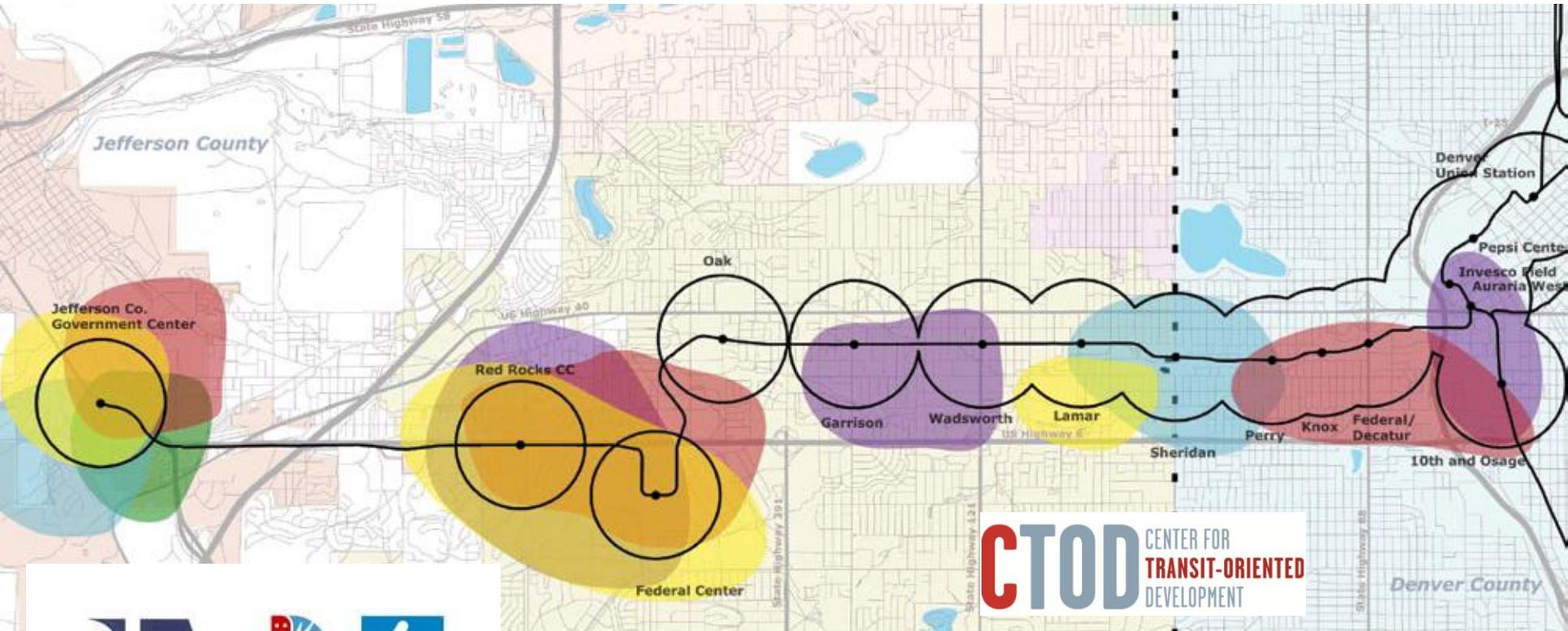


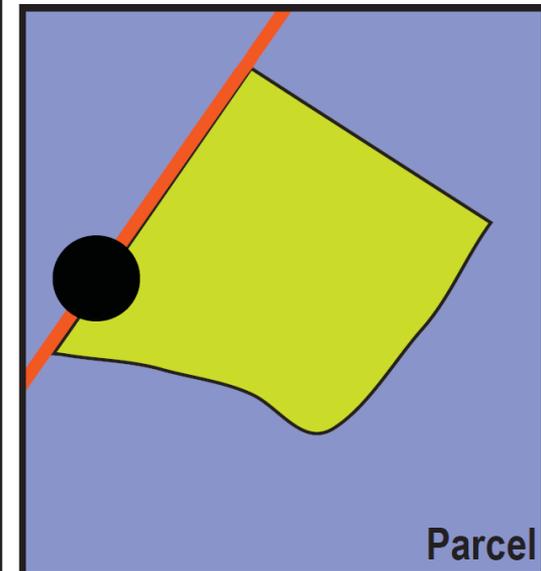
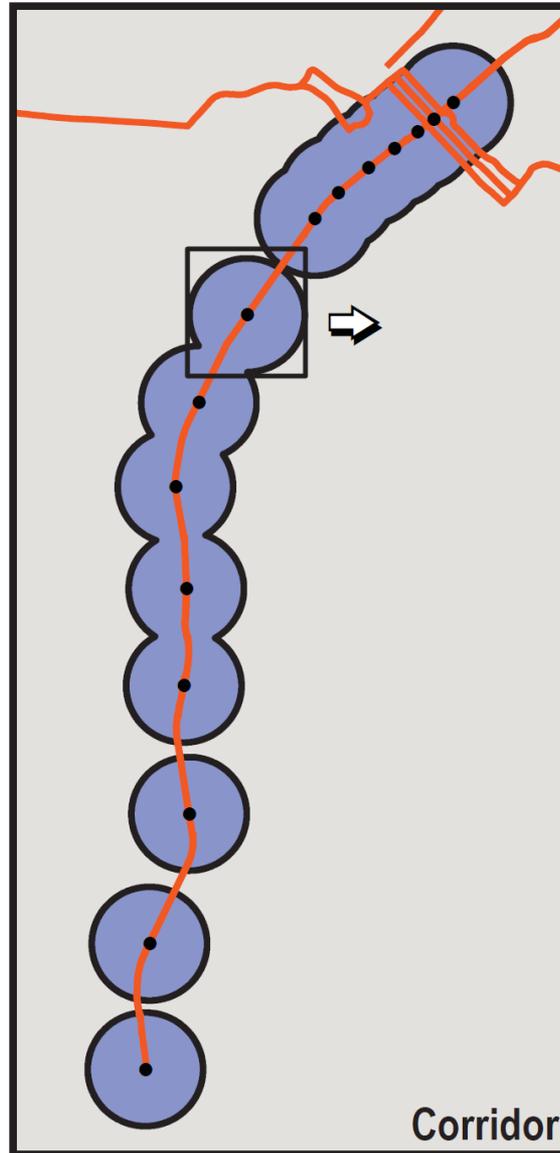
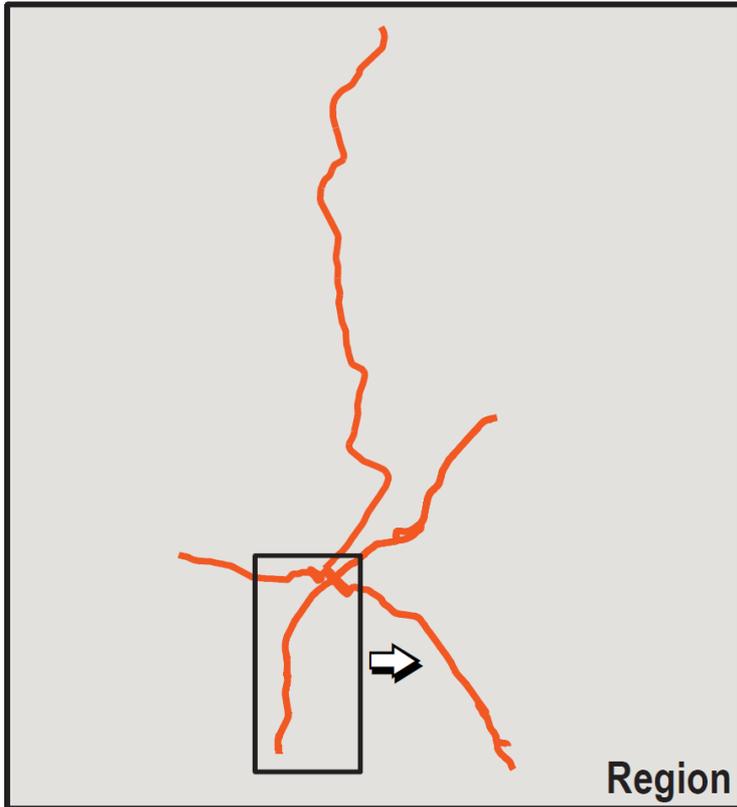
# Connecting the West Corridor Communities: *An Implementation Strategy for TOD along the Denver Region's West Corridor*



**CTOD** CENTER FOR  
TRANSIT-ORIENTED  
DEVELOPMENT



# Scales of TOD



- Legend
- Station and half mile station area
  - Transit line
  - Parcel of land

The Scales of TOD

# What defines a Transit Corridor?

- A transit corridor is defined as the walkable areas around all of the stations along a transit line
- The line segment connects a series of “station areas”
- Station areas are the walkable, half-mile radius around each station



# Corridor Planning Can be a Game Changer

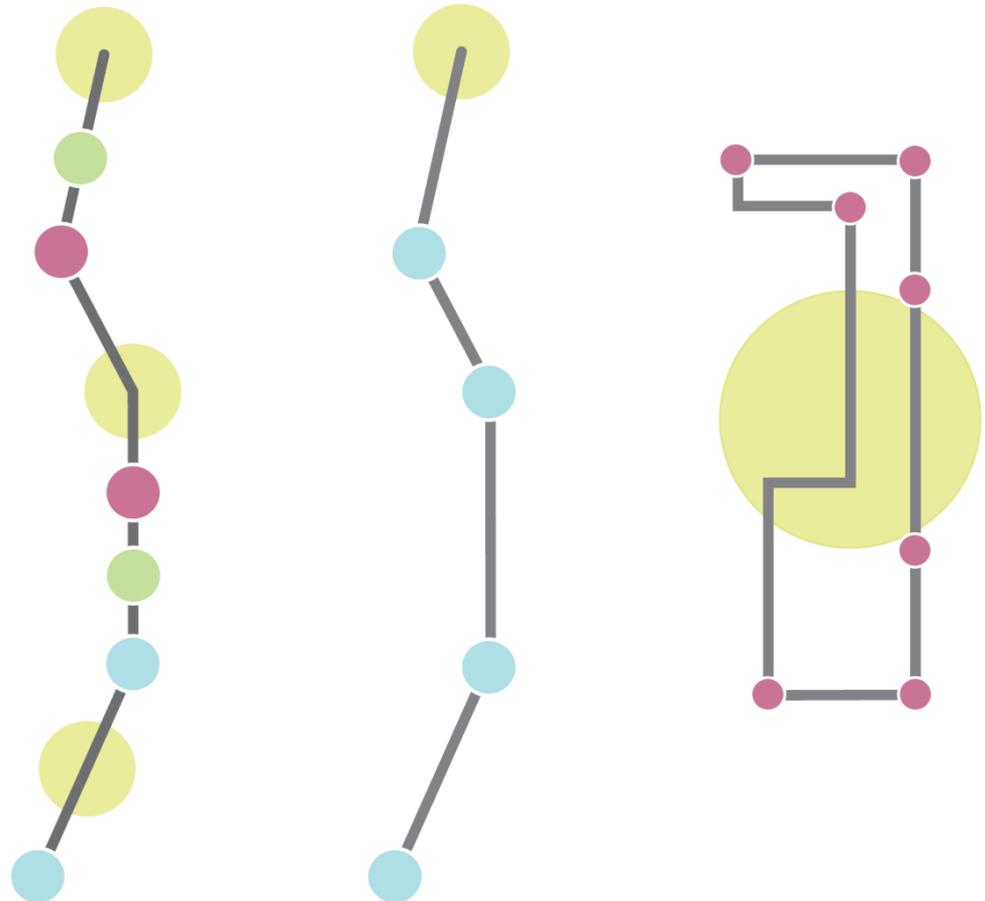
- Transit becomes the organizing principle for development
- Engages a wide range of stakeholders
- Transit changes market dynamics by providing new access
- Prioritizes high-potential station areas for development and investment



