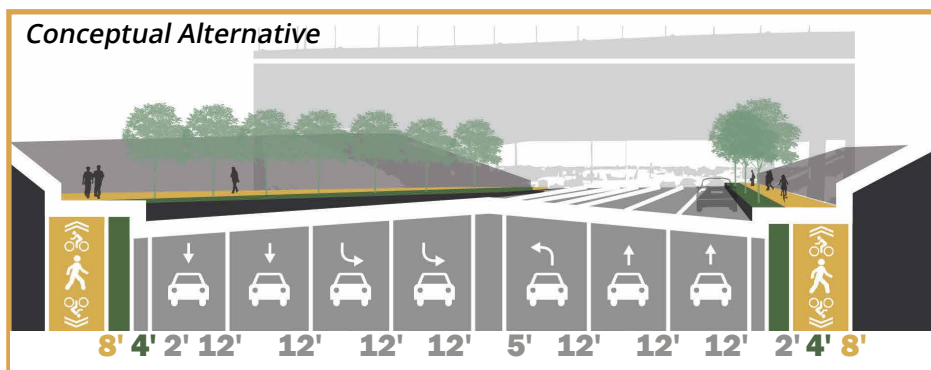
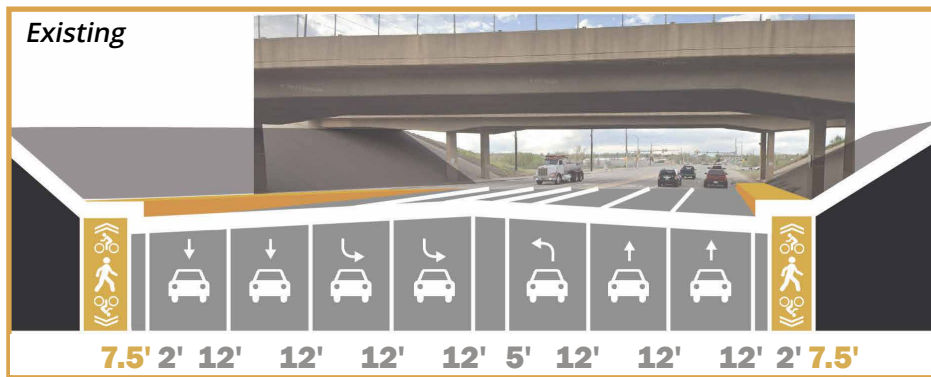
Looking North



- This part of Sheridan Boulevard currently has four traffic lanes, 5' shoulders, an 8' center raised concrete median, and 5' sidewalks with fence barriers.
- The conceptual design prioritizes improvements along the east side of the road. The large shoulder on the east side of the road is reduced to 2' to allow for a jersey barrier and 10' multi-use concrete path.
- The center median was also reduced from 8' to 6' in the conceptual design.

SHERIDAN BOULEVARD (108' ROW)

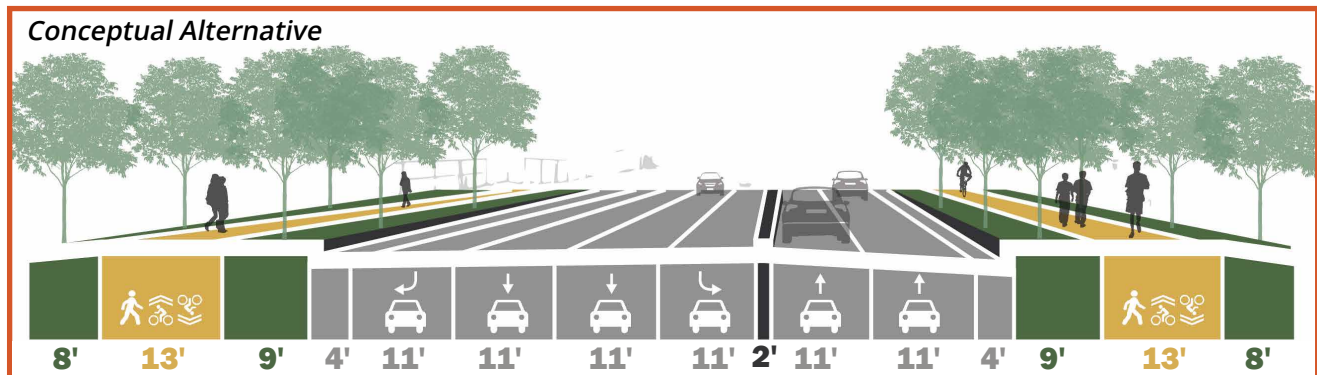
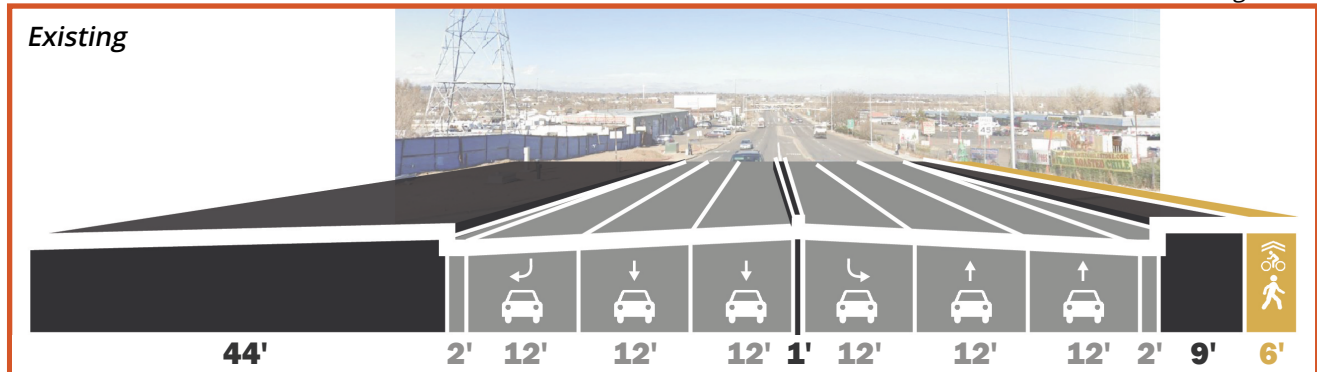
Looking North



