Metro Denver

Transit Station Evaluations

Metro Denver Transit Zone Evaluations

Funding for this report provided by a grant from the U.S. Department of Housing and Urban Development.

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Funding for this report was provided in part by a grant from the U.S. Department of Housing and Urban Development through the Sustainable Communities Initiative grant to the Denver Regional Council of Governments (DRCOG). However, the opinions and results of this evaluation are the work of the contributors. They do not reflect the opinions of the funding agencies.

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Executive Summary

Introduction

This report evaluates the design and development of the half-mile areas (transit zones) around the 45 light rail transit stations in the Denver Metro area as of January 2015. Each transit zone was scored on the level of site development, accessibility, affordable housing, and jobs and economic development. Evaluations were conducted by master's students in the Urban and Regional Planning Program at the University of Colorado Denver during. Students in the Fall 2014 Planning Project Studio led the effort and were assisted by the research team on a Sustainable Communities Initiative project for the Denver Regional Council of Governments funded by the Department of Housing and Urban Development. The evaluations use primary data collected through site visits and secondary data for each zone on households, jobs, businesses, recent developments, zoning, parking, and land use.

Terms

The following terms are used in the following transit zone evaluations:

Station Area: The station area was defined as the area containing the train platform, related amenities, station infrastructure and directly adjacent parcels with station parking and access.

Transit Zone: The transit zone was defined as the area within a half-mile radius surrounding the station area.

Walking points: The start location for walking paths that were approximately a half-mile long and ending at the station. Selection of the walking points was based on existing or proposed transit oriented development projects or the location of work sites or public amenities, such as parks and government buildings. The walk quality was then scored low, medium, or high and designated on a map as red, yellow, or green, respectively. The quality was determined by the evaluator's overall experience and a detailed scoring sheet on 23 characteristics of the area's existing conditions.

Businesses: The data used for mapping businesses were collected and organized from both ESRI and InfoGroup USA databases. TOD existing and proposed sites were provided by the RTD TOD database.

Evaluation Methodology

To conduct the evaluations, each station area was visited at least once and several data points were collected and analyzed from various secondary sources. The visits and the analysis of secondary data were guided by a survey designed by the students to incorporate the four topics of interest; site development, accessibility, affordability, adn jobs and economic development. The survey consisted of 23 characteristics representing issues related to each topic area.

The 23 characteristics were divided among station characteristics and transit zone characteristics. The station area was defined as the area containing the train platform, related amenities, station infrastructure and directly adjacent parcels with station parking and access. The transit zone was defined as the area within a half-mile radius surrounding the station area. The primary data to score each of the 23 characteristics was Terms collected through three half-mile walks of the transit zones.

Prior to their site visits, students selected the three half-mile walks. They were to begin near the outer edge of the transit zone and end at the station. Each half-mile walk was traversed twice, once at a normal walking pace in order to time the walk, and a second time to take detailed notes in order to score the 23 characteristics. The time and day of the site visit was conducted at the evaluator's discretion. It should be noted that the scoring for some characteristics may have been affected by the chosen time and day, such as the station area vibrancy score. But generally, most scores were not dependent upon the level of activity in the transit zone or at the station. The following descriptions provide additional detail on how the 23 characteristics were then used to score the station areas on the four major topic areas.

Site Development: The site development score is a composite of

nine indicators: station design, major destinations/attractions; mix of uses, segregated uses; housing density; public amenities; zoning; vibrancy and utilization; and the existence of sub-area or station plans with goals.

Accessbility: The Accessibility Score is a composite of eleven indicators, four from the immediate station area, and seven from the half-mile transit zone. The Station Area indicators include: wayfinding; infrastructure connectivity/barriers to station; quality of ADA features; and bicycle infrastructure & amenities. The Tra nsit Zone indicators include: wayfinding; quality of walk; conne ctions to buses; major destinations/attractions; commute to work by transit, walk and bike; bicycle infrastructure; and infrastructure connectivity/barriers to station.

Affordable Housing: The Affordable Housing Score was worth five points of the total station score and the stations averaged 2.4. The score and is derived from a formula based on a composition of 8 factors, including housing residents by income, the burden of housing costs, the distribution of housing units by tenure, and the and the number of subsidized rental units as follows:

1. Households earning less than $19,000 are at least 15% of total (0.5 pts);
2. Households earning between $20,000-$49,000 are at least 20% of total (0.5 pts);
3. Households earning $50,000-$74,900 are 25-35% (0.5 pts);
4. Households earning above $75,000 are less than 30% of total (0.5 pts);
5. Rental housing makes up 40%-75% of total housing units (1 pt);
6. Households paying more than 30% of income are less than 30% of total (0.5 pts)
7. More than 80 subsidized rental units (80 was set as the threshold based on three factors: 22% of the total number of subsidized units at the station with the lowest number of subsidized units, of those with subsidized units; 80 units is a minimum size for most LIHTC projects given the costs associated; and 80 units is less than 15% on average of the number of existing housing units) (1 pt); and
8. Density score is greater than or equal to 2 (see density score methodology under Site Development) (0.5 pts).

