



1.0 Introduction

In November of 2004, the voters in the Denver Metropolitan Region elected to create a 0.4% sales tax to fund the development of the **FasTracks Program**, RTD's premium transit network of light rail transit, electrified and diesel commuter rail, rapid bus and local bus service enhancements.

The North Metro Line is one of nine corridors being advanced by RTD through preliminary engineering and a Draft Environmental Impact Statement (DEIS) process. The proposed 18-mile commuter rail corridor extends from Denver's Union Station north through 162nd Avenue. The Eastlake Station is one of six proposed stations in the City of Thornton and Northglenn area and is expected to provide pedestrian and bicycle amenities along with a bus interchange and 800 parking spaces.

1.1 Station Area Planning

The role of transit as a shaper of urban form can be as important as its transportation function. At the same time, the type and nature of development around the Eastlake transit station can greatly influence that station's effectiveness. The mobility benefits offered by a good transit system are nearly worthless if a rider exits the system and is confronted with an environment in which they cannot walk safely and comfortably to a destination. The Eastlake TOD Plan details potential improvements to the built environment, which allows the public to maximize

the benefit of mobility improvements.

In general, the station area planning process seeks to influence community design in order to create context sensitive compact, mixed-use development in proximity to transit stations.

This type of design, commonly called "Transit-supportive development", focuses on creating compact neighborhoods with housing, jobs, shopping, community services and recreational opportunities all within a half to one quarter mile walking distance of a transit station. Successful models create well designed, livable communities where people have easy access to transit. This type of development enables transit to more effectively compete with private automobiles for trip selections. The Eastlake TOD project is a careful reflection of designing optimal, multi-modal, mixed use places that are integrated into the undeveloped areas to the west of the tracks.

1.2 Purpose of the Report

The City of Thornton retained Glatting Jackson Kercher Anglin, Inc., in association with Citiventure Associates and Development Research Partners, Inc., to create a comprehensive Station Area Transit Oriented Development Master Plan for the Eastlake station with four primary objectives:

- 1) Create a community-based vision for the area influenced by the station;
- 2) Document the economic opportunities surrounding the station;
- 3) Guide RTD in the station's final location, and configuration to support the community's vision and meet the station's functional requirements; and,

- 4) Outline specific land use and infrastructure actions so that the City of Thornton and RTD can ensure the station is successfully integrated with its surrounding neighborhoods.

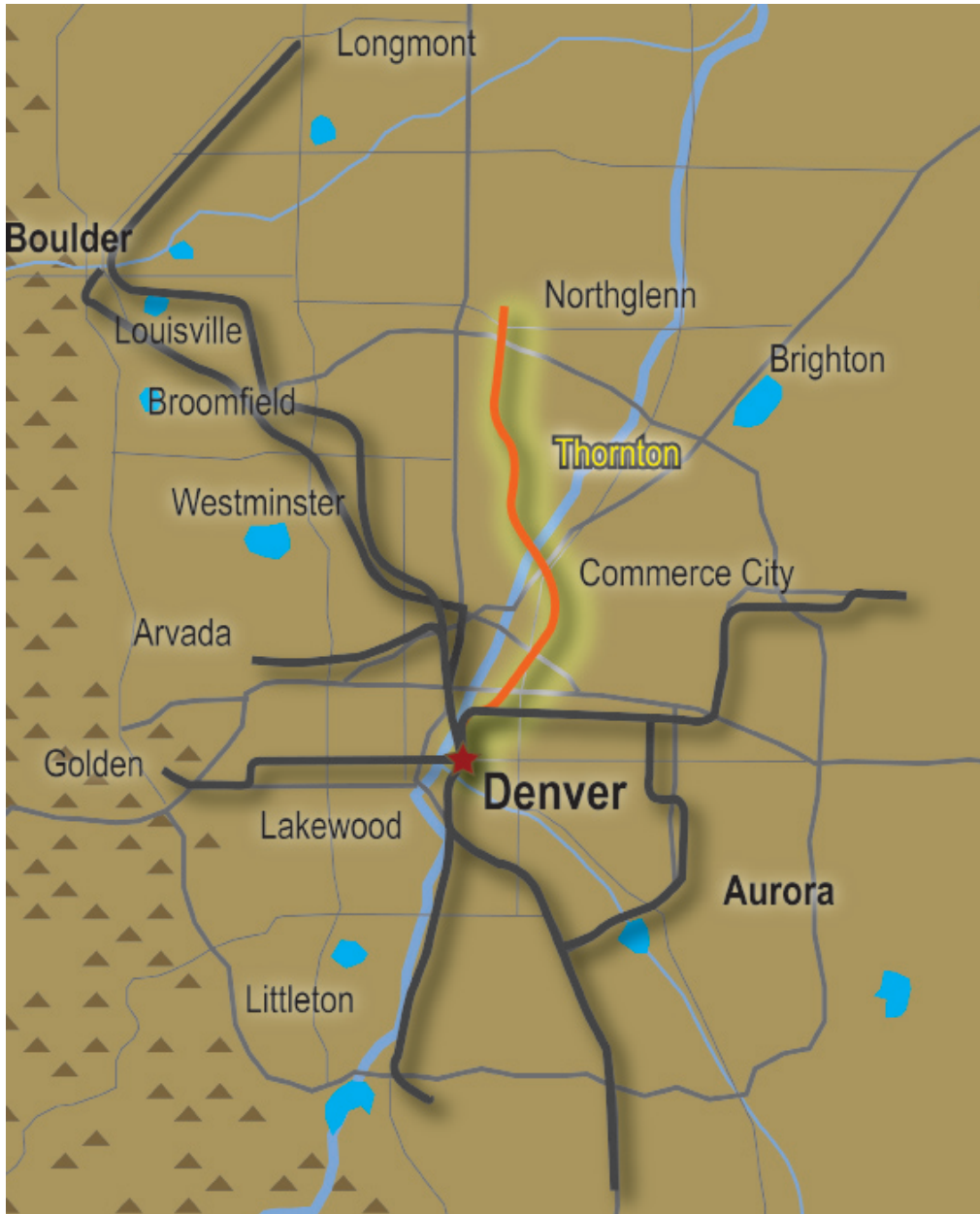
The study area includes City-owned property as well as land owned by Adams 12 Five Star Schools, the City of Northglenn, and privately held property. The project boundaries include vacant and improved land between 120th Avenue and 128th Avenue, Washington Streets, and the historic Eastlake neighborhood to the east.



Station Location and Project Study Area

Figure 1.1

The Eastlake Station is one of six stations proposed in the City of Thornton and Northglenn area along RTD's North Metro Corridor and is expected to provide pedestrian and bicycle amenities along with a bus interchange and 800 parking spaces.



RTD's North Metro Alignment

Figure 1.2