



## PUBLIC NOTICE OF REGULAR MEETING

The Arvada Urban Renewal Authority (AURA) Board of Commissioners will hold a public hearing and its regular board meeting in a hybrid format that will allow for in-person attendance at 5603 Yukon Street, #B, Arvada, CO 80002, or virtual attendance via Zoom Webinar at **3:00 p.m. on Wednesday, September 6, 2023.**

Anyone wishing to attend virtually may register as follows:

Register in advance for this webinar:

[https://us06web.zoom.us/webinar/register/WN\\_gt0V\\_8jnSAOMHYqoecVffQ](https://us06web.zoom.us/webinar/register/WN_gt0V_8jnSAOMHYqoecVffQ)



After registering, you will receive a confirmation email containing information about joining the webinar.

If you need assistance with the virtual webinar process or have questions or comments for the AURA Board regarding the agenda items, please contact [cbriscoe@arvada.org](mailto:cbriscoe@arvada.org) prior to noon on September 6, 2023. A recording of the meeting will be posted on AURA's website following the webinar.

Agenda information is attached.

**Carrie Briscoe**

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Carrie Briscoe  
Deputy Director/Recording Secretary

POSTED: September 1, 2023



**REGULAR MEETING OF THE AURA BOARD OF COMMISSIONERS**  
**5603 Yukon St, #B, Arvada, Colorado**  
**3:00 p.m., Wednesday, September 6, 2023**

**AGENDA**

**REGULAR MEETING – 3:00 P.M.**

1. Call to Order
2. Moment of Reflection and Pledge of Allegiance
3. Roll Call of Members
4. Approval of the Summary of Minutes – August 16, 2023
5. Public Comment of Issues not scheduled for Public Hearing – Three Minute Limit
6. Public Hearing – None
7. Study Session
  - A. Ralston Road Corridor Study Final Report Presentation – DigStudio
8. Old Business – None
9. New Business – None
10. Development Update
11. Public Comment – Five Minute Limit
12. Comments from Commissioners
13. Committee Reports
14. Staff Reports
15. Executive Session – None
16. Adjournment



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**SUMMARY OF MINUTES OF REGULAR MEETING**  
**ARVADA URBAN RENEWAL AUTHORITY BOARD OF COMMISSIONERS**  
**WEDNESDAY, August 16, 2023**  
**5603 Yukon St, Suite B, ARVADA, CO 80002      Page 1**

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**REGULAR MEETING**

- 1. Call to Order** – Chair Paul Bunyard called the meeting to order at 3:00 p.m.
- 2. Moment of Reflection and Pledge of Allegiance**
- 3. Roll Call of Commissioners**
  - A. Those Present: Chair Paul Bunyard, Vice Chair Peter Kazura, Treasurer Sue Dolan, Commissioners Marc Williams, Eli Feret, Daria Drago, and Tim Steinhaus
  - B. AURA staff present: Maureen Phair, Executive Director; Carrie Briscoe, Deputy Director; Giles Clasen, Communications Coordinator; and Corey Hoffmann, Legal Counsel
- 4. Approval of the Summary of Minutes** – The Summary of Minutes of the June 7, 2023 and July 19, 2023 AURA Regular Board Meeting stands approved.
- 5. Public Comment**

None.
- 6. Public Hearing**

None.
- 7. Study Session**

None.
- 8. Old Business**
  - A. 2022 Resolution AR-23-11: Ralston Commons Site Work Change Orders  
Deputy Director Carrie Briscoe presented why the change order is needed including rain delays, ground water testing and treatment, and other unexpected circumstances of the horizontal work.  
  
Commissioner Drago asked about line item 8 and the addition of utility service lines to the project.  
  
Mike Smith with HPM, Inc. said that by adding the interior utility service line laterals now, the future builders would avoid cutting into the newly laid curb, gutter, and streets.  
  
Executive Director Maureen Phair said that the horizontal work will ultimately be paid for by Loftus Development out of their incentive package.  
  
Commissioner Williams made a motion to approve Resolution AR-23-11: Ralston Commons Site Work Change Orders  
  
The following votes were cast on the Motion:  
Voting yes: Dolan, Steinhaus, Bunyard, Drago, Feret, Kazura, Williams

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**SUMMARY OF MINUTES OF REGULAR MEETING**  
**ARVADA URBAN RENEWAL AUTHORITY BOARD OF COMMISSIONERS**  
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Voting no: None

- B. Ralston Commons Beer Hall Site Plan and Elevation Review – City Street Investors  
This item was moved to the next board meeting.

- C. Ralston Commons Townhome Site Plan and Elevation Review
- i. Metro Venture/Ascent  
Presented a plan for 22 townhomes on the site
  - ii. Royal Oak  
Presented a plan for 27 townhomes on the site

- D. Resolution AR-23-12: Ralston Creek Streetscape Contract – Morgan Group  
Executive Director presented a contract per the June board meeting approval to negotiate a contract with the Morgan Group to design a streetscape for \$285,000.

Commissioner Steinhaus wanted to go on record that he was dissatisfied with the streetscape completed on the southern side of W. 58th Ave in front of the Walmart development.

Commissioner Williams made a motion to approve Resolution AR-23-12: Ralston Creek Streetscape Contract – Morgan Group.

The following votes were cast on the Motion:

Voting yes: Dolan, Steinhaus, Bunyard, Drago, Feret, Kazura, Williams

Voting no: None

- E. Resolution AR-23-13: Employment Agreement  
Executive Director Phair thanked the board for her annual review and said that her heart is full and she enjoys working at AURA.

Commissioner Williams made a motion to approve Resolution AR-23-13: Employment Agreement

Voting yes: Dolan, Steinhaus, Bunyard, Drago, Feret, Kazura, Williams

Voting no: None

**9. New Business - None**

**10. Development Update**

Paseo Place Apartments – Executive Director Phair reported that she is working with 57th Avenue LLC to schedule a board tour of the Paseo Place Apartments.

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ARVADA URBAN RENEWAL AUTHORITY BOARD OF COMMISSIONERS  
WEDNESDAY, August 16, 2023  
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The Paseo – went out to bid. The bids are due September 6. We are teaming with the Parks Department who will oversee the construction.

7611 Grandview Ave – Footers has been notified that they were selected for the site. Footers is scheduled to meet with the City of Arvada to discuss their goals for the project. AURA does not have a term sheet with Footers yet.

Arby's – Executive Director Phair met with the owners of Arby's and the City Planner. They walked the property. Phair reported that the owners are an open book and open to many possibilities for the site.

**11. Public Comment – Five Minute Limit**

None.

**12. Comments from Commissioners**

Commissioner Williams reported that October would be his last board meeting because he will be on vacation in November.

**13. Committee Reports**

Commissioner Bunyard reported that he will have a housing update by the next AURA board meeting from the City's Housing Committee.

Commissioner Steinhaus reported that the City has hired a new director for Community and Economic Development and she will begin the new position by mid-September. She will direct the hiring of AEDA's new executive director.

Commissioner Kazura reported that the BID broke every record for most recent Second Saturday event. The BID is moving forward on a skating rink in Olde Town for the winter. The BID will also host the Olde Town Shindig as an alternative to Harvest Fest and will hold Trunk or Treat for Halloween.

**14. Staff Reports**

Communications Coordinator Clasen reported on the new blogs to draw attention to the AURA website.

**15. Executive Session**

Chairman Bunyard made a motion to go to Executive Session, instructions to Negotiators, Pursuant to CRS 24-6-402(4)(e) Related to the Tabernacle Church and Ralston Commons

The following votes were cast on the Motion:

Voting yes: Dolan, Steinhaus, Bunyard, Drago, Feret, Kazura, Williams

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ARVADA URBAN RENEWAL AUTHORITY BOARD OF COMMISSIONERS  
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**16. Adjournment**

Chair Bunyard adjourned the meeting at approximately 5:30 p.m.

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Paul Bunyard, Chair

ATTEST:

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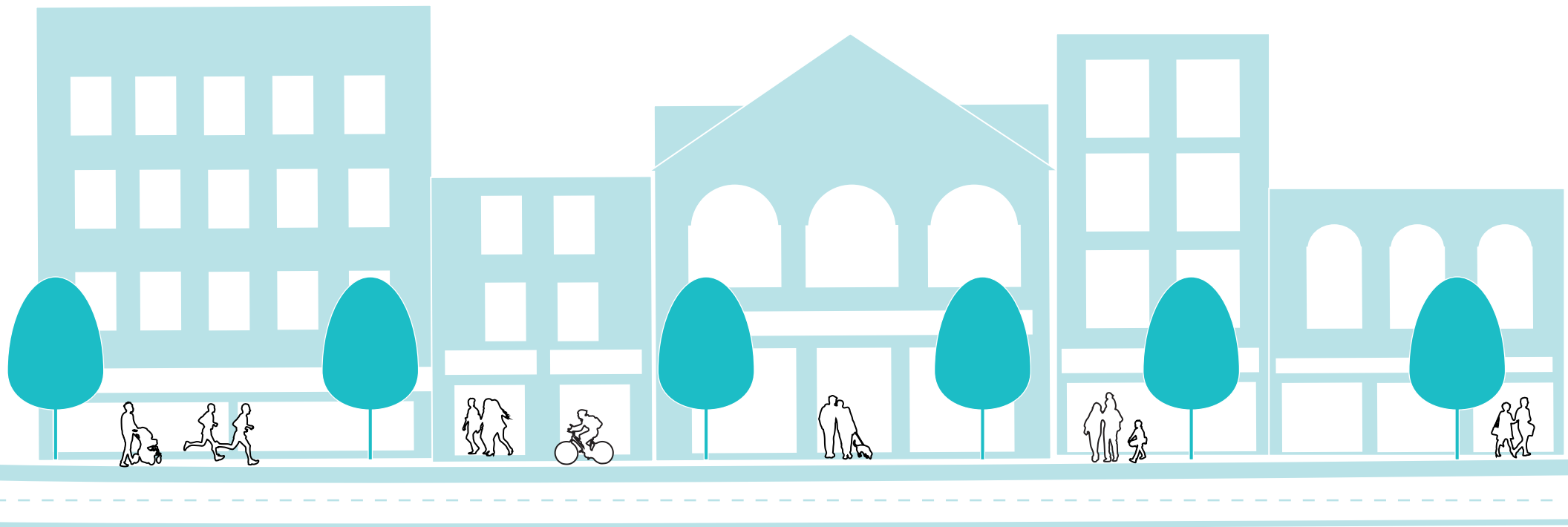
Maureen Phair, Executive Director

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Carrie Briscoe, Recording Secretary

# Ralston Road

Multimodal Corridor and Urban Center  
Connectivity/ Land Use Reassessment



# Acknowledgments

## City of Arvada

Patty McCartney  
Long Range Senior Planner

## Arvada Urban Renewal Authority

Carrie Briscoe  
Deputy Director

## DRCOG

Dillon McBride  
Planner

## City Council

Marc Williams  
Mayor

Randy Moorman  
District 1

Lauren Simpson  
District 2

John Marriott  
District 3

David Jones  
Mayor Pro-Tem and District 4

Lisa Feret  
At-Large

Bob Fifer  
At-Large

## Planning Team

Dig Studio  
Paul Stewart, ASLA  
Principal

Ryan Sotirakis, AICP  
Senior Associate Urban Designer/Planner

Andrew Cho  
Urban Designer/Planner

Studio Seed  
Cheney Bostic, AICP  
Principal

Arland Land Use Economics  
Aleen Taniwaki  
Principal

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- Pedestrian Friendly Design
- Development Opportunities

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- Previous Plan Review and Zoning Report
- Economic Focus Areas Report

# Executive Summary

## The **Ralston Road Multi-modal Corridor and Urban Center Connectivity/Land Use Reassessment**

(“study”) is a project funded by the Denver Regional Council of Government’s (DRCOG) Technical Assistance Program **to re-examine land use and transportation opportunities** in activity centers, station areas and mixed-use centers or along corridors. The rapidly changing conditions brought about by the COVID-19 pandemic and rapid population growth across the Front Range are both demanding a reconsideration of previous planning studies and thinking.

Using previous planning documents as a baseline, and a thorough analysis of current conditions, the planning team developed a series of recommendations in this stand-alone report. These recommendations seek to reinforce the vision **for Ralston Road to be an eclectic, pedestrian-oriented, mixed-use corridor connecting key destinations within Arvada:** the Olde Town Historic District and commuter rail station, Ralston Fields commercial district, Arvada civic campus, residential neighborhoods, businesses and large public parks and trails just north of Ralston. These recommendations are grouped into two categories:

- Pedestrian-Friendly Design; and
- Development Opportunities.

These recommendations aim to:

- outline strategies for improving pedestrian safety and access along and across Ralston Road - strategies to be further analyzed and implemented as City funding becomes available, and
- outline strategies for guiding future development through potential updates to the zoning code and an overlay district.



Source: <https://www.youtube.com/watch?v=ANI834EoHnU>



SECTION 1

# INTRODUCTION

## Introduction

This study provides updates to the **2007 Transit Station Framework Plan** and the **2010 Olde Town Urban Renewal Plan** as they relate to land uses/zoning and pedestrian comfort and connectivity along Ralston Road. The study area includes properties adjacent to Ralston Road from Garrison Street to the Wadsworth Bypass (approximately 1.25 miles.) Refer to Study Area Map on the following page.

A lot has happened since these plans were adopted:

- The **Land Development Code was updated in 2020** to include mixed use zone districts, including MX-N districts along Ralston Road.
- A **major urban renewal authority project** is underway along Ralston Road to the west of the study area, known as Ralston Creek.
- The **Ralston-Central Park** has redeveloped including family-friendly amenities such as a splash pad park and playground and new trails and trail connections to the Ralston Creek Trail.
- The City has invested in **improvements to Ralston Road**, including wider sidewalks, which will make the corridor more appealing and safer to walk along.
- Additionally, The **“New Town”** area south of the train station within the Olde Town urban renewal district is also experiencing redevelopment including a multifamily residential development, a new hotel, and retail/restaurants.
- **Olde Town is undergoing a Reinvestment Plan** (estimated to be completed by end of summer 2023) to guide public realm improvements within Olde Town including redesigning Olde Wadsworth and Grandview Avenue as well as other streetscape and connectivity improvements and future Olde Town Square redesign.

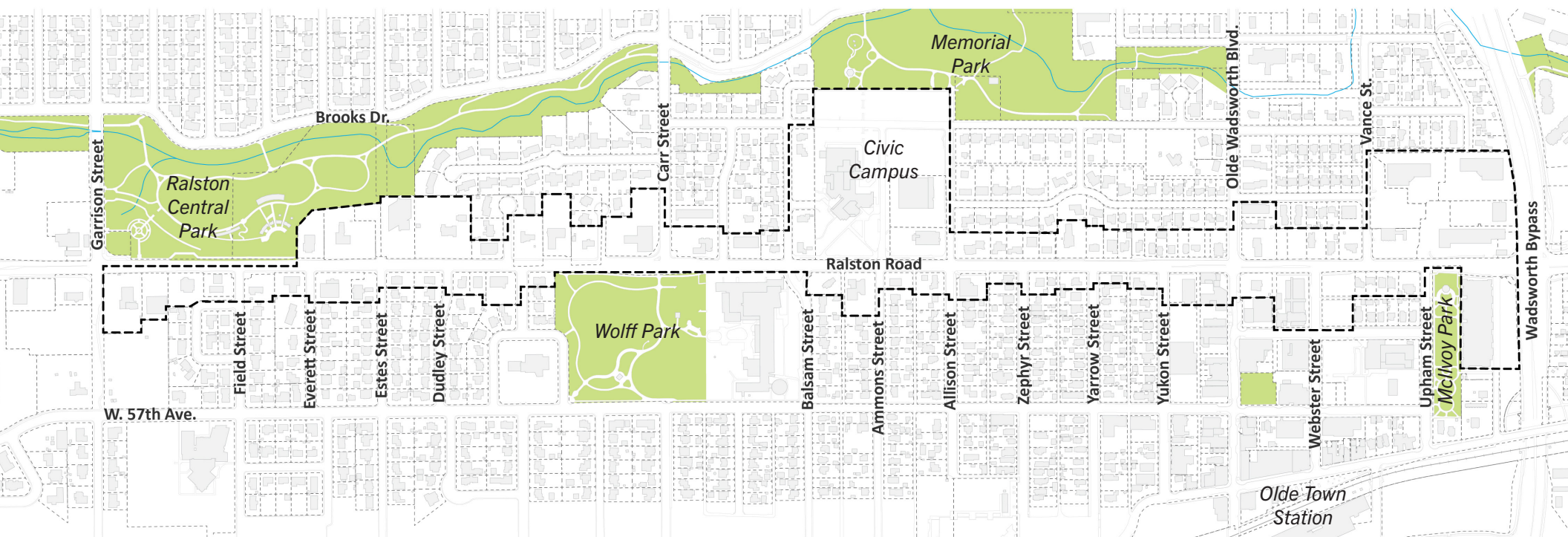
**The future vision for this area is to connect the Ralston Creek redevelopment and neighborhoods adjacent to Ralston Road to Olde Town with an improved corridor experience along Ralston Road.**

Along Ralston Road within this study area not much redevelopment has occurred and therefore, the timing is right to reevaluate the zoning and design standards to properly plan for how future redevelopment can aide in completing the vision for the corridor. Today, the land uses and character of the street is still auto-dominant with multiple curb cuts, parking lots facing the street, and low intensity uses. This study seeks to ensure that future land use and zoning are aligned and support the vision for a transit-oriented destination that also respects the historic context and fabric. It also will look at ways to improve the pedestrian experience along Ralston Road and improve connectivity across Ralston Road.



Source: <https://www.youtube.com/watch?v=ANI834EoHnU>

Study Area



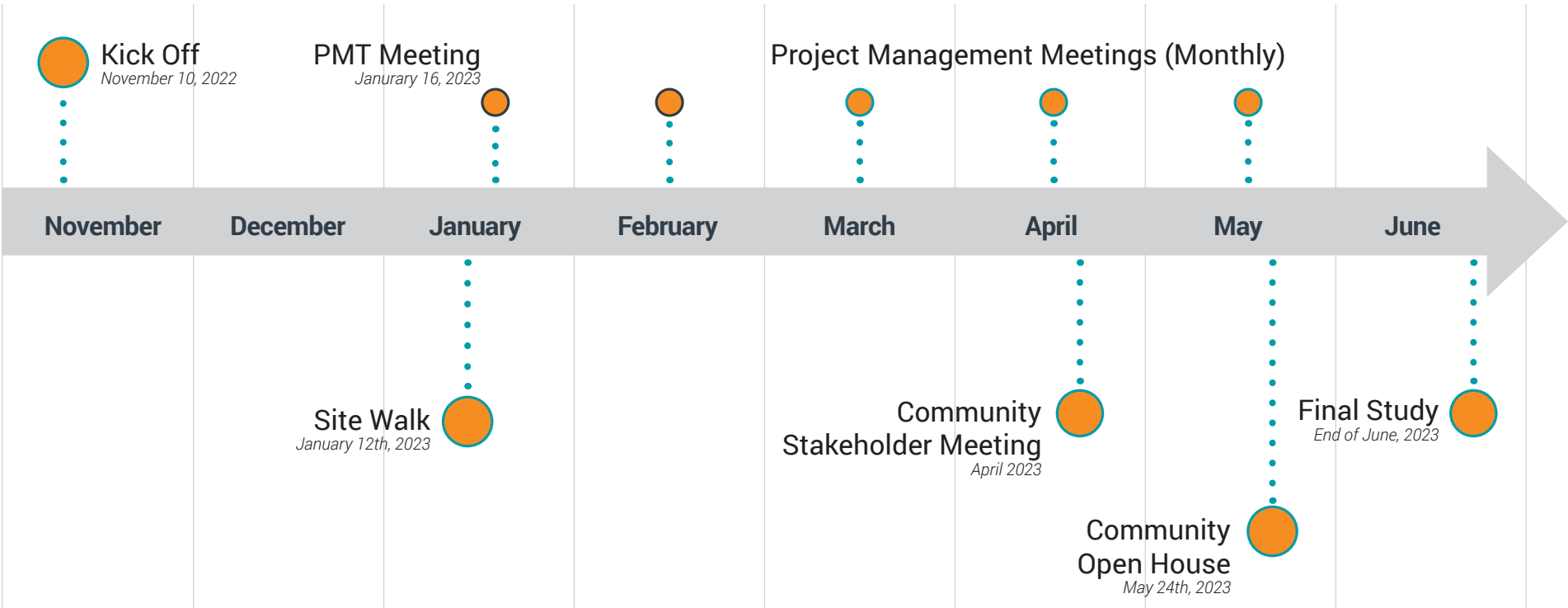
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# Project Process

2022-23



## MEETINGS



# Public Engagement Summary

## Engagement #1

Stakeholder Listening Session

In March 2023 a stakeholder listening session was conducted by the planning team to better understand the concerns of property and business owners along the Ralston Road corridor. Aside from the current road construction project, stakeholder concerns focused primarily on business access, signage and quality of development and redevelopment. Several stakeholders described the challenge of attracting new uses or redeveloping properties because of current on-site parking requirements. Some expressed concern with the development of “slot homes” (townhomes that face an interior drive rather than the streets and parks), but were also hesitant to enact too many onerous design and development regulations.

**9** Attendees

**March 16, 2023 6 - 7 pm**  
**Zoom Virtual Meeting**

*“We don’t want the feel and character of Arvada to be erased”*

*“It’s challenging to accommodate the required parking on small lots”*

## Engagement #2

Public Open House

A community-wide open house was held in late May 2023 at the Arvada Urban Renewal Authority office in Olde Town. At this open house the planning team presented an overview of the project and existing conditions, along with a summary of the recommendations that are discussed in the subsequent chapter. Attendees generally supported the plan recommendations as illustrated and would like to see the Ralston Road corridor retain its eclectic character while accommodating new development of high quality that fits into the adjacent neighborhoods. There is a desire for safe and welcoming places for a mix of uses, improved walkability and enhanced signage for businesses.

**10** Attendees

**May 24, 2023, 4 - 6 pm**  
**Arvada Urban Renewal Authority**

*“Signage is important for business facing Ralston”*

*“Create spaces that feel safe + welcoming for commercial retail”*

## Previous Plan Review

*\* See Appendix for full report on Previous Plan Review*

The **2007 Arvada Transit Station Master Plan** and **2010 Olde Town Urban Renewal Plan** were reviewed in detail. Summaries of the documents, as they relate to the scope of this project, are provided below, in addition to a summary of what needs updated as part of this process.

**2007**  
Transit Station Framework  
Plan

**2010**  
Olde Town Urban Renewal  
Plan

Brief plan summaries from other plans that were reviewed for the **Olde Town Strategic Reinvestment Plan** (concurrent project) are also included. They are:

**2012**  
Olde Town Design  
Guidelines

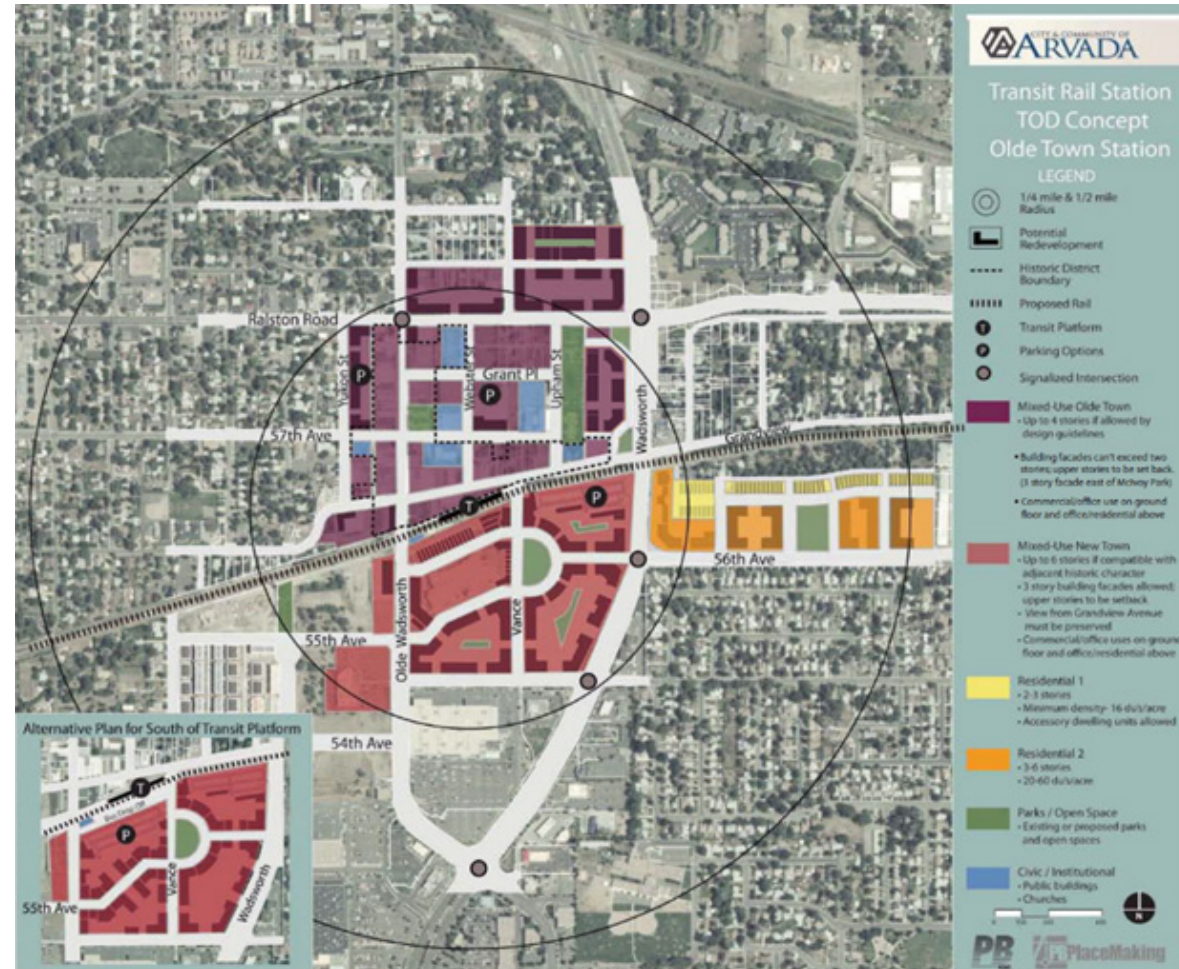
**2017**  
Olde Town Arvada Retail  
and Vibrancy Study



## 2007 Arvada Transit Station Master Plan

This document provides a vision, goals, transit-oriented development (TOD) concepts, and circulation plans for the three G-Line stations in Arvada. Section (Chapter) 5 of the document outlines recommendations for Olde Town Station which includes Olde Town (north of tracks) and New Town (south of tracks.) Goals for Olde Town Station included:

- Providing a variety of employment, retail, and housing within walking distance of the transit station.
- Providing parking to serve both the transit station and the Olde Town businesses and residents.
- Preserving the historic fabric and scale of Olde Wadsworth and Grandview Avenue.
- Preserving the “grand view” from Grandview.
- Providing an opportunity for more intensive uses developed in the character of Olde Town.
- 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.
- Developing a unique character that supports the look and feel of Olde Town for Transit and capital improvements.