# Three Main Types of Transit Corridors

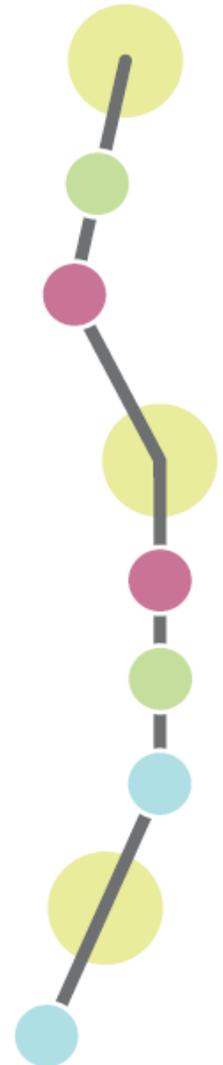
- Destination Connectors
- Commuter Corridors
- District Circulators

Overlap between each “type” in real life, but it can be a helpful way to think about what TOD fits around each type.



# Destination Connectors

- Connect Multiple Activity Centers
  - Classic example is Rosslyn-Ballston in DC area that connects employment centers with the urban core
  - Hiawatha in Minneapolis connects Mall of America, with the airport and downtown
  - Transit technology: light rail, heavy rail, BRT
- Implications for TOD
  - Demand for new development, may be highest near the “destination” stations
  - May attract higher density development overall because of that demand
  - Bike/ped improvements around activity centers esp. important to support ridership/TOD



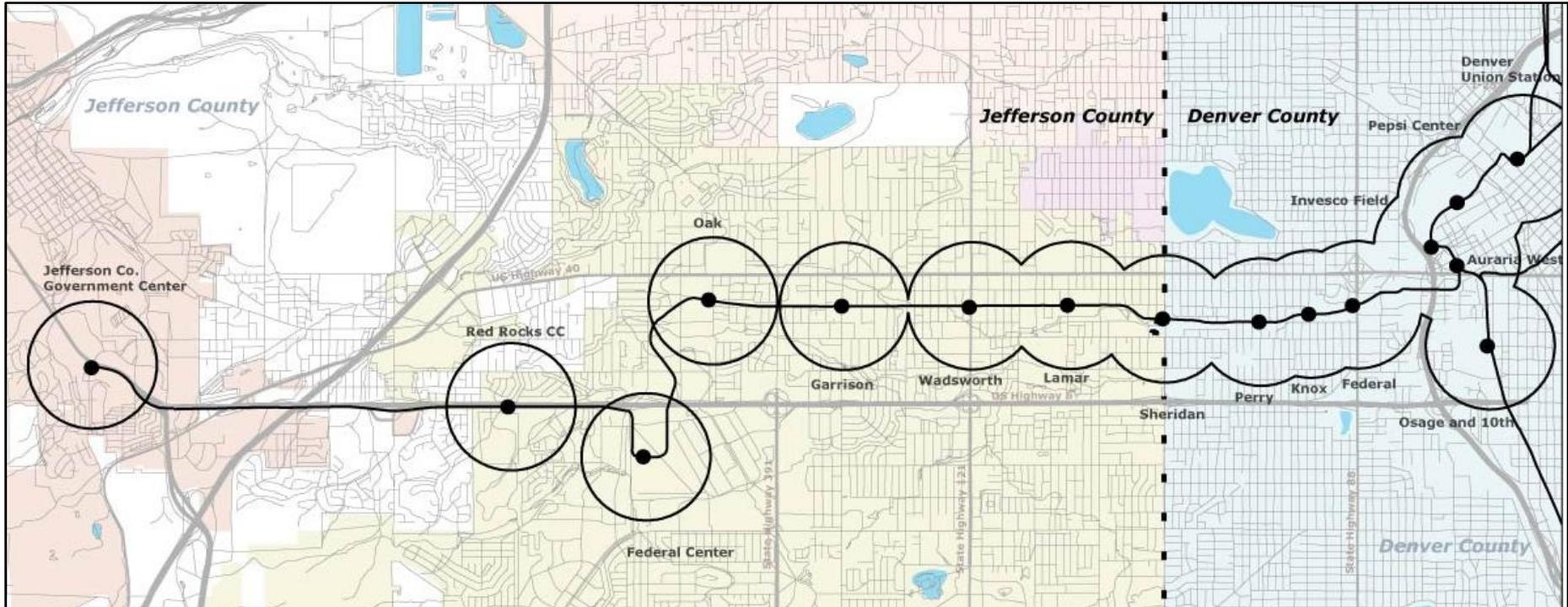
# Commuter Corridors

- Connect many residential areas to CBD
  - Northstar commuter line in Minneapolis connects northwest residential communities with downtown
  - Metra in Chicago operates 12 commuter corridors connecting suburbs with downtown
  - Transit technology: commuter rail, but can be light or heavy rail
- Implications for TOD
  - New development is likely to be residential
  - Frequency of service can affect land use benefits
  - Though never the first desired land use, park and ride is more appropriate at stations along commuter rail corridors than others