- This segment of Sheridan Boulevard passes under the I-76 bridge. It has seven traffic lanes and 7.5' sidewalks on either side of the road.
- The conceptual design expands the sidewalks to 8' on both sides of the road and creates 4' landscape barriers to create for a more comfortable pedestrian environment. This design would require cutting into the concrete support.
- A raised median should also be included on the portion of Sheridan Boulevard between the eastbound I-76 ramp and Ralston Road.

SHERIDAN BOULEVARD (136' ROW)

Looking North



- This is the widest segment of Sheridan Boulevard. The ROW is 136' and 44' of it is mostly gravel.
- The existing condition includes six 12' traffic lanes and sidewalks on only the east side of the road.
- The conceptual design reduces the 12' traffic lanes to 11'.
- The conceptual design creates a 13' multi-use concrete path between a 9' landscape buffer and 8' landscape area on both sides of the road.

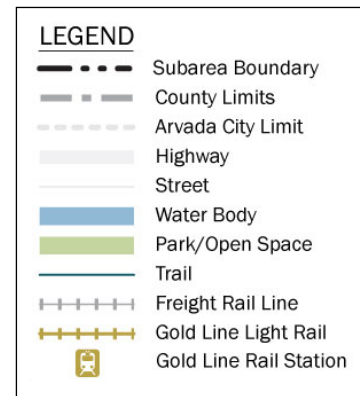
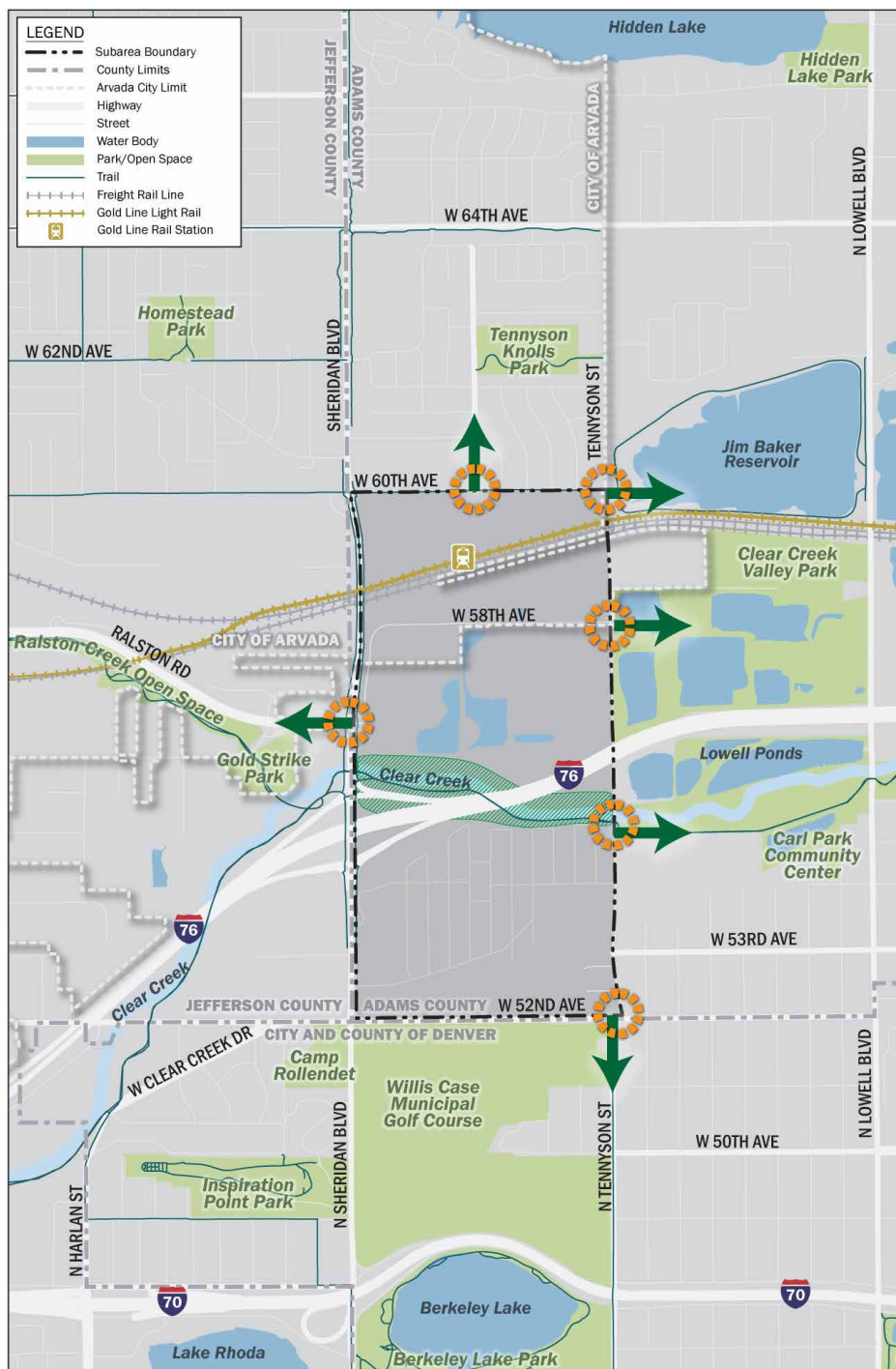


