



6.0 Implementation Strategies & Action Plan

The adoption of the Eastlake Station TOD Master Plan Report will be the City of Thornton's official endorsement of the Plan. With this endorsement, the City will be the assigned caretaker of the Plan and begin the process of implementation.

The words and pictures within any report have never by themselves successfully implemented a plan. The successful implementation of the Eastlake Station Master Plan, or any plan, needs action. The City must be a proactive caretaker of the Plan and take actions aimed at implementation.

Thornton, like all communities, has limited resources. Past development trends suggest that creative partnerships will be required to realize the desired redevelopment envisioned for the Eastlake Community.

This section identifies specific partners and their roles and an implementation action plan that will support the design concepts and urban design intent of the Eastlake Station Area Plan.

Partners & Roles

The City of Thornton

As the land use regulator, the City of Thornton is the primary agency responsible for the plan's implementation. Other than the transit station itself, the City of Thornton will guide public infrastructure investments and regulate private investments. The City will adopt the vision discussed in this document and create and enforce the necessary land development regulations that will shape the physical structure of the community.

The City will not accomplish this effort on its own and will need to partner with the private sector to realize the vision. The City has many tools at its disposal that will facilitate and encourage the private development community to build the concepts reflected in this document.

The challenge to Thornton is to provide proactive leadership and action to realize the potential of the area within the political realities of a City with equally important priorities demanding resources from other sectors of the City.

Thornton will need to reexamine nearly every aspect of its community building capabilities and requirements to assist the private sector in implementing the vision. The most effective way of doing this is to establish a person or department, responsible for its implementation either within the City Development Department or within the office of Business Development.

Regional Transportation District

RTD is clearly a key partner in helping the City of Thornton accomplish the objectives established in this document. The commitment to construction will be as important as the quality of the station's design. However, transit alone will not enable the realization of the community's vision. In fact, much of the vision identified in this document will not be achieved solely with RTD's investment. Much of this area's success can be accomplished without immediate investment in transit. However, the realization of the area's full potential must have RTD's commitment to both the timing of investment as well as the quality of investment to encourage the private sector to implement the vision.

Adams 12 Five Star Schools & Other Land Owners

The redevelopment of the Eastlake Station area has the distinct advantage of fewer large land owners that will clearly benefit from the implementation of actions identified in the Plan. However, that alone does not insure active participation by the community stakeholders. The City must take a proactive role in understanding each land owners' objectives and layout strategies, and assist them in meeting these objectives.

The School District and its needs are clearly unique and will not necessarily follow traditional land development logic. The School District has a defined priority to seek the highest and best use for its property, and may consider a magnet school or Bollman Technical Educational Center for the northern portion of their property for future development.

Fortunately, the City of Thornton has many assets in the vicinity that, with a commitment to partnership on both sides, complements the School District's objectives while developing their land adjacent to the station as part of the proposed new village.

City of Northglenn

A key objective of the Station Area Plan is to establish a vision of the station area that positions Thornton for success on its own, while enabling Northglenn's long-term benefit from the station.

No immediate action is needed from Northglenn to ensure the area's success. However, their participation will elevate the overall quality of the area.

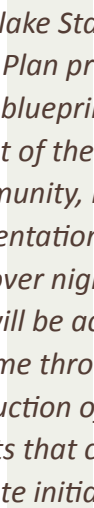
Very few, if any of RTD's proposed 96 transit stations, have the character and potential of the Eastlake Station. Few, like Olde Town Arvada, have the rural character and historic references of Eastlake. Even fewer have over 90 acres of vacant land with established recreational amenities interlaced adjacent to the station within the economic sphere of influence of Interstate-25.

In partnership together, Thornton and Northglenn have the real opportunity to envision and create one of Front Range's most unique and truly special premier transit station areas.

Action Plan

Implementation actions are divided into a framework for the City and RTD to commit to, and encourage Northglenn to initiate, over the next 20 years. These actions encompass:

- 6.1 Short Term** (1-3 years) immediate actions by the City;
- 6.2 Midterm** (3-7 years) actions developed through partnerships; and
- 6.3 Long Term** (7-20 years) which allow for coordination of major infrastructure projects and continued private investment.



The Eastlake Station TOD Master Plan provides a physical blueprint for the build-out of the Eastlake Community, but its implementation will not occur overnight. This Plan will be achieved over time through the construction of public projects that catalyze private initiatives.