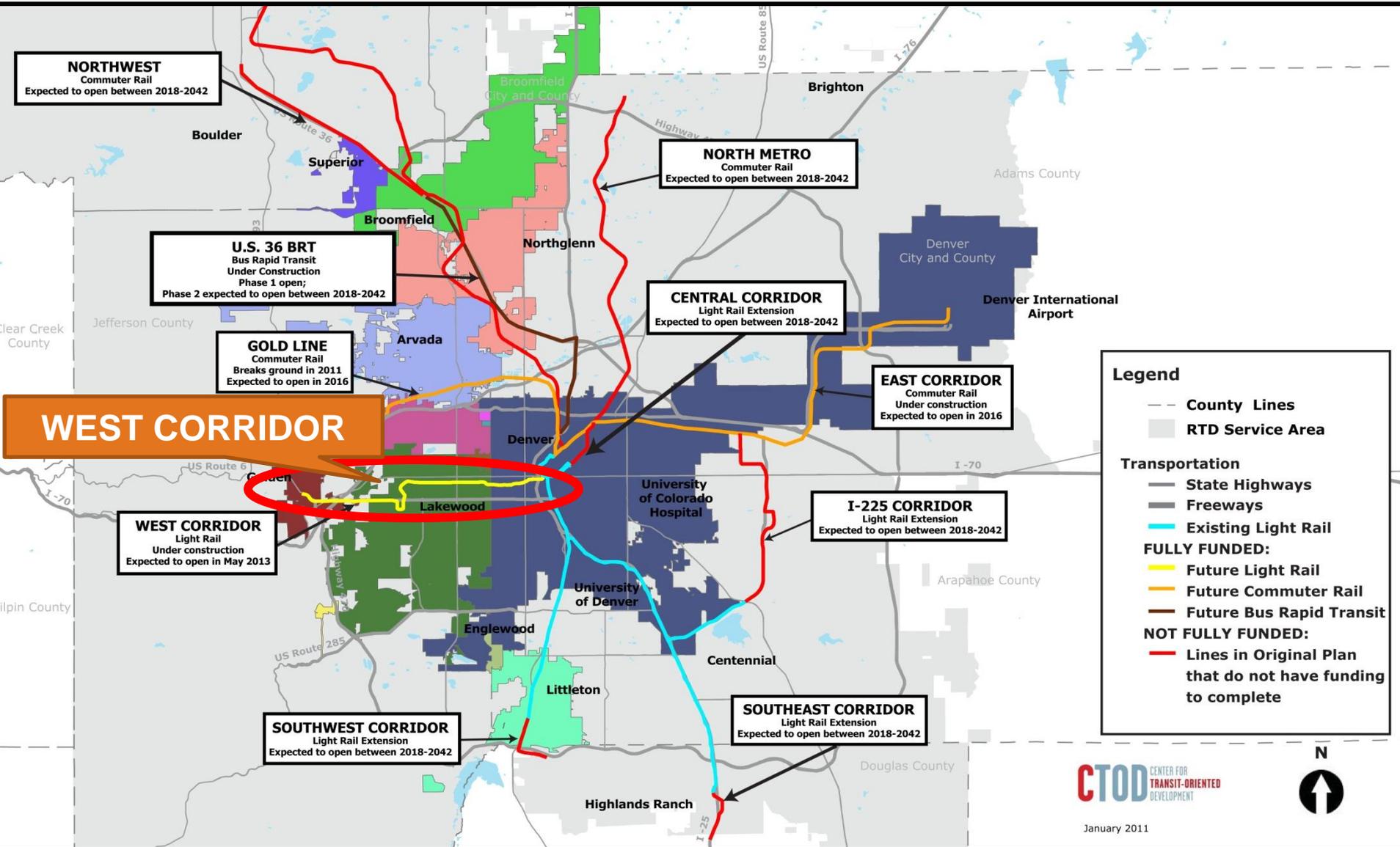


# What Is the West Corridor?

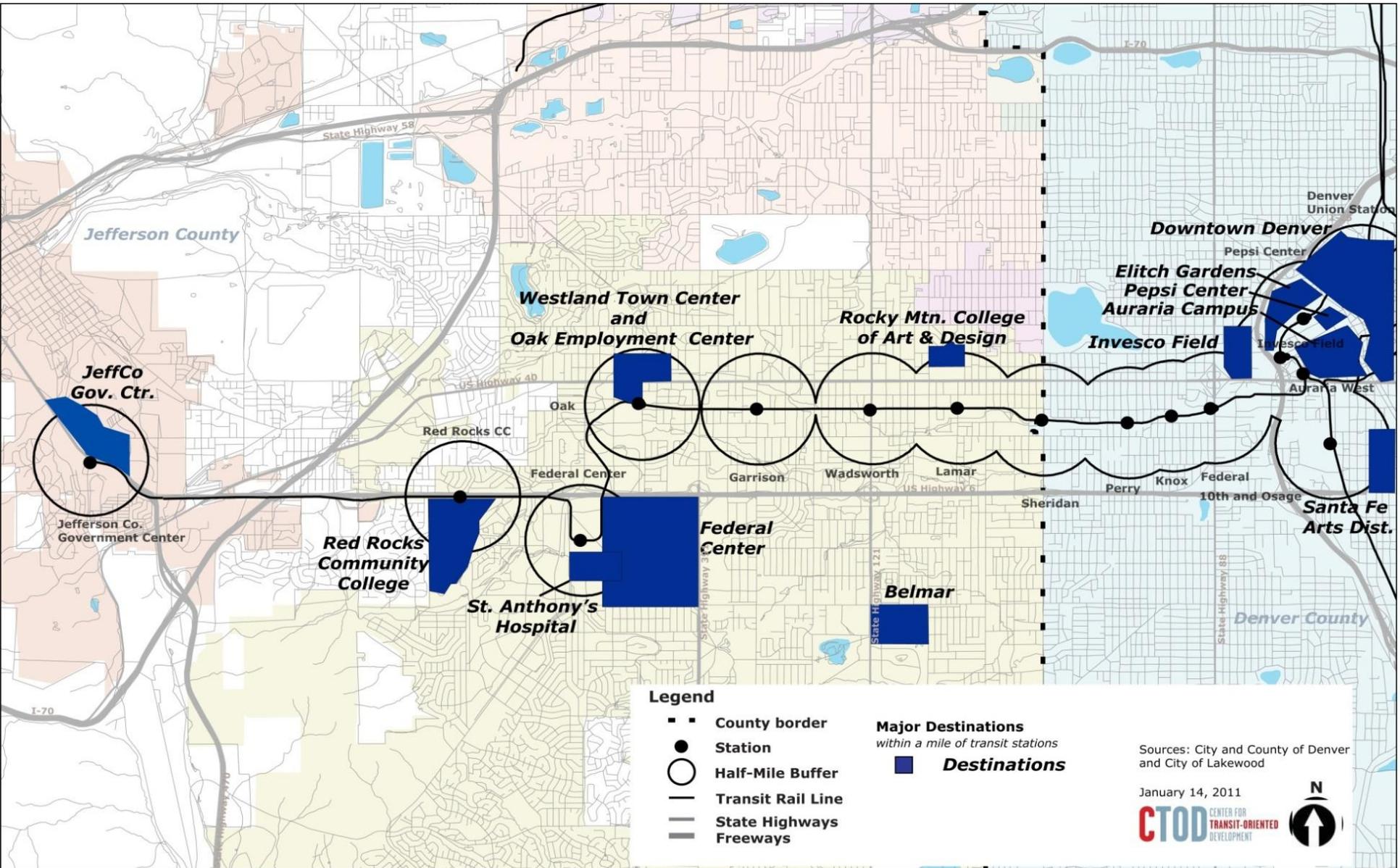


- A 12.1-mile new light rail corridor between downtown Denver and the Jefferson County Government Center
- 11 new stations in Denver, Lakewood, and unincorporated Jefferson County
- Projected opening in May 2013

# The West Corridor in Regional Context



# Major Destinations



# What Is the West Corridor? Multifamily Housing



# What Is the West Corridor?

## Single-Family Residential Neighborhoods



# What Is the West Corridor? Auto-Oriented Retail



# What Is the West Corridor?

## Major Commercial & Employment Centers



# What Is the West Corridor?

## Industrial Areas with Potential for Change



# What Is the West Corridor? Under Construction!



# West Corridor Working Group

- A unique partnership between:
  - City & County of Denver
  - City of Lakewood
  - Denver Housing Authority
  - MetroWest Housing Solutions (Lakewood)
- With additional participation from the U.S. General Services Administration (GSA)



# Purpose of Creating this Partnership

- To work cooperatively to implement TOD plans
- Establish station area typology and development priorities
- Strongly position the West Corridor for funding opportunities
- Market the corridor and send a unified and consistent message to the development community

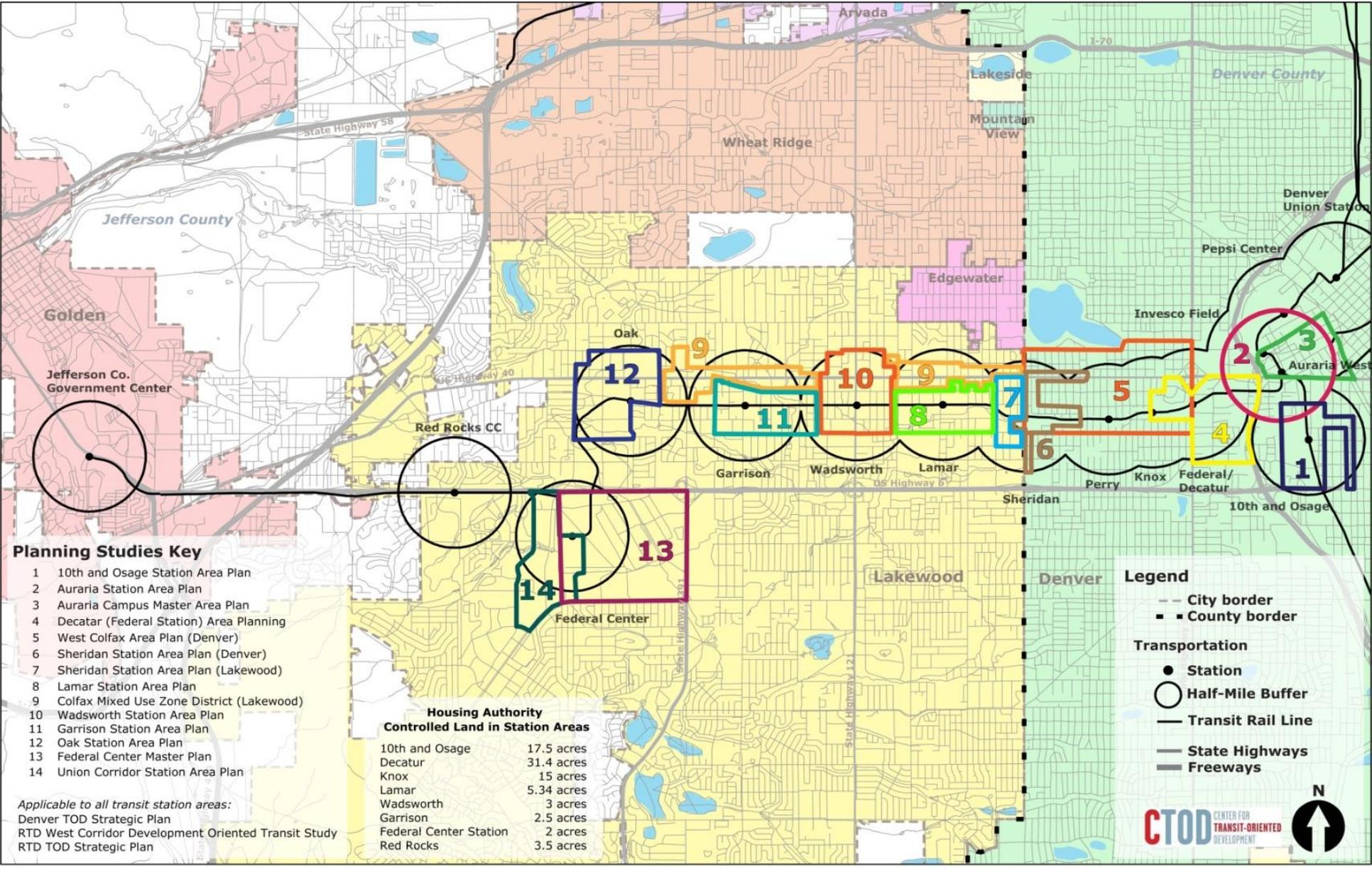
# Benefits of this Corridor-wide Strategy

- Recognizes transit as the organizing principle for development
- Capitalizes on the positive effect of transit on the market dynamics of the area
- Positions the corridor in the regional transit network
- Prioritizes high-potential station areas for development and investment
- Engages a wide range of stakeholders

# Strategic Planning Process

- Station area plan analysis
- Demographic and existing conditions analysis
- Real estate market assessment
  - Developer interviews
  - Data collection and analysis
- Needs assessment of infrastructure and community resources
- Station area typology development

# Station Area Plan Analysis



- Planning Studies Key**
- 10th and Osage Station Area Plan
  - Auraria Station Area Plan
  - Auraria Campus Master Area Plan
  - Decatur (Federal Station) Area Planning
  - West Colfax Area Plan (Denver)
  - Sheridan Station Area Plan (Denver)
  - Sheridan Station Area Plan (Lakewood)
  - Lamar Station Area Plan
  - Colfax Mixed Use Zone District (Lakewood)
  - Wadsworth Station Area Plan
  - Garrison Station Area Plan
  - Oak Station Area Plan
  - Federal Center Master Plan
  - Union Corridor Station Area Plan

**Housing Authority  
Controlled Land in Station Areas**

10th and Osage	17.5 acres
Decatur	31.4 acres
Knox	15 acres
Lamar	5.34 acres
Wadsworth	3 acres
Garrison	2.5 acres
Federal Center Station	2 acres
Red Rocks	3.5 acres