PARKS AND OPEN SPACE CONNECTIONS

The only public open space within the Square Lake Subarea is the Clear Creek Trail corridor. Proposed improvements to this corridor are detailed in Chapter 5. Near the subarea are a number of valuable public parks and open space assets, including Clear Creek Valley Park, Carl Park, Lowell Ponds, Willis Case Municipal Golf Course, Berkeley Lake Park, Inspiration Point Park, Camp Rollendet, Gold Strike Park, the Ralston Creek Open Space, Homestead Park, Tennyson Knolls Park, Hidden Lake Park, and Jim Baker Reservoir.

Given the proximity of multiple parks and open space amenities, the community did not desire any additional parks and open space within this area. Rather, there are opportunities to increase safe and direct connections from the subarea to these assets, as outlined on the next page.





IMPROVING CONNECTIONS TO NEARBY PARKS AND OPEN SPACE

- 60th Avenue & Wolff Street: planned RRFB crossing
- 60th Avenue & Tennyson Street: planned RRFB and pedestrian refuge island
- 58th Avenue & Tennyson Street: improved crossing needed
- Clear Creek Trail & Tennyson Street: existing at-grade unmarked crossing with RRFB, trail underpass needed
- 52nd Avenue & Tennyson Street: intersection and crossing improvements needed
- Ralston Road & Sheridan Boulevard: intersection, and crossing improvements needed

ENVIRONMENTAL MITIGATION

Environmental factors must be considered now and in the future as the subarea vision is implemented. The following are some “best practices” and environmental mitigation approaches that will need to be considered relating to future improvements as they are planned and brought to fruition throughout the subarea.

(RE)DEVELOPMENT AND TRANSIT-ORIENTED DEVELOPMENT

With a variety of existing industrial, commercial, and residential uses and promising parcels available to (re)develop throughout the subarea, all stakeholders should work together, conducting critical comprehensive environmental analysis and developing alternatives up front in the planning stage of each project.

Determining potential critical issues, early in the process and engaging in timely, open, and productive dialogue with pertinent stakeholders (e.g. Tri-County Health, CDPHE, Adams County Environmental Programs, Colorado Parks and Wildlife (CPW), and Army Corps of Engineers, Mile High Flood District, etc.) is crucial. Potential important topics to discuss may include:

- Mass excavation, underground parking, significant sub-structures, etc. within the FGO or other identified landfill sites in the subarea
- Implementing the North Overflow proposed in the 2008 Major Drainageway in order to alleviate significant floodway and floodplain challenges, providing additional development opportunities.

Existing environmental conditions do not have to be an impediment to future (re)development in the subarea if they are studied, planned for, factored into designs and construction methods, and addressed holistically throughout the process.