Jobs and Economic Development: The Jobs and Economic Development Score consists of three parts: the station area context, ratio of total jobs to population in the station area, and the ratio of the range of skilled jobs to population. Each part of the scoring methodology serves to recognize and appropriately score the variations across station areas, in full recognition of the current and reasonably expected availability of jobs across the range of skills. We did not hold every station to the same standard noting that each station area is suited to its surrounding area. The first part recognizes the spcific context and categorizes the station area according as primarily residential, mixed use, or primarily business. This score uses the Center for Transit Oriented Development performance metric: workers/ (workers + residents). Station areas with a score of less than or equal to 33.3% were labeled primarily residential, given the greater weight of residents in the calculation. Station areas with a score between 33.3% and 66.7% were labeled mixed use, as neither jobs nor residents were predominate in the station area. Station areas with a score of greater than 66.7% were labeled primarily business. This score does not allocate points, but governs the allocation of the next two parts of the jobs score.

The second part allocates points based on the station area context and its jobs-to-population ratio. Each context uses a scoring range appropriate to the underlying land uses for determining the possible scores, with a scoring range of zero to three points. This measure provides a basic estimation of the job availability of the station area.

The third part allocates points based on the station area context and the sub-scores for low, middle, and high skilled jobs, to population. The three-digit North American Classification System (NAICS) industry codes for jobs within station areas of the region were categorized based on the perceived level of skill required for the type of work, and the median income of each. Low skill jobs included retail, food service, accommodations, and other services. Middle skill jobs included administration, construction and related industries, health care, manufacturing, automotive and related

industries, warehousing, and waste management (among others). High skill jobs included extraction industries, government, professional, scientific, and technical services, finance, and wholesale brokerage. Similar to the first scoring part, each subscore uses a scoring range appropriate to the station area land uses, with a scoring range of zero to three points for each. The proportional score by skill level is then calculated by multiplying the sub-score by the proportion of jobs by skill level. These proportional scores are then summed to create a weighted average skilled jobs-to-population score. This score is important for its reflection of the range of skilled jobs available at station areas.

Lastly, the jobs-to-population and the weighted averaged skilled jobs-to-population scores are averaged to determine the final jobs score. The total possible points ranged from zero to three. This average modulates the strengths and weaknesses of the sub-scores to create a score more accurately reflective of the station area in regards to jobs and economic development.

After all stations were evaluated and scored, each station received up to 100 points. Since no station received all 100 points, we used a curve based on the highest score in each of the four categories. The resulting scores were then divided into thirds, with each station receiving a Needs Improvement, Moderate, or Performing score in each topic area. These score categories were used in place of exact numbers since we recognized that the final scores were imprecise due data collection errors and subjectivity. To represent the score category, the four topic titles are placed in the red, yellow, or green portion of an arrow, as in the following figure, on the first page of each transit zone evaluation.

Using the site observation data and data from other sources, station and transit zone maps were created in GIS and included the scored walking paths, businesses located in the transit zone (sized by employment), and existing and proposed TOD projects.

Data Sources

Housing and household demographics
The TOD Database, compiled by the Center for Neighborhood Technology provides aggregated data to the transit zone for each of the transit zones in the U.S. using several U.S. Census products, including the decennial censuses from 2000 and 2010, and the 2005-2009 American Community Survey. These data are available from http://toddata.cnt.org/

Land uses and building footprints
The Denver Regional Council of Governments (DROCG) collects land use, building footprint, and parcel data from each jurisdiction in its boundaries. Land uses are standardized to a set of basic categories that loosely approximate to standard zoning categories, e.g. residential-single family, residential-multi-family, mixed use, commercial, industrial, park land, etc. The land use maps in this document are based on this data set. The data also includes building centroids and footprints. Parcel data is based on 2005-2012 assessor data.

Business Data
The employment data is from a combined data set using two large commercial business databases from 2012: Esri Business and InfoGroup USA. By combining these datasets, removing the duplicates, and then plotting them in GIS to ensure accuracy in the removal of duplicate records, we were able to increase the number of business records, thereby increasing the accuracy of the business data. Proprietary business datasets are based on a variety of data collection methods, including a telephone survey, and therefore they are not guaranteed to be 100% accurate. By combining the sets, we were able to reduce the number of missed businesses from each vendor.

TOD Projects
DRCOG and RTD have been tracking projects built or proposed within the transit zones of the existing and proposed light rail stations since 2004. These projects are housed and maintained within the RTD FasTracks TOD Database maintained currently by RTD. The database as of 2014 contained 462 projects.

Guide to the Transit Zone Evaluations

The Overview provides a brief summary of the station type, its accessibility, where it is located relative to Denver's Union Station, and the 2014 daily ridership.

This stylized system map indicates the location of the station.

This box summarizes data on transit zone demographics; total jobs; household travel behavior; ridership; bike and walk scores from the evaluations; and urban form or place characteristics, such as density and major destinations.

This arrow provides a snapshot of the station's performance on each of the four main topics. The location of a topic title within the arrow indicates the relative score on that topic. See the methodology for scoring details.