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

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

# Planned Development

Station Area Plan	Residential (# units)	Office (s.f.)	Retail (s.f.)
10 <sup>th</sup> & Osage (La Alma/Lincoln Park Neighborhood Plan)	800 to 900	0	0
Auraria West Station Area Plan	1,760 to 2,400	436,000 to 2.4 million	65,400 to 910,000
Auraria Campus Master Plan	0	2.4 million	0
Federal/Decatur Station Area Plan	3,580	510,000	165,000
West Colfax Area Plan	6,000 to 8,000	215,000	0
Sheridan Station Area Plan (Denver)	2,550	35,000 to 62,500	206,000
Sheridan Station Area Plan (Lakewood)	570 to 1,020	35,000 to 62,500	68,000 to 117,500
Lamar Station Area Plan	1,100 to 1,500	15,000 to 20,000	35,000 to 50,000
Colfax Mixed Use Zone District	750 to 1,500	Minimal increase	0
Wadsworth Station Area Plan	1,800 to 2,750	175,000 to 570,000	926,000 to 1.3 million
Garrison Station Area Plan	300 to 475	10,000 to 15,000	5,000 to 10,000
Oak Station Area Plan	1,210 to 2,000	1.5 to 2.0 million	885,000 to 1.2 million
Federal Center Site Plan Study*	1,400	3.2 million	212,000
Union Corridor Station Area Plan	700 to 1,200	2.3 to 3.5 million	485,000 to 775,000
<b>TOTAL</b>	22,520 to 29,275	11.1 to 15 million	3.1 to 4.9 million

\*Approximately 2.8 million square feet is existing development that will be retained. The other 1.3 million will either replace current development or be new development (for a total of 4.1 million square feet)

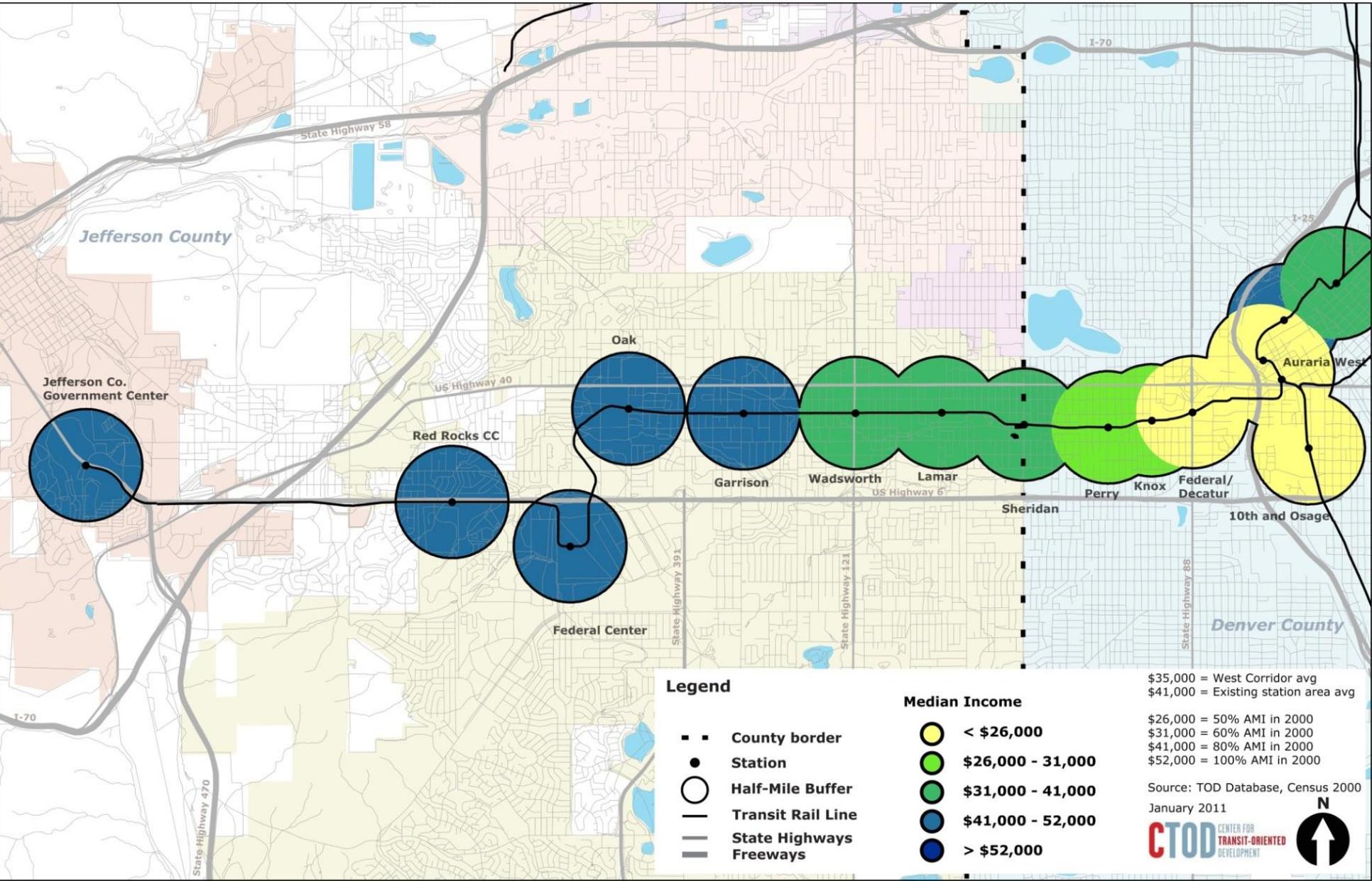
**SOURCE:** Various station area plans, Cities of Denver and Lakewood, GSA.

# Demographic & Existing Conditions Analysis

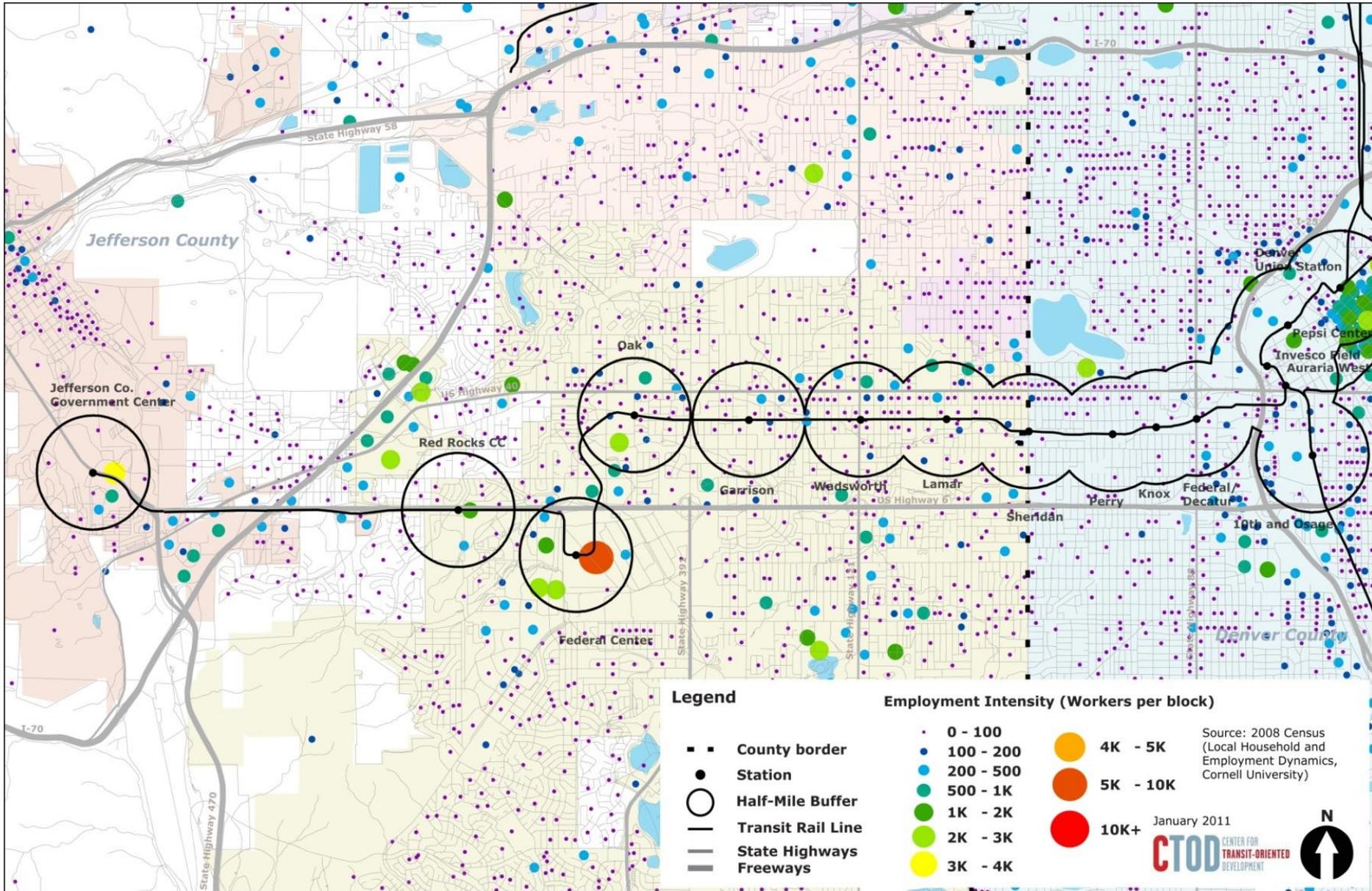
## Findings: Population and Employment

- The median income of West Corridor residents is less than the regional average
- 63 percent of all households along the West Corridor rent
- Oak, Garrison, Wadsworth, and Lamar have the highest proportion of people over 65, slightly higher than the region
- Approximately 40,000 jobs are located in station areas
- Office-based industries provide the greatest share of jobs