RECREATIONAL AMENITIES

Areas or portions of properties deemed unsuitable for development and/or within the identified floodways and floodplains would be suitable for recreational use and could be permitted and designed to be resilient, lasting amenities to be enjoyed by all users. Linking or connecting the recreational amenities proximate to the subarea to those existing or future within the subarea would draw people to and naturally through this area. Close coordination with Adams County, the City of Arvada, Mile High Flood District, and other stakeholders will be necessary throughout the planning, permitting, and construction process of any new recreational amenities.

MULTIMODAL INFRASTRUCTURE IMPROVEMENTS

There are multiple opportunities to create or improve the existing street, sidewalk, and trail networks, improve access to existing businesses, and capitalize on the G-line commuter rail connection for residents, commuters, and employees of local businesses. Careful planning and consideration of the impacts and permitting requirements related to the identified floodways, floodplains, and Flammable Gas Overlay (FGO) will be important as these infrastructure improvements are conceived and planned.

CLEAR CREEK CLEANUP

Throughout the subarea planning process, it was noted by stakeholders and the community that this portion of Clear Creek is in need of cleanup and contains a large amount of debris and litter. Community cleanup events can be hosted by the County in coordination with non-profits and community groups. The County may also consider exploring new technology for trash collection and removal within the river on a regional scale in coordination with adjacent jurisdictions along Clear Creek.

STORMWATER MANAGEMENT

Stormwater management should be analyzed and planned for throughout the subarea, especially with any new development. The use of natural drainage features such as curb cuts, bioswales, and enhanced wetlands are encouraged. These practices are becoming more critical in building urban landscapes in a changing climate.

ECOSYSTEM SERVICES

Ecosystem services currently provided by any wetland or upland habitat not already developed within the subarea's urban environment should be protected. Green spines that will connect across Arvada and Adams County create spaces for the community and habitat for natural wildlife.



5





PRIORITIES

Quality of life and development opportunities exist throughout the subarea, especially within existing commercial areas, near the commuter rail station, and along the project area perimeter roadways. The priority projects presented in this chapter seek to best leverage and utilize existing assets, while better connecting people in the area to neighborhoods and destinations.

OVERVIEW

While a series of efforts over time will help this subarea reach its full envisioned potential, projects outlined in this chapter are identified as the highest priorities to improve daily life and leverage existing assets. These priorities include:

- Transit-Oriented Development at Gold Strike Station
- Gold Strike Station Access
- I-76 Underpasses
- Ralston Road Intersection
- Sheridan Boulevard Pedestrian Crossings of I-76 Ramps
- Clear Creek Trail Corridor Improvements

- Strategies to Stabilize Berkeley Village Mobile Home Park
- Mixed-Use Development along Sheridan Boulevard

These priority projects have been identified through stakeholder and community feedback as well as Technical Advisory Committee and project team expertise. Infill and redevelopment projects focus on increasing density near major transportation infrastructure, providing community benefits, and increasing vibrancy and activity in the subarea. Transportation projects focus on creating safer and more direct connections for all users and modes.

TRANSIT-ORIENTED DEVELOPMENT (TOD) AT GOLD STRIKE STATION

Transit Oriented Development (TOD) is compact, walkable, mixed-use development located close to high quality, high-capacity transit. Density is often higher in TOD areas than in surrounding areas to get more people near the transit. TOD areas serve as activity centers that provide a range of benefits to local residents, employees, students, and visitors.

The parcel just north of the Gold Strike Station is owned by the Regional Transportation District (RTD) and serves as an opportunity for TOD. RTD's website states: "RTD's TOD mission is to help facilitate TOD opportunities that increase ridership or enhance transit investments throughout the District through station design and close coordination with local jurisdictions and developers." In February 2021, RTD approved a policy that encourages development of affordable housing on RTD property, and this area is a great candidate for short-term implementation of that policy. One approach to achieving the vision for TOD at this location is a Joint Development agreement between RTD and the City of Arvada or a private developer. RTD has pursued joint development at six Denver metro RTD stations since 2010. This agreement can include land sales, land lease, land trust, or other initiatives that promote development aligned with TOD principles on property that RTD currently owns.

Right now, the area south of the rail lines is not directly connected to the station and not within a half mile walkshed. Therefore, the central area of the Square Lake Subarea is not yet considered an opportunity for TOD unless a pedestrian connection across the rail was created. See page 52 for more information about this potential connection.