Implementation

	Suggested Action/Strategy	Timing	Lead Group
A. LONG RANGE PLANNING	1A. Design and adopt a transit oriented overlay district and pedestrian oriented design guidelines for undeveloped areas adjacent to and within the station area, including appropriate transitions to buffer existing residential from new development.	ST	Planning Services
	2A. Adopt an updated Transportation Plan that includes new street sections	ST	Planning Services, Infrastructure, Development Svcs, Transportation Planning
	3A. Maintain active involvement in the North Metro EIS Process through the final stages	O	Planning Services, Infrastructure, Transportation Planning
B. CURRENT PLANNING	1B. Design and implement specific impact fees (for example, TIF, PIF, or park/road/development) for new development adjacent to station area	MT	Development Services, Infrastructure
	2B. Design a streamlined development review process for new development adhering to adopted overlay district	ST	Development Services, Planning Services
	3B. Add parking standards to allow shared parking facilities and a reduction in off-street parking requirements for properties redeveloping in Eastlake.	ST	Planning Services, Development Services
	4B. Develop a parking permit program for Eastlake residents near the station and offer short term parking (4 hours or less) on 1st Street and Lake Avenue	ST	Development Services, Infrastructure

Timing Legend
ST: Short Term
MT: Mid-Term
LT: Long Term
O: Ongoing

	Suggested Action/Strategy	Timing	Lead Group
C. PHYSICAL INFRASTRUCTURE PRIVATE	C1. Private: Construct Lafayette Street adjacent to Farmer's Highline Canal	At landowner's pace	Developer
	C2. Private: Realign and construct 126th Avenue	At landowner's pace	Developer
	C3. Private: Extend Race Street and Irma Street to connect to Eastlake #1 and station area	At landowner's pace	Developer (Northglenn)
	C4. Private: Design and build small local streets to connect to collectors within new development	At landowner's pace	Developer
D. PHYSICAL INFRASTRUCTURE PUBLIC	D1. Public: Adaptive re-use of grain elevator and adjacent area for civic uses	ST	Community Services, Development Services, Planning Services
	D2. Public: Realign and traffic calm 124th Avenue to Washington Street	MT	Infrastructure, Development Services
	D3. Public: Design and construct roundabout at York Street and 124th Avenue when station is under construction	MT	Infrastructure, Development Services
	D4. Public: Address roadway configuration and streetscape within station area, 1st St, and Lake Ave, including new roundabout	MT	Infrastructure, Development Services
	D5. Public: Build pocket park and public parking for station near Eastlake #2 Open Space	MT	Infrastructure, Development Services, Community Services
	D6. Public: Design and construct Lafayette Street between Hunter Douglas and Adams 12 Five Star School District Administration Building site	LT	Infrastructure, Development Services

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	Suggested Action/Strategy	Timing	Lead Group
E. INTERGOVERNMENTAL COORDINATION	E1. Re-examine joint Maintenance Facility possibilities between Thornton, Northglenn, and Adams 12 Five Star School District and relocate Northglenn maintenance facility	ST-LT	Thornton, Northglenn, Adams 12 School District
	E2. Donate land for RTD parking lot on southeast corner of 124th Avenue and 1st Street to constitute local match for station construction	ST	Thornton, RTD
	E3. Consistent with urban design plan, draft joint developer RFP for Adams 12 Five Star School District property and Lambertson property	ST	Adams 12 School District, Lambertson Family, Developer
	E4. Facilitate coordinated Eastlake #1 park development with Northglenn	ST	Thornton, Northglenn
	E5. Implement coordinated Land and Infrastructure Plan with Northglenn for Hinkhouse parcel	MT	Thornton, Northglenn, Hinkhouse Family
F. RTD - EASTLAKE STATION	F1. Split proposed parking between southeast side of 124th Avenue and 1st Street, and adjacent to station area	ST	Thornton, RTD
	F2. Design and construct Lake Avenue to cross station platform to accommodate pedestrian access to west side of project area (Not to preclude future option for vehicle traffic)	ST	Thornton, RTD
	F3. Design and construct station platform to meet proposed spacing from 124th Avenue: short-term 200 feet, mid-term 400 feet, long-term 600 feet	ST	RTD
	F4. Work with Thornton to meet with landowners to negotiate landscape mitigation as replacement for sound walls to north and south of station	ST	Thornton, RTD
	F5. Construct trail underpass for pedestrian and bicycle access to Eastlake #2 Open Space at 124th Avenue and 1st Street	ST	RTD

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	Suggested Action/Strategy	Timing	Lead Group
G. FINANCIAL INCENTIVES	G1. Improve the current façade program: <ul style="list-style-type: none"> • Create a grant procedure for business owners to utilize, update the existing façade program 	ST-MT	Business Development, Planning Services
	G2. Explore potential for a tax increment financing program to include the new mixed-use district areas to achieve the following: <ul style="list-style-type: none"> • Retention of the scale of existing buildings in historic Eastlake • Development of new retail and office space to strengthen convenience goods and services trade 	LT	Business Development, Planning Services
	G3. Explore potential tax benefits of an Urban Renewal Area, Community Development Corporation (CDC) and/or Downtown Development Authority (DDA) for implementation in historic and newly developed areas	LT	Business Development, Planning Services
H. MARKETING	H1. Develop a retail marketing plan targeting two audiences: <ol style="list-style-type: none"> 1. Developer, to promote available sites and market support to retail developers 2. Retailer, to promote available and undeveloped retail space and market support to appropriate retailers 	ST-MT	Business Development
	H2. Attract a more diverse array of goods and services, such as restaurants, neighborhood-oriented retail and small-scale shops to support the growing residential and office/commercial populations	MT	Business Development

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