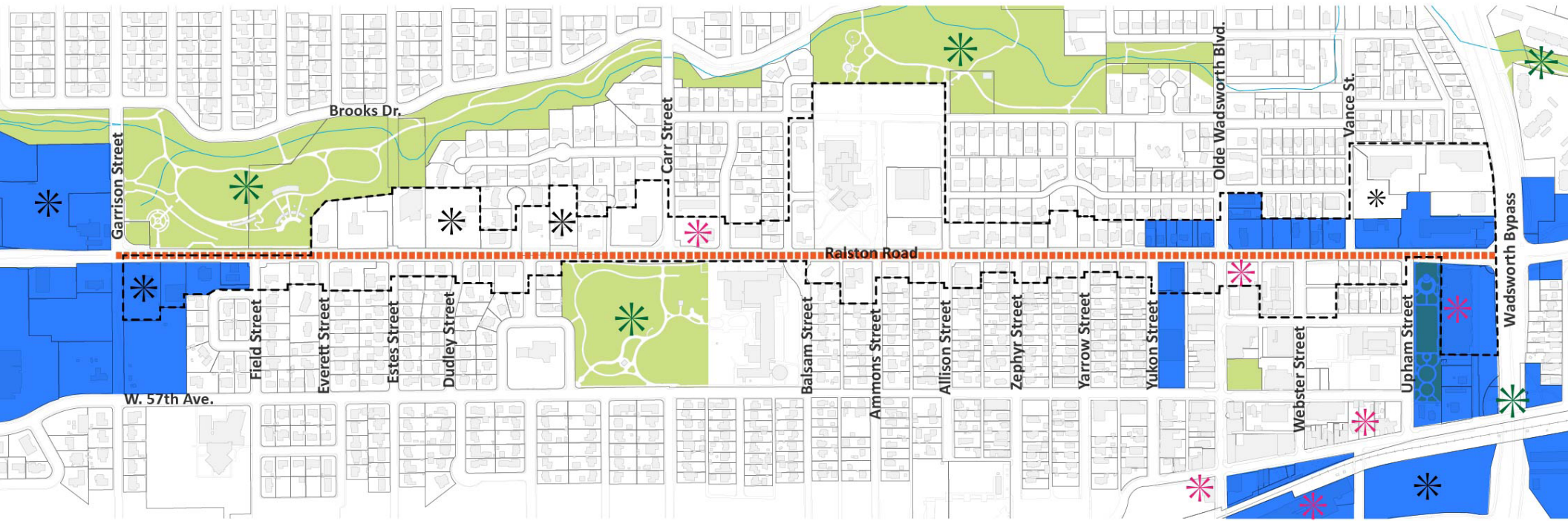
The TOD concept envisions redevelopment potential along Yukon and Ralston Road as well as across from McIlvoy Park (redeveloped into Park Place Olde Town) in Olde Town as well as redevelopment in “New Town” south of the railroad tracks that would include 3-6 story buildings with a 3-story street wall and step backs on upper floors to reduce the scale.

# 2010 Olde Town Station Urban Renewal Plan

This document establishes what an urban renewal area (URA) is, what activities it can engage in (demolition, public improvements, acquisitions, owner agreements, renewal and rehabilitation, property management, relocation assistance and payment, etc.) and what tax increment financing (TIF) can be used to fund.

Arvada Urban Renewal Authority (AURA) is a key stakeholder and continues to advance the vision for the URA (boundary below.)

## Urban Renewal Area



### URA AND RECENT IMPROVEMENTS

- Properties in URA Boundary
- Redevelopment Project (since 2007)
- Parks and Trails Projects (since 2007)
- Redevelopment Project (Planned/Under Construction in 2023)
- Ralston Road Bond Project (2022-23)

N  
SCALE: NTS



## 2012 Olde Town Design Guidelines

Design Guidelines apply for all Olde Town (OT) zone districts for any projects considered “land use activity” as defined in the land use code. Generally, the guidelines are written to apply to seven character areas that coincide with the zone districts (refer to Existing Zoning Review section). Guidelines are provided for preservation of an existing building, new construction, and signs. The guidelines are intended to assist with maintaining the historic character and scale of Olde Town while allowing new investment.



Source: <https://www.cpr.org/2020/07/22/how-old-towne-arvada-helps-small-business-colorado-coronavirus-pandemic/>

## 2017 Olde Town Retail and Vibrancy Study

This study was initiated due to merchants noticing a slow transition of ground floor uses changing from retail to office. This became concerning because many felt this change was contributing to a loss of vibrancy. The study looked at existing inventory and lease rates and studied seven peer communities. A workshop with downtown merchants and a survey resulted in defining key issues and opportunities. The study provides a plan for “projects and programs” to address the key issues.

Project Recommendations include:

- Update McIlvay Park – celebrate history; upgrade amenities
- Alley enhancements - create new pedestrian areas for exploration and business venues. This may include an alley mural program, overhead decorative lighting, and encouraging music venues and business expansion to the alleys.
- A wayfinding system (pedestrian and motorist focused) – pedestrian wayfinding combined with an expanded historic tour, through either signs, mobile phone apps or other ways.
- A loop route - invite visitors and residents to walk and explore a larger area in Olde Town and New Town.
- Zoning approaches - encourage more ground-floor retail and roof decks.
- Streetscape Improvements – to streetscapes that need repair, including the continued expansion of the new streetlights.
- Pedestrian crossing improvements - where needed.
- Yukon Street Streetscape improvements - a high quality Olde Town pedestrian environment is important with wide sidewalks, street furniture and safe street crossings.
- Methods to improve streetwall continuity - screening and public art elements where there are no buildings.
- A public art program.

SECTION 2

**EXISTING  
CONDITIONS**



## Introduction

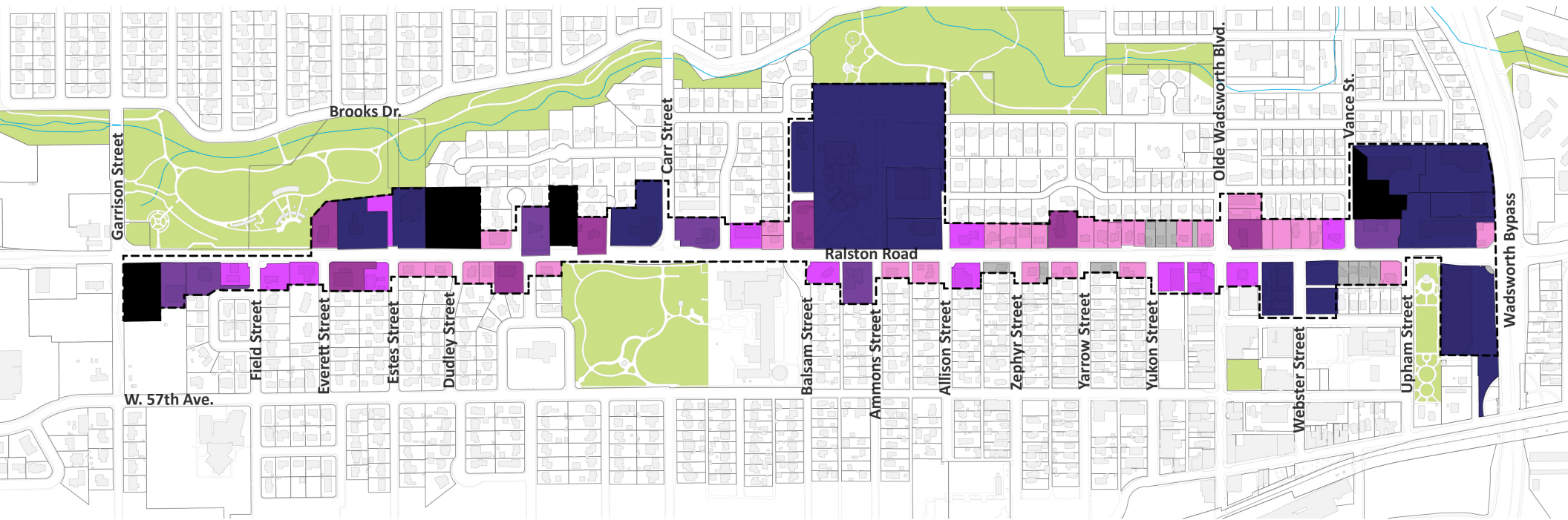
This section presents an analysis of the existing conditions along the Ralston Road corridor between Wadsworth Bypass and Garrison Street. The planning team analyzed the existing zoning and allowable building heights, current lot sizes and land uses, age of structures and the overall character of the corridor. This includes a summary of the current allowable uses for residential, commercial, mixed use and civic/institutional properties. This analysis was used in conjunction with the study of previous planning documents to draft a series of strategies and recommendations in the final section that will help achieve the vision for a mixed-use, pedestrian-oriented corridor for Arvada - a safe and welcoming corridor that better connects residents, visitors and employees to businesses, civic institutions, residential neighborhoods, public parks and trails, Olde Town Arvada and the commuter rail station. To further influence and ground these recommendations, a market study was also conducted and is summarized in this section.

A roadway reconstruction project is currently underway as of the writing of this document and is scheduled to be completed later in 2023. This project will rebuild Ralston Road from Wadsworth Bypass to Garrison Street and add improved continuous sidewalks on both sides of the street, upgraded roadway and pedestrian lighting.

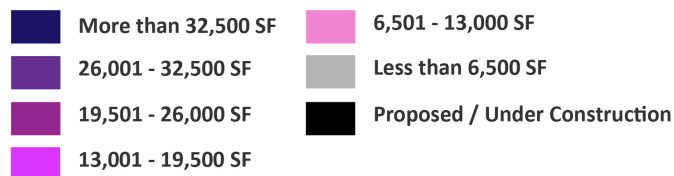


## Existing Lot Sizes

Lot sizes vary within the study area from less than 6,500 SF to more than 32,500 SF. The majority of large lots are on the north side of Ralston Road. There are four multifamily projects planned or under construction on Ralston Road – all being built on larger lots.



### EXISTING LOT SIZE



**N**  
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## Existing Age of Structures

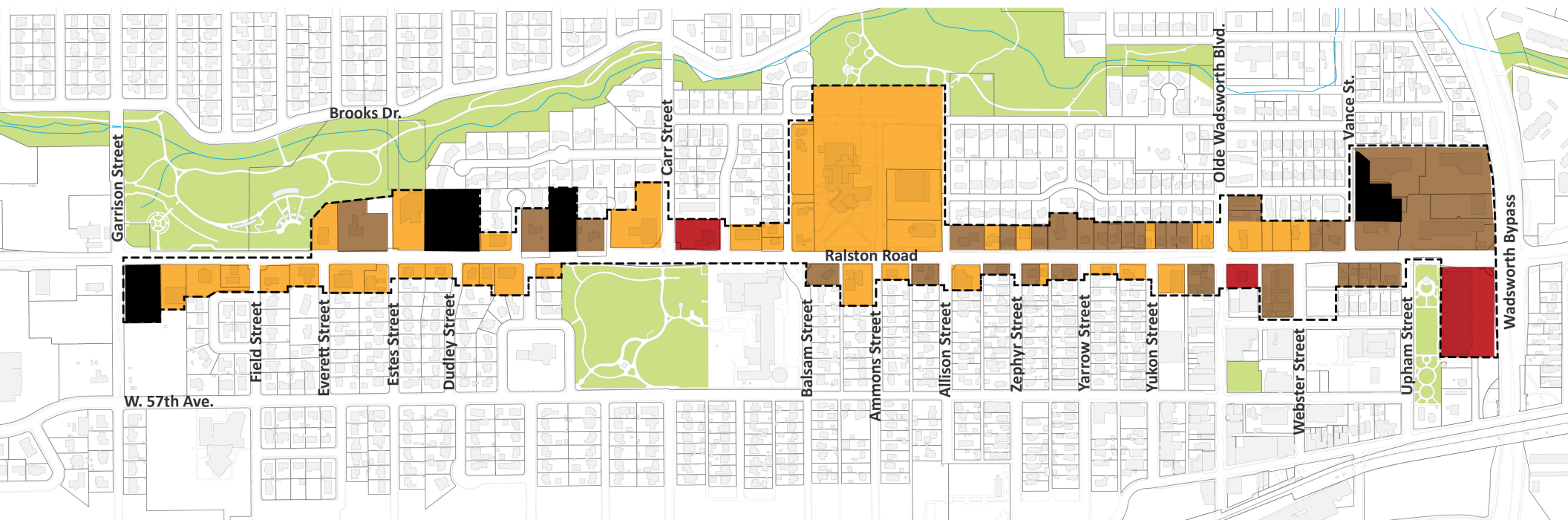
Buildings in the study area were constructed at different times. Buildings closer to Olde Town and Wadsworth Bypass are older whereas buildings are newer on the west end of the study area. There are three buildings that were built in the past 20 years. The map below highlights four typologies:

**Pre-1950.** These structures are the oldest on the corridor. Many include former single family homes that have converted to commercial.

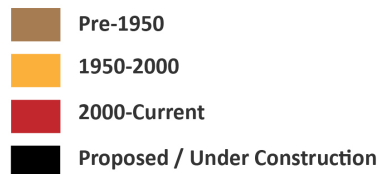
**1950-2000.** These include more traditional commercial structures, as the corridor transitioned during this time from residential to commercial uses. It also includes the Civic Center.

**2000-Current.** These are the most recent redevelopment projects in the study area, including two commercial properties and Park Place multifamily adjacent to McIlvoy Park.

**Proposed/Under Construction.** These lots are expected to redevelop in the next couple years, or are already under construction.



### EXISTING AGE OF STRUCTURE



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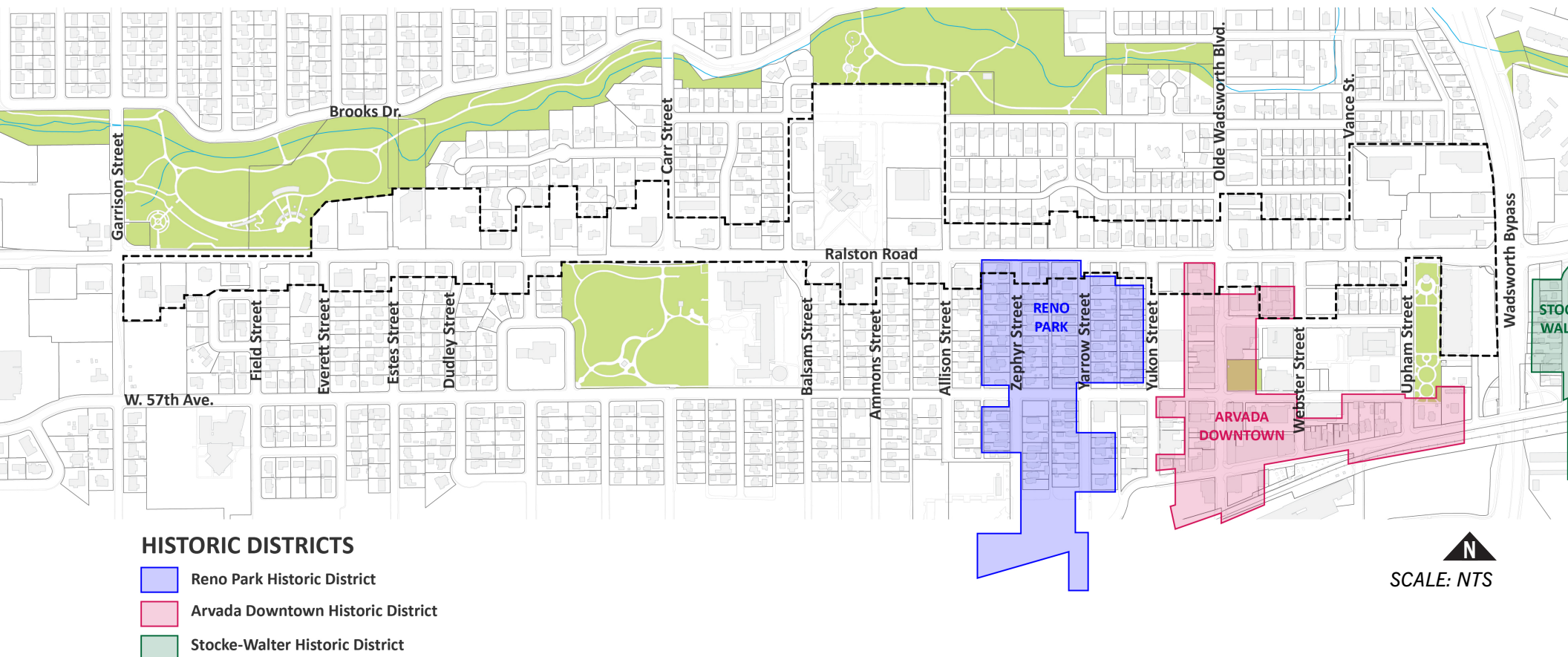
## Historic Districts

There are two historic districts that overlap the study area and one just to the east across Wadsworth Bypass. They include:

**Reno Park Historic District** – Buildings in this district are primarily single-family homes with some commercial uses. Some residences have also been converted to offices. Most buildings were built in the 1800s. There are four properties in the study area along Ralston Road between Yarrow and Allison Streets. Any redevelopment in this area is subject to the Reno Park Historic District Design Guidelines.

**Arvada Downtown Historic District (Olde Town)** – this district is known as “Olde Town” and includes the primary downtown functions for Arvada. Most buildings are commercial, though some older residences exist along Grandview. There are two properties in the study area. Any modifications or redevelopment in this area are subject to the Olde Town Design Guidelines.

**Stocke Walter Historic District** – this district is outside the study area, across Wadsworth Bypass and includes primarily residential homes constructed in the early 1900s.



## Existing Character and Use

The Ralston Road corridor has transformed over time from a residential corridor to a commercial corridor. Some of the previous residential character is still intact and helps tell the story and history of the corridor. Many of the former residential homes have now been converted into commercial uses such as offices, salons, and restaurants. As the corridor changed, commercial structures were added. The following map highlights these typologies:

**Commercial Use and Character** – these are buildings that were typically constructed mid-century. They typically consist of 1-2 story buildings. Some are built near the sidewalk and others are set back with parking in front.

**Residential Use and Character** – these are buildings that are still used as primary residences and are single family homes with a driveway. They include front yards adjacent to the sidewalk. One exception is Park Place adjacent to McIlvoy Park that is a 5-story multifamily structure facing the park.

**Residential Character / Commercial Use** – these are former single family homes that have been converted to commercial uses such as offices or restaurants.

**Civic Character and Use** – these include Civic Center and the St. Anne Catholic Church in Olde Town.

**Future Residential Redevelopment** – these include projects that are currently proposed or under construction. They include future multifamily residences and townhomes.

## Existing Zoning

*\* More in depth analysis of these zone districts are included in the Appendix.*

Zoning within the study area boundary includes seven different zone districts. Mixed Use Neighborhood (MX-N) is located along Ralston Road west of Yukon Street. The rest of the area along Ralston Road is zoned “Olde Town” which includes six separate zone districts. Existing zoning includes:

**MX-N (Mixed Use Neighborhood)** – this includes all properties in the study area on both sides of the corridor west of the alley between Yukon and Yarrow Streets.

**OT-RR (Olde Town Ralston Road)** – this includes all properties on the north side of Ralston Road east of MX-N.

**OT-RN (Olde Town Residential Neighborhood)** – this includes properties fronting Ralston Road on the southwest corner of Yukon and Ralston and along Ralston west of Upham Street.

**OT-EY (Olde Town East Yukon)** – this includes one property on the southeast corner of Yukon Street and Ralston Road.

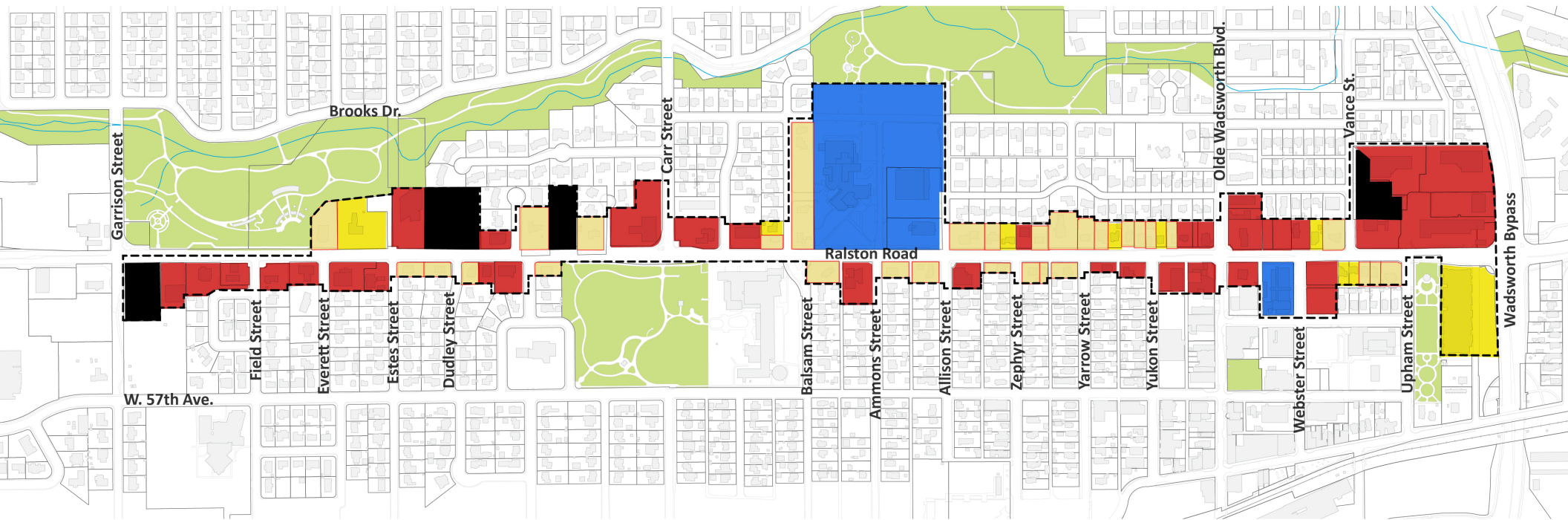
**OT-OW (Olde Town Olde Wadsworth)** – this includes two properties at the south intersection of Olde Wadsworth and Ralston Road.

**OT-W (Olde Town Webster)** – this includes two properties at the south intersection of Webster Street and Ralston Road.