KEY CONCEPTS

- Structured parking to replace capacity from surface parking lot and to serve private uses. Shared parking may be a viable option. As this concept is further developed, adequate RTD parking supply will need to be ensured.
- High density (approximately 5 stories) multifamily residential development
- 3-story townhome development along north edge of site
- Height focused along rail and Sheridan Boulevard with a sensitive transition down in height towards the north (as a transition to existing single family development)
- Possible node of retail, such as a coffee shop or restaurant, to serve both commuters and residents
- Multi-use path through site providing safe connections for pedestrians and bicyclists
- Increased safety with more people in the area at all times of day
- Retention of existing RTD bus pickup/drop-off area
- Shared community open space throughout the site to serve residents
- Opportunity for affordable and/or senior housing, especially to serve transit-dependent populations
- Convenient commuter access to downtown Denver and Olde Town Arvada for those living in the area

GOLD STRIKE STATION ACCESS

The Gold Strike G-Line Commuter Rail Station is currently difficult to access from all directions except from the north. The following projects can increase connectivity for bikes and pedestrians to the station from Sheridan, Tennyson, and the Central Area. Streetscape and mobility improvements shown in the conceptual street sections in chapter 4 also play a key role in improving access to the station from across the subarea.



VERTICAL CONNECTION TO SHERIDAN BOULEVARD

A significant hill separates Sheridan Boulevard from

the station. Vertical connectivity should include both stairs and an ADA accessible alternative.



RAIL TRAIL TO TENNYSON STREET

In the long-term, a rail trail could be feasible between the station

and Tennyson Street. Easement purchases or development agreements should be considered by the City of Arvada to make space for this trail as redevelopment occurs.



MULTI-USE TRAIL

A multi-use trail can provide a safe and direct connection between the station and the

vertical connection to Sheridan Boulevard. This trail should be incorporated into any TOD that may be developed in the future at this location.



PEDESTRIAN BRIDGE

If TOD in the central area is a goal of Adams County at this station location,

a pedestrian bridge (somewhere in the general vicinity of the arrow below) will be necessary to extend the station walkshed into the Central Area to create a truly transit-oriented place.



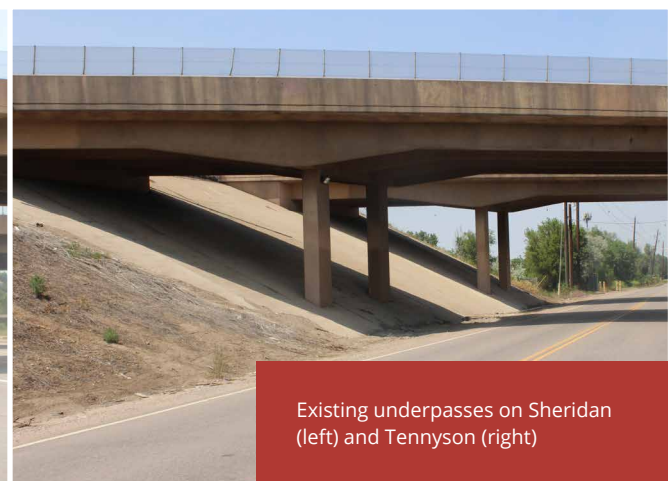
I-76 UNDERPASSES

Existing underpasses on Sheridan Boulevard and Tennyson Street have little to no safe, comfortable space for bikes and pedestrians. By enhancing these key connections for both bikes and pedestrians, people can more safely and easily travel from neighborhoods south of I-76 up to the Gold Strike Station and other destinations.

Both underpasses could be reconstructed in a similar way, by truncating the existing sloped retaining wall and capping it with a vertical retaining wall. A space is then created between the vertical wall and the structural columns, which can serve as a dedicated, buffered zone for bikes and pedestrian. The columns can land in a landscaped zone, which would provide trees and vegetation to both help buffer the sidewalk and to improve aesthetics within the underpasses. As this concept is further developed, a specific engineering study will be required.

Specific attention should be paid to personal safety in these locations. High quality lighting at both the vehicular and pedestrian scale is essential. Public art can also deter crime and bring more eyes into a public space.

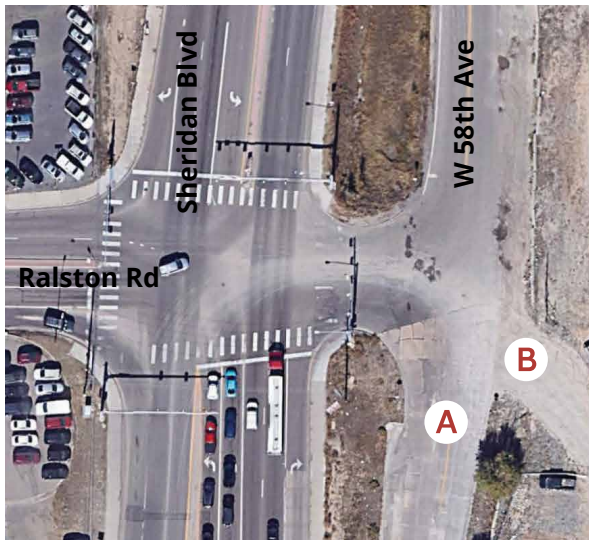
See recommended streetscape improvements for Sheridan Boulevard on page 42 for more detail.