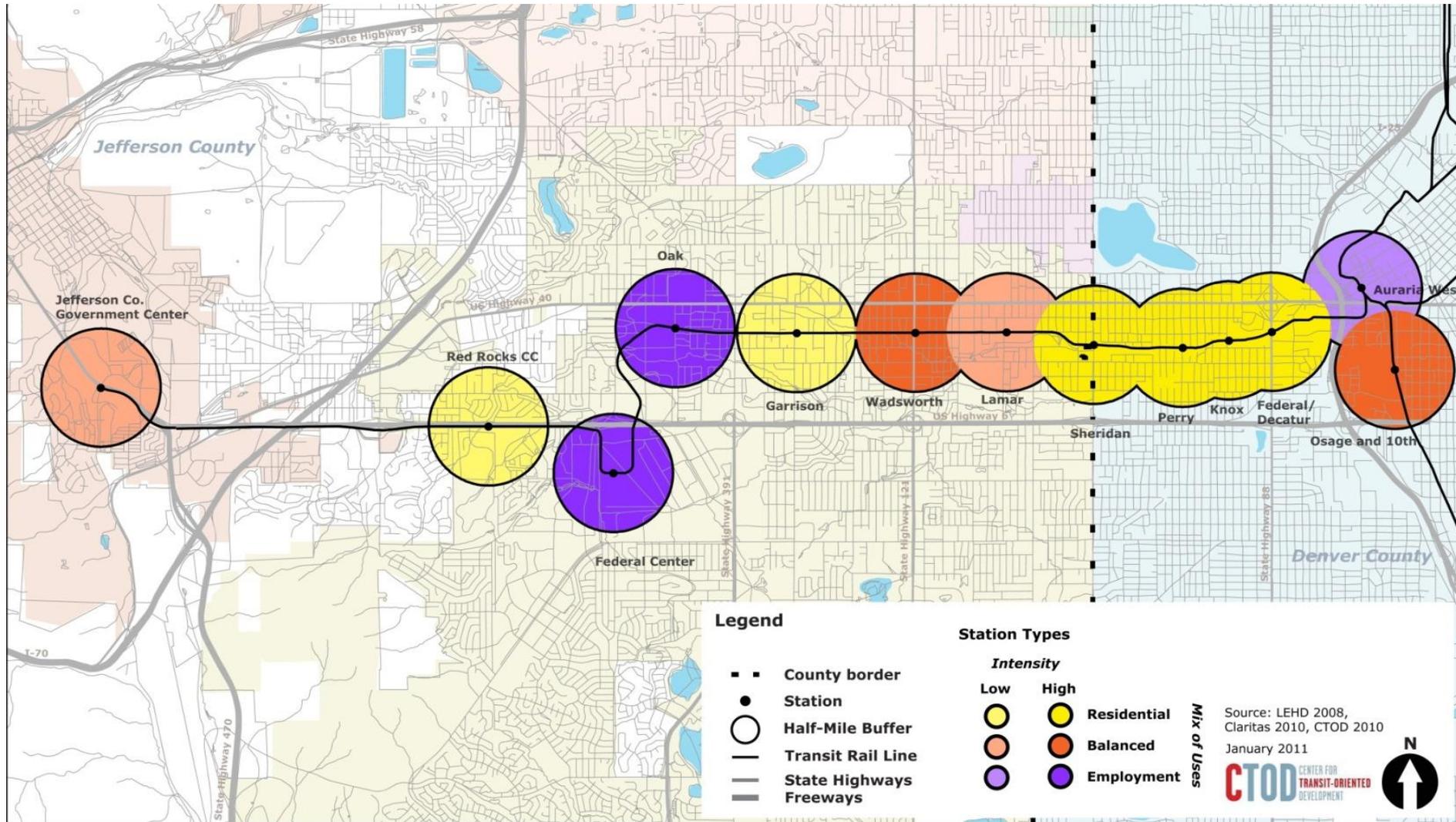
# Median Household Income



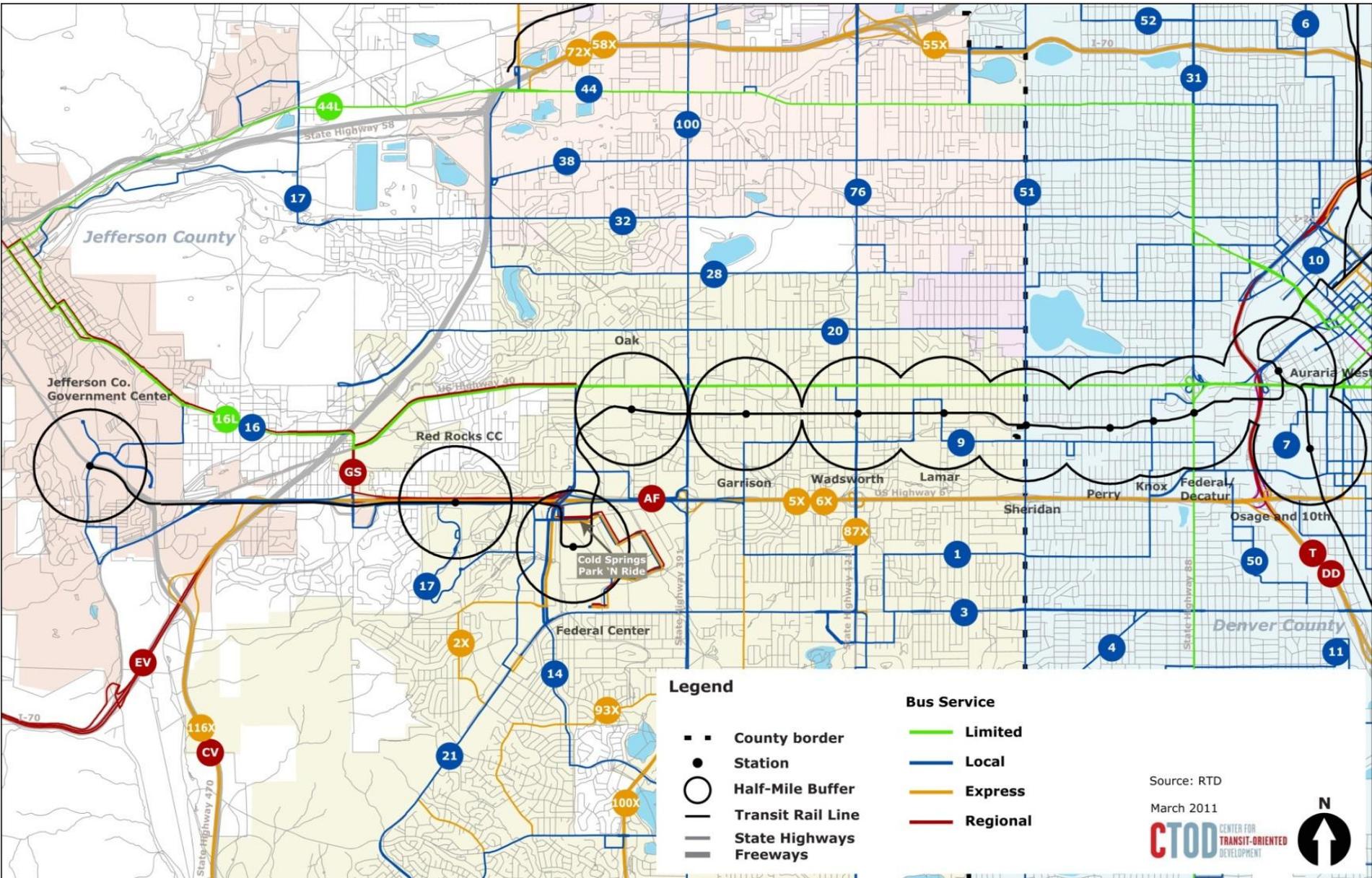
# Employment Intensity



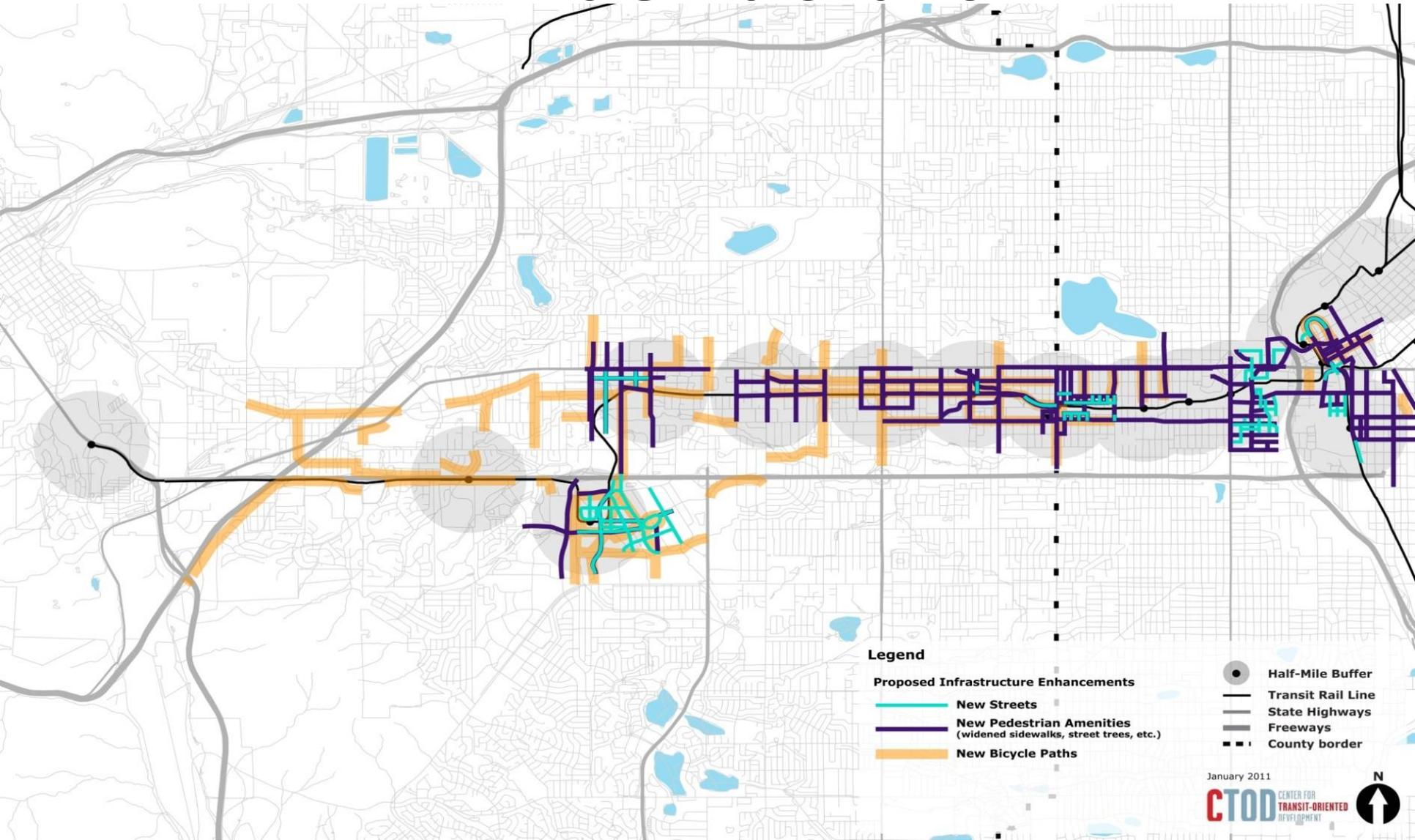
# Existing Conditions: Station Types



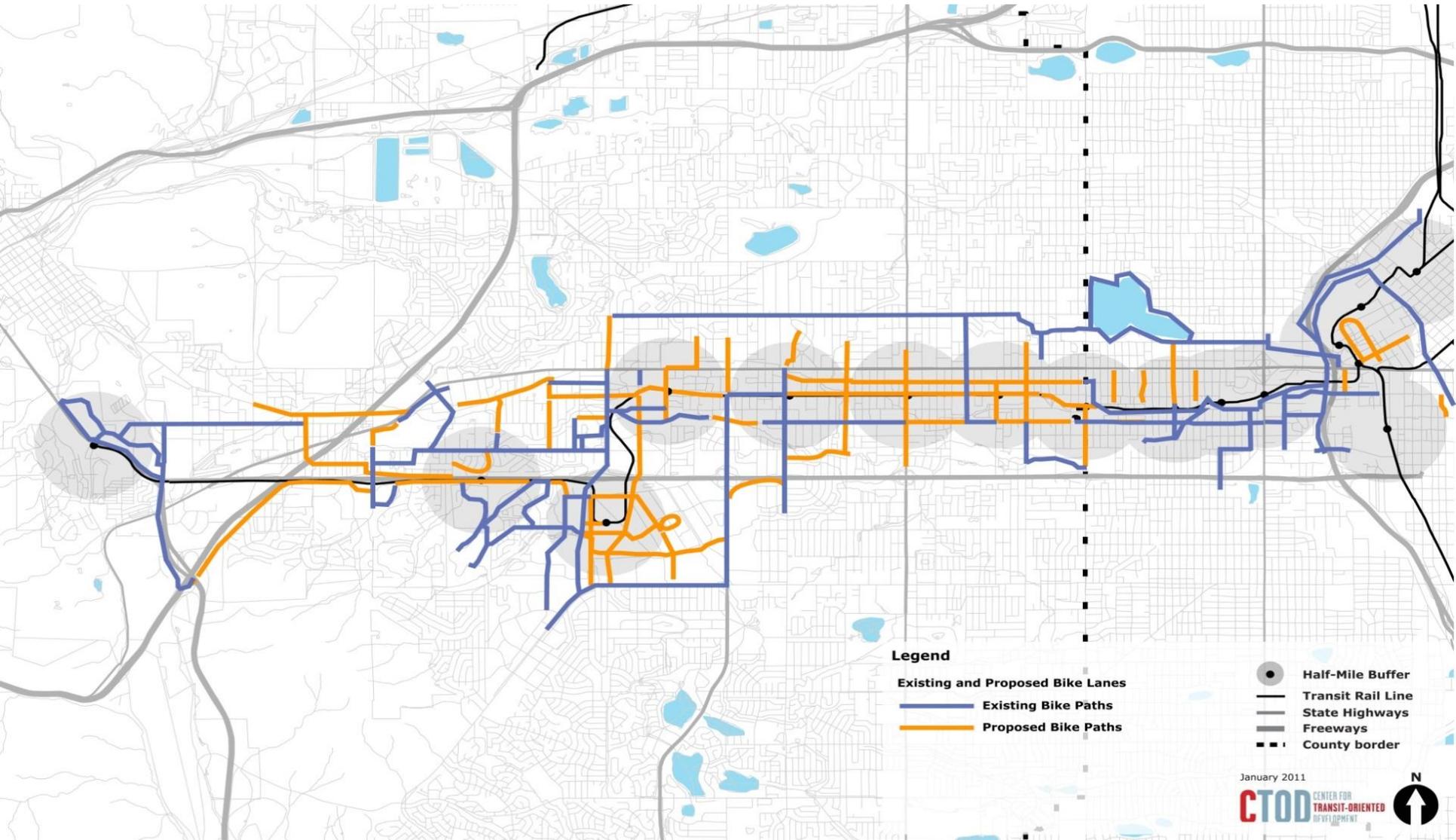