**OT-E (Olde Town East)** – this includes one property east of McIlvoy Park which includes the Park Place development.

*Note: this document provides a high-level overview of existing zoning standards and more information and nuances can be found in the Land Development Code (LDC).*

## Existing Character and Use



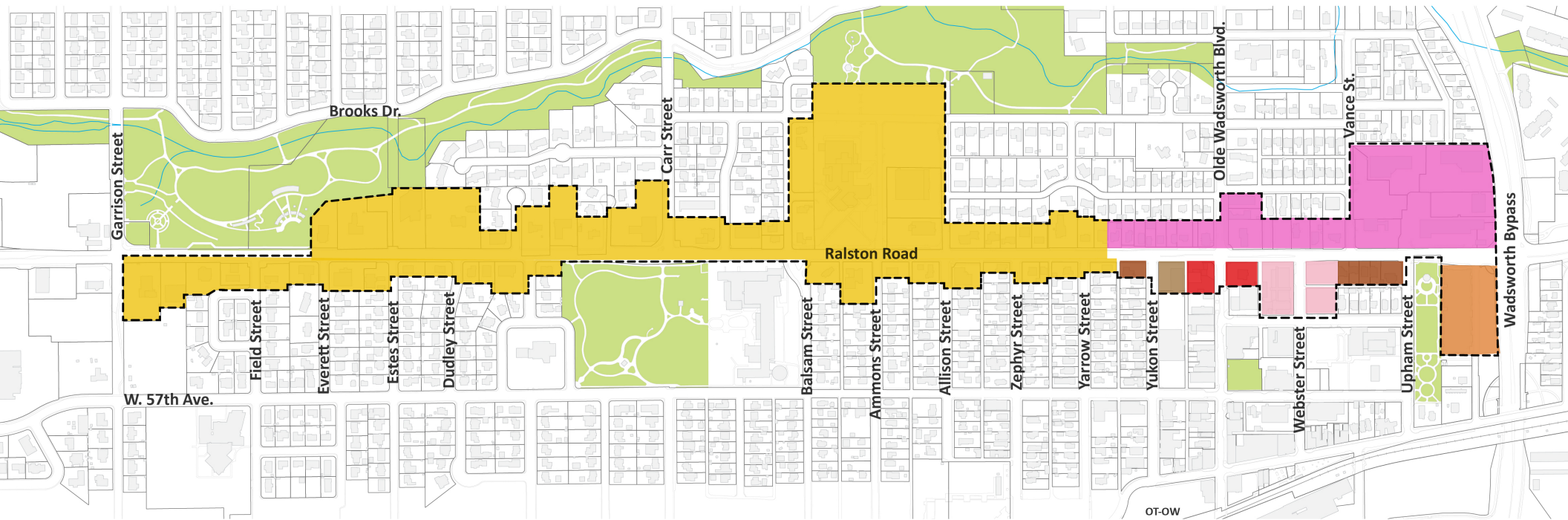
### EXISTING CHARACTER AND USE

- Commercial Use and Character
- Residential Use and Character
- Residential Character / Commercial Use
- Civic Character and Use
- Future Residential Redevelopment (Proposed/Under Construction)

N  
SCALE: NTS



## Existing Zoning and Allowable Height



### EXISTING ZONING & ALLOWABLE HEIGHT (STORIES)

<b>3</b>	MX-N: Mixed Use Neighborhood	<b>3</b>	OT-OW: Olde Town Olde Wadsworth
<b>3</b>	OT-RR: Olde Town Ralston Road	<b>3</b>	OT-W: Olde Town Webster
<b>2</b>	OT-RN: Olde Town Residential Neighborhood	<b>5</b>	OT-E: Olde Town East
<b>3</b>	OT-EY: Olde Town East Yukon		

**N**  
SCALE: NTS

*Note: Stories shown in legend are maximum stories overall. Refer to LDC for various Frontage Zone standards, which require some areas to “step down” in height.*

## Allowable Land Uses

Generally, Olde Town zone districts are a form-based code and therefore regulated by the form of certain building types as opposed to specific uses. MX-N has land use controls. All allowable land uses for MX-N can be found in Division 3-1-2 of the Land Development Code (LDC). A general breakdown of land uses for MX-N are as follows (refer to 3-1-2 for more information):

### Residential Uses

- Allowed by-right – Multiplex; Multifamily; Cottages/Micro-Homes/Co-Housing; and Boarding/Lodging/Rooming House
- Limited Uses – Single-Family Detached (not allowed adjacent to arterial); Duplex (must have separate entrances and meters); Townhomes (must have direct access to a street, alley, or shared open space); Group Home, FHAA; and Live-Work Units
- see Division 3-1-3-3 of the LDC for specific limitations not listed
- Conditional Uses – Group Home for Juvenile Offenders and other Group Homes

### Hospitality, Recreation, & Entertainment Uses

- Allowed by-right – Recreation and Amusement (indoor and outdoor other [outdoor play fields are not allowed]); Restaurants; Theater
- Limited Uses – Bar/Tavern/Nightclub; Bed and Breakfast; Brew Pub/Distillery/Winery; Fast Food Restaurant (must have trash management program and certain standards for design)
- see Division 3-1-3-4 of the LDC for specific limitations not listed

### Commercial Uses

- Allowed by-right – Continuing Care Facility; General Offices; Art Studio/Makerspace (not more than 5,000 SF unless in mixed use structure); Workshops
- Limited Uses – Animal Day Care/Training; Retail Sales/Services - Type 1 (specific rules about outdoor display not blocking sidewalk or parking areas); Veterinary Offices/Clinics
- see 3-1-3-5 of the LDC for specific limitations not listed

### Community, Civic, Educational, Healthcare, and Institutional

- Allowed by-right – Medical offices; Public Land/Parks/Schools; Private Schools
- Limited Uses – Day Care Center (must take place on an arterial); Funeral Home; Place of Assembly
- see Division 3-1-3-6 of the LDC for specific limitations not listed
- Note that most other uses including: Light Industrial, some Motor Vehicle, Utilities & Communications, and Agricultural uses are limited or conditional in MX-N. see Divisions 3-1-3-7, 3-1-3-8, 3-1-3-9 and 3-1-3-10 for specific limitations not listed.

# Market Assessment for Commercial and Housing Needs Summary

*\* See Appendix for full report on market study findings in Economic Focus Areas*

The Ralston Road corridor is an important thoroughfare in the City of Arvada connecting Olde Town Arvada activities and civic uses to the rest of the City. The relationship between the Ralston Road corridor and Olde Town is important because Ralston Road redevelopment opportunities increase as Olde Town activity broadens and its location as a hub for residential and commercial activity strengthens. The analysis examines potential redevelopment opportunities on Ralston Road between the Wadsworth Bypass and Garrison Street.

The Pandemic and its after-effects are still currently being felt in Arvada as well as throughout the Metro Area. The Pandemic has challenged urban downtowns the most. Some suburban downtown districts have benefitted as residents have tended not to return to downtown (for work) in a significant way. Arvada may benefit from this trend, although it is still too early to forecast if this is long-lasting.

Although rents are not high enough to support a significant amount of new speculative commercial development along Ralston Road, change is slowly occurring.

- Many of the existing (older) buildings along Ralston Road tend to offer the smaller spaces and flexible terms to appeal to small professional and medical offices, some retailers and personal services. However, as these buildings age and the demand for housing continues, some can redevelop. Future options include residential.
- The corridor is currently seeing residential redevelopment in the form of townhomes and affordable rental apartments.
- The office and retail sectors are in flux and will likely be

challenging for some time. Both sectors are fundamentally changing. Retail has been seeing changes for some time while the future of the office sector continues to remain somewhat unclear as hybrid office / home models of working appear to remain the norm.

- The demand for housing is forecast to be long lasting. In Arvada, housing rent burdens remain high. Owning a home is increasingly out of reach because of price increases.
- Adding a mix of housing (market rate and affordable) to Ralston Road helps provide some additional housing options in the City of Arvada. In the long run, it also helps bolster Olde Town Arvada commercial as new residents will shop, dine, and entertain themselves.
- Mixed use opportunities (mix of residential and potentially commercial) are most viable at larger locations along the corridor including Ralston Road and Olde Wadsworth, and the Elks property.



Source: <https://www.loopnet.com/Listing/5777-Olde-Wadsworth-Blvd-Arvada-CO/8174775/>

SECTION 3

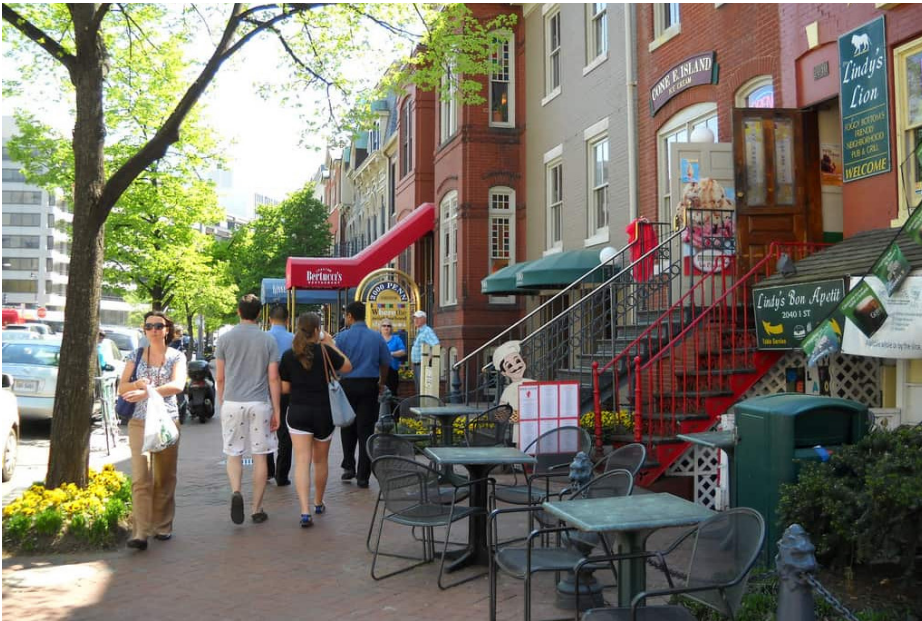
# RECOMMENDATIONS



# Introduction

This study builds upon the previous planning work that has been completed and outlines a series of recommended strategies to help achieve the vision of a unique, pedestrian-friendly corridor that connects Olde Town Arvada, Ralston Fields commercial area and civic institutions and businesses along Ralston Road, as well as residential neighborhoods and public parks and trails to the north and south.

The final recommendations for this study are broken into two categories:



Source: <https://www.strongtowns.org/journal/2018/1/16/why-walkable-streets-are-more-economically-productive>

**Pedestrian-Friendly Design** – this includes recommendations for creating a more walkable corridor and creating a unique identity.



Source: <https://arvadaurbanrenewal.org/projects/arvada-station-ii/>

**Development Opportunities** – this includes an analysis of the study area's development patterns in comparison to how redevelopment is likely to occur based on current market conditions and building types that should be encouraged. It provides recommendations for zoning code considerations as well as development opportunities/outcomes.

## Pedestrian-Friendly Design

The City of Arvada's Comprehensive Plan (2014) envisions a pedestrian-oriented corridor connecting Olde Town with the Ralston Fields Urban Renewal Area and points in between, including the Civic Campus. The outcome of this study reinforces that vision and includes various recommendations to improve both pedestrian safety and experience along and across Ralston Road. The mix of residential neighborhoods both north and south of Ralston Road, the businesses and civic institutions along the corridor and the Ralston Creek Trail and large public parks to the north all facilitate a need for better pedestrian access. Ralston Road should be a welcoming street to walk along with many opportunities for safe crossings.

### Desired Outcomes:

- To **support the transformation of Ralston Road** (from Wadsworth Bypass to Independence Street) **to a pedestrian-friendly environment** where people feel comfortable to live, dine, and shop on the street as well as use it to walk to nearby destinations like: Olde Town, transit stops, and to access the trail system.
- To enhance the recent street reconstruction with **additional streetscape amenities**.
- To **increase the number of safe pedestrian crossings** along the corridor.



Source: <https://arvadaurbanrenewal.org/projects/ralston-creek-streetscape/>



# Recommendations:

- 1. Increase the amount of pedestrian crossing locations.** The National Association of City Transportation Officials (NACTO) recommends safe pedestrian crossings every 350'.
  - Consider protected pedestrian crossings near Field, Estes, Yarrow and Vance Streets.
- 2. Limit vehicular-pedestrian conflicts.** When conflict points between pedestrians and cars are minimized, a street becomes more comfortable to walk along. In general, the LDC recommends limiting curb cuts, minimizing vehicular-ped/bike conflicts (Section 4-4-3-4.F), and encouraging shared access between properties to minimize curb cuts (Section 4-4-3-4.G). However, the code allows up to two access points per property per street frontage (Article VI, Section 94-154) which could detract from the pedestrian experience along the corridor.
  - Consider limiting the number of access points per property to one access point per property per frontage and require vehicular access be from a side street or alley (where applicable) to limit the number of curb cuts onto Ralston Road.
- 3. Enhance the existing streetscape.** A streetscape that provides ample distance between moving cars and pedestrians as well as provides shade and other streetscape amenities can aide in creating a high-quality pedestrian-first environment. The new Ralston Road improvements provide a consistent sidewalk and buffer adjacent to the curb with some landscape shrubs and street trees, but more will be necessary to create a truly pedestrian-friendly environment along the corridor.
  - Consider streetscape guidelines** that ensure consistency in requirements and material/design palette.
  - Consider a special district** to ensure appropriate maintenance of streetscape elements and to add branding/identity and potential transit demand management solutions to the corridor in the future.
  - Identify and develop broad strategies for public realm improvements** including landscape and signage, and improved bus stops and amenities along remainder of corridor, with special emphasis at gateways and crossings

## Primary Vehicular Gateway



Source: <https://architecturalwire.com/portfolio/mlk-gateway/>



Source: NACTO

## Existing Pedestrian Crossing/ Traffic Signal

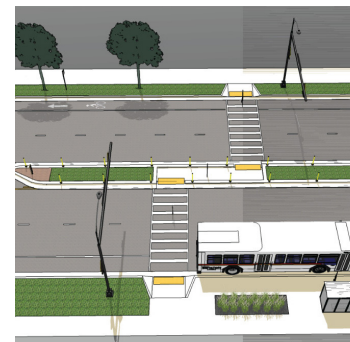


Source: <https://architecturalwire.com/portfolio/mlk-gateway/>



Source: NACTO

## Potential Pedestrian Crossing Options

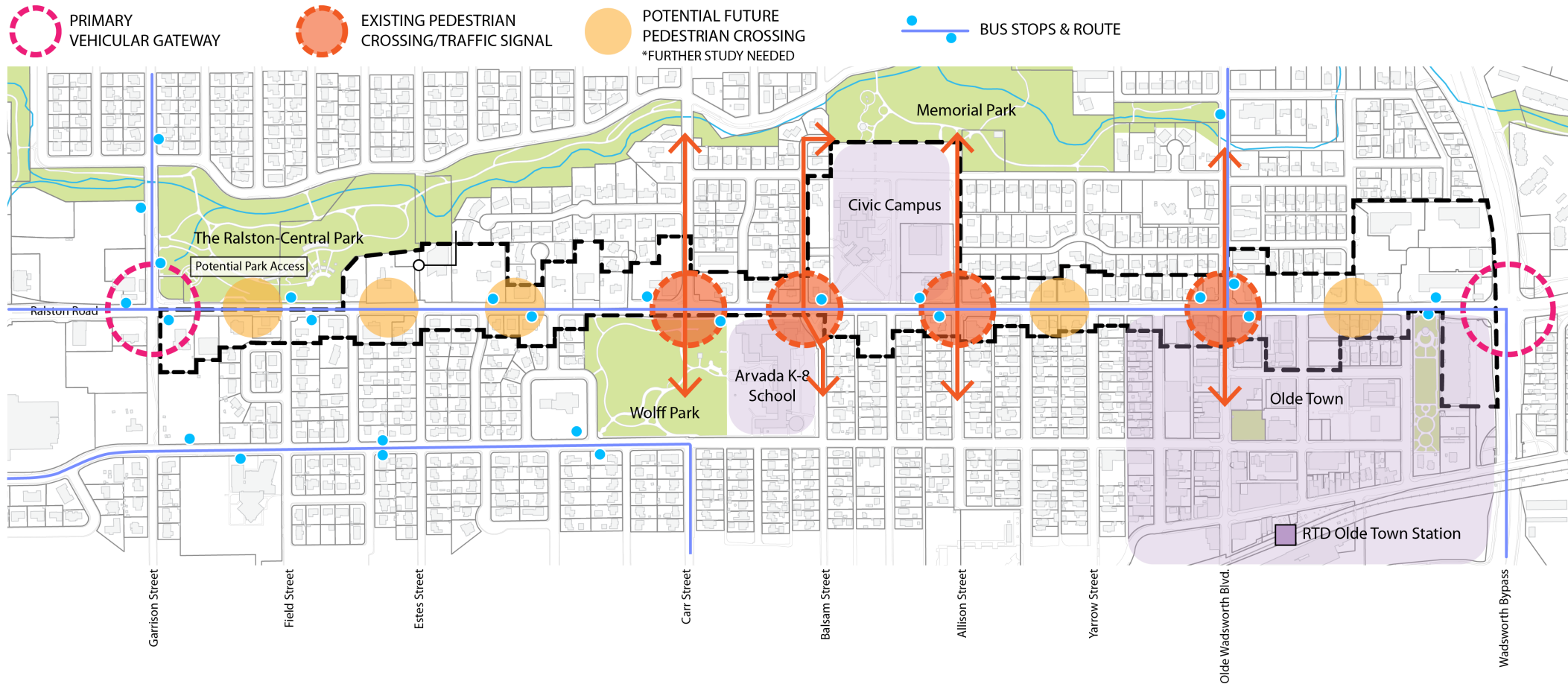


Source: <https://greenwaycollab.com/outreach/>



Source: <https://www.ideastream.org/news/community/2022-11-25/power-to-the-pedestrian-new-hawk-signal-in-university-circle-lets-walkers-tell-cars-to-stop>

## Public Realm & Pedestrian Safety Improvements



N  
SCALE: NTS



## Development Opportunities

The vision for the Ralston Road Corridor, as assessed in 2023, generally matches the City's future land use designations from the Comprehensive Plan (2014). Each envisions Ralston Road as an area that should include a diverse mix of uses with pedestrian-orientation to the Ralston Road corridor.

This section anticipates how the corridor/study area may redevelop over-time to meet the vision. It identifies where opportunities for redevelopment and adaptive reuse/preservation should be focused within the study area, as well as desired building forms and land uses that are appropriate. It identifies challenges with existing standards that may prohibit desired outcomes. It recommends considerations for rezonings and an overlay zone district for MX-N to achieve desired outcomes. Ultimately, the City should consider additional tool(s) available and the best way to administer the recommendations to achieve desired outcomes.

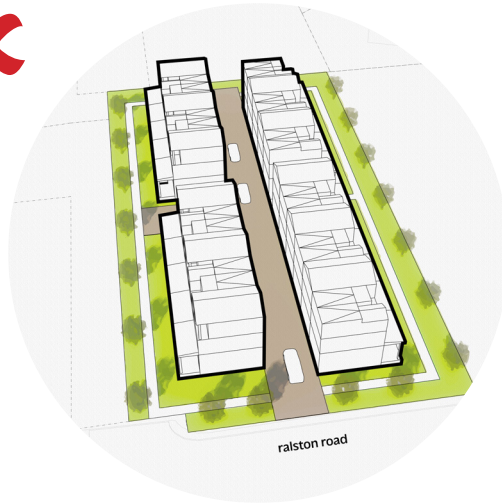
### Desired Outcomes:

- To ensure that future land use and zone district(s) are in place to **support the vision and deliver what is financially feasible** from a current market perspective.
- To **encourage adaptive reuse** of character-contributing buildings, like residential structures, to maintain the corridor's history as an evolving commercial corridor.
- To **encourage active commercial uses** that contribute to creating a walkable street and provide services for the nearby neighborhoods.
- To **ensure that the demand for housing units can be accommodated** in a way that is appropriate for both the Ralston Road corridor and provides sensitive transitions to neighborhoods.
- To ensure design standards for new construction **deliver high-quality buildings and environments** that match the vision and discourage building forms and uses that do not match the vision, i.e. "slot homes", drive-thrus, gas stations, auto repair and sales, etc.

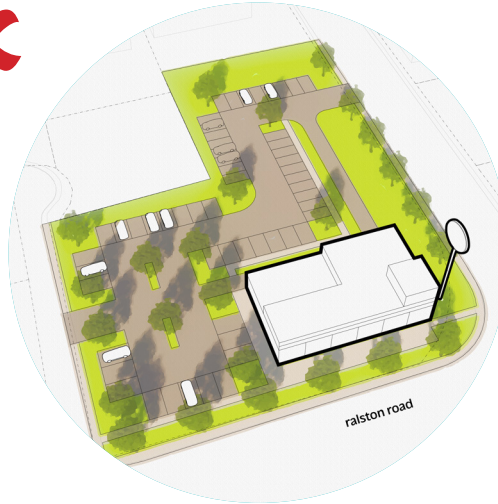


## Development Considerations

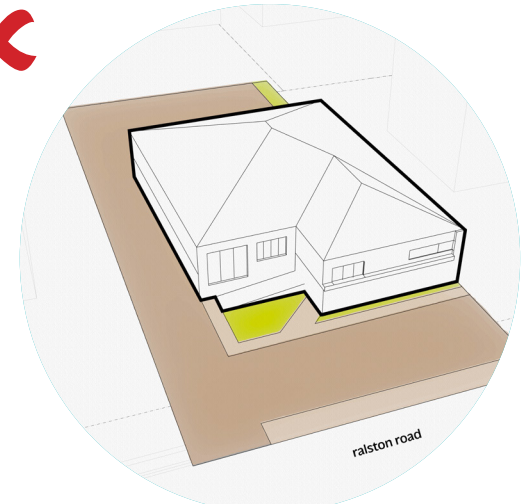
"Slot" Homes



Drive-thru



Existing Residential Structure



Townhomes



Mixed Use

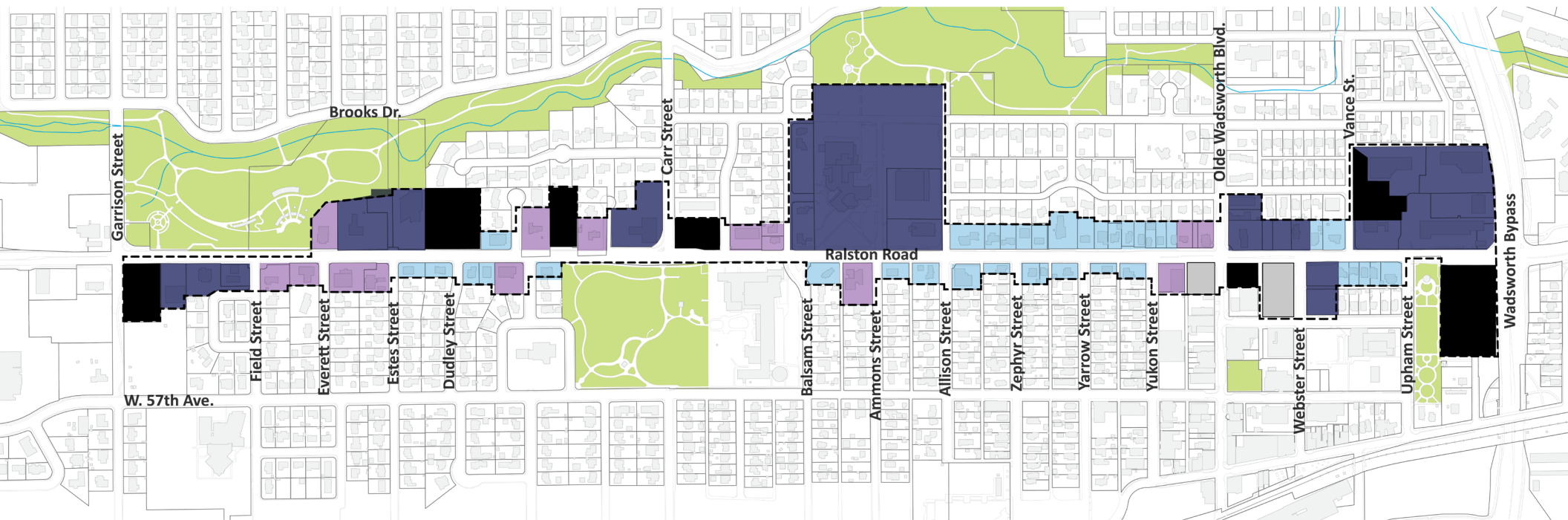


Adaptive Reuse





## Appropriate Development Lot Types



### APPROPRIATE DEVELOPMENT LOT TYPES

- LOT TYPE A: Large Development Opportunity
- LOT TYPE B: Medium Development Opportunity
- LOT TYPE C: Small Development Opportunity
- LOT TYPE D: Recent / Proposed Development
- LOT TYPE E: Historic Property

  
 SCALE: NTS

## Appropriate Development Lot and Building Types

Generally, the corridor can be broken into five different lot opportunities:

**A = Large Development Opportunities.** These include the largest lots on the corridor or have the ability to be consolidated to create a larger lot. These lots should encourage the highest yield for the developable area, including vertical mixed use or multifamily residential development.