RALSTON ROAD INTERSECTION

The intersection of Ralston Road and Sheridan Boulevard was identified early in the planning process as a significant concern. The primary issue with this intersection is the private roads (A and B) and 58th form another intersection just east of Sheridan. This does not allow for appropriate spacing between intersections. A near-term solution could be to formally extend Ralston into the subarea and adjust the alignment of 58th and the private road so that they connect with this new road approximately 300' east of Sheridan. This would allow for enough stacking and will maximize the motor vehicle throughput with the existing signal timing. A long-term solution will be to build out a grid within the central part of the subarea. This would provide a more robust version of the near-term solution as well as formalize additional access to Tennyson.

Existing



Near-Term Intersection Reconfiguration



Long-Term Central Area Connectivity



--- Existing road - - - - - Proposed road realignment

SHERIDAN PEDESTRIAN CROSSINGS OF I-76 RAMPS

Improving the bike/pedestrian crossings of the I-76 ramps is an important safety upgrade. Two of the existing crossings (shown in red on the existing diagram) are in dangerous locations where it is more challenging for drivers exiting I-76 and merging on Sheridan to see bicyclists and pedestrians crossing. Relocating the crossings so they are in the direct line of sight for motor vehicles approaching the turn will provide greater visibility to people using the crossings. Additional improvements at all four uncontrolled right turns at the I-76 ramps should be considered. Rapid flashing beacons, additional signage, pedestrian lighting, and more visible crosswalk striping are some ideas that would also improve safety at these crossings.

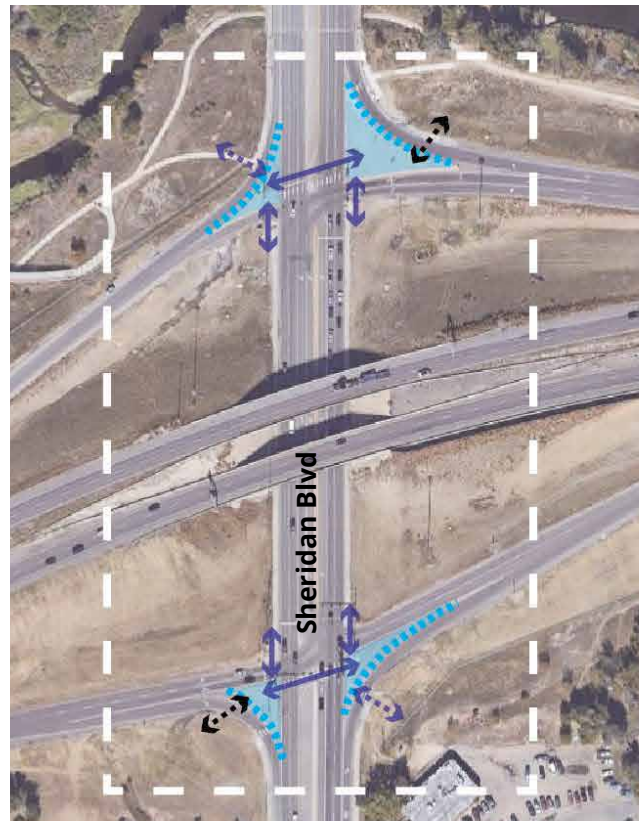


Existing



- existing raised concrete median
- existing signaled crossings
- existing no signal crossing
- existing no signal crossing, dangerous alignment

Proposed



- existing raised concrete median
- existing signaled crossings
- existing no signal crossing
- proposed realignment of crossing
- proposed buffer zone

CLEAR CREEK TRAIL CORRIDOR IMPROVEMENTS

The Clear Creek Trail runs between the Southern and Central areas of the Square Lake Subarea and crosses underneath I-76. This is a valuable community amenity that can be improved through safety, cleanup, amenities, and beautification. It also provides east-west bike and pedestrian connectivity across the subarea where the other nearest direct connections would be 52nd Avenue or 60th Avenue.



DESIRED TRAIL AMENITIES

Along this portion of the Clear Creek Trail, community members were most interested in the amenities shown to the right and in the rendering above. Concerns about encampments and safety resulted in minimal desire for gathering spaces and amenities that could be vandalized, such as interpretive signage.