# Existing Transit Connections



# Needs Assessment Findings: Infrastructure



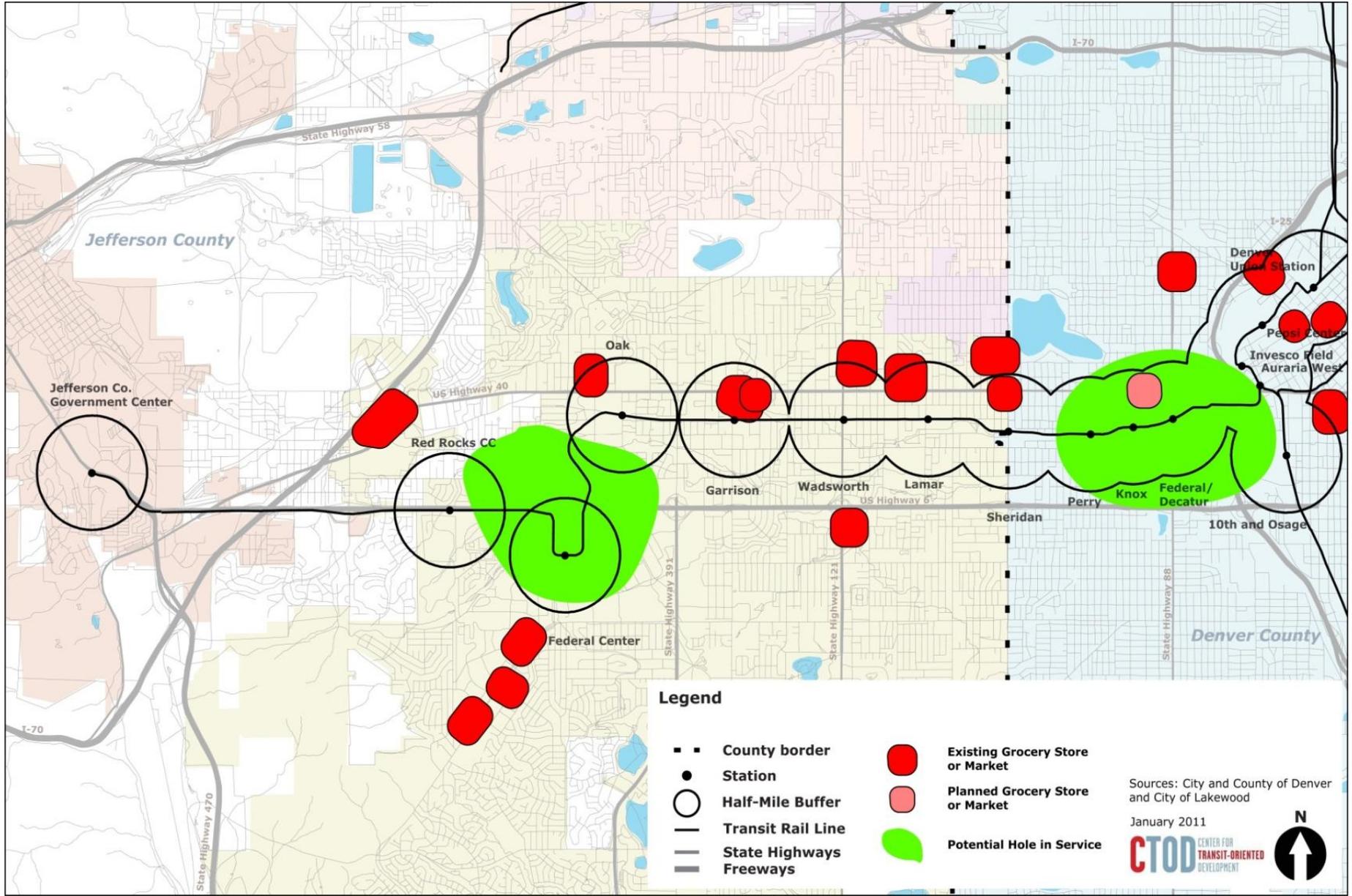
# Needs Assessment: Biking



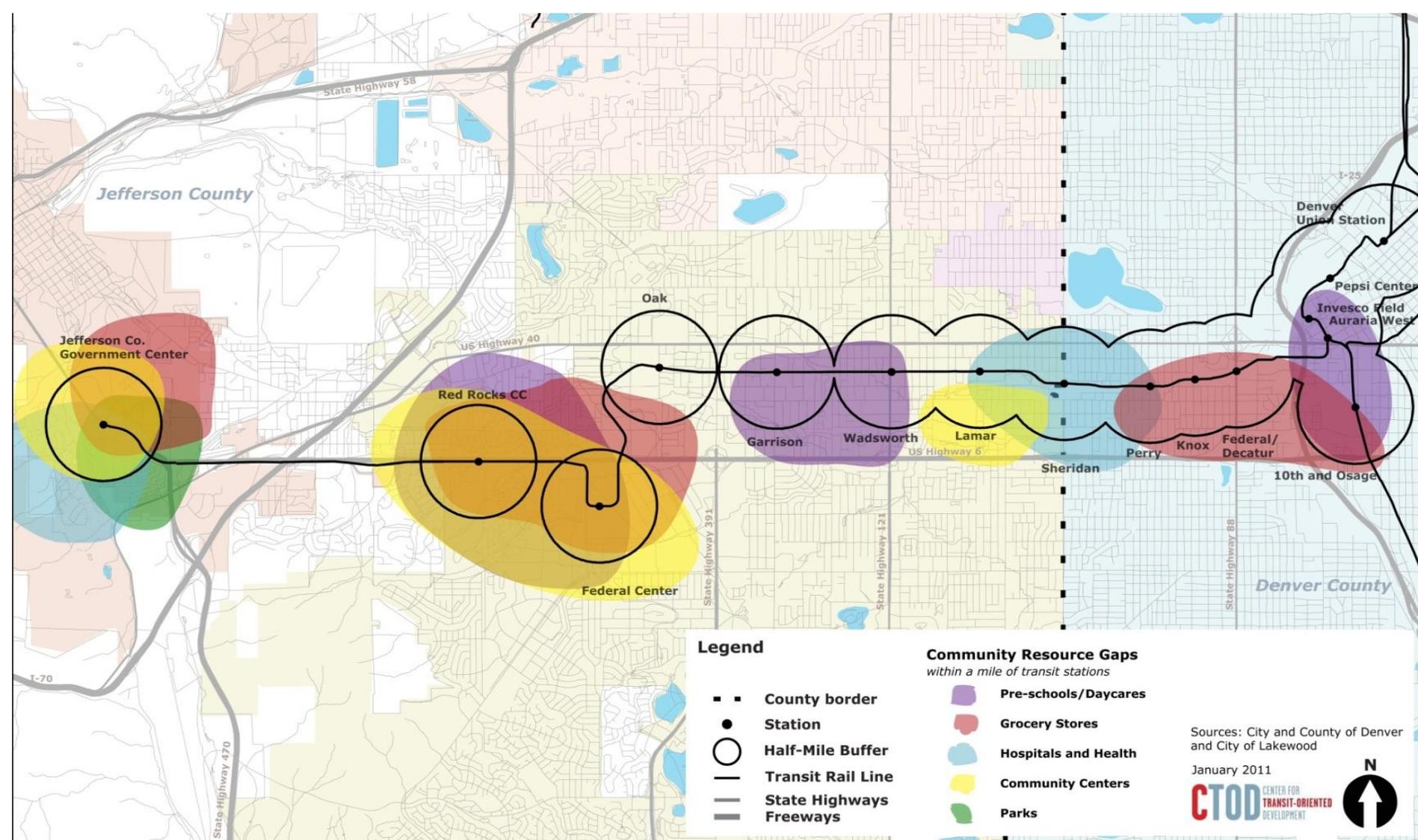
# Needs Assessment Findings: Community Resources