Using U.S. Census data from 3 time periods from 2000 to 2010, this table shows the most recent available data on education levels and ages of residents, and change over time in number of households, median income and racial and ethnic diversity.

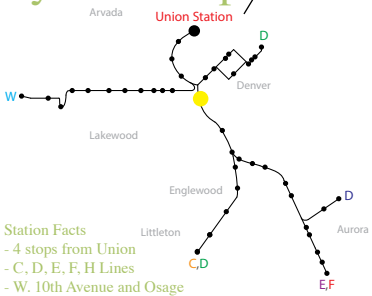
10th and Osage Station, City of Denver

Overview

According to the Denver TOD Strategic Plan, the 10th and Osage Station is defined as general urban. This is characterized by multi-family residential, grid and alley block patterns, corner stores and multi-modal transportation access. This station is accessible by walking, biking, and there are several transit connections within two blocks of the station.

From this station, Denver Union station is 16 minutes and 1.8 miles north. Compared to other stations, the station has a higher ridership at just 3,912 total revenue riders a day, as of May 2014.

System Map



Station Facts
- 4 stops from Union
- C, D, E, F, H Lines
- W. 10th Avenue and Osage Street

Station Evaluation

Accessibility
Affordable Housing
Site Development
Jobs & Economic Development

DEMOGRAPHICS
Pop.: 5,420 (2000), 4,802 (2010)
Med. Income: $22,554 (2000), $20,250 (2010)
% HHS earning <$25K (2009): 58%
% White alone (2010): 36%

TRAVEL
Jobs: 6,307 (2002), 4,754 (2009) 3,234 (ESRI & IG)
Commute by Public Transit (2009): 13.9%
Avg. Vehicles/Household (2009): 0.97
Quality of Walk: 4/7 pts
Bicycle Infr.: 2/3 pts
Avg. Daily Riders & Rank (Jan. 2014): 2,122, #15 of 45
Approx. % Walking to Station5 (2011): N/AV

PLACE CHARACTERISTICS
Major Destinations: Santa Fe Arts District, Lincoln Park
Avg. Block Size (2010): 6.60 acres
Housing Units (2010): 1,356
Net Residential Density: (2010): 7.24 du/acre
Job Density (ESRI & Info Group 2012): 6.47
Business Density (ESRI & Info Group 2012): 0.71

Demographics

Transit Zone Demographics	Census 2000	Census 2010	ACS 2005-2009	% Change
Total households	1,248	1,288	1,358	3%
Median HH Income	$22,554		$20,250	10%
% <$25,000	56%		58%	2%
%>$75,000	8%		12%	4%
% <18 y.o.		31%		N/A
% >59 y.o		10%		N/A
% Bachelor's or higher	12%		13%	1%
% White Alone	27%	36%	40%	9%
% Black or African American alone	10%	13%	12%	3%
% American Indian and Alaska Native alone	1%	1%	1%	0
% Asian alone	5%	3%	2%	-2%
% Native Hawaiian and Other Pacific Islander alone	0	<1%	0	-<1%
% Some Other Race alone	<1%	<1%	9%	0
% Two or More Races	2%	3%	3%	1%

Metro Denver

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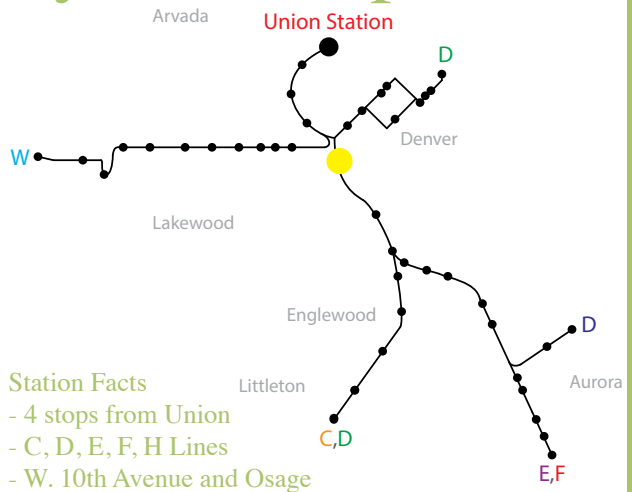

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% Some Other Race alone	<1%	<1%	9%	0
% Two or More Races	2%	3%	3%	1%

Residents

The number of households in the zone decreased slightly from 2000 to 2010, from 2251 to 2234. Compared to the region, the households have fewer children, are more likely to be between 25 and 39 years old, and less likely to be over 60. Some of the drop may have been the housing turnover from families and elderly to singles or couples aged 25-39 without children. The median household income in the 2005-2009 ACS was $41,046 less than the region's. This appears to be due to the low education levels, 13% have a bachelor's degree or higher, compared to 25% in the region. The area is predominantly Hispanic or Latino; people of other races and ethnicities comprise less than 55% of the area.

Housing

The transit zone is predominately renter-occupied multi-family residential. This ranges from mid to high density building forms. There are many mid to high rise apartment buildings surrounding the station and single family homes outside of the direct vicinity to the station. According to the CTOD database, out of a total of 1,288 occupied housing units: 72% are renter occupied and 28% are owner occupied.