**B = Medium Development Opportunities.** These are lots that are generally between 13,000 – 26,000 square feet. These may have opportunities for lot consolidation to create more developable parcels. These lots should encourage smaller-scale mixed use, multifamily, or townhome development.

**C = Small Development Opportunities.** These are lots that are generally less than 13,000 square feet. Most of these lots contain former single family residences that have been converted to commercial uses. These lots should continue to encourage adaptive reuse of existing structures. Some may be appropriate for lot consolidation to create a large enough lot for small-scale mixed use, single-story commercial, or multifamily/townhome developments as well.

**D = Recent/Proposed Developments.** These are lots that currently have a development proposed on them or have been recently redeveloped and are not expected to redevelop in the near future.

**E = Properties in an Historic District.** These are lots within the Olde Town Historic District and therefore protected from demolition and not expected to redevelop in the near future.

The market study (ArLand Land Use Economics, 2023) showed support for the following types of development:

**Adaptive Reuse of Existing Structures to Office/Retail.** The smaller buildings that are present on the corridor today are seen as an opportunity to appeal to small professional and office tenants, as the smaller spaces and flexible terms are more appealing than new/larger spaces.

**Housing.** The demand for housing in Arvada is forecasted to be long-lasting. The study area location, along an RTD bus route and near two G-Line stations, is appropriate for higher density housing types that often provide more attainable price points due to their unit sizes and construction types. Common types of housing to anticipate include multifamily (apartments or condominiums) and townhomes.

**Mixed Use.** This type of development, with commercial uses on the ground floor and residential uses above, is most viable on the larger parcels throughout the corridor. Due to the historic nature of the corridor including single family residential structures, many lots are too small to make this development type economically feasible without acquisition of multiple lots.

See the graphic table on the next page.

## Adaptive Reuse (A)



### Description:

Converting former homes into commercial uses to activate the corridor while maintaining history and character.

### Recommendations:

- Remove barriers to reusing existing residential structures for commercial uses.
- Encourage activation of front yard areas (outdoor dining, sales, etc.)
- Encourage pedestrian-scaled planting and signage in front yard areas to improve the walking experience and activate the streetscape along Ralston Road.

## Townhome (A,B)



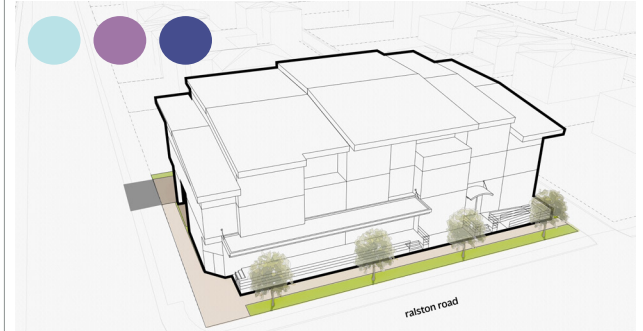
### Description:

Townhomes are a popular housing type that provide opportunities for first-time homebuyers and appeal to multiple buyers. They are typically for-sale and 2 to 3 stories.

### Recommendations:

- Ensure that front doors of townhome units face onto a street or public park (i.e. no “slot homes”)
- Encourage design standards that ensure townhome entrances include a front porch/stoop that is protected and private (roof, low wall/railing, landscaping) while also activates and provides “eyes on the street.”
- Consider requiring a certain percentage of units ground floors to be elevated, which increases privacy for the homeowner and creates a transition from “public” to “private” space.
- Require appropriate setbacks. Elevated units (greater than 24”) should be 10’ minimum setback and lower units (less than 24”) should be 15’ minimum.

## Small Multifamily (A,B,C)



### Description:

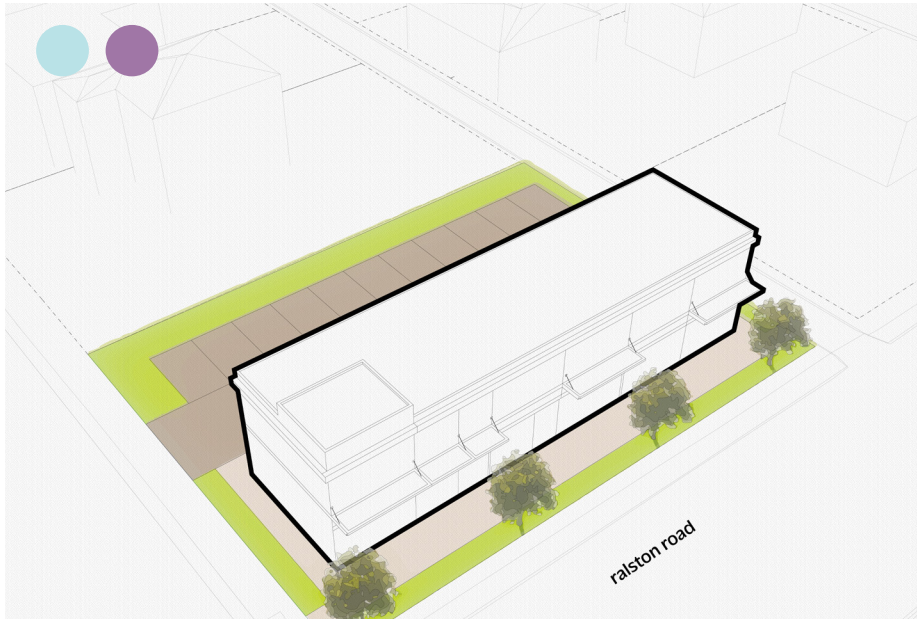
Small multifamily typically includes apartment or condominium buildings that are less than 20 units in a single structure.

### Recommendations:

- Provide greater setbacks to encourage front yards that match existing residential character on the corridor.
- Encourage additions to existing structures to create multiplex to preserve character while increasing housing choices
- Ensure that ground floor units provide individual entrances or ample open space (porch/balcony) to activate the street edge.



## Commercial (A,B)



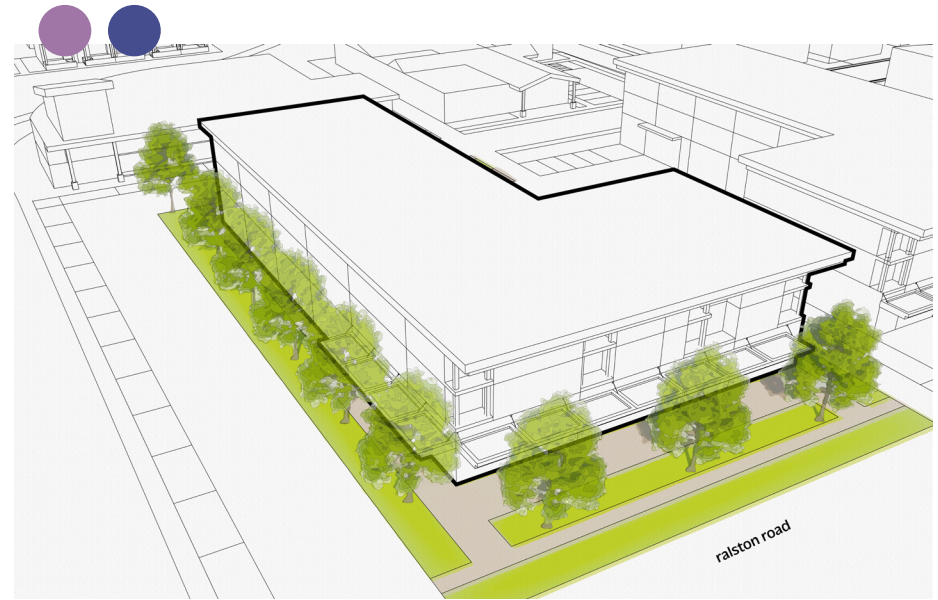
### Description:

Small commercial includes a structure that is all commercial uses (retail, restaurant, office, etc.) They are typically 1-2 stories with parking required to be in the rear or to the side of the structure.

### Recommendations:

- Ensure that primary entrances front onto Ralston Road and enforce the use of these doors as the main entrance.
- Encourage multiple entrances along Ralston Road to activate the street and encourage multiple businesses.
- Ensure appropriate setbacks allow for ample sidewalk activation space, such as areas for cafe seating and sidewalk sales.
- Encourage awnings and signage that creates a comfortable pedestrian experience and scale to walk along.

## Mixed Use (B,C)



### Description:

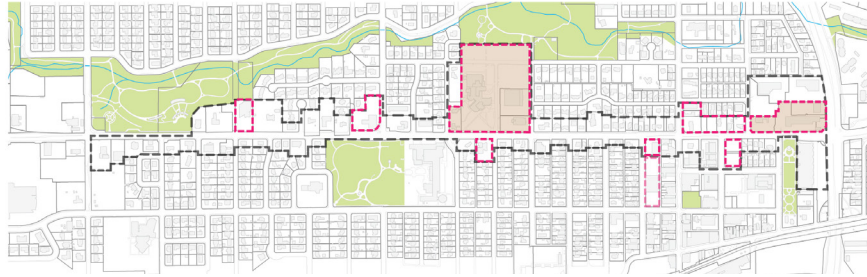
Mixed use is typically a structure that includes commercial uses on the ground floor and residential uses on upper floors.

### Recommendations:

- Follow recommendations for Small Commercial for ground-floor activation.
- Incentivize this type of development which provides both commercial activation as well as housing units for the corridor.
- Encourage building standards that break up the building to make it look like smaller buildings side-by-side (like Olde Town).
- Consider increasing the allowable height to 5 stories on large redevelopment sites (Civic Campus and Ralston & Wadsworth Bypass).



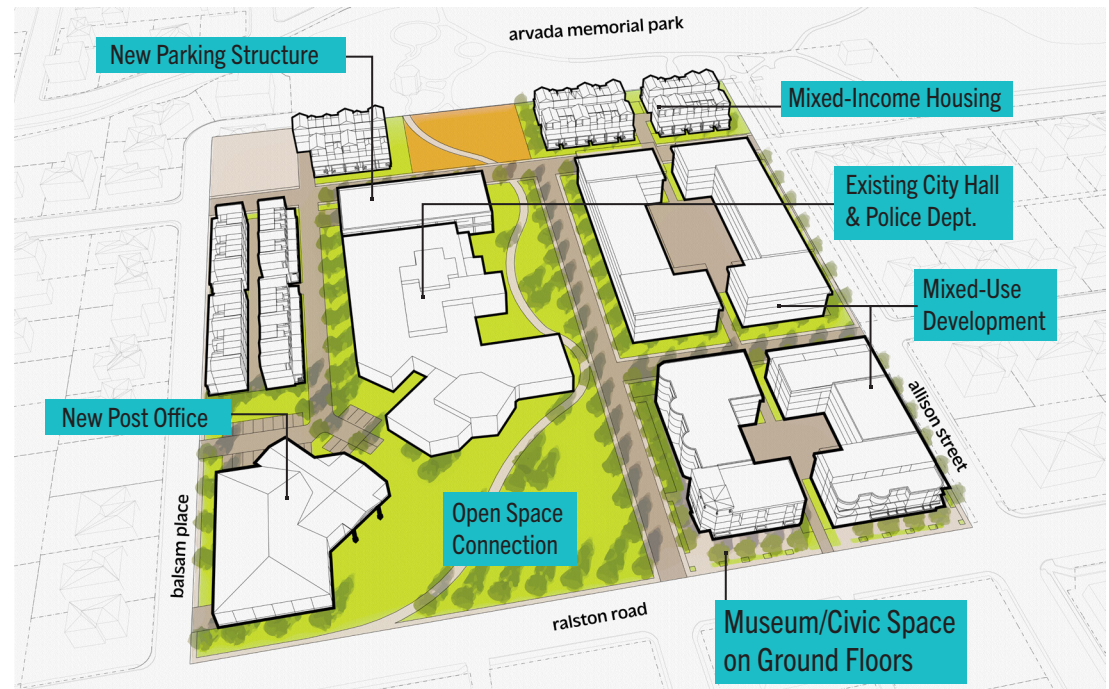
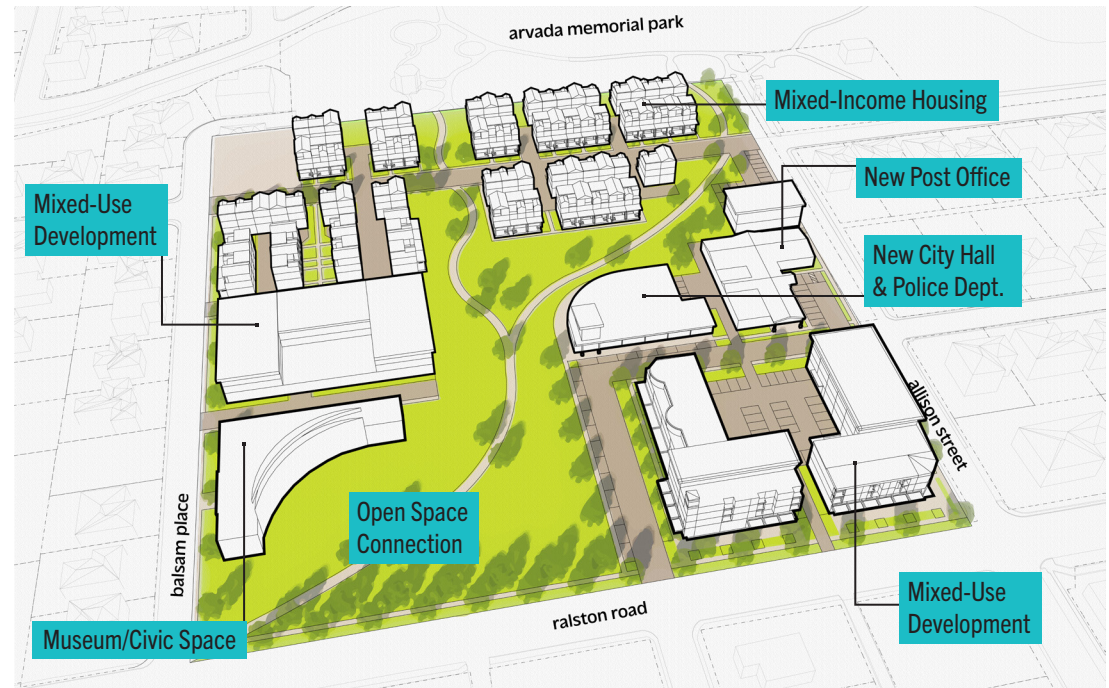
## Large Lot Development Opportunities



The current Civic Campus includes approximately 12 acres of property owned by the City of Arvada that could potentially be reconfigured and partially or completely redeveloped to include a greater mix of uses in the future. These uses could include City offices and courts, and the Post Office, along with affordable or workforce and market-rate housing, mixed use development with some retail, additional open space connections between Ralston Road, the Arvada K-8 School and Memorial Park, and additional civic uses such as a local history museum or event center.

### Recommendations for Future Redevelopment:

- Create a signature open space connection between Ralston Road and Memorial Park, providing pedestrian and bicycle access, adding views from Ralston Road to Memorial Park, and preserving the existing mature trees in front of existing City Hall.
- Take advantage of City-owned property to create affordable or workforce housing opportunities on-site.
- Consider mixed-use development along Ralston Road edge and encourage pedestrian-scaled retail facing Ralston and the new open spaces.
- Consolidate parking on-site into shared parking arrangements with new development or a City parking structure.



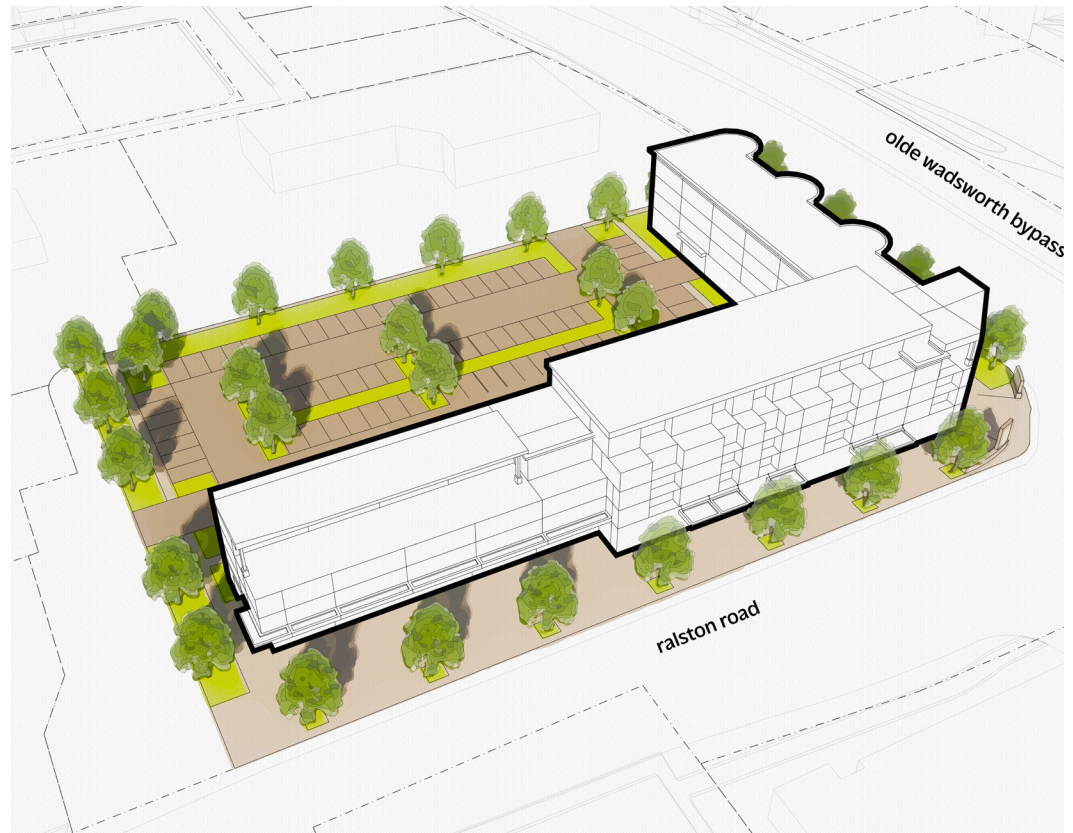
Concepts for Illustrative Purposes Only

## Ralston at Wadsworth Bypass

The large property at the northwest corner of Ralston Road and Wadsworth Bypass presents a significant opportunity for mixed-use development that can act as a signature gateway to both the Ralston Road corridor and Olde Town. This is one of the larger properties along the corridor that could accommodate a 5-story mixed-use structure and the necessary parking.

### Recommendations for Future Redevelopment:

- Follow recommendations for Mixed Use from the previous list.
- Create a signature corner gateway treatment at Ralston Road and Wadsworth Bypass that provides a welcoming arrival to the Ralston Road corridor and Olde Town.
- Encourage ground-floor retail and building amenity spaces along the length of Ralston Road, particularly at both corners.



Concept for Illustrative Purposes Only



## Development Opportunities

# Recommendations:

- **Revisit Adaptive Reuse regulations to ensure that the code is encouraging reuse of existing residential forms to commercial uses.** Many have already been converted and therefore should already allow commercial uses. Consider allowing residential structures to be converted to short-term rentals, since they are located on an arterial and close to Olde Town and the transit station.
- **Create a development guide or provide this study for any redevelopment proposals** in the study area to convey the desired development outcomes consistent with the Land Development Code. This is especially important for any development proposals in the short-term, prior to modifications and adoptions to official zoning regulations.
- **Consider discouraging auto-oriented uses such as drive-thrus.** These uses and forms do not meet the intent of the study area to transform into a vibrant, mixed use, walkable corridor and therefore should be discouraged. Drive-thru restaurants require larger lots which compete with lots that are more desirable for mixed use development.
  - **Consider prohibiting drive-through facilities along Ralston Road MX-N districts between the OT districts and Independence Street.** They are already prohibited in OT districts.
- **Discourage or do not allow “slot homes.”** Slot homes - townhomes that face the side of a property line as opposed to the front - detract from the experience of the corridor because the units and architecture do not interact with the street edge. There are many lots in the study area that could be targeted for this type of development given the demand for townhomes in the region and therefore, adjustments to zoning are essential and should be a priority. Consider tools to limit “slot home” townhome forms, including:
  - **Only allow townhome forms to front onto a street or public park** or eliminate the ability to front onto a shared open space.
  - **Consider increasing the building separation and dimensions of the shared open space** to be equal to the height of the building in order to create a usable and more desirable space for residents.
  - If eliminating slot home forms entirely is determined to not be warranted, **develop stronger design standards for the unit(s) closest to Ralston Road to ensure the architecture clearly addresses the street** with a prominent front door, porch, front yard, and windows.
- **Consider expanding Zone B of 4-5-2-5 “Parking Credits and Reductions”** to all properties fronting Ralston Road within the study area to create more feasible development types along the corridor since it is served by bus transit and within walking distance to light rail.
- **Also refer to future zoning and design standard recommendations.**

## Future Zoning and Design Standards

At a glance, the zoning and dimensional standards of the existing zoning for the corridor appear to be appropriate. The amount of subdistricts within the Olde Town Zone District seems excessive. Consolidating zone districts along Ralston Road may have advantages that should be considered by the City upon evaluating the pros and cons.

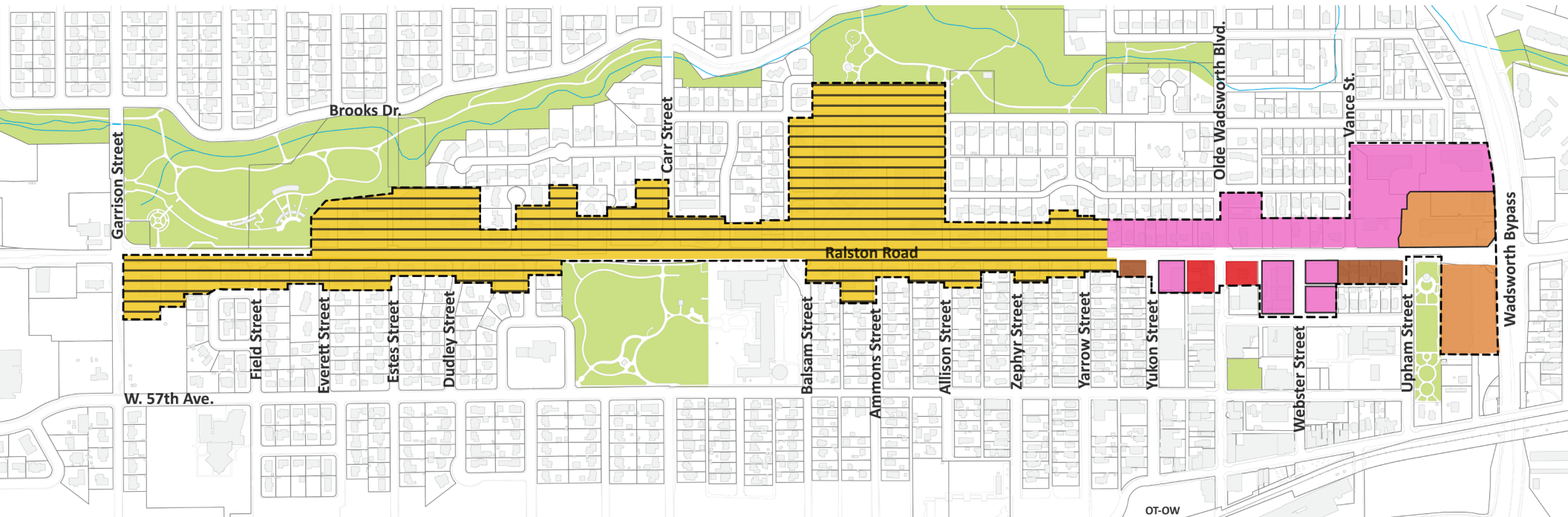
Olde Town (OT) zone districts are required to go through design review and follow the **Olde Town Design Guidelines**. This process will be beneficial to any future redevelopment in these areas. However, MX-N is not currently subjected to special review and many of the design standards do not apply. For example, **Article 4-3 Site Design Standards** in the LDC is a key tool for ensuring appropriate site design and orientation of buildings to create a pedestrian-friendly building frontage, but many of the standards for properties along Ralston Road would not be required, as they only apply to:

- CG zoning and properties larger than 50,000 SF;
- Residential projects with 10 or more units; and
- MX-S, MX-U, and MX-T districts (not MX-N)

**Chapter 5, Building Design** includes certain standards for aesthetics of buildings but due to the importance of this corridor and the potential for redevelopment, the City may want to assess or add to the standards to achieve design excellence for new construction in the study area.

