

## West Corridor TOD Denver and Lakewood, CO



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### COLLABORATION:

#### Livability

The West Corridor Interagency Partnership livability principles will include, but not be limited to, these select project objectives:

#### Increase Transportation Choices

DHA's South Lincoln Homes Redevelopment plan incorporates multi-modal station connectivity and a pedestrian friendly environment. According to a 2009 RTD South Lincoln survey, over 50% of low-income residents rely upon local public transportation. In addition, a recent *Denver Post* (June 14, 2010) article noted that renters are drawn to light rail and as many as 40% are willing to pay more to live near transit stations (Grubb & Ellis study).

The West Corridor project will incorporate the livability principles which promote safe, reliable and economical transportation to increase transportation choices and decrease household transportation costs, reduce our nation's dependence on foreign oil, improve air quality, reduce greenhouse gas emissions, and promote public health.

#### Promote Equitable, Affordable Housing Through the Balance of Preservation and Expansion of Affordable Housing with Strategic Reinvestment

The Decatur Station Area Plan may incorporate the redevelopment of DHA's Sun Valley Homes and other low-income multi-family housing while planning a new mixed-use, mixed income neighborhood that maintains and sustains public housing eligible, low-income affordable housing.

The South Lincoln redevelopment planning process included a comprehensive housing quality evaluation in relationship to its surrounding La Alma/Lincoln Park neighborhood and Denver's neighborhoods. The findings included location and energy-efficient housing choices for people of all ages, incomes, races, culture and ethnicities to increase mobility and lower the combined cost of housing and transportation.

#### Enhance Economic Competitiveness by Creating Economic Development Opportunities

Economic competitiveness is a key principle throughout Denver's West Corridor initiative, creating economic prosperity for all residents along the new transit line. An example is reinvestment in the Wadsworth Blvd. Station that will encourage higher paying employment and enhance redevelopment efforts already occurring all along Colfax Avenue.

#### Support Existing Communities Through Positioning of the Corridor for Future Funding

The Oak Street Station Area Plan will encourage continued reinvestment along Colfax Avenue, with mixed use and retail opportunities that provide revitalization and promote land recycling for larger retailers, office users, public works investments and safeguard urban/suburban landscapes.

#### Coordinate and Leverage Federal Policies and investment with Significant Energy Efficiency and Sustainability Measures with Targets at Site and Corridor Levels

At the Union Corridor Station Area Plan we will encourage sustainability through infill development on the Federal Center property in accordance with the adopted Federal Center Master Plan. This will align federal policies and funding to remove barriers to collaboration, leverage funding, and increase the accountability and effectiveness of all levels of government to plan for future growth, including making smart energy choices such as locally generated renewable energy.

#### Value Communities and Neighborhoods by Providing Access to Employment, Education, Housing and Services

The West Corridor TOD partners continue to incorporate proven approaches of community participation in the proposed redevelopment planning all along the corridor.

At the Lamar Street Station and South Lincoln Homes, redevelopment should seamlessly integrate into the existing neighborhood and compliment the architectural design of the existing neighborhood while generating 'value add' of any new construction to the entire community.



Garrison Street Station Area

*The Denver region is currently home to 2.8 million people, with 40% of renters willing to pay more to live near transit stations. In addition, the region's population is expected to grow to 4.2 million by 2035, with an expected increase in ridership to 29,700 by 2030. As a result, improvements in transportation infrastructure strategically integrated with land use decisions are critical to maintaining the excellent quality of life that attracts so many to the Denver region.*

### Project Background

The Denver region is well positioned to capitalize on a multi-billion dollar transit investment for neighborhood revitalization, economic development, sustainable regional growth, mixed-income housing and transit oriented development (TOD). In 2004, voters approved FasTracks, RTD's \$6.8 billion dollar comprehensive transit expansion plan.

#### This ambitious transportation plan will build:

- 122 miles of new commuter rail and light rail
- 18 miles of bus rapid transit
- 21,000 new parking spaces at light rail and bus stations, and
- Enhanced bus service across the eight-county district.