Plans and Regulations

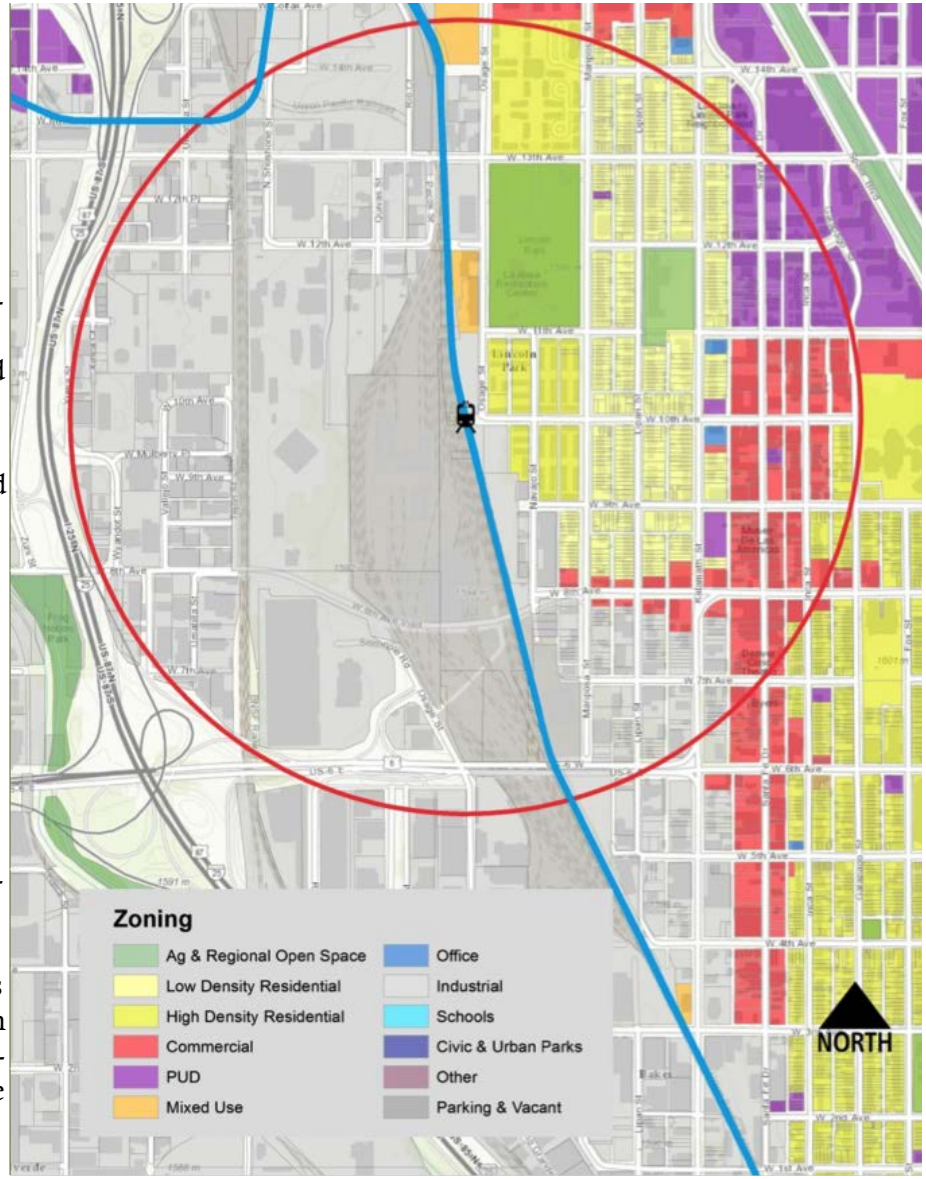
There are several plans that are directly related to the 10th and Osage station: La Alma/Lincoln Park Neighborhood Plan, South Lincoln Redevelopment Project Transportation Charrette Final Report, and the Denver TOD Strategic Plan. The La Alma/Lincoln Park Neighborhood Plan primary recommendations to support the TOD Strategic Plan include:

- Retail and commercial ground floor uses near the station platform to complement the residential land uses to activate the station area
- The DHA's South Lincoln Property should be designated an urban center context with mixed use zoning to take advantage of the proximity to transit and allow increased density and appropriate scale of uses. (Heights should range from 12 stores at the station to 5 stories along Mariposa)
- Create a "destination" to serve as the area's cultural identity
- Provide opportunities for a mixed-use, mixed-income neighborhood that maintains/sustains low-income and affordable housing.
- Provide opportunities for local job training and education
- Maximize short and long term land-use opportunities in the station area, including a broad mix of residential, employment and retail uses.

The major parcels that are envisioned for transit-oriented development include the DHA owned South Lincoln Park Homes (now known as Mariposa) and the Burnham Yard parcel wet of the alignment (in the long term). The primary land use within the station area is residential, and the plan recommends commercial, employment and open space uses as well.

New Development

Denver Housing Authority has been involved in two major TOD projects in the last two years.