The consideration of possibly rezoning MX-N properties to OT-RR within the study area for consistent zoning and design standards and guidelines was evaluated. Ultimately, it was decided that extending OT districts was not appropriate. Therefore, an **overlay district is recommended for MX-N properties** to modify the standards of MX-N in this study area to match that of OT-RR. The City should also consider future rezonings to achieve greater density and activity at a key gateway site and update zoning to ensure that future development is encouraged to front onto the Ralston Road corridor.

## Recommended Zoning & Allowable Heights



### RECOMMENDED ZONING & ALLOWABLE HEIGHTS (STORIES)

3	MX-N: Mixed Use Neighborhood		Proposed Rezoning
3	OT-RR: Olde Town Ralston Road		Proposed Overlay Zone
2	OT-RN: Olde Town Residential Neighborhood		
3	OT-OW: Olde Town Olde Wadsworth		
5	OT-E: Olde Town East		

*Note: Stories shown in legend are maximum stories overall. Refer to LDC for various Frontage Zone standards, which require some areas to “step down” in height.*

## Differences between OT and MX-N

### Allowable Building Types

The table below shows allowable building types per district. If OT-EY and OT-W were removed, and OT-OW and OT-RN are very limited, most of the rest of the corridor is similar (MX-N, OT-E, and OT-RR). Differences include:

- Cottages/Micro Homes are allowed in MX-N but not OT districts.
- Multiplexes are allowed in MX-N, OT-OW, OT-RN, OT-RR, OT-W, but not OT-E or OT-EY districts.

The highlighted rows are the building types that are most anticipated within the study area due to the limitations of other uses or the market conditions (refer to Market Study.)

Building Type Allowed	Zone Districts						
	MX-N	OT -E	OT- EY	OT-OW	OT-RN	OT-RR	OT-W
Mixed Use	A	A	A	A	*	A	A
Mixed Use Parking Structure (Not Primary Use)	A	A	A	A		A	A
Multifamily/Apartments	A	A	A	A		A	A
Townhomes	**L	A	A			A	A
Multiplexes	A			A	A	A	A
Duplexes	**L				A		
Single Family Detached	**L	*		A	A	*	
Cottages, Micro Homes, or Co-Housing	A						
Accessory Dwelling	A	A	A	A	A	A	
Civic	A	A	A	A		A	A

\* permitted for existing use - See LDC for specific limitations.

\*\* refer to 3-1-3-2 of the LDC for specific limitations

Note: this table is intended to provide a brief overview of key dimensional standards. For full detailed dimensional standards, refer to LDC.

## Mixed - Use Buildings

Mixed use buildings include a required frontage zone as a main differentiator from residential structures. The only difference is the required percentage, or how much of a building is required to be close to the street. If OT-EY and OT-W were removed, all OT districts fronting Ralston Road would be 75% and MX-N would be 50%. MX-N is a lower percentage than OT districts, but that makes sense due to the potential need for vehicular access and parking on shallow lots and the desire to feel more open in this area.

	<b>MX-N</b>	<b>OT-E</b>	<b>OT-EY</b>	<b>OT-OW</b>	<b>OT-RN</b>	<b>OT-RR</b>	<b>OT-W</b>
Frontage Zone (min/max)	5'/25'	10'/25' (Ralston Road Frontage)					
Min. Front Build - to	50%	75%	85%	75%	75%	75%	85%
Min. Front/Street Side Setback	10'	0' (Generally); 10' (Ralston Road); 20' (Wadsworth Bypass)					
Min. Interior Side Setback	5'	0' (Generally); 5' (adjoining single family or duplex); 10' (adjoining protected area)					
Min. Rear Setback, no alley	10'	0' (Generally); 5' (adjoining single family or duplex); 10' (adjoining protected area)					
Min. Rear, alley	*2'	0'					
Min. Front Parking Setback	**15'	5' (Generally); 20' (Ralston Road or Wadsworth Bypass)					
Max. Building Height (stories)	35'	*** 65' (5)	***35' (3)	***35' (3)	28' (2)	***35' (3)	***35' (3)
<p>* the rear setback for alley-loaded garages shall be no less than 2 ft and no more than 4 ft, or a minimum of 18 ft. at the applicants discretion.</p> <p>** except for driveways associated with single family and duplex and multiplex buildings</p> <p>***also requires a 2-story minimum</p>							

*Note: this table is intended to provide a brief overview of key dimensional standards. For full detailed dimensional standards, refer to LDC.*



## *Residential Buildings*

Residential structures' standards vary. In MX-N, they follow the Housing Palette (Division 2-1-8 of LDC) for dimensional standards and Chapter 5 Building Design Standards. OT districts have form-based standards and are required to follow both Chapter 5 with additional guidance in the Olde Town Design Guidelines. The OT form-based standards are more particular. For example:

- In OT, each building type has a frontage zone minimum/maximum and a maximum total building width allowed in the frontage zone.
  - MX-N/Housing Palette only has a minimum setback with no frontage zone.
- In OT, most building types require a step back in height with lower building heights (2-story) in the frontage zone.
  - MX-N/Housing Palette has a maximum building height.
  - Section 5-1-2-3 of the LDC states that buildings shall be designed to avoid a monolithic appearance when viewed from the street, but doesn't suggest how.
- In OT, street-facing entrances are required and a blank wall width maximum is enforced.
  - MX-N/Housing Palette does not have these standards.
  - Section 5-1-2-3 of the LDC require that primary buildings have a main entrance or courtyard leading to a main entrance of each principal building be located on the front façade.

## Future Zoning and Design Standards

### Recommendations:

1. **Consider rezoning the NW corner of Ralston Road and Wadsworth Bypass (three properties) to OT-E.** This would allow for greater height/density at this important intersection and match the redevelopment across the street on the south side of the intersection.
2. **Consider rezoning OT-EY and OT-W properties within the study area to OT-RR.** The desired outcomes for these properties are similar and therefore should be reflected in the zoning. This would also streamline the zone districts along Ralston Road.
3. **Consider an overlay district for MX-N** that includes similar standards as OT districts and Chapter 4 and 5 of the Olde Town Design Guidelines. Consider the following:

#### General – All Projects:

- Limit vehicular access to only allow one per property and require side street or alley access when applicable. This will reduce the amount of curb cuts on Ralston Road.
- Require multiple entrances on the ground floor of buildings facing Ralston Road (current standards only require “primary” entry facing street.) This will help activate and provide interest and activation along the sidewalk. For multifamily structures with ground-floor residential, encourage individual entrances to units and front porches or elevated balconies so that the units engage the street.
- Consider a frontage zone that requires additional design standards such as individual entrance requirements and maximum building width and height step backs like in OT districts.
- Ensure that there is a plan for deliveries, such as temporary/limited parking dedicated on side streets or within private parking areas.

### For Commercial and Mixed Use Projects:

- Consider that certain areas require ground-floor commercial uses, such as from Wadsworth Bypass to Yukon Street on the east side of the corridor and from Garrison to Estes Streets on the west side.
- Consider enforcing operable commercial entrances on Ralston Road, i.e. do not allow them to be blocked or locked with primary entrances at the rear.
- Consider higher ground-floor transparency requirements (current requirement is 40%) and design elements such as awnings, storefronts, and recessed entries.
- Encourage small courtyards that are welcoming and comfortable to sit and dine, gather, or shop.
- Encourage signage that is sized appropriately for the corridor and oriented to pedestrians, as well as autos.

### For Residential Projects:

- Consider design standards that require adequately sized front porches for townhomes so that they are comfortable to use for sitting/gathering and require a certain percentage of units be elevated from the sidewalk level to provide a transition from public to private space.
- Consider greater setbacks for townhomes (15' min.) to allow for a more residential “front yard” space. This is most important for ground-level units that are at-grade with the sidewalk to provide more transition space public to private space.
- Encourage variation in roof form and type so that all new products do not appear the same.



SECTION 4

# APPENDIX

# Previous Plan Review and Zoning Report

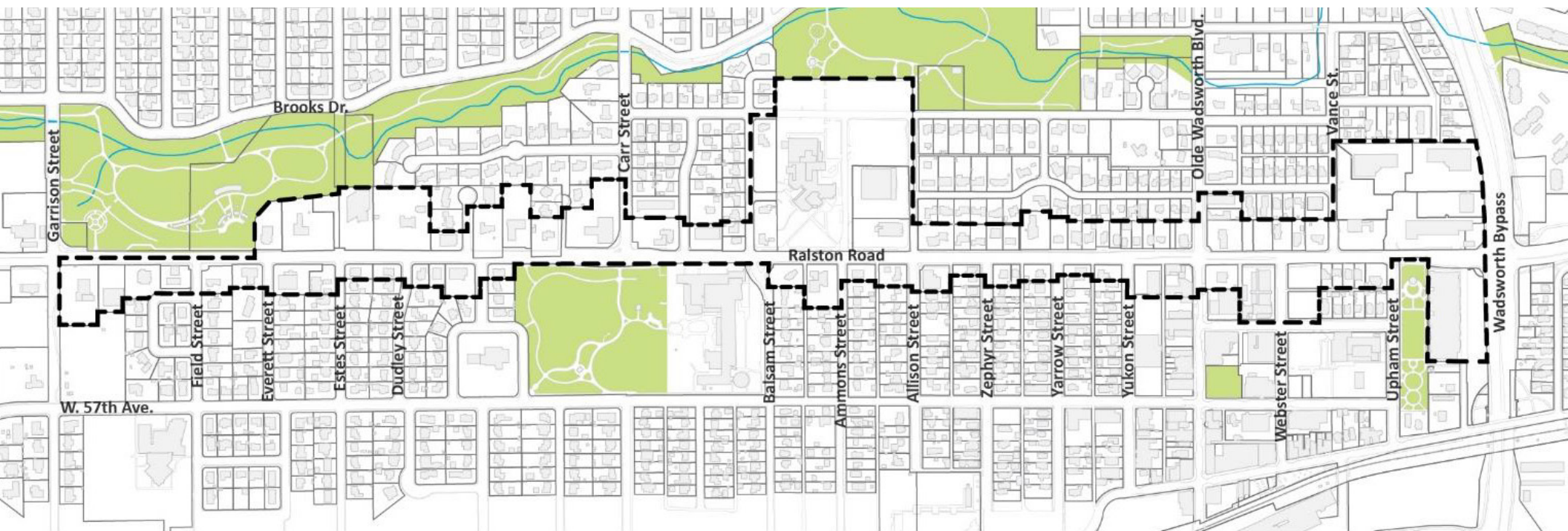


# INTRODUCTION

This study seeks to update the 2007 Transit Station Framework Plan and the 2010 Olde Town Urban Renewal Plan as they relate to land uses/zoning and pedestrian comfort and connectivity along Ralston Road. The study area includes the Olde Town area (properties zoned OT) as well as MX-N zoned properties along Ralston Road between Garrison Street and Wadsworth Bypass.

The Land Development Code was updated in 2020 to include mixed use zone districts, including MX-N districts. Some redevelopment has occurred and spurred positive change along Ralston Road to the west of the study area. Ralston Road improvements such as wider sidewalks are underway and will make the corridor more appealing and safer to walk along. Additionally, The “New Town” area south of the train station is also experiencing redevelopment.

However, along Ralston Road within this study area not much redevelopment has occurred and therefore, the timing is right to reevaluate zoning and design standards. Today, the land uses and character of the street is still auto-dominant with multiple curb cuts, parking lots facing the street, and low intensity uses. This study seeks to ensure that future land use and zoning are aligned and support the vision for a transit-oriented destination that also respects the historic context and fabric. It also will look at ways to improve the pedestrian experience along Ralston Road and improve connectivity from north of Ralston Road to the south.



## PREVIOUS PLAN REVIEW

The 2007 Arvada Transit Station Master Plan and 2010 Olde Town Urban Renewal Plan were reviewed in detail. Summaries of the documents, as they relate to the scope of this project, are provided below, in addition to a summary of what needs updated as part of this process.

Brief plan summaries from other plans that were reviewed for the Olde Town Strategic Reinvestment Plan (concurrent project) are also included. They are:

- 2012 Olde Town Design Guidelines
- 2017 Olde Town Retail and Vibrancy Study

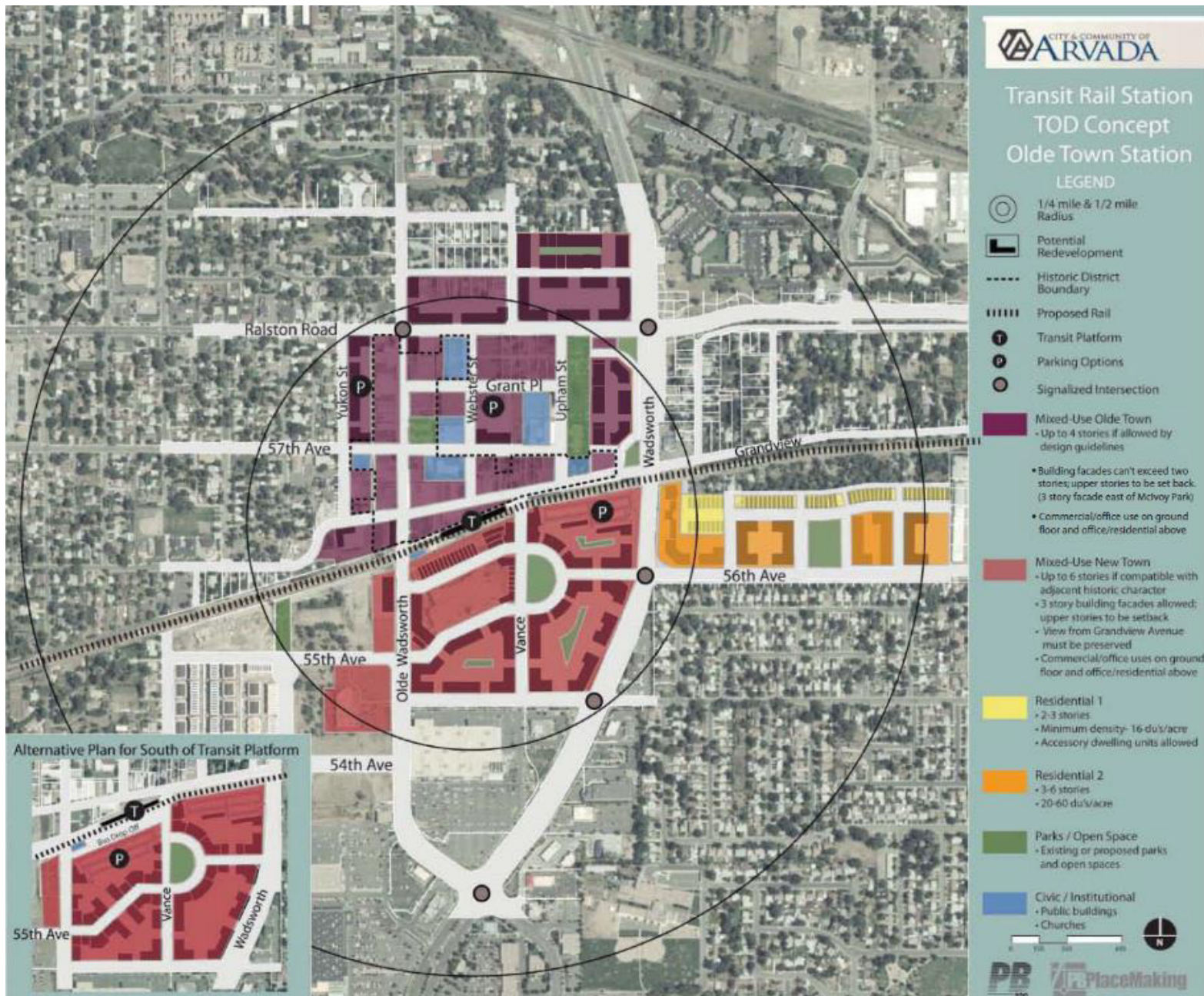
### **2007 Arvada Transit Station Master Plan**

This document provides a vision, goals, transit-oriented development (TOD) concepts, and circulation plans for the three G-Line stations in Arvada. Section (Chapter) 5 of the document outlines recommendations for Olde Town Station which includes Olde Town (north of tracks) and New Town (south of tracks.) Goals for Olde Town Station included:

- Providing a variety of employment, retail, and housing within walking distance of the transit station.
- Providing parking to serve both the transit station and the Olde Town businesses and residents.
- Preserving the historic fabric and scale of Olde Wadsworth and Grandview Avenue.
- Preserving the “grand view” from Grandview.
- Providing an opportunity for more intensive uses developed in the character of Olde Town.
- 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.
- Developing a unique character that supports the look and feel of Olde Town for Transit and capital improvements.

The TOD concept envisions redevelopment potential along Yukon and Ralston Road as well as across from McIlvoy Park (redeveloped into Park Place Olde Town) in Olde Town as well as redevelopment in “New Town” south of the railroad tracks that would include 3-6 story buildings with a 3-story street wall and step backs on upper floors to reduce the scale.





Olde Town Station Area Master Plan (2007)

## **Olde Town Station Area Master Plan (2007)**

### **What Needs Updated:**

Section/Chapter 5 should be updated to include new projects that have occurred since the plan was written, as well as new findings from this study. It should follow the same format to remain consistent with other sections of the plan.

#### **1. Site Context**

- a. Existing Land Uses – update to reflect current land use patterns and new projects
- b. Opportunities and Constraints – update to include impact of street closure and Retail and Vibrancy Study findings, and impact of Covid Pandemic and retail trends.
- c. Market Analysis – update with findings of current market analysis.
- d. Key Issues – update to reflect current issues, much of which has been identified in the Olde Town Strategic Reinvestment Plan.
- e. Role within the Gold Line – still relevant; no/minimal change needed.

#### **2. Station Area Plan**

- a. The Vision - still relevant; no/minimal change needed.
- b. Plan Goals – update based on findings of this study, such as new connectivity goals and land use expectations.
- c. TOD Concept – update text to reflect current study findings and maps:
  - i. TOD Concept Map – add in recent redevelopment and incorporate new concepts for Yukon and Ralston Road opportunity sites and incorporate New Town development proposals and concepts as being defined in the current planning process.
  - ii. Urban Design and Public Space Plan diagram - incorporate findings and concepts from Olde Town Strategic Reinvestment Plan
  - iii. Circulation Plan – update based on study findings as well as coordination with Olde Town Strategic Reinvestment Plan and New Town Subarea Plan.

## **2010 Urban Renewal Plan**

An urban renewal area (URA) was established for areas surrounding the historic district and Olde Town Station in 2009. This document establishes what an urban renewal area is, what activities it can engage in (demolition, public improvements, acquisitions, owner agreements, renewal and rehabilitation, property management, relocation assistance and payment, etc.) and what tax increment financing (TIF) can be used to fund.

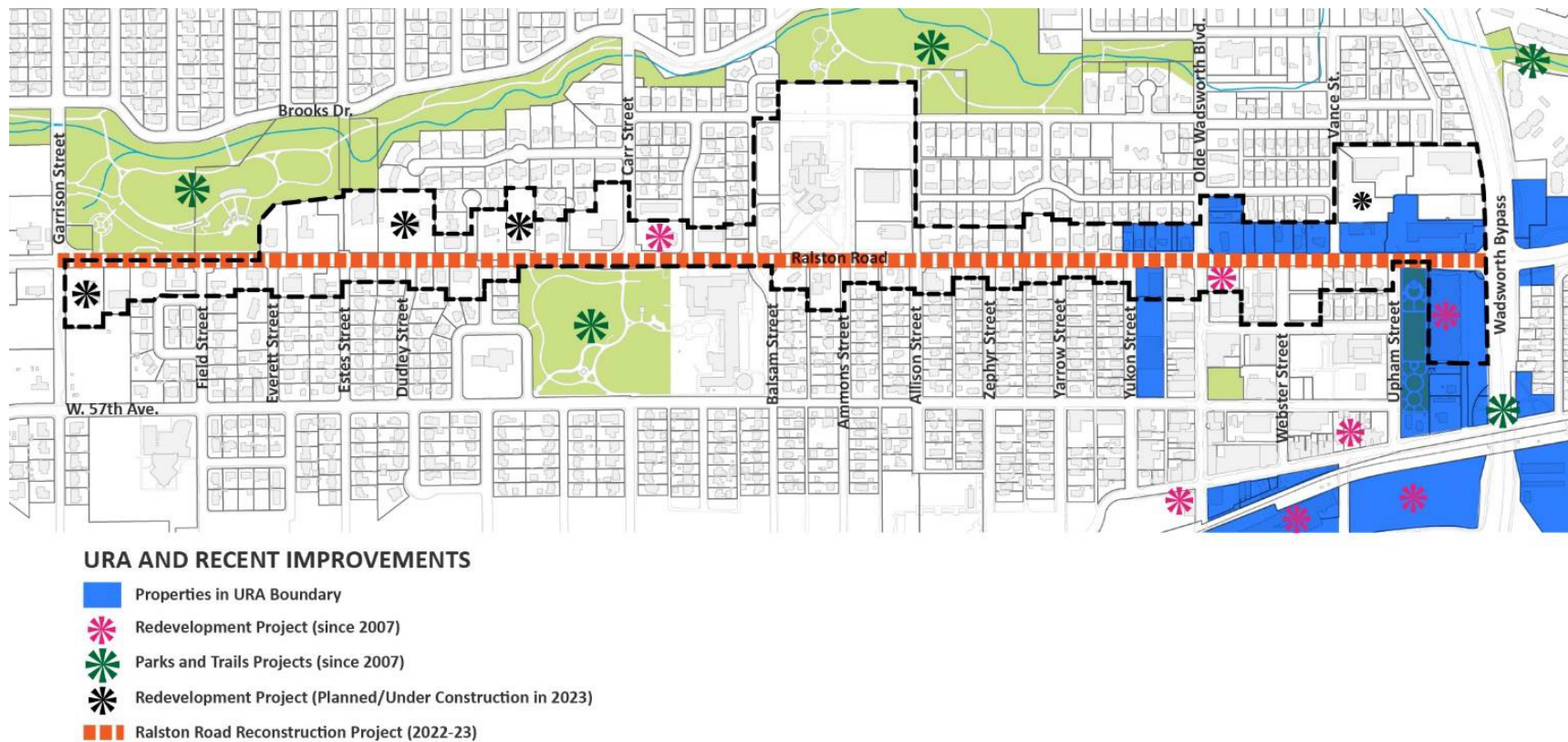
Arvada Urban Renewal Authority (AURA) is a key stakeholder and continues to advance the vision for the URA (boundary below.)

Current and recent redevelopment within the boundary includes:

- Park Place Olde Town (completed – adjacent to McIlvoy Park)
- Solana Olde Town Station (completed – east side of Wadsworth along W. 56th Ave.)
- Residences at Olde Town Station, Marriott Residence Inn, and Shops at Olde Town Station (under construction – south of station along Wadsworth Blvd.)
- The Elks Lodge completed interior modifications and façade upgrades.
- The property at the NW corner of Olde Wadsworth and Ralston is currently in the pre-application stage.

Note that a previous URA for the City Center (including the historic Olde Town area) expired in 2006. Successful redevelopment projects in that area have increased tax revenue in the district by over \$13.7 million per year.





## 2012 Olde Town Design Guidelines

Design Guidelines apply for all Olde Town (OT) zone districts for any projects considered “land use activity” as defined in the land use code. Generally, the guidelines are written to apply to seven character areas that coincide with the zone districts (refer to Existing Zoning Review section). Guidelines are provided for preservation of an existing building, new construction, and signs. The guidelines are intended to assist with maintaining the historic character and scale of Olde Town while allowing new investment.

## 2017 Olde Town Arvada Retail and Vibrancy Study

This study was initiated due to merchants noticing a slow transition of ground floor uses changing from retail to office. This became concerning because many felt this change was contributing to a loss of vibrancy. The study looked at existing inventory and lease rates and studied seven peer communities. A workshop with downtown merchants and a survey resulted in defining key issues and opportunities. The study provides a plan for “projects and programs” to address the key issues.