- Need for grocery stores, schools, libraries, parks, services and other community institutions
- The West Corridor has many leisure-time activity opportunities to complement its great places to live, work, and learn
- Improved access to entertainment facilities in Downtown Denver and will encourage developer interest in new mixed-use entertainment districts
- Parks, trails, and recreation centers dot the entire West Corridor

# Grocery Stores & Food Deserts



# Gaps in Community Resources



# Real Estate Market Assessment: Findings

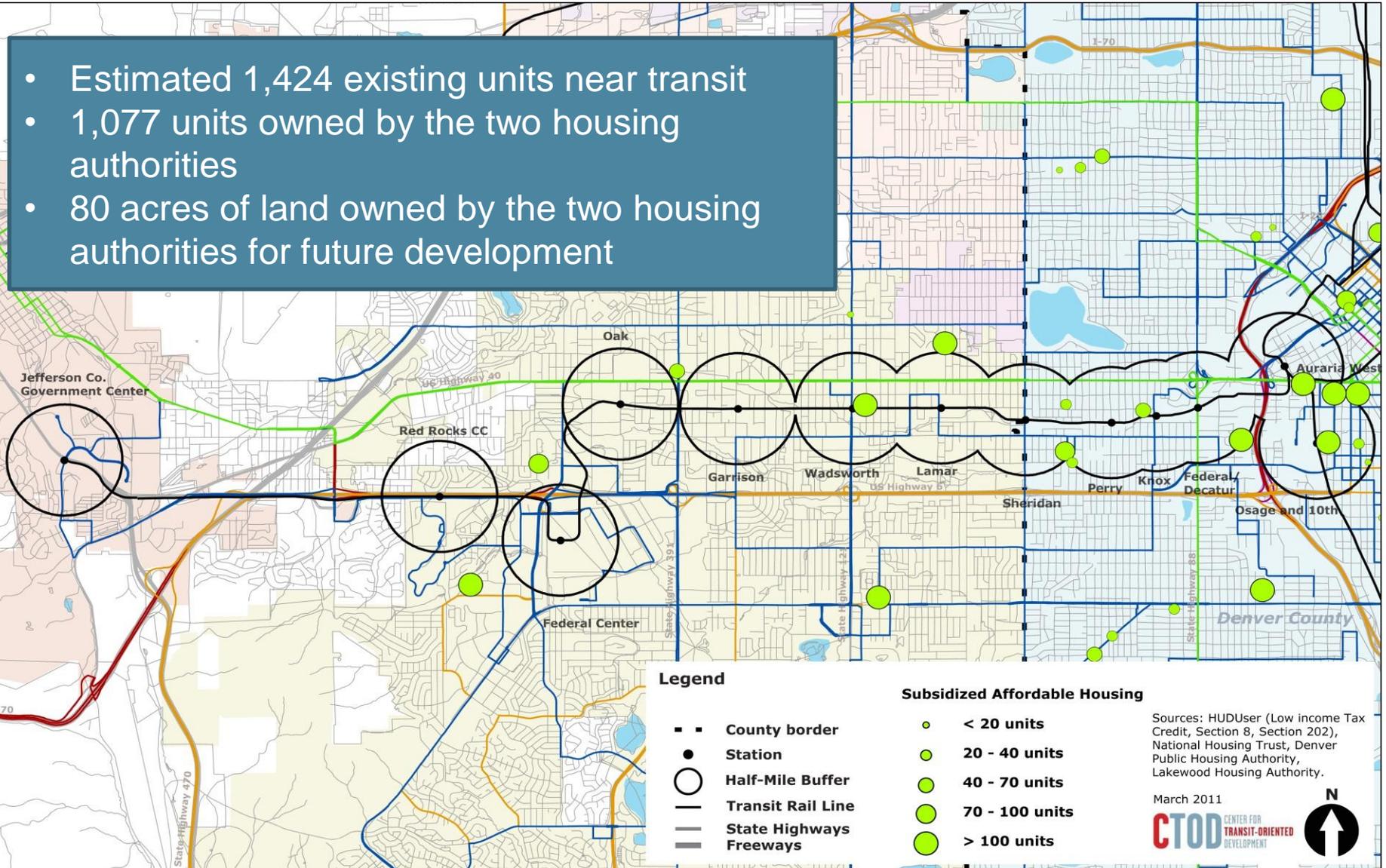
- Public improvements (infrastructure, etc) could spur short-term development
- Parcel size and land assembly are challenging issues.
- Affordable, student, and senior housing = near term opportunities
- Long-term market opportunities = larger scale, higher density development, but is contingent on multi-agency collaboration

# Real Estate Market Assessment: Findings

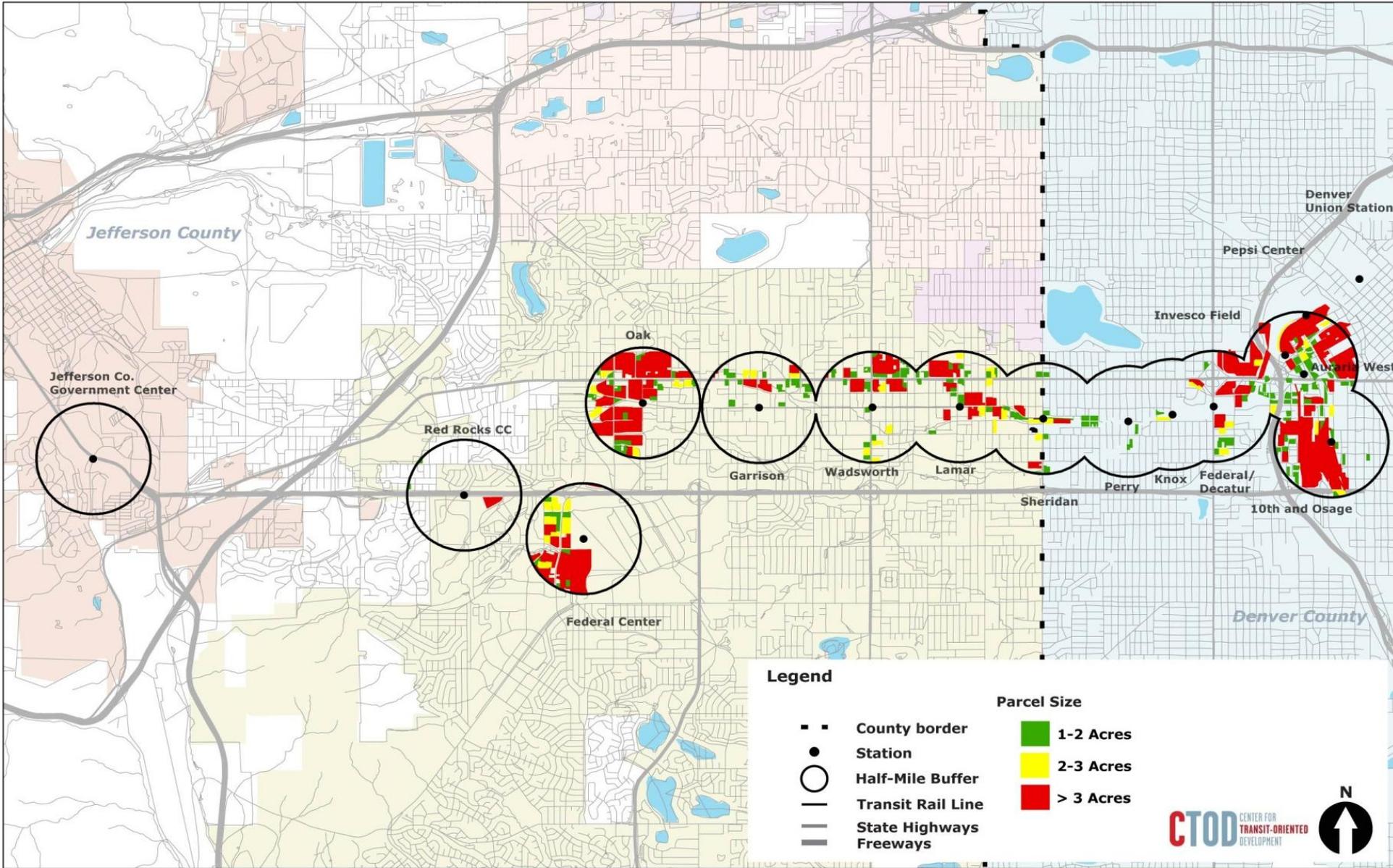
- Stronger existing demand for commercial development
- Demand for housing will increase with completion of the light rail and public sector investments
- West Colfax Avenue should remain the primary retail corridor
- The Oak Station area has potential for large-scale development
- Lower income households renting privately owned housing may be vulnerable to displacement should market conditions change

# Existing Affordable Housing

- Estimated 1,424 existing units near transit
- 1,077 units owned by the two housing authorities
- 80 acres of land owned by the two housing authorities for future development