Phase-One Tapiz Apartments, is a 100-unit LEED-Platinum building completed in 2012. The other is the redevelopment of Mariposa (formerly known as South Lincoln Homes). This is a 6 phase project, that will contain 270 Public Housing units on 15.1 acres. It is slated for completed in 2016. Denver Housing Authority hopes that, "new economic opportunities with foster this sustainable TOD that will serve a broad resident base".

Zoning

According to the La Alma/Lincoln Park Neighborhood plan, the immediate zoning surrounding the station is transit-oriented development supportive. It is primarily mixed use on the east side of the station from Colfax Avenue until 8th Avenue. The plan hopes to apply more mixed use zoning to areas of change in the neighborhood, and "Main Street Zoning" to the Santa Fe Drive Arts District and commercial corridor.

Employment

There are a total of 3,234 employees in the transit zone working at 355 business establishments. Seventy percent of the jobs are in six industries that are mostly professional, service or trade oriented: Manufacturing (14%), Other Services except Public Administration (14%), Wholesale Trade (12%), Construction (9%), Professional, Scientific, and Technical Services (8%), and Retail Trade (7%). The types of businesses highlight the industrial commercial and industrial mixed use zoning surrounding the station.

Commuter

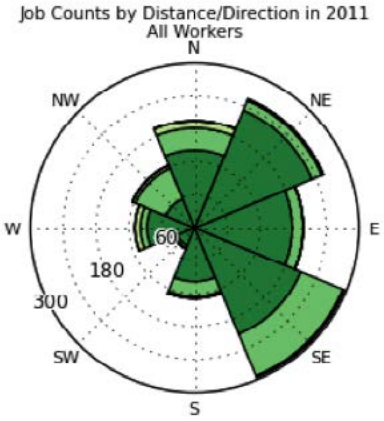
Using the OnTheMap tool from Longitudinal Employer-Household Dynamics (LEHD), of the 12

Empolyment Businesses and Jobs by Industry

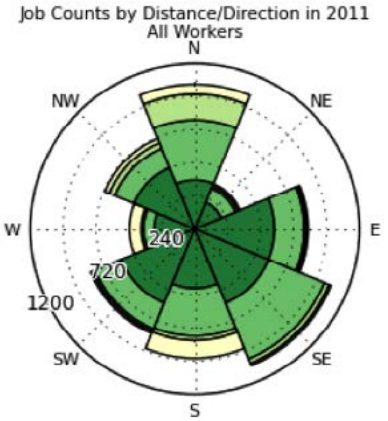
Largest Industries by Share of Businesses & Jobs						
Rank	Businesses by Industry	No.	%	Jobs by Industry	No.	%
1	Professional, Scientific, and Technical Services	50	14%	Manufacturing	459	14%
2	Other Services except Public Admin	43	12%	Other Services except Public Admin	445	14%
3	Wholesale Trade	37	13%	Wholesale Trade	586	12%
4	Retail Trade	34	10%	Construction	549	9%
5	Retail Trade	26	7%	Professional, Scientific, and Technical Services	294	8%
	Subtotal Businesses in top industries	214	60%	Jobs in Top Industries	2,557	79%
	All business in Transit Zone	**355**	**100%**	**All jobs in transit zone**	**3,234**	**100%**