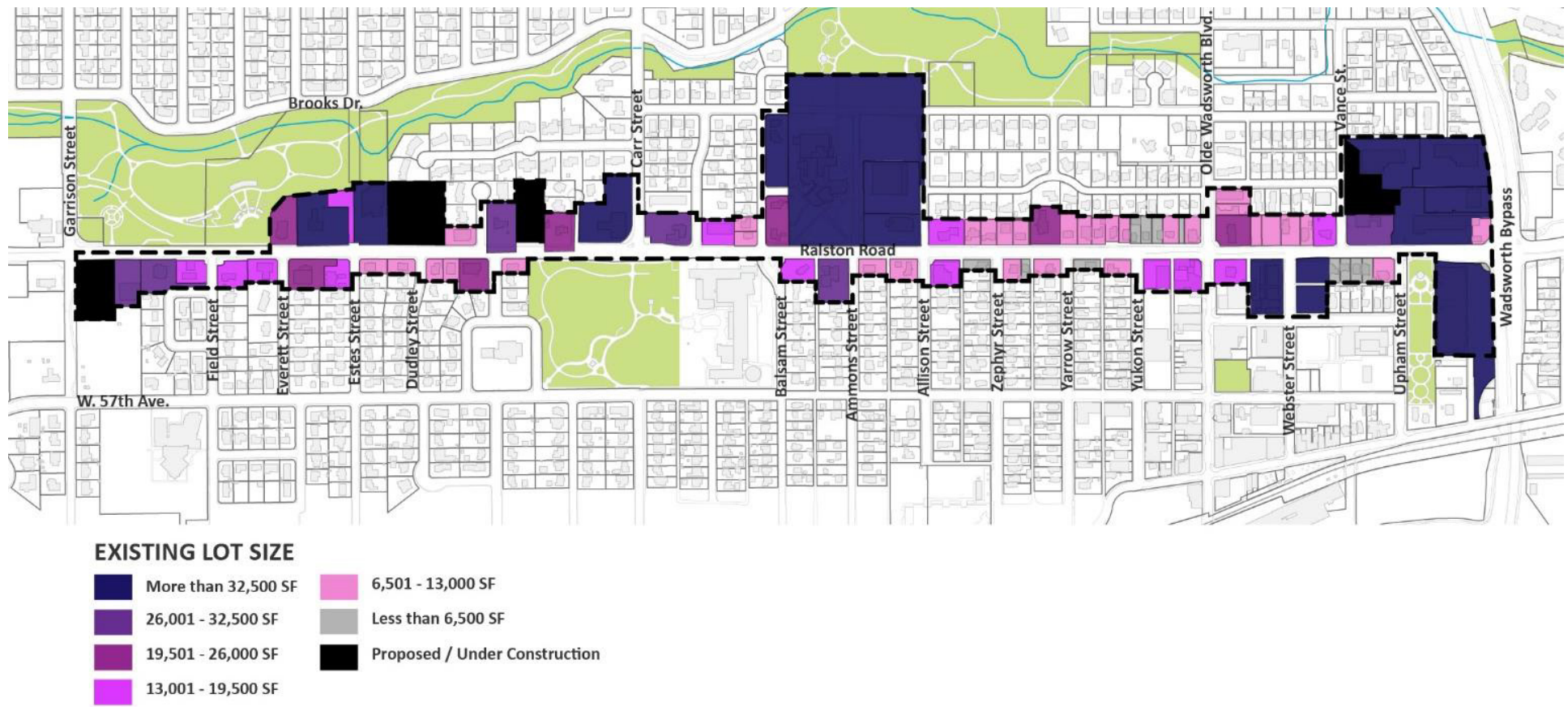
Project Recommendations include:

- Update McIlvoy Park – celebrate history; upgrade amenities
- Alley enhancements - create new pedestrian areas for exploration and business venues. This may include an alley mural program, overhead decorative lighting, and encouraging music venues and business expansion to the alleys.
- A wayfinding system (pedestrian and motorist focused) – pedestrian wayfinding combined with an expanded historic tour, through either signs, mobile phone apps or other ways.
- A loop route - invite visitors and residents to walk and explore a larger area in Olde Town and New Town.
- Zoning approaches - encourage more ground-floor retail and roof decks.
- Streetscape Improvements – to streetscapes that need repair, including the continued expansion of the new streetlights.
- Pedestrian crossing improvements - where needed.
- Yukon Street Streetscape improvements - a high quality Olde Town pedestrian environment is important with wide sidewalks, street furniture and safe street crossings.
- Methods to improve streetwall continuity - screening and public art elements where there are no buildings.
- A public art program.

# EXISTING CHARACTER AND ZONING ANALYSIS

## Existing Lot Sizes

Lot sizes vary within the study area. There are a few nonconforming lots on the east end of the study area that are less than 6,500 SF - the minimum lot size required for redevelopment. The majority of large lots are on the north side of Ralston Road. There are four multifamily projects planned or under construction on Ralston Road – all being built on larger lots.





## Existing Age of Structures

Buildings in the study area were constructed at different times. Buildings closer to Olde Town and Wadsworth Bypass are older whereas buildings are newer on the west end of the study area. There are three buildings that were built in the past 20 years. The map below highlights four typologies:

**Pre-1950.** These structures are the oldest on the corridor. Many include former single family homes that have converted to commercial.

**1950-2000.** These include more traditional commercial structures, as the corridor transitioned during this time from residential to commercial uses. It also includes the Civic Center.

**2000-Current.** These are the most recent redevelopment projects in the study area, including two commercial properties and Park Place multifamily adjacent to McIlvoy Park.

**Proposed/Under Construction.** These lots are expected to redevelop in the next couple years, or are already under construction.



### EXISTING AGE OF STRUCTURE



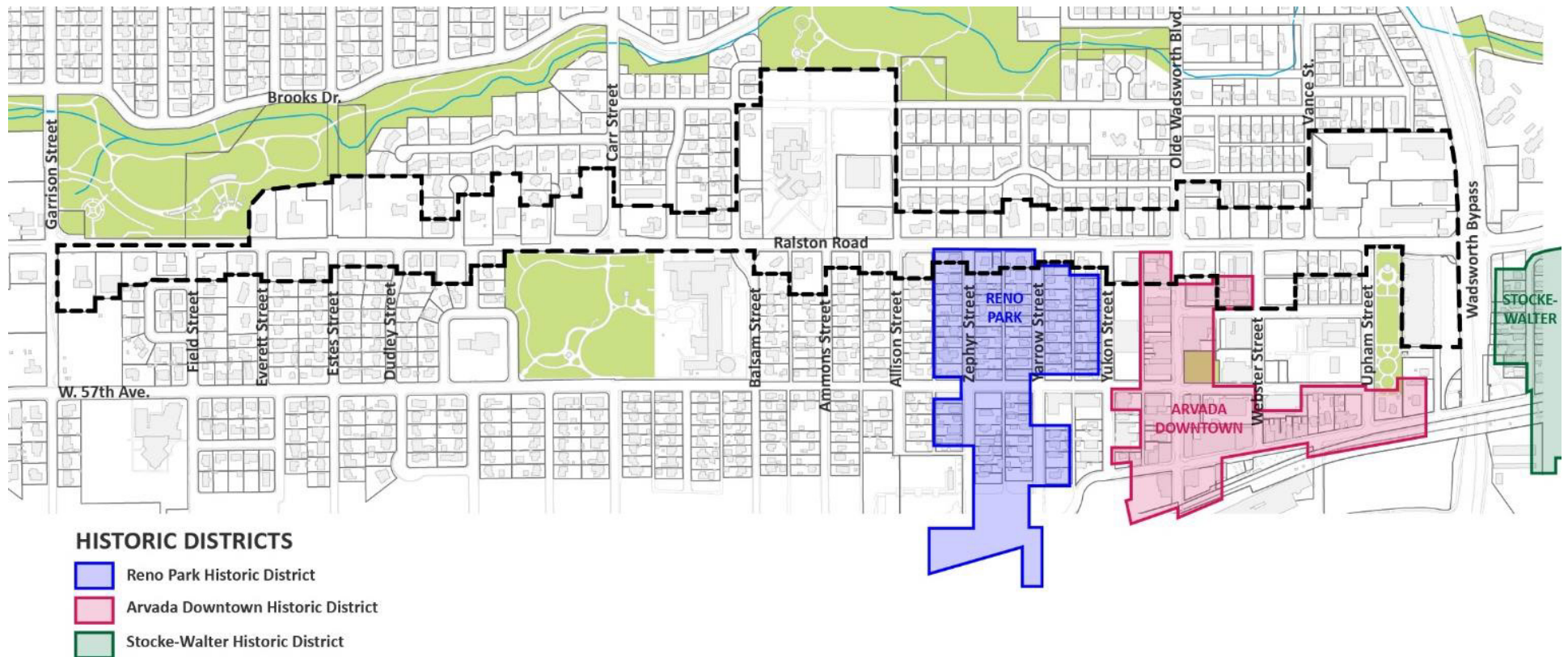
## Historic Districts

There are two historic districts that overlap the study area and one just to the east across Wadsworth Bypass. They include:

**Reno Park Historic District** – Buildings in this district are primarily single-family homes with some commercial uses. Some residences have also been converted to offices. Most buildings were built in the 1800s. There are four properties in the study area along Ralston Road between Yarrow and Allison Streets. Any redevelopment in this area is subject to the Reno Park Historic District Design Guidelines.

**Arvada Downtown Historic District (Olde Town)** – this district is known as “Olde Town” and includes the primary downtown functions for Arvada. Most buildings are commercial, though some older residences exist along Grandview. There are two properties in the study area. Any modifications or redevelopment in this area are subject to the Olde Town Design Guidelines.

**Stocke Walter Historic District** – this district is outside the study area, across Wadsworth Bypass and includes primarily residential homes constructed in the early 1900s.





## Existing Character and Use

The Ralston Road corridor has transformed overtime from a residential corridor to a commercial corridor. Some of the previous residential character is still in tact and helps tell the story and history of the corridor. Many of the former residential homes have now been converted into commercial uses such as offices, salons, and restaurants. As the corridor changed, commercial structures were added. The following map highlights these typologies:

**Commercial Use and Character** – these are buildings that were typically constructed mid-century. They typically consist of 1-2 story buildings. Some are built near the sidewalk and others are set back with parking in front.

**Residential Use and Character** – these are buildings that are still used as primary residences and are single family homes with a driveway. They include front yards adjacent to the sidewalk. Once exception is Park Place adjacent to McIlvoy Park that is a 5-story multifamily structure facing the park.

**Residential Character / Commercial Use** – these are former single family homes that have been converted to commercial uses such as offices or restaurants.

**Civic Character and Use** – these include Civic Center and the St. Anne Catholic Church in Olde Town.

**Future Residential Redevelopment** – these include projects that are currently proposed or under construction. They include future multifamily residences and townhomes.



### EXISTING CHARACTER AND USE

- Commercial Use and Character
- Residential Use and Character
- Residential Character / Commercial Use
- Civic Character and Use
- Future Residential Redevelopment (Proposed/Under Construction)

## Existing Zoning

Zoning within the study area boundary includes seven different zone districts. Mixed Use Neighborhood (MX-N) is located along Ralston Road west of Yukon Street. The rest of the area along Ralston Road is zoned “Olde Town” which includes six separate zone districts. More in depth analysis of these zone districts are included on the following pages. Reference LDC for full zone district standards. Existing zoning includes:

**MX-N (Mixed Use Neighborhood)** – this includes all properties in the study area on both sides of the corridor west of the alley between Yukon and Yarrow Streets.

**OT-RR (Olde Town Ralston Road)** – this includes all properties on the north side of Ralston Road east of MX-N.

**OT-RN (Olde Town Residential Neighborhood)** – this includes properties fronting Ralston Road on the southwest corner of Yukon and Ralston and along Ralston west of Upham Street.

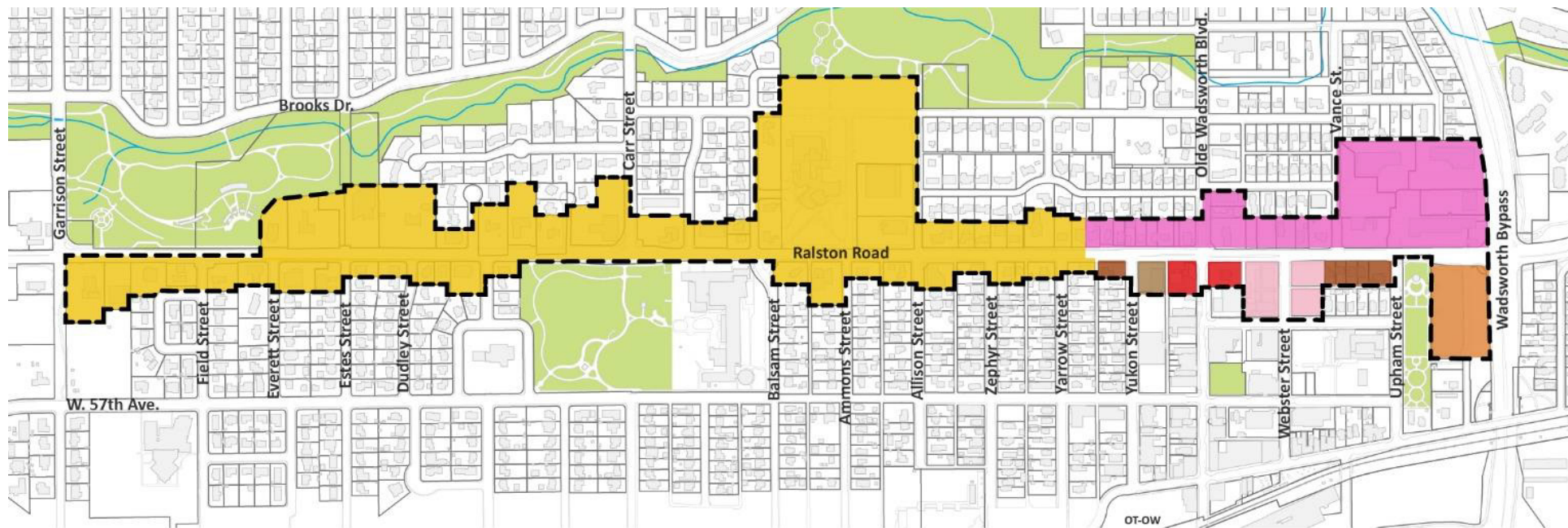
**OT-EY (Olde Town East Yukon)** – this includes one property on the southeast corner of Yukon Street and Ralston Road.

**OT-OW (Olde Town Olde Wadsworth)** – this includes two properties at the south intersection of Olde Wadsworth and Ralston Road.

**OT-W (Olde Town Webster)** – this includes two properties at the south intersection of Webster Street and Ralston Road.

**OT-E (Olde Town East)** – this includes one property east of McIlvoy Park which includes the Park Place development.

## Existing Zoning



### EXISTING ZONING & ALLOWABLE HEIGHT (STORIES)

- |   |   |   |                                 |
|---|---|---|---------------------------------|
| 3 | MX-N: Mixed Use Neighborhood              | 3 | OT-OW: Olde Town Olde Wadsworth |
| 3 | OT-RR: Olde Town Ralston Road             | 3 | OT-W: Olde Town Webster         |
| 2 | OT-RN: Olde Town Residential Neighborhood | 5 | OT-E: Olde Town East            |
| 3 | OT-EY: Olde Town East Yukon               |   |                                 |



## Mixed Use Neighborhood District (MX-N)

Standard	Residential Bldg.	Non-Resid. Or Mixed-Use Bldg.
Min. Lot Area	Depends on housing type (Div. 2-1-8)	6,500 sf
Min. Lot Width		60 ft
Max. Lot Coverage	70%	
Frontage Zone (min/max)	Div. 2-1-8	5 ft/25 ft
Min. Build-to within Frontage Zone	50%	
Street Side Setback (min/max)	Div. 2-1-8	10 ft
Interior Side Setback (min)		5 ft
Rear Setback, no alley (min)		10 ft
Rear Setback, with alley (min)		*2 ft
Front Parking setback (min)	**15 ft	
Arterial Street Setback (min)	***doesn't apply to study area	
Bldg. Height – Principal Bldg. (max)	35 ft	
Bldg. Height – ADU (max)	30 ft	-
Bldg. Height – Accessory Bldg. (max)	18 ft	-
Bldg. Height – Mini structure (max)	12 ft	
Landscape Surface Area – for the development parcel (min)	15%	20%
Landscaped Surface Area, Amenitized (min)	5%	-
Transition Requirements	Any portion of a building located within 25 ft of RA or RN district shall have height no greater than that allowed in RA/RN.	
Height Incentives	15 ft for projects that include affordable housing (must utilize LIHTC and also includes market rate units)	
<i>*the rear setback for alley-loaded garages shall be no less than 2 ft. and no more than 4 ft. or a minimum of 18 ft., at the applicant's discretion.</i>		
<i>**except for driveways associated with single family and duplex and multiplex buildings.</i>		
<i>***arterial street setbacks include exceptions for OT and along Ralston Road between Yukon and Oak Streets.</i>		

*This table includes dimensional standards generally, except as specified in the LDC - Refer to LDC for more detail.*



## Olde Town (OT) Districts

Building Height – the majority of Olde Town is allowed a maximum of 3-stories/35-feet except Olde Town East (allowed up to 5-stories/65-feet) plus a minimum 2-stories and Grandview and Residential Neighborhood (allowed up to 2-stories/28 feet).

District	Max. Height
OT-E – Olde Town East	Up to 5-stories/65 ft
OT-EY – Olde Town East Yukon	Up to 3-stories/35 ft
OT-OW – Olde Town Old Wadsworth	
OT-RR – Olde Town Ralston Road	
OT-W – Olde Town Webster	
OT-GV – Olde Town Grandview	Up to 2-stories/28 ft
OT-RN – Olde Town Residential Neighborhood	
NOTE: heights in OT districts are also subject to frontage zone requirements in order to achieve maximum heights. Ultimately, OT is a “form based” code and subject to other standards as well.	

Table 2-1-5-2: Building Types by Sub-District							
Key: ■ = Allowed * = Allowed as Provided in Table Note Blank Cell = Not Allowed							
Building Type	OT-E	OT-EY	OT-GV	OT-OW	OT-RN	OT-RR	OT-W
Mixed Use	■	■	■	■	*1	■	■
Mixed Use Parking Structure	■	■		■		■	■
Apartment	■	■				■	■
Townhouse	■	■				■	■
Multiplex	■				■		■
Single Family Dwelling or Duplexes	*1		■	■	■	*1	
Detached Accessory Dwelling Unit or Accessory Building	■	■	■	■	■	■	
Civic Building	■	■	■	■		■	■
TABLE NOTES: <sup>1</sup> This permitted building type designation is intended to only address existing buildings. Existing buildings of this type shall be considered conforming for the purposes of expansion, modification, or alteration in a manner that is consistent with the standards established in Sec. 2-1-5-4, Mixed-Use Lot and Building Form Standards, and the Design Guidelines for Olde Town Arvada. In the event of demolition of an existing building of this type, new development shall be limited to the other building types that are allowed in this sub-district. In the event of damage or destruction of an existing building of this type, the provisions of Chapter 9, Nonconformities, shall apply.							

Building Types – building standards vary depending on the type of building constructed and certain building types are only allowed in certain districts (see Table 2-1-5-2 below). Key highlights are listed below:

- Olde Town Residential Neighborhood is the most restrictive, only allowing Single Family Dwelling, Duplex, and Multiplex structures as well as an ADU.
- Mixed Use and Civic Buildings are allowed in all districts except RN (unless a mixed use structure already exists, it is grandfathered in)
- Mixed Use Parking Structure is allowed everywhere except RN and GV.
- Apartments and Townhouses are allowed everywhere except RN, GV, and OW.
- Multiplexes are only allowed in E and RN.
- Single Family and Duplexes are only allowed in GV, OW, and RN (also in RR and E as existing buildings).
- ADUs are not allowed in OT-W.

\*NOTE: the shaded boxes illustrate the allowable height in each district overlaid on building types to understand differences for each. Also refer to additional Frontage Zone height requirements in LDC.

Ralston Road Frontage – all OT districts except OT-GV have frontage along Ralston Road. OT-E is recently developed (Olde Town Park Place.)

- The minimum setback along Ralston Road is 10 ft. (single family homes and duplexes = 15 ft). This is similar to MX-N.
- The frontage area along Ralston Road is defined as 10-25 ft. and the Built-To requirement varies from 75-85% depending on building type. MX-N zone district frontage area is similar but the build-to percentage is less, at 50%.

## **MX-N Key Takeaways**

- The standards for MX-N seem reasonable for a corridor like Ralston Road. However, potential concerns are noted below.
- The build-to (50%) and setback requirements allow for ample space for commercial activation and frontage as well as residential front yards and buffers from the busy street. However, it is unclear if the non-residential and mixed-use street setback would be 10-feet or 5-feet (as defined in the frontage zone.)
- The height incentive allows for up to 50-feet for most development types (not all), an increase of 15-feet from 35-feet maximum, if a proposed building is a Low Income Housing Tax Credit (LIHTC) project.
- Most of the available lots are too small to be considered for a LIHTC project unless multiple lots were consolidated.
- Ralston Gardens is a 102-unit multifamily project proposed at the southeast corner of Garrison and Ralston Road, which is a LIHTC project.
- There are multiple multifamily developments under construction or in review stages:
- Ralston Court is a 48-unit, 3-story townhome project under construction along the north side of Ralston Road near Dover Ct.
- This project includes 6 buildings where buildings 1 and 2 have units that front onto Ralston Road, but the rest of the buildings front onto interior courts. It is essentially a “slot home” form, but oriented the preferred direction which is only capable due to the larger lot width and having two vehicular access points.
- The Emerson at Olde Town is a 24-unit, 3-story townhome project under construction along the north side of Ralston Road near Cody Ct.
- This project is considered a “slot home” where units face onto a side green space instead of facing the street (Ralston Road).
- Vance Street Flats is a 53-unit, 3-story affordable apartment project under construction at Vance and Ralston Road.
- There are a few other existing building renovations/additions that have been completed or are proposed as well.
- New developments are occurring on larger parcels and are maximizing allowable height. Residential is clearly the market driver. Commercial projects have trended as remodels and additions to existing structures.

## **Olde Town Districts Key Takeaways**

- There are A LOT of districts in a small area. It may be worth a closer look to understand if all of the zone districts are needed or if some could be consolidated (like East Yukon, Webster, and Ralston Road.)
- The build-to zone is 10-25 feet from the street-facing property line along Ralston Road and requires 75-85% to be within the build-to zone whereas MX-N lots can be closer to the street (5-25 feet) and requires less – 50% - of frontage to be within this area.

Generally, the corridor can be broken into five different lot opportunities:

B = Medium Development Opportunities. These are lots that are generally between 13,000 – 26,000 square feet.

D = Recent/Proposed Developments. These are lots that currently have a development proposed on them or have been recently redeveloped and are not expected to redevelop in the near future.

E = Historic Properties. These are lots within the Olde Town Historic District and therefore protected from demolition and not expected to redevelop in the near future.



# **RALSTON ROAD MULTI-MODAL CORRIDOR Economic Focus Areas**

*Arvada, Colorado*

*April 7, 2023*

*Prepared by:*



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## Ralston Road Corridor Needs

The region is continuing to emerge from Covid. Changes in behavior observed during the Pandemic and after, have impacts on real estate markets. Key considerations as we examine Ralston Road opportunities are summarized below.

- *Housing:* In Arvada and across the region, the increased unaffordability of housing (both rental and ownership) is a paramount concern. Arvada is not immune. To some extent, Arvada has benefitted from the rising cost of housing in the popular West Denver neighborhoods as the City is an attractive option for former Denver residents.
- *Retail and restaurants:* Retail markets were shifting prior to Covid (increased on-line shopping; the demise of some retail store types). Retail and restaurants are continuing to adjust to a post-Covid reality of operating with particular consequences to Olde Town Arvada which has been adjusting to the challenges.
- *Office:* The office sector has been one of the hardest hit by the Pandemic. Increased office sublease vacancy is starting to be seen as office employees are choosing to work in a hybrid fashion with consequences for the office market.

Past studies particularly relevant to this task and the Ralston Corridor include a City-wide 2020 Housing Needs Assessment and a 2017 Olde Town Retail Vibrancy Study. The Olde Town Retail Vibrancy Study was previously summarized.

## 2020 Housing Needs Assessment

- Arvada's population in 2017 was estimated at about 116,000 residents.
- Although Arvada's households are dominated by families, they tend to be clustered in the western part of city.
- The Hispanic population is a significant (15%) and growing percentage of the Arvada population.
- In 2017, 11% of Arvada's adult population had at least one disability. Over one-third of Arvada seniors (age 65+) also reported at least one disability.
- Single family residential tends to dominate the housing stock in Arvada. However, Arvada does offer more diversity in its housing types (apartments, condos, townhomes, etc) than its neighbors.
- At the time of the report, Arvada sales prices were "middle of the pack" in comparison with other metro area communities and were relatively affordable.
- Arvada's rental market was particularly challenging for households with incomes less than \$25,000 annually and difficult for households with incomes between \$25,000 and \$35,000.
- Housing recommendations included the following:
  - A need for affordable inventory across the spectrum (from people experiencing homelessness up through 80%-120% AMI.)
  - Increased diversity in housing stock with a focus on "missing middle" ownership options and product types attractive to aging seniors.
  - Additional affordable rentals for renters earning less than \$25K per year.
  - Starter homes and family homes priced near or below \$300,000.



