Transit-Oriented Development and the West Corridor

Ismael Guerrero
Denver Housing Authority

10TH Annual New Partners for Smart Growth
Charlotte, NC
DHA’s TOD Communities

🌟 Villages at Curtis Park (400+)  
@ 33rd & Downing Station

🌟 Benedict Park Place (600+)  
@ 24th & Welton Station

🌟 South Lincoln Homes (800+)  
@ 10th & Osage Station

🌟 Sun Valley Homes (future)  
@ 14th & Federal Station

🌟 West Ridge Homes (future)  
@ 13th & Knox Station

Building Sustainable Communities
DHA Today - Sustainable, Mixed-Income TOD Communities
DHA TOD: Sustainable + Affordable + Connected

Building Sustainable Communities
FasTracks: Future TOD Opportunity

• 2004 – FasTracks approved by voters

• Six (6) new rail corridors

• 119 miles of tracks

• 70 new transit stations

• West Corridor – First New Line
The West Corridor

- A 12.1-mile new light rail corridor between downtown Denver and the Jefferson County Government Center
- 11 new stations in Denver, Lakewood, and unincorporated Jefferson County
- Projected opening in 2013
Completed Planning Studies along the Corridor

Planning Studies Key
1. Osage and 10th Station Area Plan
2. Aurana Station Area Plan
3. Aurana Campus Master Area Plan
4. Decatur (Federal Station) Area Planning
5. West Cofax Area Plan (Denver)
6. Sheridan Station Area Plan (Denver)
7. Sheridan Station Area Plan (Lakewood)
8. Lamar Station Area Plan
9. Cofax Overlay Zone District (Lakewood)
10. Wadsworth Station Area Plan
11. Garrison Station Area Plan
12. Oak Station Area Plan
13. Federal Center Comprehensive Plan
14. Union Corridor Station Area Plan

Housing Authority Controlled Land
- 10th and Osage: 17.5 acres
- Decatur: 1.4 acres
- Knox: 1.5 acres
- Lamar: 7 acres
- Wadsworth: 3 acres
- Garrison: 2.5 acres
- Federal Center: 3 acres
- Red Rocks: 3.5 acres

Applicable to all transit station areas:
- Denver TOD Strategic Plan
- RTD West Corridor Development Oriented Transit Study
- RTD TOD Strategic Plan
# Completed Planning Studies along the Corridor

<table>
<thead>
<tr>
<th>Station Area Plan</th>
<th>Residential (# units)</th>
<th>Office (s.f.)</th>
<th>Retail (s.f.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>10TH &amp; OSAGE</td>
<td>800 to 900</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>AURARIA WEST</td>
<td>1,760 to 2,400</td>
<td>436,000 to 2.4 million</td>
<td>65,400 to 910,000</td>
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<tr>
<td>FEDERAL</td>
<td>3,580</td>
<td>510,000</td>
<td>165,000</td>
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<tr>
<td>KNOX AND PERRY</td>
<td>6,000 to 8,000</td>
<td>215,000</td>
<td>0</td>
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<tr>
<td>SHERIDAN (Denver)</td>
<td>2,550</td>
<td>35,000 to 62,500</td>
<td>206,000</td>
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<tr>
<td>Sheridan (Lakewood)</td>
<td>570 to 1,020</td>
<td>35,000 to 62,500</td>
<td>68,000 to 117,500</td>
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<tr>
<td>Lamar Station</td>
<td>1,100 to 1,500</td>
<td>15,000 to 20,000</td>
<td>35,000 to 50,000</td>
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<tr>
<td>COLFAUX CORRIDOR DISTRICT</td>
<td>750 to 1,500</td>
<td>Minimal increase</td>
<td>0</td>
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<tr>
<td>Wadsworth Station</td>
<td>1,800 to 2,750</td>
<td>175,000 to 570,000</td>
<td>926,000 to 1.3 million</td>
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<tr>
<td>Garrison Station</td>
<td>300 to 475</td>
<td>10,000 to 15,000</td>
<td>5,000 to 10,000</td>
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<tr>
<td>Oak Station</td>
<td>1,210 to 2,000</td>
<td>1.5 to 2.0 million</td>
<td>885,000 to 1.2 million</td>
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<tr>
<td>Federal Center / GSA</td>
<td>1,400</td>
<td>3.2 million</td>
<td>212,000</td>
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<tr>
<td>Union Corridor DISTRICT</td>
<td>700 to 1,200</td>
<td>2.3 to 3.5 million</td>
<td>485,000 to 775,000</td>
</tr>
</tbody>
</table>

**+29,000 Units**  
**+12.5MM SF**  
**+4.9MM SF**
### West Corridor TOD Opportunities

**Housing Authority Controlled Land**

<table>
<thead>
<tr>
<th>Denver Housing Authority</th>
<th>Metro West Housing Solutions</th>
</tr>
</thead>
<tbody>
<tr>
<td>• 10th &amp; Osage</td>
<td>• Lamar</td>
</tr>
<tr>
<td>• 14th &amp; Decater</td>
<td>• Wadsworth</td>
</tr>
<tr>
<td>• Knox Street</td>
<td>• Garrison</td>
</tr>
<tr>
<td>17.5 Acres</td>
<td>7 Acres</td>
</tr>
<tr>
<td>31.5 Acres</td>
<td>3 Acres</td>
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<tr>
<td>15 Acres</td>
<td>2.5 Acres</td>
</tr>
<tr>
<td></td>
<td>2 Acres</td>
</tr>
<tr>
<td></td>
<td>3.5 Acres</td>
</tr>
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South Lincoln Redevelopment
La Alma/Lincoln Park Neighborhood, Denver, CO