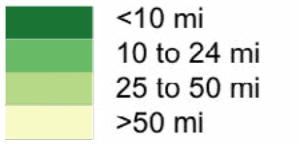
Commuter Distance and Direction

Home to Work



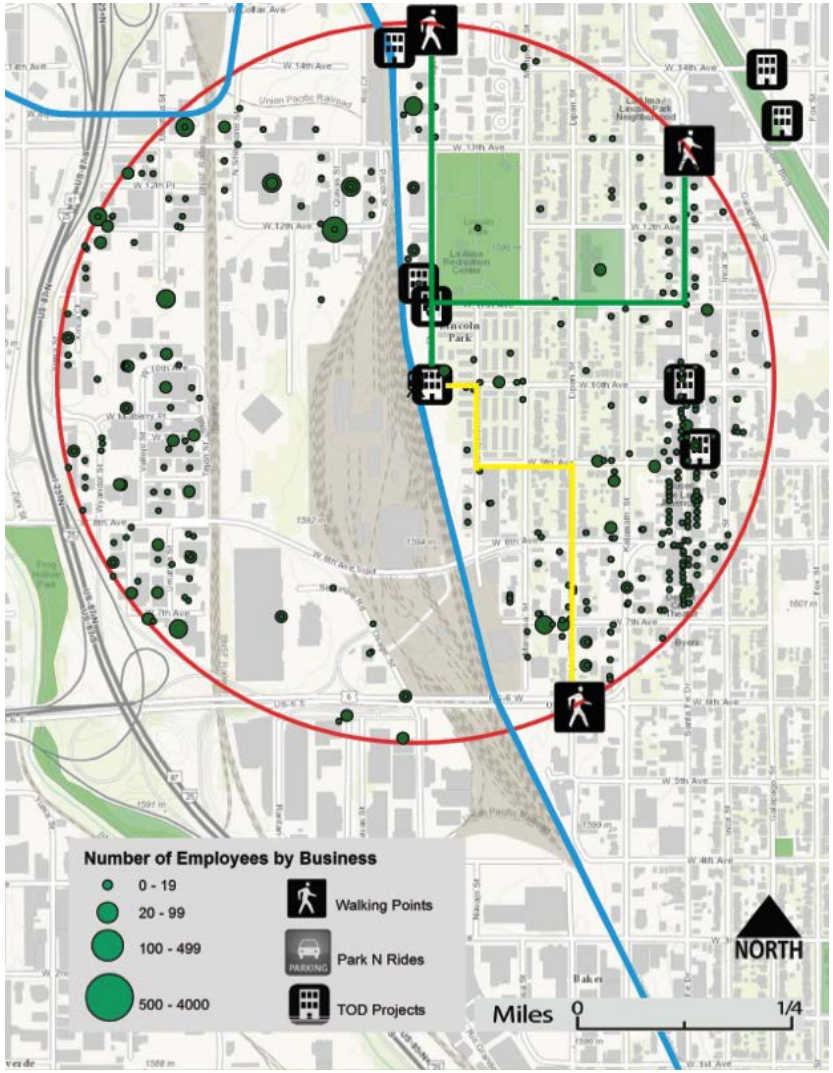
Work to Home





total employees living within the transit zone 77% commute less than 10 miles to the transit zone. These employees travel mostly northeast and southeast, with those traveling southeast traveling the farthest. Employees that commute less than 10 miles to the transit zone make up 56% of the total commuting employees. A significant amount commute 10-24 miles to the transit zone as well (32%). These commuters travel in all directions, with those commuting from north traveling the furthest.

Walkability Analysis from 3 half-mile Points		
Starting Point	**Time (min.)**	**Walking Environment**
1. 14th Ave and Osage	11 min	Residential near open space
2. Santa Fe and 13th Ave	10 min	Vibrant commercial and arts corridor
3. Lipan and 6th Ave	11 min	Residential, some vacant properties



Accessibility

Overall, the pedestrian paths to the station were safe and pleasant. There are no direct bus routes to station, but the 1 bus and 9 bus stop on Kalamath Street (4 blocks away) and 9th Avenue (1 block away).

Route #1 : 14th and Osage.
This route featured good sidewalk conditions, and featured ample green open space, as the route passed along Lincoln Park. Several multi-family TOD projects were sighted along Osage Avenue.

Route #2 : Santa Fe and 13th Ave
This route went through the vibrant commercial corridor on Santa Fe Drive and featured wide detached sidewalks on most parts of the route. The route also passed DHA TOD-supportive housing project Mariposa.

Route #3: Lipan and 6th Ave
This route was primarily single family residential. Some sidewalk improvements were needed and there was a lack of commercial diversity along some parts of the route. There were some areas with vacant buildings and empty lots throughout the route.

Bike: n the transit zone there is ample bicycle parking, a sharrow on 11th Ave and a striped bike lane on Navajo St. Future bicycle improvements could include street bicycle facilities to encourage people hesitant to bike without such safety measures. The area does have B-share stations at the station.

ADA: The transit zone fared well on ADA measures. All three routes had traffic calming devices, acceptable sidewalk widths, and street lights. All of the sidewalks had ramps and were textured at crossings but some of the sidewalks were in need of repair.

Community Services & Parks:
This transit zone has light rail accessible open space and parks. The primary parks and recreation in the area are Lincoln Park and La Alma Recreation Center. Sunken Gardens Park is just outside of the transit zone, but accessible via 10th and Osage Station as well.

In the transit zone there are several community service providers. Father Woody's Haven of Hope on 7th and Lipan provides food, shelter, clothing, counseling and rehabilitation. Franciscan Friends of the Poor is also located here and provides solutions for the homeless. Newsed Community Development Corporation on 10th and Santa Fe, describes their focus as "solving long-term economic problems in disadvantaged communities by securing and coordinating resources for neighborhood revitalization, developing needed shopping areas and services, fostering minority and neighborhood business ownership, job retention and creation, increasing home ownership and affordable rental opportunities, neighborhood organizing and hosting cultural events and activities that showcase the neighborhood's predominately Latino population."

There are also two Boys and Girls Club of America offices in the transit zone.

Evaluation

Affordable Housing

The majority of the population in this zone are in rental units: 70%, compared with 36% in the region. The 270 units in Denver Housing Authority's Mariposa Homes (formerly South Lincoln Park) and the 100 units at Tapiz at Mariposa (mostly Senior housing) are 26% of the rentals. The large number of rental and subsidized units help to explain the lower cost of housing for a resident earning the regional median income. Based on the ACS 2005-2009 used in the CTOD TOD Database (CTOD), median income residents spent 16% of income on housing, compared to the regional average of 22%. Estimated transportation costs are lower than the region, estimated at 15% for the zone, compared to 22% for the region, by the H+T Affordability Index.