#### The Approach:

The West Corridor is a 12.1-mile light rail transit corridor between the Denver Union Station in downtown Denver and the Jefferson County Government Center in Golden, serving Denver, Lakewood, the Denver Federal Center, Golden and Jefferson County. The West Corridor is the first FasTracks corridor to be implemented and will open in 2013.

To fully realize the potential of the West Corridor transit investment, the Denver Housing Authority, Metro West Housing Solutions (formerly Lakewood Housing Authority), and cities of Denver and Lakewood are partnering on a corridor-wide, strategic TOD implementation plan that will leverage the public transit investment to attract, shape and accelerate private investment along the corridor, benefiting everyone.

This approach entails a comprehensive assessment of corridor planning work to date that creates a corridor-wide vision for sustainable, mixed-income TOD.

#### The benefits of this regional implementation approach include helping to prioritize:

- Leveraging of public and private investment
- Identifying existing and future funding sources
- Making recommendations on policy and programmatic interventions to help realize the vision
- Gaining commitments from key actors in helping to implement the strategies
- Preserving and creating affordable housing, and
- Applying livability principles to new community developments



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Knox/Perry Station Area



Union Corridor Station Area



Sheridan Boulevard Station Area



Wadsworth Boulevard Station Area



Lamar Street Station Area

## PLANNING:

The Interagency Partnership livability principles that will be carried out on the West Corridor projects will meet the following objectives:

- Balance the preservation and expansion of affordable housing with reinvestment;
- Provide access to employment, education, housing and services;
- Create economic development opportunities for a healthy economy;
- Identify catalytic redevelopment sites, considering each site within the context of the overall corridor plan;
- Include significant energy efficiency and sustainability measures with targets at site and corridor level;
- Position the corridor for future funding; and
- Serve as a regional model for livable communities.

## IMPLEMENTATION:

### South Lincoln Homes Redevelopment

The redevelopment of the South Lincoln Homes, located near RTD's 10th & Osage light rail station, marks the Denver Housing Authority's first venture into the new West Corridor light rail line. DHA's goal for the South Lincoln Homes is to transform the 18-acre site into a holistic, transit-oriented development maintaining the core attributes of a highly green, sustainable, mixed-use community, promoting a healthy lifestyle, mobility, integration of the arts and educational opportunities for the diverse mix of new and existing residents.

Once completed in 2018, South Lincoln will feature 800-900 new residential units complimented with space for retail, office and a variety of community services.

## Community Engagement

Public input was critical to the success of the master planning process for South Lincoln. The process involved the community in a series of over 120 stakeholder and Local Resident Council meetings and interviews. After reviewing the work already completed for the Station Area Plan, the 10th & Osage Area Plan, the Health Initiative Audit (HIA) and the Cultural Audit, the design team assembled existing Key Focus Areas and goals generated by the community as a starting point for the South Lincoln Redevelopment.

Additionally, a comprehensive metric provided by the HDMT evaluation process will be used to ensure that all communities have equal access to health resources.

## Master Plan Highlights

The final redevelopment master plan emphasizes transit oriented development, higher densities, diverse housing choices, a mix of uses and outdoor amenities and environments that encourage healthful lifestyles.

In addition to featuring a spectrum of housing options, the redevelopment of South Lincoln Homes will serve as a national benchmark to demonstrate:

### Sustainability and Energy Efficiency

- High performance buildings including: Energy Star appliances, LED and florescent lighting, advanced controls, tank less water heaters, low flow plumbing fixtures, highly efficient HVAC systems and solar water heating
- LEED certification for Neighborhood Development, New Construction and other Enterprise Green Communities criteria
- Sustainable green infrastructure and storm water management

### Transit Oriented Development (TOD)

- A central plaza providing a clear, safe linkage to the 10th and Osage Light Rail Station
- Improved connections to nearby services and destinations
- Enhanced pedestrian and bicycle access

### Healthy Living

- A community vegetable garden where residents of the community can have private plots
- Small private entry gardens for growing flowers and vegetables