Station Area Plan
- 10th & Osage Station Area Plan
  - DHA and City Planning

Master Plan
- South Lincoln Preferred Master Plan
  - DHA and Mithun

10th & Osage Building Plan
- 1099 Osage Design and Program
  - DHA and BYG
Healthy Development Measurement Tool (HDMT)

San Francisco Department of Public Health

The HDMT explicitly connects public health to urban development planning in efforts to achieve a higher quality social and physical environment that advances health.
HDMT - Implementation of Federal LIVABILITY PRINCIPLES

SOUTH LINCOLN HDMT
South Lincoln
STATION AREA PLAN

MASTER PLAN
FINAL PREFERRED PLAN: BIRDSEYE VIEW

Lincoln Park/La Alma Recreation Center

10th and Osage Light Rail Station

DENVER HOUSING AUTHORITY
THE BUSINESS OF HOUSING
Site used to contain Asbestos-laden buildings that were demolished in 2007

Preliminary plan shows relationship of site to light rail station and Two Creeks neighborhood

Station

Neighborhood connects to light rail through site

Lamar

STATION AREA PLAN
MWHS donated ½-acre to the City to build a new Head Start adjacent to the site.

North-South Bicycle Path
Adjacency to the Lamar Train Station and the Lakewood bicycle path system will make a bike share program viable.

Light Rail Transportation
Situated less than 500 feet from the Lamar Train Station, access to the light rail transportation is convenient and easy.

Live / Work / Retail
- Designated first floor units along 13th Avenue and the entry drive allow for future retail / restaurant flexibility
- Uses such as: artist studios, coffee shops, architecture offices, classrooms, and clothing boutiques will be allowed

Vibrant Community
Location, use, and purposeful design will make this community a vibrant and well populated place.

Entry Monument
Visible from the train, street, and bicycle path, passersby will recognize this community as a destination point.
## What Is It?

- A partnership between:
  - City & County of Denver
  - City of Lakewood
  - Denver Housing Authority
  - MetroWest Housing Solutions
- With assistance from the Center for Transit-Oriented Development

## Goals:

- Corridor-wide TOD implementation strategy
- Employment, education, housing and services through the new transit
- Balance the preservation of affordable housing with reinvestment
- Identify catalytic redevelopment sites
- Serve as a regional model for livable communities
West Corridor Working Group Progress: The Positives of Work Done So Far

- Adopted station area plans
- Zoning changes to facilitate TOD.
- Market Opportunities: i.e. Proximity to employment centers
- Increased visibility leading to increased market interest
- MHWS and DHA success developing mixed-income TOD.
- Existing IGA’s between Denver and Lakewood for transit development
- Many public sector investments count for local match for new federal grants.
Destination Connector

The West Corridor is an example of a “destination connector” corridor. Destination connectors link residential neighborhoods to multiple activity centers, including employment, medical, and commercial centers and academic campuses.
The West Corridor Working Group

West Corridor Affordable Housing

Legend
- County border
- Station
- Half-Mile Buffer
- Transit Rail Line
- State Highways Freeways

Affordable Housing
- < 20 units
- 20 - 40 units
- 40 - 70 units
- 70 - 100 units
- > 100 units

Sources: HUDUser (Low Income Tax Credit, Section 8, Section 202), National Housing Trust, Denver Public Housing Authority, Metro West.

January 2011
West Corridor
Infrastructure Needs from Station Area Plans

Legend
- Proposed Infrastructure Enhancements
  - New Streets
  - New Pedestrian Amenities (wider sidewalks, street trees, etc.)
  - New Bicycle Paths
- Half Mile Buffer
- Transit Rail Line
- State Highways
- Freeways
- County Border
West Corridor Parcel Utilization

Legend
- Underutilized Parcel <0.95 Improvement to Land Value Ratio
- County border
- Station
- Half-Mile Buffer
- Transit Rail Line
- State Highways
- Freeways

The West Corridor Working Group
The West Corridor Working Group

West Corridor Station Types

- RESIDENTIAL
- BALANCED
- EMPLOYMENT
Moving from Existing Conditions to Implementation

Existing Condition:
Residential and Employment Concentrations

+ 

Parcel Sizes

Existing Condition:
Development Potential

Underutilized Land

Implementation Strategies:
Transformational, Intensification, and Neighborhood Infill
The West Corridor Working Group

West Corridor Implementation Strategies

- TRANSITIONAL
- INTENSIFICATION
- NEIGHBORHOOD INFILL

Legend
- County border
- Station
- Half-Mile Buffer
- Transit Rail Line
- State Highways Freeways

Transformational
Intensification
Neighborhood Infill

Source: LEHD 2008, Claritas 2010, CTOO 2010
January 2011
West Corridor Working Group
IMPLEMENTATION STRATEGIES

• FACILITATE MARKET RATE DEVELOPMENT
  – Create Master Development Plans
  – Zoning
  – Incentives
  – Site Assembly

• CREATE MIXED-USE / PLACE MAKING STRATEGIES
  – Housing Strategy (Affordable and Market Rate)
  – Commercial / Retail Strategy
  – Place making / Station Identify

• TOD INFRASTRUCTURE NEEDS
  – Basic Infrastructure Deficiencies
  – Appropriate Community Services / Amenities
  – Increased / Improved Bike and Pedestrian Connectivity
Interagency Collaboration