Naturalized creek access

Wayfinding & rules signage



Lighting



Trash/recycling receptacles



STRATEGIES TO STABILIZE BERKELEY VILLAGE MOBILE HOME PARK

During the planning process, Adams County Commissioners expressed interest in retaining naturally occurring affordable housing (NOAH). To do so in the Square Lake Subarea, despite environmental constraints, a number of small scale investments can be implemented to demonstrate the long-term vision of retaining and supporting the Berkeley Village Mobile Home Park and its residents, set local examples for preserving and improving other NOAH in the form of manufactured home neighborhoods in Adams County, and improve the quality of life for people living in this neighborhood. Examples of these investment and programmatic strategies include:

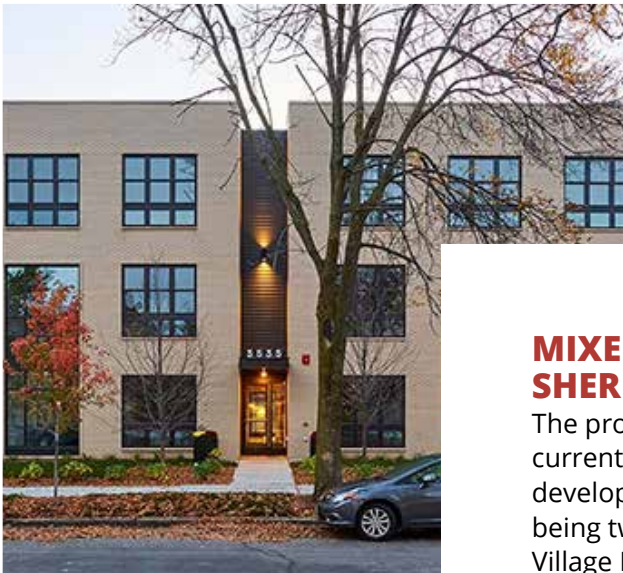
- Continue to implement recommendations from 2018 Balanced Housing Plan, with particular attention to recommendations relevant to this subarea
- Purchasing vacant property at 54th Avenue and Vrain Court or entering into a temporary use agreement with the property owner to create a neighborhood-serving use such as community garden or play area
- Improve noise barrier between I-76 and neighborhood with sound wall and increased vegetative buffer
- Explore grant program to replace single pane with double pane windows in homes to increase noise buffering
- Develop air quality monitoring program accessible to residents (potential because of highway adjacency and landfill)
- Investment in multimodal, maintenance, and safety improvements to internal streets through either purchase of a private roadway(s) or an agreement with property owner
- County-produced manufactured home owner's handbook providing education, technical assistance, and guidance about rights, lease agreements, etc.
- Public investment in or purchase of existing central community park space
- Consider allowing other types of pre-fabricated homes in R-MHP zoning, such as tiny homes, to diversify the housing stock
- Use of phrase "manufactured home neighborhood" in County matters rather than the sometimes-stigmatized phrases "mobile home park" or "trailer park"
- Explore programs incentivizing subdivision of manufactured home neighborhoods to enable land ownership for residents
- Explore low-interest loan program to support land purchase of subdivided lots and/or to improve existing manufactured homes
- Consider pursuing a strategic plan to address stabilizing naturally occurring affordable housing county-wide



Top: Community garden, Bottom: Sidewalks within a manufactured home neighborhood



Examples of development types and streetscape design for the properties along Sheridan Boulevard.



MIXED-USE DEVELOPMENT ALONG SHERIDAN BOULEVARD

The property along Sheridan Boulevard south of I-76 currently contains strip-style and pad site commercial development and a large surface parking lot. Despite being two of three main entry points to the Berkeley Village Mobile Home Park, there is no formal, safe access for bicycles and pedestrians. The location of the property along Sheridan Boulevard, a major arterial, provides the opportunity for increased height and density than currently exists. Community and stakeholder outreach has indicated a desire for mixed-use development here that steps down in height towards the neighborhood to the east.



KEY CONCEPTS

- Gateway opportunity at County boundaries
- Higher density, mixed-use buildings along Sheridan Boulevard
- Enhanced direct access to Berkeley Village
- Facade and public realm improvements to strip-style building frontage
- Formalizing of intersection at West 53rd Avenue
- Right-in/right-out intersections north and south of 53rd Avenue
- Internal walkable and bikeable circulation and pedestrian-friendly environment
- Landscaped buffer providing increased pedestrian comfort along Sheridan

*Buildings south of 53rd Place may need to be set back from existing transmission lines





CONCLUSION

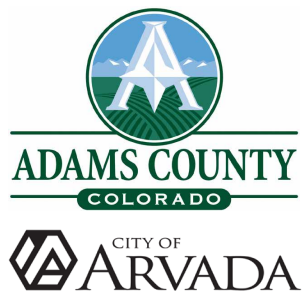
This plan was driven by stakeholder and community feedback, with significant input from those who live, work, and play in the Square Lake Subarea every day. The guiding principles developed early in this process identified key values of protecting and retaining existing assets and uses while curating strategic revitalization opportunities and better connecting these important places to each other.