# Parcel Sizes

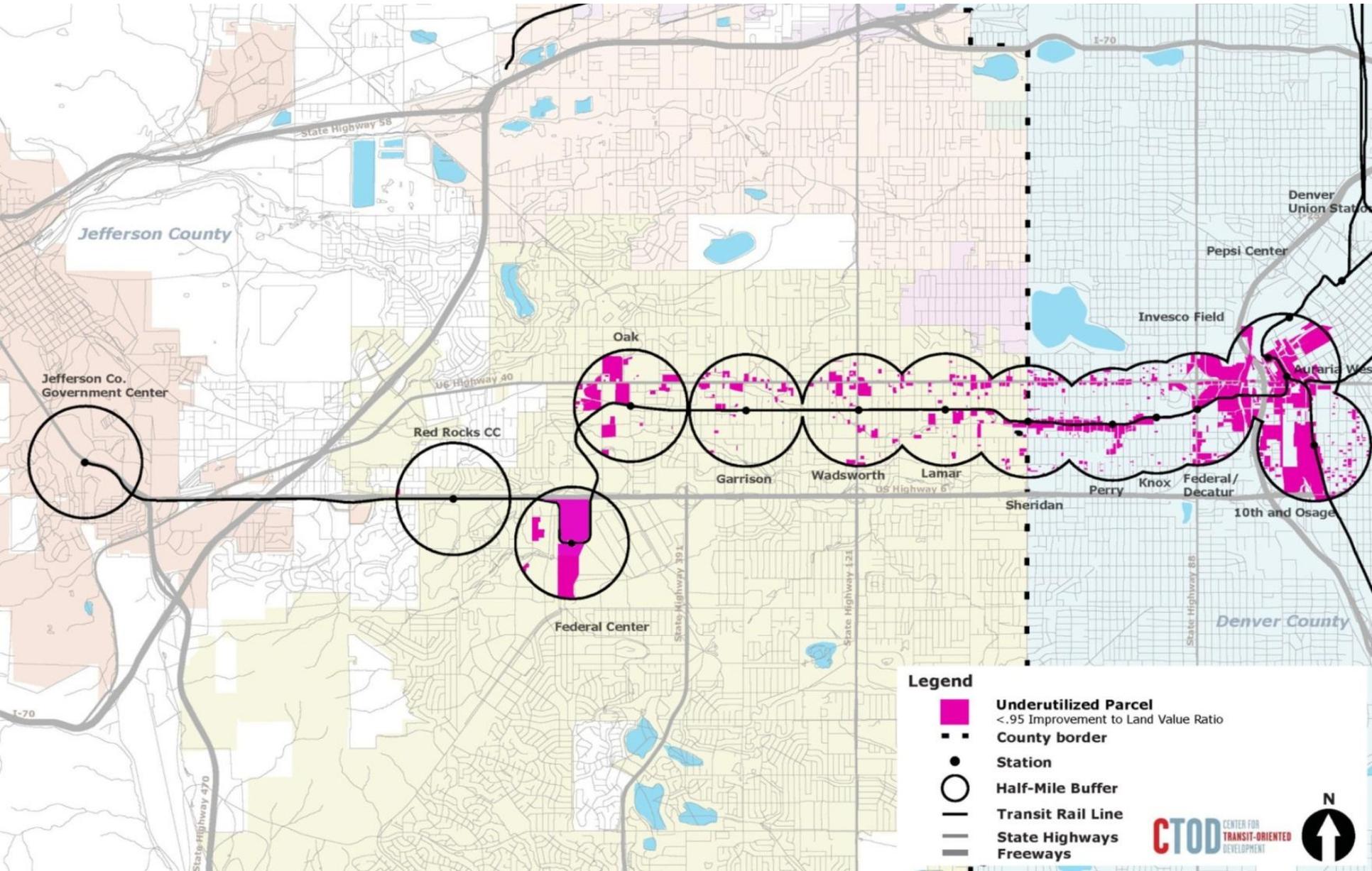


### Legend

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

- Parcel Size**
- 1-2 Acres
  - 2-3 Acres
  - > 3 Acres

# Underutilized Parcels



# Creating the Implementation Typology

**Existing Condition:**  
*Residential and Employment Concentrations*

+

**Existing Condition:**  
*Development Potential*

1. Parcel Sizes

2. Amount of Underutilized Land

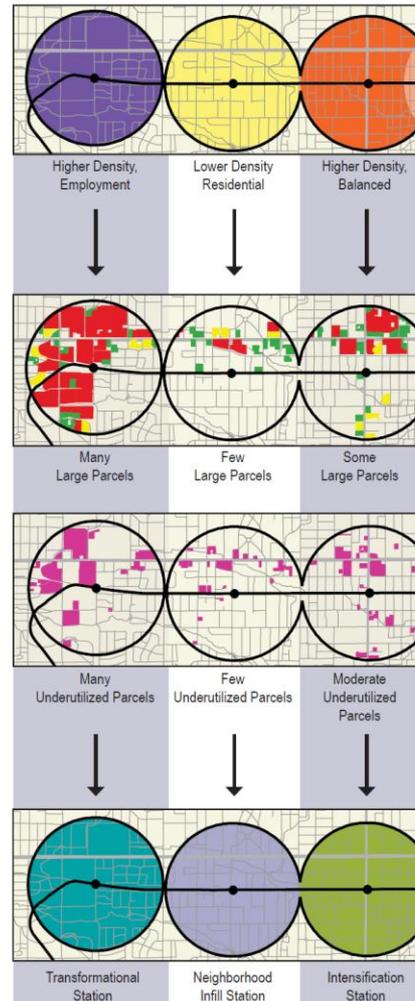
3. Proximity to Major Activity Centers

4. Availability of Community Facilities

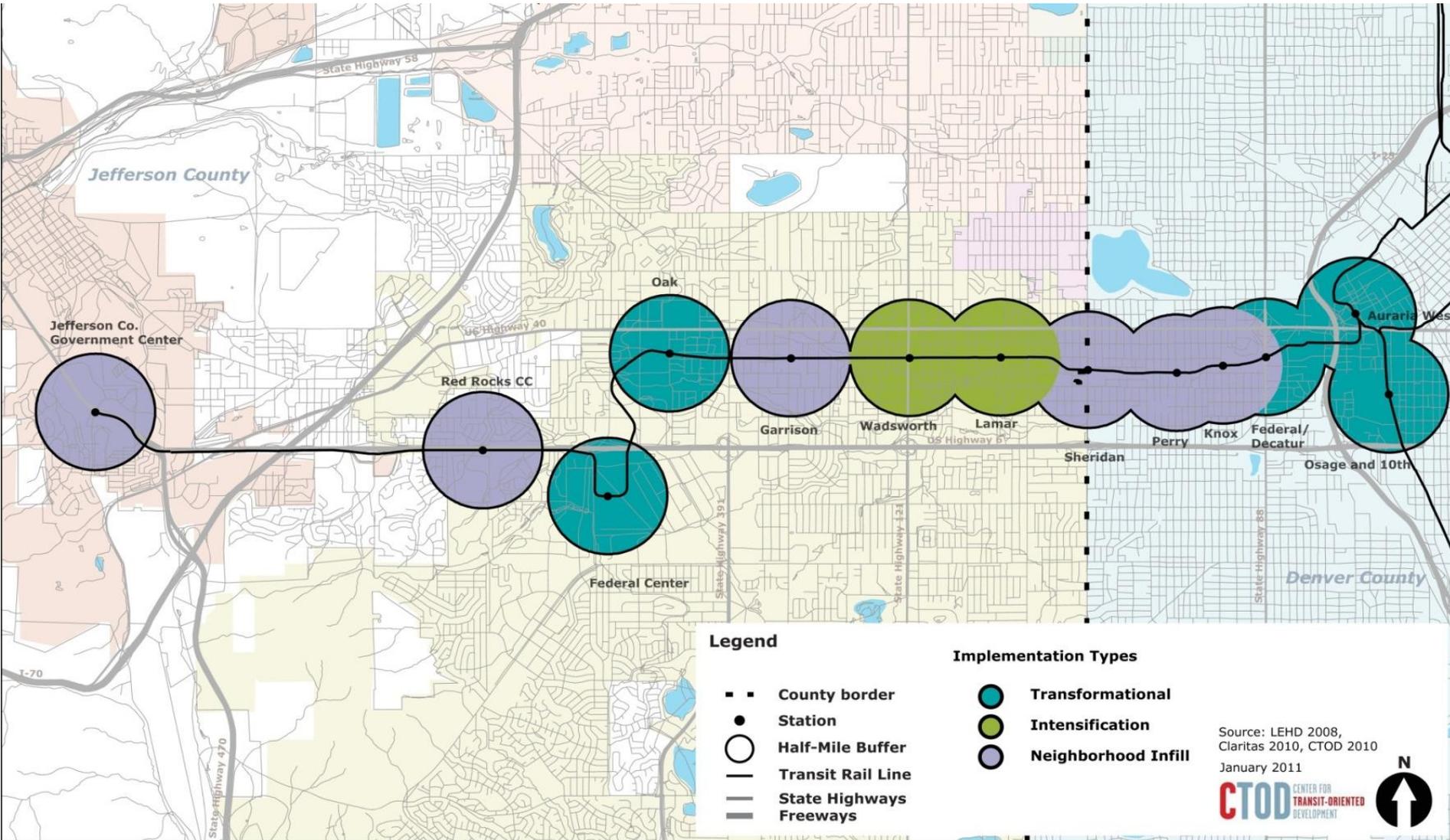
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**Implementation Strategies:**

*Transformational,  
Intensification,  
and Neighborhood Infill*



# Creating the Typology: Implementation



# Priority Activities for the Corridor

- Establish a permanent West Corridor Partnership.
- Engage new partners in the implementation activities of the West Corridor.
- Coordinate funding sources and development activities to promote TOD implementation within each city.
- Create new implementation tools to support effective and sound decision-making on implementation activities within each jurisdiction.
- Develop a marketing and branding plan to promote the West Corridor.
- Work on comprehensive bike and pedestrian connections in the corridor for the “last mile.”
- Conduct an affordable housing strategy session for both preservation and new production.

# Priority Activities by Station Area

- **Lamar (Lakewood)**
  - Immediate
  - Metro West Housing Solutions project underway
- **Sheridan (Lakewood and Denver)**
  - Near-term
  - Multi-jurisdictional coordination
- **Federal Center/Union Corridor (Lakewood)**
  - Long-term
  - Land disposition opportunity and partnership with the GSA
- **Federal/Decatur (Denver)**
  - Long-term
  - TIGER II grant from HUD/DOT

The full Transit Corridors and TOD Guidebook is  
available at:

<http://reconnectingamerica.org/assets/Uploads/tod203corridors.pdf>

More information and full West Corridor report available at:

<http://www.westcorridor.org>

Thank you!

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