Current and Recent Developments



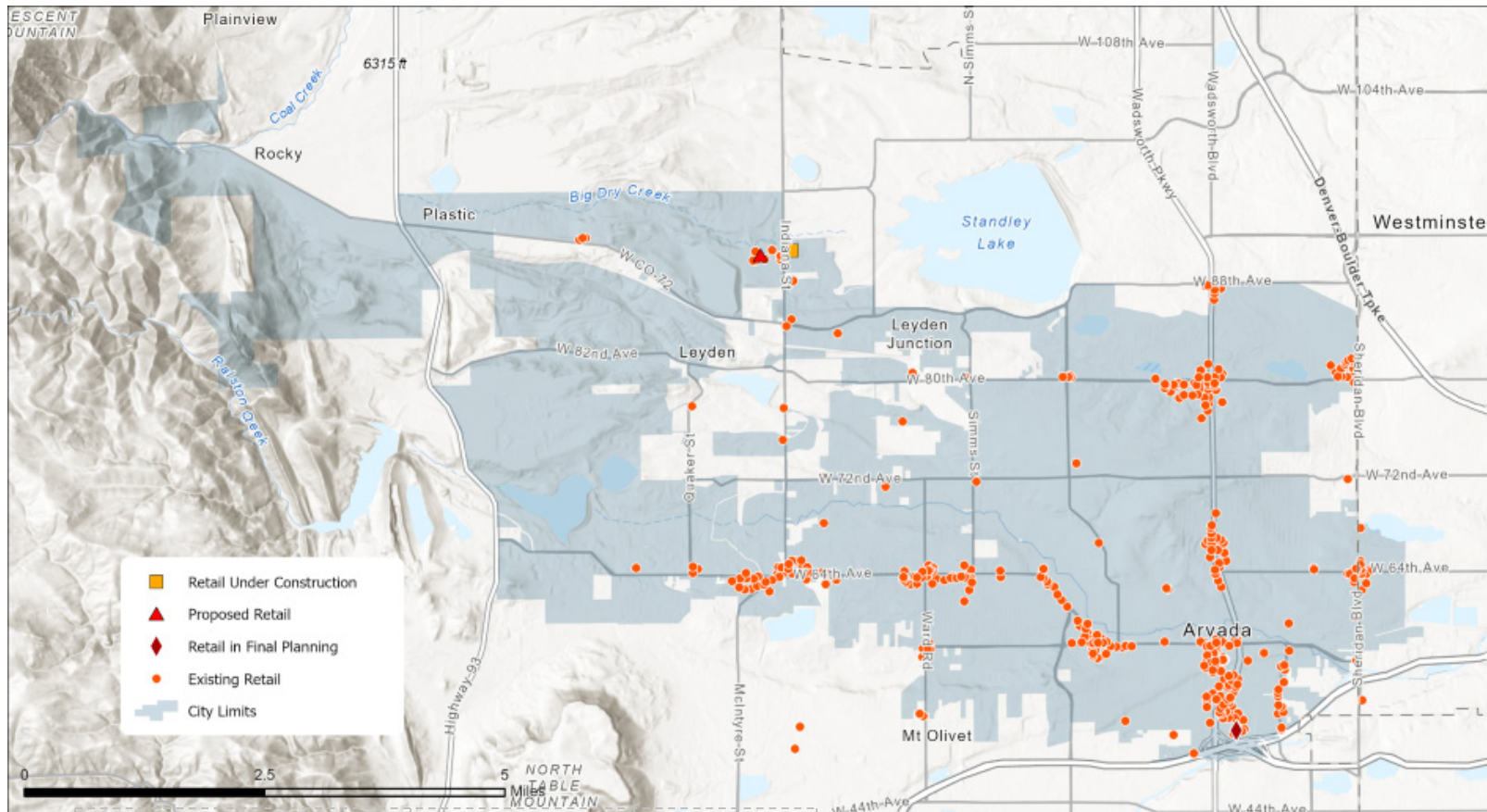


## Current and Recent Developments

The Ralston Road corridor has seen current and recent development activities. They include (map on previous page):

No.	Name	Address	Description of Planned Development	Other
1.	Ralston Gardens	5790 Garrison Street	102 unit affordable apartments includes 66 one-bedrooms, 32 two-bedrooms, 4 three-bedrooms. 30 -70% AMI.	Under construction; spans both sides of Garrison Street
2.	Ralston Court	At Ralston and Dover	49 unit townhome development	Under construction
3.	Emerson at Olde Town	At Ralston and Cody	24 unit townhome development	Under construction
4.	Able Wellness Center	Ralston and Brentwood	<10,000 square foot office remodel and updating	Completed
5.	Teocalli Cocina	Ralston and Olde Wadsworth	Renovation and addition to previous restaurant to accommodate 3,700 sf Teocalli Cocina, a local restaurant chain	Completed
6.	Vance Street Townhomes	7355 Ralston Road	50 unit senior flats (4 studios, 37 one-bedrooms, 9 two bedrooms). 7 at 30% AMI, 3 at 40% AMI, 17 at 50% AMI, 23 at 60% AMI	9% tax credit affordable: Under construction
7.	Single Family house	Olde Town Residential Neighborhood subdistrict	Update attic in home in Olde Town Residential Neighborhood subdistrict	
8.	Grandview Station	3 story building	3 story building ;14 for-sale condos and about 4,000 square feet of commercial space likely to be a boutique or professional office	Completed
9.	Park Place Olde Town	5743 Teller St.	Developed in 2015; 5 story market rate units consisting of 153 1 and 2 br units	Completed

## Arvada Retail Market



	City of Arvada	Ralston Road
<b>Retail</b>		
No. of Buildings	397	62
Inventory (SF)	6,200,000	310,000
NNN Lease Rate per SF	\$15.00	\$25.84
Vacancy Rate (2/2023)	3.7%	2.9%
New additions (2018-2/2022)	313,627	3,700
Source: ArLand, CoStar		

Retail in Olde Town (primarily) and the Ralston Road corridor comprise approximately 5% of the City of Arvada's retail and restaurant inventory. Olde Town and Ralston Road corridor lease rates are \$10 per square foot higher than the City (on average) and the vacancy rates are lower demonstrating the economic value of a walkable, amenitized Olde Town.



## Arvada Retail Market

The retail sector has seen a tremendous amount of recent change.

### The onset of Covid-19 exacerbated retail trends already underway

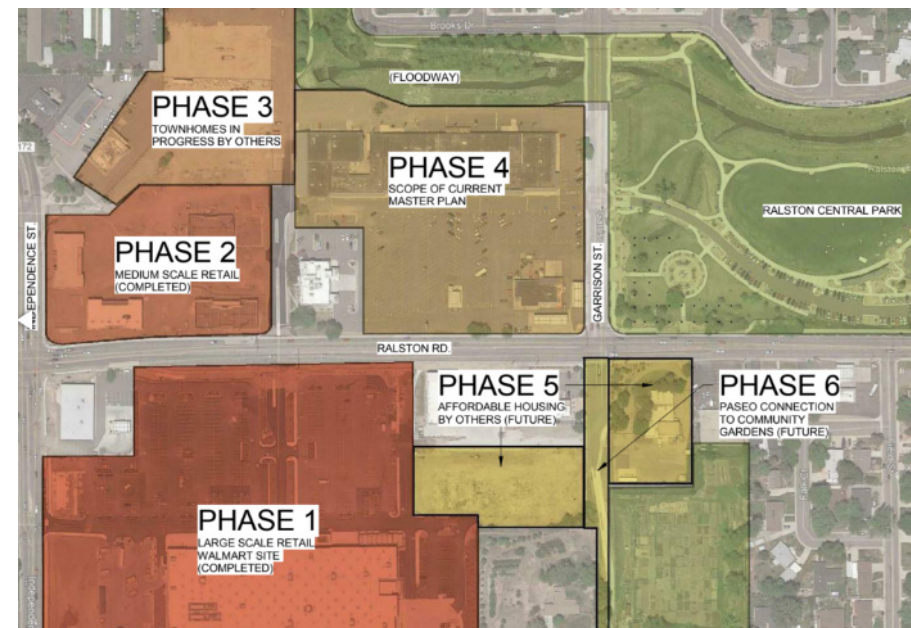
- Online purchases represent 18% of all retail sales nationally and will likely continue to increase. Retail is changing to better align with consumer tastes and preferences and more online purchases. While specialty retail continues to exist, many retailers also have developed a substantial on-line presence.

### Retail centers have been transitioning to mixed use and entertainment centers

- Developments with a mix of uses not only rely less exclusively on only one sector like retail, which makes their revenue more resilient, but these places also create synergies. Multiple synergies exist when “the existence of one supports demand for the others, such as retail serving as an amenity for office users and multi-family residents, or office and multi-family tenants providing foot traffic for retailers” (Ferramosca 2022).

### A mix of uses creates demand for nearby residential

- Mixed-use developments create demand for multi-family developments adjacent to or nearby. Such demand is notable within a quarter mile of the mixed-use development. More importantly, people want to be near this type of place because they can have a variety of experiences even if they don't live within the mixed-use development's boundary. Renters are willing to pay a premium to live in or near a neighborhood with convenient access to goods and services when compared to older neighborhoods without such uses (Ferramosca 2022).



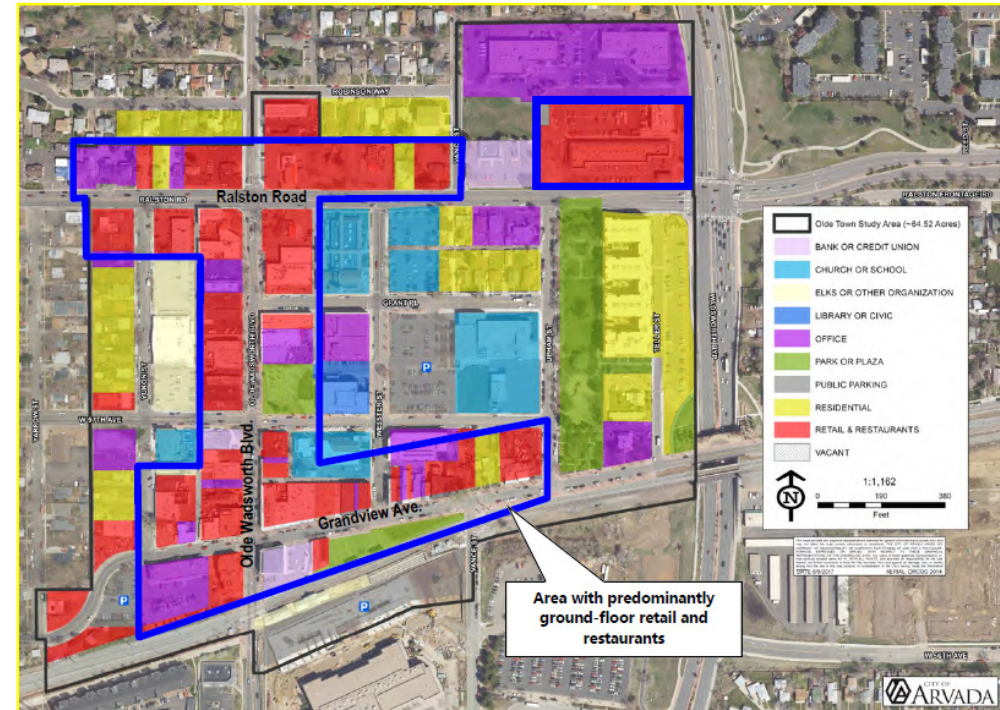
## Arvada Retail Market

In 2017, the Olde Town Retail Vibrancy Study was undertaken because there had been a notable change occurring with ground floor retail uses converting to office uses, rising lease rates and other issues potentially undermining the vibrancy of Olde Town Arvada.

The figure from the plan illustrates the location of ground-floor uses in Olde Town providing a visual indication of the continuity of retail and restaurant uses shown in red.

There appears to be a significant amount of retail and restaurant uses along the Ralston Road corridor although the figure blurs the difference in commercial types in the subareas. The commercial along Olde Wadsworth south of Ralston Road tends to be Olde Town in orientation while the commercial along the northern side of the corridor tends to be strip commercial and oriented to the traffic along Ralston Road and/or they are retail outlets located in older single family residential homes.

- The corners of Ralston Road and Olde Wadsworth should ideally retain their commercial and / or mixed use orientation. The traffic signal and wide crosswalk at the corner helps connect the immediate north side of the street to Olde Town.
- Walkability becomes a challenge the further away from that intersection one traverses.
- The northwest corner of Ralston Road and the Wadsworth Bypass has been a strip commercial uses (and gas station). An old Steuben's restaurant was located behind it. Its successful run was disrupted by the pandemic and the restaurant closed in 2021. While the parcel is large, it is difficult to access from a vehicular and pedestrian perspective.



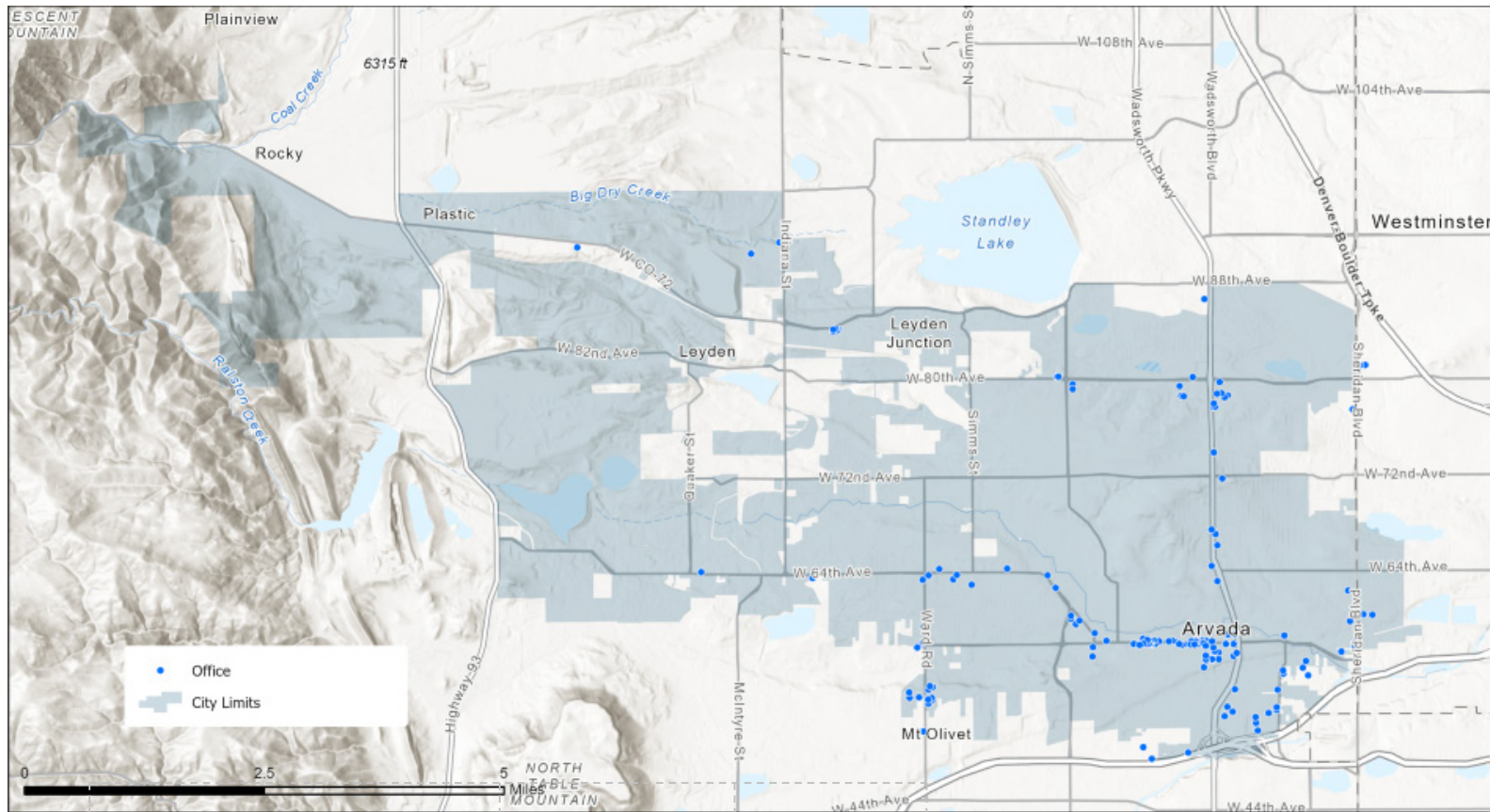
Olde Town Ground-Floor Uses

Note: Figure is from 2017 Olde Town Retail Vibrancy Study and is meant to depict only those commercial areas along Ralston Road in close adjacency to Olde Town. This corridor study extends further west along Ralston Road to Garrison Street.

- The north side of Ralston Road is primarily characterized by one-story residential bungalows that have transitioned into and been converted to commercial uses. This transition took place over time as Ralston Road became an arterial and thoroughfare for residents to move east and west through Arvada.



## Arvada Office Market



	City of Arvada	Ralston Road and Olde Town
<b>Office</b>		
No. of Buildings	157	53
Inventory (SF)	1,730,000	280,000
Gross Lease Rate per SF	\$22.18	\$22.19
Vacancy Rate (2/2023)	7.1%	7.7%
New additions (2018-February 2022)	84,400	0
Source: ArLand, CoStar		

Olde Town and Ralston Road office comprises 30% of the buildings and 15% of the office space in the City of Arvada. While the rents appear comparable to each other, the rental rates primarily reflect the “formal” office spaces in the City. The Ralston Road corridor has a number of smaller offices that were formerly single family residential. These spaces accommodate smaller insurance offices, medical offices, and the like and have been converted over the years to accommodate their office tenants. These tenants likely have a preference for this type of more informal office space as the spaces and landlords tend to be flexible.

## Arvada Office Market

### Employment Growth and Office Space Demand Disconnected

Office demand is less determined by employment changes in office-using sectors than in the past. Although Metro Denver has seen significant employment growth, this doesn't always translate to a demand for large office buildings.

- Stay at home orders brought on by the Covid-19 pandemic accelerated an existing market trend, that of increasing numbers of totally remote workers and those with hybrid or flexible work schedules who do not require a physical presence in the office five days and 40+ hours per week.
- Demand for office space has historically been driven by employment changes in office-using sectors (e.g. information, finance, professional services) but this is no longer the case (Mobley 2022).
- Demand for office space has become more disconnected from employment numbers because of more remote workers (no space required) and to hybrid/flex workers who require less space than in the past.
- Some projections indicate that 25% of professional jobs in North America will be remote by the end of 2022 and this share is expected to increase in 2023 (Robinson 2022).
- The US Census Bureau recently paired Bureau of Labor Statistics survey on the ability to work remotely by industry and Longitudinal Employer-Household Dynamics (LEHD) Origin-Destination Employment Statistics (LODES) commuting data. **The research revealed a shift in daytime population from traditional urban job centers to suburban and rural areas.** This commuting effect is forecast to be long lasting. (Worley, 2023)

### Ralston Road Corridor

The Ralston Road corridor includes medical offices, small professional offices, and office buildings that are comprised of multi-tenanted professional offices. These buildings appear to have reasonable vacancy rates and are well maintained. They serve a niche.

Adjacent Olde Town has seen the addition of office uses in the relatively recent past particularly around the commuter rail station. The Retail Vibrancy Study also noted that some of the formerly retail uses in Olde Town were being replaced by office uses, thereby reducing overall vibrancy.

In the near term future, speculative office development is likely to be slow in the metro Denver area overall. There is a glut of sublease space coming to market. Owners (particularly of B and C properties\*) are contemplating next steps. The long term effects of the pandemic on larger-scale suburban office demand are unknown.

However, **the Ralston Road Corridor** has seen some office redevelopment and **continues to be a prime location for redevelopment into smaller build to suit offices for small professional companies and others.** The vibrancy and proximity of Olde Town also helps “sell” the Ralston Road corridor for companies who may wish to be in Arvada but not right in Olde Town.

#### \* Office Classes:

Class A Office: Premier office buildings with the highest grade materials, amenities, tenants with above average rental rates with exceptional accessibility.

Class B Office: More utilitarian office space with average rents often able to attract a wide range of users.

Class C Office: No frills older buildings offering basic space. They often rely on lower prices to attract tenants.

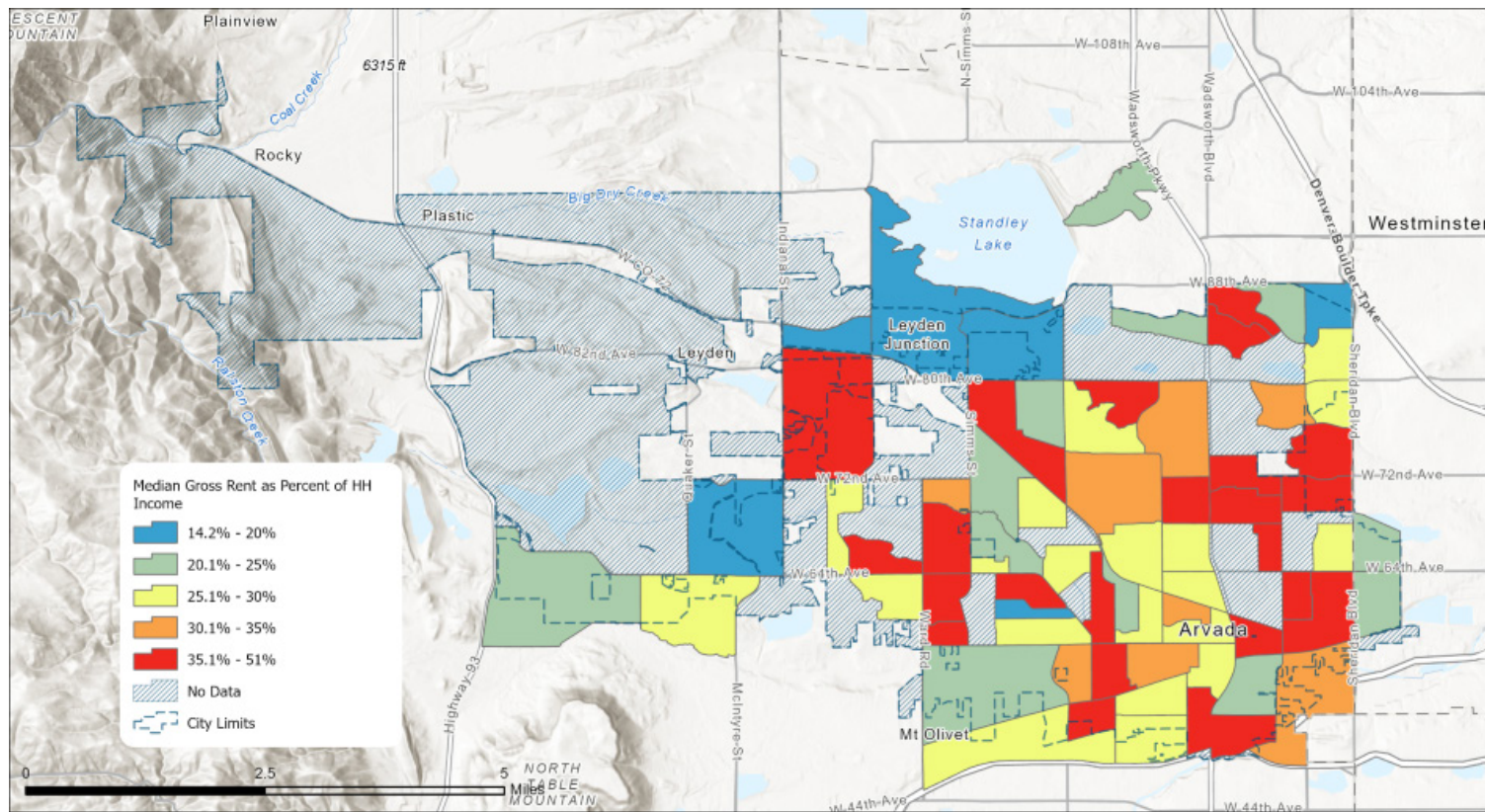


[illegible]

As described previously, several multifamily projects are proposed on the corridor, several of which may likely be rentals.

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Arvada Multifamily Market - Cost Burden



The map on the previous page showed (in green) the 10 affordable rental housing projects located in the City of Arvada.

Demand is high for these units. Vacancy rates are less than 2%.