Through public feedback at key points in the process, technical expertise, and local knowledge, this plan provides a holistic vision for the subarea and includes elements of connectivity, land use, infill and redevelopment, revitalization, and preservation. This vision can be realized through implementation of the many tactical recommendations and priority improvements for the subarea. Recommendations and priorities in this plan are intended to be specific, yet flexible, in order for the vision for each to be achieved through a variety of methods, when funding is available, or at a time when the political and economic climate can best support them.

While this plan is an important first step in the transformation of an area critical to the City of Arvada and Adams County, additional work will have to be done to update policies, create regulatory changes, and implement public/private projects to make the community's vision a reality.

Key categories of recommendations and next steps are outlined in the list below. Additional detail regarding initial prioritization, key stakeholders, and implementation time frames can be found in the Implementation Appendix of this plan.

- **Future Land Use Implementation:** Pursue regulatory/zoning changes.
- **Catalytic Developments:** Identify development partners; consider financing incentives; pursue public-private partnerships; streamline review and approvals process.
- **Roadway and Trail Designs:** Identify funding sources; prioritize segments; complete traffic/capacity studies; preliminary design; complete design and engineering; construction.
- **Right of Way Acquisition:** Establish land value; identify funding sources; collaborate with property owners.
- **Neighborhood Stabilization:** Conduct outreach with residents; prioritize recommendations; pursue regulatory changes; consider social programs; conduct County-wide affordable housing study.
- **Environmental Mitigation:** Study environmental impacts on neighborhoods; implement recommendations from 2008 Major Drainageway Plan; implement programming to clean up Clear Creek.



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IMPLEMENTATION APPENDIX

The action items that follow are organized by jurisdiction and then ordered by priority. The project team collaboratively prioritized these action items with input from both the Stakeholder and Technical Advisory Committees. The Character Area column indicates the distribution of action items across the subarea. Suggested responsible parties are listed to identify potential champions and partnerships. The time frame column anticipates how long it will take to fully complete implementation of the listed action item, but does not prohibit the action item from being started or finished at an earlier or later time.

CITY OF ARVADA *(includes G-Line and Central character areas)*

PRIORITY ORDER	ACTION ITEM	CHARACTER AREA	KEY STAKEHOLDERS	TIME FRAME
1	Vertical Connection to Sheridan Boulevard - Gold Strike Station Access	G-Line	City of Arvada, RTD	Near-Term (1-3 years)
2	Multi-Use Trail - Gold Strike Station Access	G-Line	City of Arvada, RTD	Near-Term (1-3 years)
3	Rail Trail - Gold Strike Station Access	G-Line	City of Arvada, private developers	Long-Term (6+ years)
4	TOD at Gold Strike Station	G-Line	RTD	Mid-Term (3-5 years)
5	Sheridan Boulevard Complete Street	G-Line & Central	City of Arvada, CDOT	Mid-Term (3-5 years)
6	Tennyson Street Complete Street	G-Line & Central	City of Arvada	Near-Term (1-3 years)
7	Central Area Connectivity	Central	City of Arvada, Adams County, private property owners/ developers	Mid-Term (3-5 years)
8	Connections to Nearby Parks and Open Space	G-Line & Central	City of Arvada	Near-Term (1-3 years)
9	Pedestrian Bridge to Gold Strike Station	G-Line & Central	Adams County, City of Arvada, RTD, UP & BNSF railroads, private property owners	Long-Term (6+ years)
10	60th Avenue Complete Street	G-Line	City of Arvada	Near-Term (1-3 years)

ADAMS COUNTY *(includes Central and Southern character areas)*

PRIORITY ORDER	ACTION ITEM	CHARACTER AREA	KEY STAKEHOLDERS	TIME FRAME
1	Ralston Road Intersection Reconfiguration	Central	Adams County, CDOT	Near-Term (1-3 years)
2	Tennyson Street Complete Street	Central & Southern	Adams County	Near-Term (1-3 years)
3	I-76 Underpass Improvements	Central & Southern	Adams County, CDOT	Mid-Term (3-5 years)
4	Mixed-Use Development along Sheridan	Southern	Private property owners/developers	Long-Term (6+ years)
5	Clear Creek Trail Corridor Improvements	Central & Southern	Adams County, other agencies	Near-Term (1-3 years)
6	Strategies to Stabilize Berkeley Village Mobile Home Park	Southern	Adams County, private property owners, other partners	Near-Term (1-3 years)
7	Central Area Connectivity	Central	Adams County, City of Arvada, private property owners/developers	Mid-Term (3-5 years)
8	Sheridan Boulevard Complete Street	Central & Southern	Adams County, CDOT	Mid-Term (3-5 years)
9	Sheridan Boulevard Pedestrian Crossings of I-76 Ramps	Central & Southern	Adams County, CDOT	Near-Term (1-3 years)
10	52nd Avenue Complete Street	Southern	Adams County, City and County of Denver	Near-Term (1-3 years)