- **Opportunities:** for affordable housing are outlined in the La Alma/Lincoln Park neighborhood plan and the South Lincoln Redevelopment Plan. This plan hopes to integrate some of the housing projects into the neighborhoods to create thriving spaces. There is currently a DHA redevelopment plan in place for the former South Lincoln Park Homes, now known as Mariposa. The redevelopment plan calls for a mix of housing products, a range of income levels, and sustainable and innovate design features. This should increase the amount and quality of public housing that currently exists in the neighborhood. The project should create a mixed-income neighborhood that seamlessly integrates market-rate and affordable housing and infuses additional market-rate housing into the station area.

Accessibility

Overall, the 10th and Osage station and transit zone has good accessibility by biking and walking. There are no bus connections directly to the station or any RTD parking, but the walking , biking and transit conditions are good in the transit zone. The 9 and 1 buses, stop less than two blocks from the station, and Mariposa and 11th Avenue both have excellent bike infrastructure.

- **An opportunity** exists to connect this station better to the surrounding neighborhood perhaps by better wayfinding to the commercial districts, open spaces, and connecting transit.

Economic Development

The average household size for the transit zone is 2.46, and approximately 58% of the households have an annual income less than $25,000. According to the MIT Living Wage Calculator, the living wage in Denver for one adult and two children is $25.65 per hour, which is an annual income of $53,354 before taxes.

- **Gap/Opportunity:** For this station to be a successful TOD for current residents, it is important to recruit employment that provides living wages and work force development accessible to the residents. A high percentage of both jobs and businesses in the region were construction related, which might indicate more temporary than permanent employment.

Site Development

The La Alma/Lincoln Park Neighborhood describes the South Lincoln Redevelopment Master plan which includes redesigning 270 existing DHA housing units to a higher density, mixed use configuration with the addition market rate units and 90 senior affordable housing units. Also significant portions of the station area have been rezoned to implement plan recommendations of enhancing neighborhood livability, reducing automobile dependence and supporting transit through development.

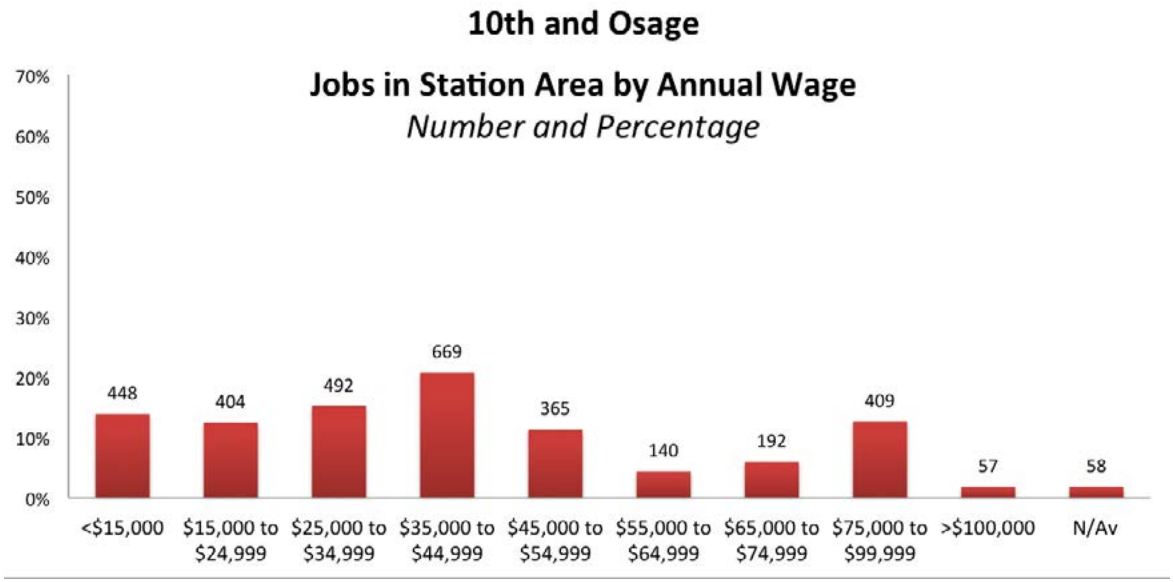
- **Opportunity:** Continued focus on affordable, mixed-income, and subsidized housing is important as the station and surrounding neighborhoods are ideally situated to feel the next wave of gentrification with its vibrant commercial corridor and proximity to downtown.