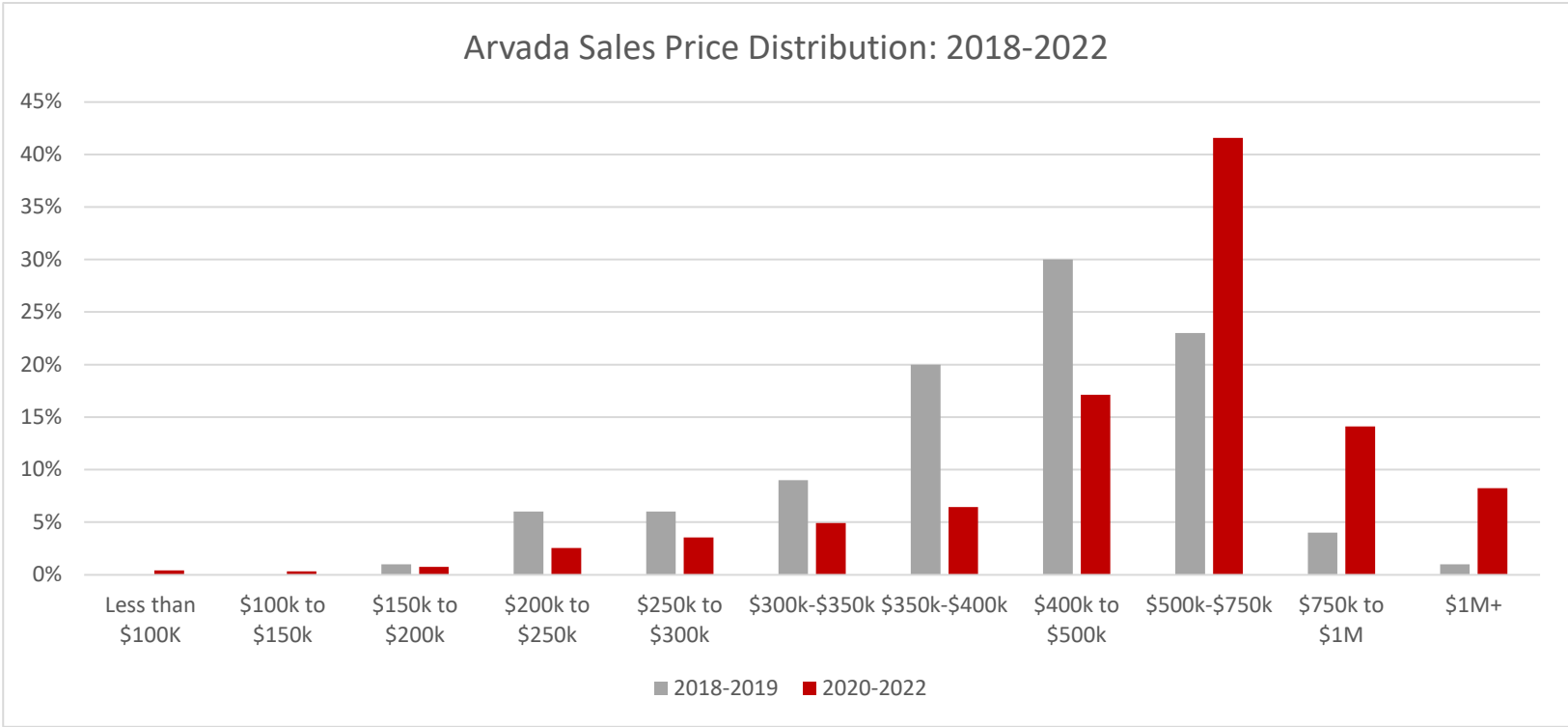
Two affordable housing projects (Vance Street Flats, Ralston Gardens) are currently under construction along Ralston Road. Vance Street Flats is a 50 unit senior project. Ralston Gardens will add approximately 100 units to the affordable inventory. Both projects serve AMI levels between 30% and 70%.

The map on the left shows cost-burdened rental households (in red and orange) within the City (where households are spending over 30% of their household incomes on rent and utilities). Housing cost-burdens are widespread, not just in Arvada.

	City of Arvada	Ralston Road and Olde Town
No. of Buildings	10	2
No. of Units	906	152
Average Rent per Unit	\$1,046.00	30-70% AMI
Average Rent per SF	\$1.52	(under construction or being planned)
Vacancy Rate (2/2023)	1.8%	

Source: ArLand, CoStar

Arvada Ownership Market (All Types)

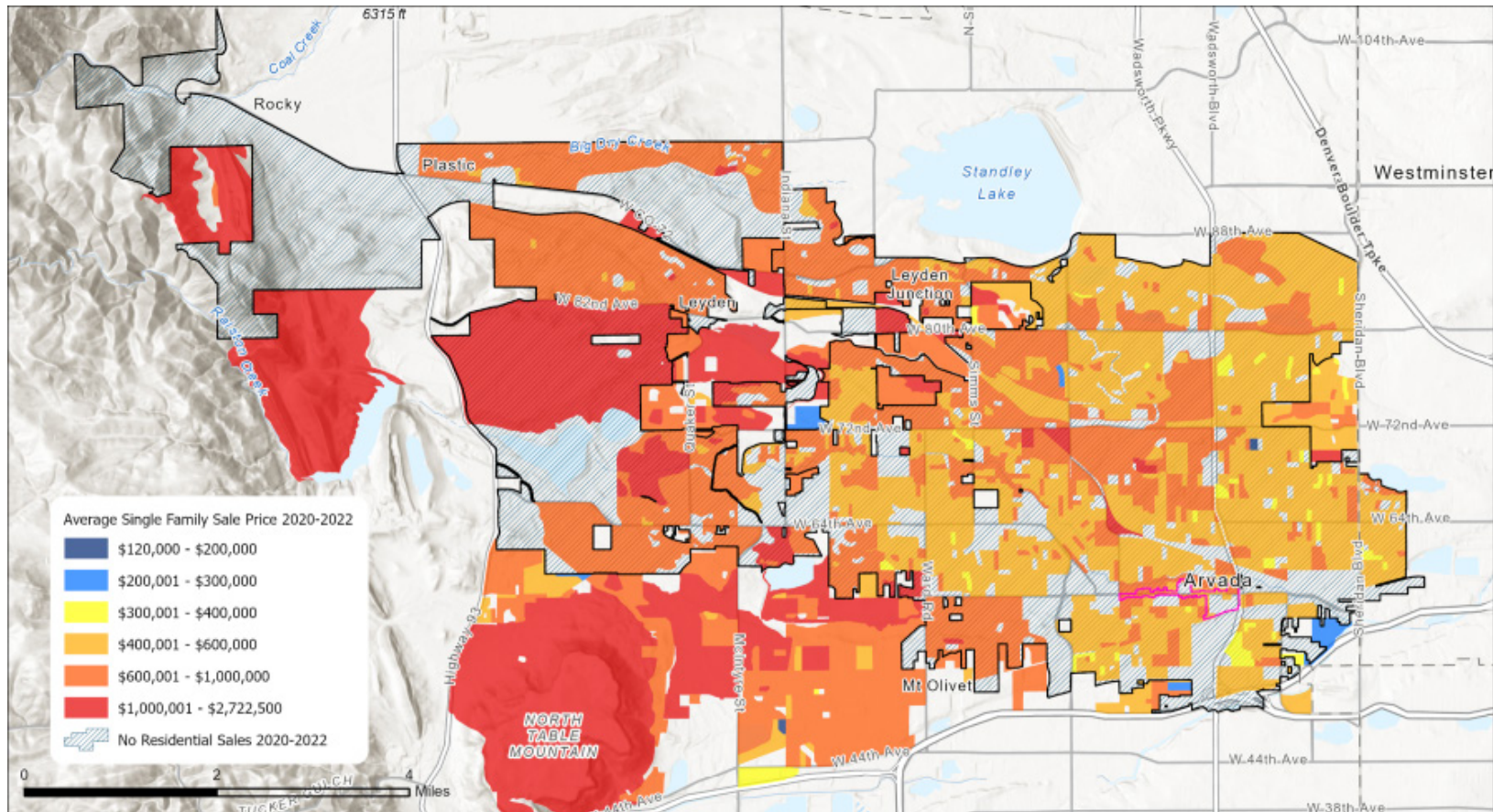


The Housing Needs Assessment pointed out the rising cost of ownership housing in the City of Arvada and compared it to the metro area. The Assessment also noted, however, that Arvada sales tended to fall in the middle of the broader market with Arvada remaining more affordable than parts of Denver and other surrounding suburbs.

Despite Arvada’s “relative” affordability, one of the challenges is the continued price rises seen in the Arvada market (as well as surrounding communities). During the previous Housing Needs Assessment which examined sales prices between 2018 and 2019, the majority of homes sold were in the \$400,000 to \$500,000 range. The majority of homes sold between 2020 and 2022 were in the \$500,000 to \$750,000 range. Arvada is also seeing a higher percentage of homes priced over \$750,000 with a greater percentage priced at over \$1 million. On a percentage basis, there are relatively fewer homes now priced below \$300,000.



## Arvada Single Family Residential Market

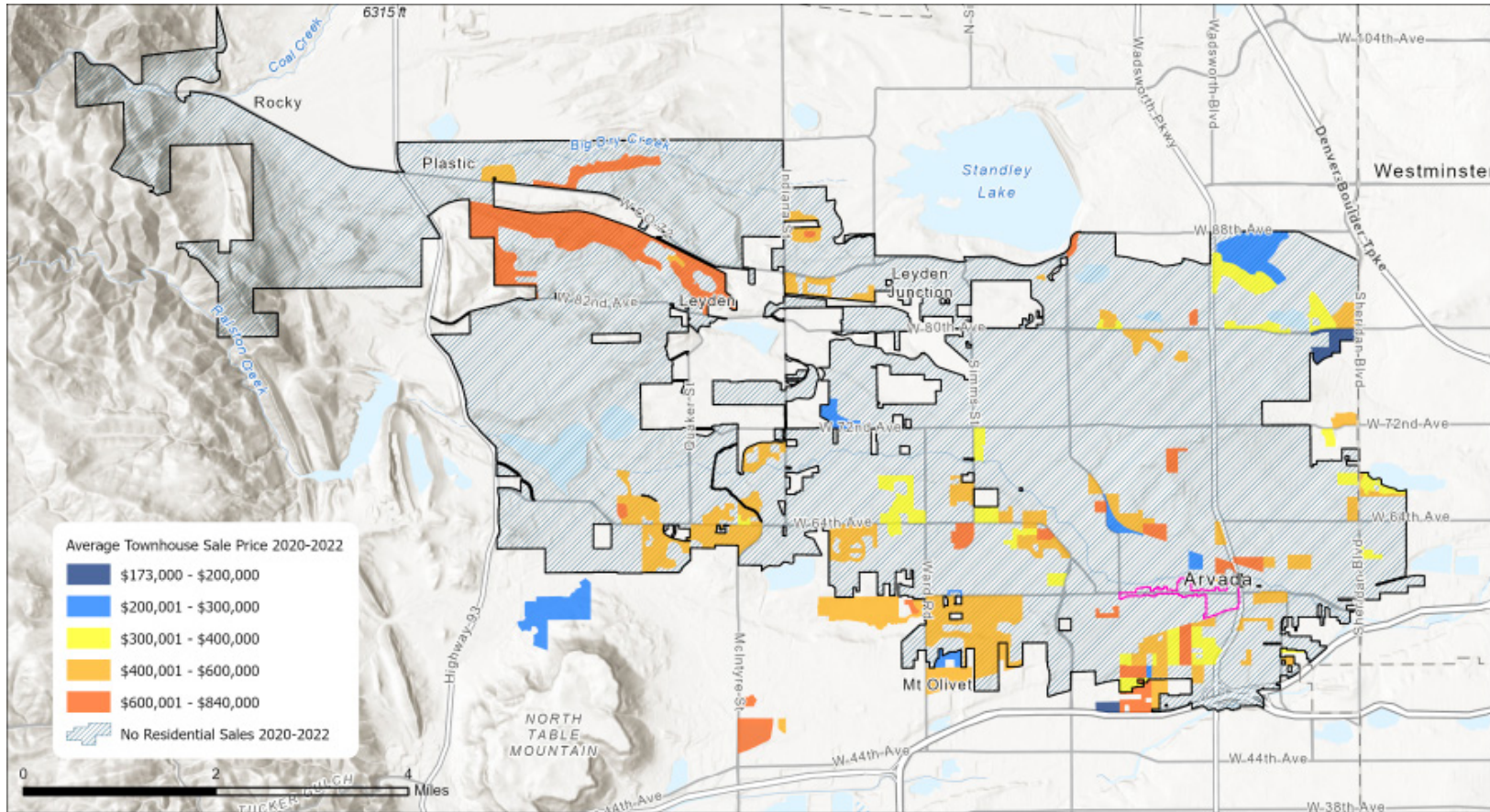


Type	Year	Average Sales Price	%Increase
Single Family	2020	\$566,991	
	2021	\$655,938	15.7%
	2022	\$744,964	13.6%

Source: Jefferson & Adams County Assessors Office, ArLand

Between 2020 and 2022, the average single family residential sales price increased from about \$567,000 to about \$745,000. This represents a total increase in the average price of about 30%. As seen in the figure above, the higher priced homes in the Arvada area tend to be west towards the mountains and open space. The homes in the Ralston Road and Olde Town area tend to be in the \$400,000-\$600,000 price range.

## Arvada Townhouse Market



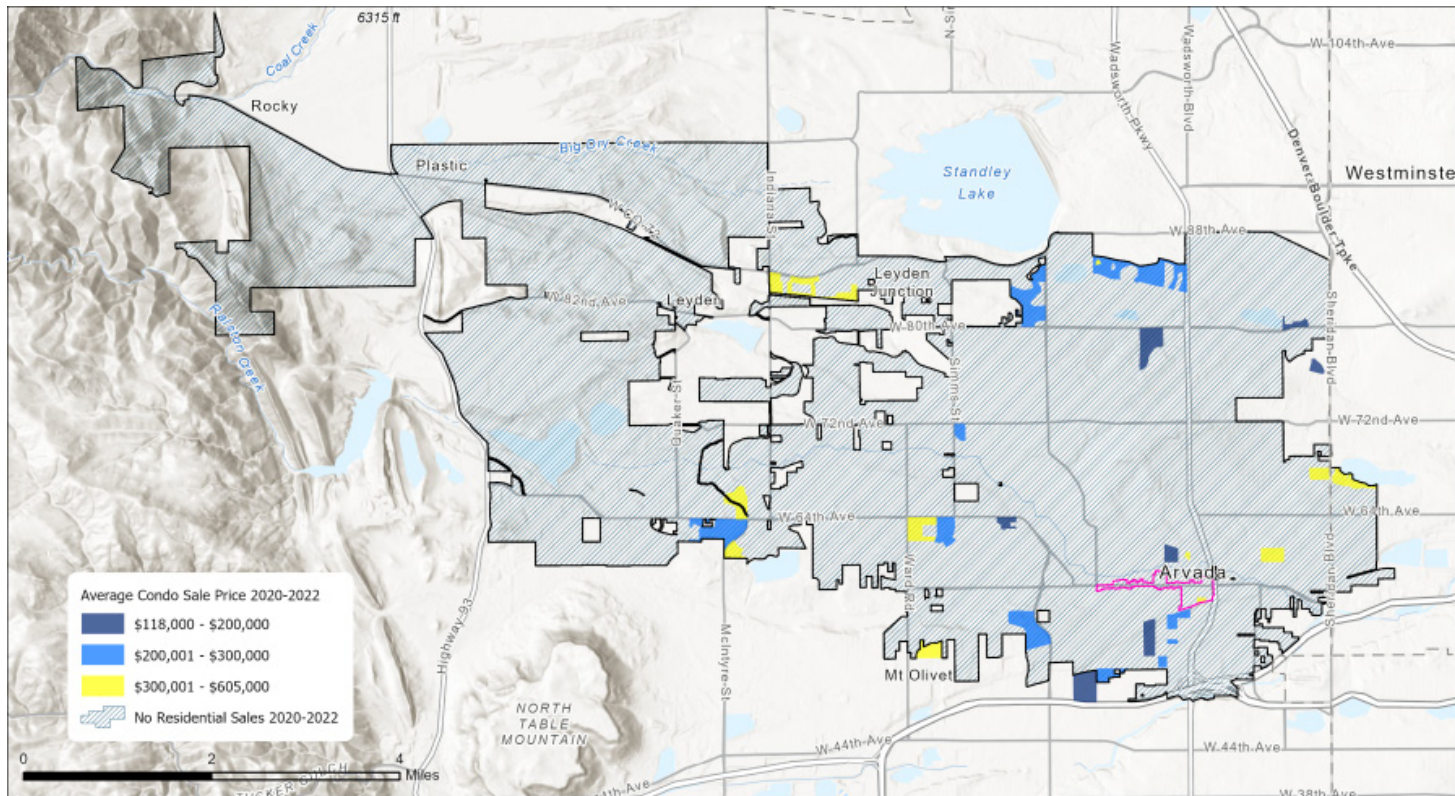
Type	Year	Average Sales Price	%Increase
Townhomes	2020	\$386,562	
	2021	\$461,928	19.5%
	2022	\$517,898	12.1%

Source: Jefferson & Adams County Assessors Office, ArLand

Between 2020 and 2022, the average townhouse sales price increased from about \$386,000 to about \$518,000. While this also represents a significant increase (34%), the prices are generally lower to begin with. These homes tend to be scattered throughout the City. Higher priced townhomes can be found in northwest Arvada. South and west Arvada include a number of moderately priced (\$400,000 to \$600,000) townhome communities.



## Arvada Condo Market



Type	Year	Average	%Increase
Condo	2020	\$290,570	
	2021	\$337,950	16.3%
	2022	\$373,929	10.6%

Source: Jefferson & Adams County Assessors Office, ArLand

Between 2020 and 2022, the condo sales price increased from about \$290,000 to about \$370,000. This also represents a significant increase in prices, but it also presents the most affordable homeownership option. Despite recent changes to laws around construction defects, the construction of condos hasn't rebounded significantly for a number of reasons including continued litigation fears. The units shown in the figure are older units.

Units under construction along Ralston Road tend to either be residential rentals in a high density configuration, or for-sale townhouses.



## Arvada Housing Gap

### Rental Housing

Arvada's 2020 Housing Needs Assessment analyzed City housing market needs. The findings are still relevant today.

- The analysis indicated a housing gap / need for 1,960 rental units for the lowest income households in the City (incomes less than \$35,000).
- Affordable units have been built /are being built in the City helping to address some of the rental housing needs in the City. They include the 50-unit Vance Street Townhomes as well as the 102 unit Ralston Gardens which will add to the affordable housing supply in the City.
- The rental cost burden is becoming an increasing challenge throughout the City.
- The Housing Needs Assessment calls for more affordable inventory across the income spectrum (from people experiencing homelessness up through 80%-120% AMI).
- The Ralston Road corridor area can contribute to the rental supply by adding units across the affordability spectrum including market rate rental housing.

### Ownership Housing

The ownership housing situation may have become even more dire since 2020.

- The Housing Needs Assessment pointed out that housing needs including the need for “missing middle” ownership housing.
- The analysis here shows the fairly dramatic increase seen in housing prices in the last two years in Arvada.
- Townhomes and condos are the residential types that can best target the first time homebuyer or others where single family residential may not be desirable or attainable.
- Housing demand for attainably priced home ownership options will continue to be seen. The Ralston Road corridor area can help provide some of the units needed in the form of townhomes or condos.
- There is a large demand among those who may be currently renting but would like to purchase. Affordably priced units (\$250,000 to \$400,000) are challenging to provide without incentives or subsidies. While financial tools exist (land trusts, other direct subsidies), affordable ownership units typically require land cost subsidies as well as construction cost subsidies.

**Both rental and ownership housing along the Ralston Road corridor can help provide additional residents to help support the City of Arvada's commercial, entertainment, and civic activities.**

Redevelopment Opportunities





## Land Use Recommendations

The Ralston Road corridor is an important thoroughfare in the City of Arvada connecting Olde Town Arvada activities and civic uses to the rest of the City. Ralston Road benefits as Olde Town activity broadens and its location as a hub for residential and commercial activity strengthens.

The Pandemic and its after-effects are still currently being felt in Arvada as well as throughout the Metro Area. The Pandemic has challenged downtowns the most. Some suburban downtown districts have benefitted as residents have tended not to return to regional downtowns (for work) in a significant way. Arvada may benefit from this trend, although it is still too early to forecast if this is long-lasting.

Although rents are not high enough to support a significant amount of new speculative commercial development along Ralston Road, change is slowing occurring.

- The existing (older) buildings in the area tend to offer the smaller spaces and flexible terms to appeal to small professional and medical offices. However, as these buildings age and the demand for housing continues, some can redevelop into residential communities.
- The corridor is currently seeing residential redevelopment in the form of townhouses and some affordable rental apartments.
- The demand for housing is forecast to be long lasting. Not only can the Ralston Road corridor (and beyond) help provide additional housing options (including affordable) in the City of Arvada; in the long run, it also helps bolster Olde Town Arvada commercial as new residents will shop, dine, and entertainment themselves
- Mixed use opportunities are potentially most viable at larger locations including Ralston and Olde Wadsworth, the Elks property and the school property. The map on the previous page and the table below highlight potential future opportunity areas.

Map #	Land Area (Acres)	Current Use	Future Use
1	1.04	Office	Current use fills demand for small, professional, or incubator offices; residential
2	1.43	Bank	Bank, Build to suit office, small scale residential
3	6.08	School	Full block, full mix of residential types from affordable to market rate rental, affordable and market rate townhouses
4	0.56	House	Residential
5	0.66	Office	Small scale residential townhouse, condos, or apartments
6	2.40	Civic	Consolidate civic uses and mix with incubator offices and affordable housing
7	1.68	Elks	Mix of residential types and small gathering space for Elks functions and area meetings
8	1.92	Commercial	Mixed use residential with ground floor commercial; potential for transit hub
9	0.89	Church	Residential townhomes
10	3.30	Commercial	Higher density residential rentals

Source: ArLand, AURA, DIG, Studio Seed



## References

Ferramosca, Peter. High-Growth Areas Surrounding Placemaking, Mixed-Use Projects Signal Investment Opportunity. CoStar Insight. October 19, 2022.

Mobley, Phil. In the Office Sector, Occupancy Disconnects from Employment. CoStar Insight. October 24, 2022.

Robinson, Bryan. Remote Work is Here to Stay, and Will Increase into 2023, Experts Say. Forbes. February 1, 2022.

Worley, Chris for U.S. Census Bureau. Working From Home Caused a Spatial Shift in Daytime Population Away From Traditional Job Centers. February 1, 2023.

# AURA Flash Report

Balances as of July 31, 2023

FOR DISCUSSION PURPOSES ONLY  
UNOFFICIAL & UNAUDITED

## CASH & INVESTMENTS

### Wells Fargo Bank

	Account Balance	Hold	Net to AURA
General - Checking (0193)	419,629	-	419,629
Ralston Fields - Checking (4061)	2,099,012	-	2,099,012
Ralston Fields Investments (9353)	370,844	-	370,844
Olde Town Station - Checking (0895)	1,214,390	(887,000)	327,390
Village Commons - Checking (0887)	790,391	-	790,391

### First Bank of Arvada

2.00% CD Maturity 10/11/2027 (4548)	347,497	% change from prior period 0.00%	347,497
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### CSIP

Ralston Fields Fund (9003)	1,100,698	0.0000%	1,100,698
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### VectraBank (New Accounts started in July)

3.50% Ralston Fields Fund - Money Market	6,500,000	0.0000%	6,500,000
5.00% Olde Town Station - 6 month CD	1,000,000	0.0000%	1,000,000
5.50% Village Commons - 1 year CD	1,000,000	0.0000%	1,000,000

NET CASH AVAILABLE TO AURA **13,955,461**

## REAL ESTATE OWNED

Date Acq.	Name	Address	Purchase Price	Debt/Discount	Net Value
2016	Arvada Square	9465 Ralston Road	4,963,065	4,963,064	1
2020	Gas Station	9205 W 58th Ave	3,000,000	2,999,990	10
2020	City Stores	5790 Garrison St	10	0	10
2021	IRG Outparcel	9250 W 58th Ave	1,000,000	0	1,000,000
2022	AURA Office Building	5603 Yukon St	1,175,000	0	1,175,000
2023	Hot Dog Building	7611 Grandview Ave	600,000	0	600,000

NET VALUE OF REAL ESTATE OWNED **2,775,021**

## LONG TERM PAYABLES

Loan	Loan Start Date / Term Date	Original Loan Balance	Payments	Current Loan Balance
Arvada Square	June 1, 2016 / June 1, 2028	5,000,000	2,149,447	2,850,553
Brooklyn's	January 1, 2016 / January 1, 2030	2,745,000	1,392,004	1,352,996
Tabernacle - Underground Utilities	2023	750,000	0	350,000
Wheat Ridge	2006/2026*	1,800,000	1,500,000	300,000

NET LONG TERM PAYABLES **\$4,853,549**

## GROSS INCOME & EXPENSES BY FUND As of July 31, 2023

	2023 BUDGET		Actual Revenues YTD	Actual Expenses YTD
	Revenue	Expenses		
Ralston Fields	15,484,500	15,800,000	5,589,774	3,128,129
Olde Town Station	1,370,069	2,066,569	1,021,973	19,458
Jefferson Center	18,000,000	16,765,000	20,268,764	13,479,462
Northwest Arvada	16,596,330	16,171,000	17,446,504	10,808,389
Village Commons	658,400	297,746	534,660	155,449
TOTALS	52,109,299	51,100,315	<b>\$44,861,675</b>	<b>\$27,590,887</b>

## GENERAL FUND EXPENSES As of July 31, 2023

	2023 Budget	Expended YTD
Operating Expenses	608,522	337,554
TOTAL EXPENSES	<b>\$608,522</b>	<b>\$337,554</b>

\*One more payment to Wheat Ridge, but 2 payments due to the City of Arvada.