Building Sustainable Communities: Transit-Oriented Development and the West Corridor

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Rail-Volution 2010
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
DHA Today - Sustainable, Mixed-Income TOD Communities
DHA TOD: Sustainable + Affordable + Connected
FasTracks: Metro Denver’s TOD Opportunity

• 2004 – FasTracks approved by voters

• Six (6) new rail corridors

• 119 miles of tracks

• 70 new transit stations
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. Auraria Station Area Plan
3. Auraria Campus Master Area Plan
4. Decatur (Federal Station) Area Planning
5. West Colfax Area Plan (Denver)
6. Sheridan Station Area Plan (Denver)
7. Sheridan Station Area Plan (Lakewood)
8. Lamar Station Area Plan
9. Colfax 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

Applicable to all transit station areas:
- Denver TOD Strategic Plan
- RTD West Corridor Development Oriented Transit Study
- RTD TOD Strategic Plan

Housing Authority
Controlled Land
- 10th and Osage: 17.5 acres
- Decatur: 11.4 acres
- Knox: 15 acres
- Lamar: 7 acres
- Wadsworth: 3 acres
- Garrison: 5.5 acres
- Federal Center: 2 acres
- Red Rocks: 3.5 acres

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

CTOD CENTER FOR TRANSIT-ORIENTED DEVELOPMENT
West Corridor TOD Implementation

West Corridor

Housing Authority Controlled Land

Denver Housing Authority
- 10th & Osage 17.5 Acres
- 14th & Decater 31.5 Acres
- Knox Street 15 Acres

Metro West Housing Solutions
- Lamar 7 Acres
- Wadsworth 3 Acres
- Garrison 2.5 Acres
- Federal Center 2 Acres
- Red Rocks CC 3.5 Acres
The West Corridor Working Group

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

• Both cities are doing the right things to prepare for and facilitate TOD.
  – Adopted station area plans.
  – Zoning changes to facilitate TOD.

• Proximity of corridor to employment centers (downtown Denver, Federal Center) offers strong market opportunities.

• As construction has progressed, there appears to be more market interest in the corridor.

• Metro West Housing Solutions and DHA both clearly recognize their role in developing demographically diverse TOD.

• Both cities have established interdepartmental relationships for the West Corridor.

• By controlling sites, both DHA, MWHS and cities have the opportunity to incentivize new investment.

• Many public sector investments along the corridor that count for local match for new federal grants.
South Lincoln
STATION AREA PLAN
Identified Challenges

- Many station areas have limited existing development opportunities.
- Small parcels and longtime property owners with unrealistic value expectations.
- Neighborhoods abutting the West Corridor lack a strong identity.
  - Nothing to build off of in some station areas.
  - Stations are hidden from major arterials and tucked into the community.
- Some neighborhoods are more on board than others.
  - Citizens don’t have a clear sense of what is in it for them.
- Colfax a major barrier.
- Poor connectivity, including:
  - Lack of north-south streets and many sidewalk gaps
- Infrastructure systems insufficient in some station areas to support more intense development.
- Both cities lack or have limited resources to address many of these challenges.
- Cities need to establish effective collaboration with each other on these issues.
Emerging Ideas

- Land acquisition funds may be necessary to assemble small parcels in many station areas.
- There are some interesting tools for new development within Denver that could apply to other parts of the West Corridor:
  - West Colfax BID
  - Strengthening Neighborhoods Program
  - TOD Acquisition Fund
- Public-private partnerships are an emerging tools, but cities need a better understanding of how they work.
- Potential creative financing structures using tax-exempt bond dollars.
Successful TOD District Implementation is Composed of the Interaction Among All of these Parts

- Physical Context
- Proactive Leadership
- Market Conditions
- Policy Framework
Other Regional Initiatives and Opportunities

• DRCOG MetroVision 2035 - Centers and Corridors

• Sustainable Communities Regional Planning Grants

• HUD – DOT – EPA Interagency Collaborative

• Denver TOD Fund

• 2010 Legislative Advocacy to enable RTD Affordable Housing Policy
TOD Implementation Goals

DRAFT
West Corridor
TOD Implementation Goals

Jefferson Co. Government Center
Red Rocks Community College
Federal Center
Oak
Garrison
Wadsworth
Lamar
Sheridan
Knox
Federal/ Decatur
10th and Osage

Goals

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<tr>
<th>Neighborhood Characteristics</th>
<th>Generate and Leverage Market Momentum</th>
<th>Strengthen Neighborhoods and Existing Retail Corridors</th>
<th>Preserve Neighborhood Character and Affordability</th>
<th>Increase Access to Jobs</th>
<th>Enhance Access and Connectivity</th>
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Interagency Collaboration