Jobs and Wages

10th and Osage Housing Score (out of 5 points)

Housing Data	% Households earning <$20K	% Households earning $20K-$49,999	% Households earning $50K-$74,999	% Households earning >=$75K	% Renter occupied	% w/a mortgage paying >30% of income	Number of subsidized units	Residental density score*	Total 10th and Osage Housing Score
Value	57.7	19.8	10.4	12.2	72%	62%	631	1	
Scoring Criteria	If households earning <$19K are at least 15%, then 0.5 pts.	If households earning $20-$49K are at least 20%, then 0.5 pts.	If households earning $50K-$74.9K are 30% +/- 5%, then 0.5 pts.	If households earning >$75K are <30%, then 0.5 pts.	If % rental housing is 40%-75%, then 1 pt.	If % of households paying >30% of income is <30%, then 0.5 pts.	If number of subsidized units > 80, then 1 pt.	If density score >=2, then 0.5 pts.	
Score	0.5	0	0	0.5	1	0	1	0.0	3

*Net Residential Density Scores = (0 PTS: < 7 d.u/acre); (1 PT: >= to 7 d.u./acre and <12 d.u/acre); (2 PTS: >= to 12 d.u./acre and < 20 d.u./acre); (3 PTS: >= to 20 d.u./acre and < 30 d.u./acre); (4 PTS: > = to 30 d.u./acre and < 60 d.u./acre); (5 PTS: > or = to 60 d.u./acre)



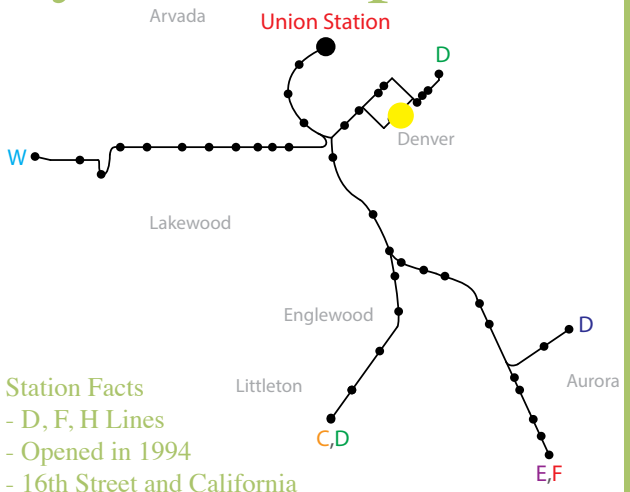
16th and California, City of Denver

Overview

According to Denver's TOD Strategic plan, the 16th and California Station is categorized as a downtown station. These stations areas are mostly high density residential, office and commercial buildings.These station areas also have high pedestrian activity and are the center of a multi-modal transit system.

From this station, Denver Union station is, 10 minutes and 0.8 miles north using the free Mall-ride (Union Station does not connect to this station). Compared to other stations, the station has high ridership at 16,182 total revenue riders a day as of May 2014.

System Map



Station Facts
- D, F, H Lines
- Opened in 1994
- 16th Street and California

Station Evaluation

Jobs & Economic Development
Affordable Housing
Accessibility
Site Development

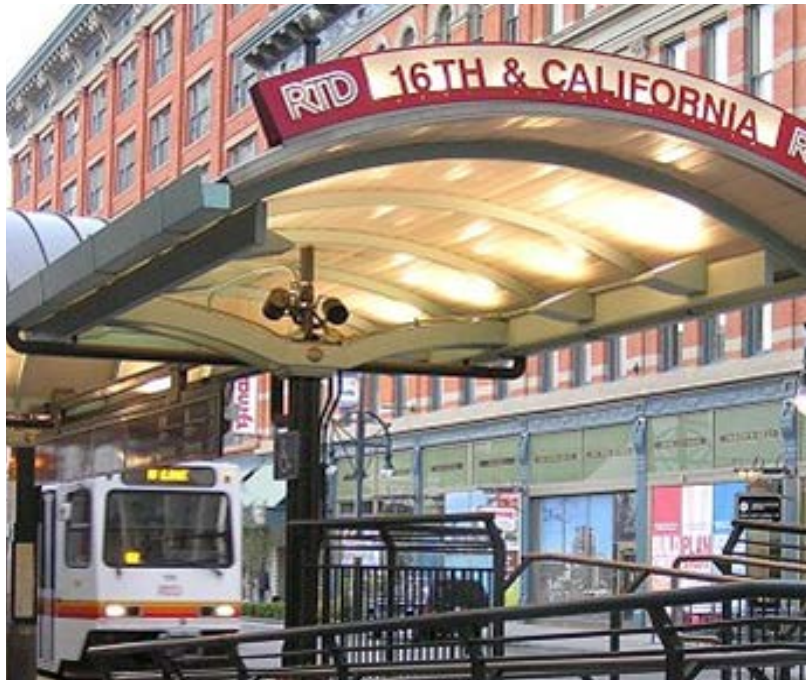
DEMOGRAPHICS
Pop.: 3,994 (2000), 6,000 (2010)
Med. Income: $23,191 (2000), $24,253 (2010)
% HHS earning <$25K (2009): 40.9%
% White alone (2010): 74%

TRAVEL
Jobs: 95,226 (2002), , 92.617 (2009) 8,229 (ESRI & IG)
Commute by Public Transit (2009) Avg. : 7.5%
Vehicles/Household (2009): 0.79
Quality of Walk: 7/7 pts
Bicycle Infr.: 3/3 pts
Avg. Daily Riders & Rank (May 2014): 16,182, #1 of 44
Approx. % Walking to Station (2011): N/AV

PLACE CHARACTERISTICS
Major Destinations: 16th Street Mall
Avg. Block Size (2010): 3.13 acres
Housing Units (2010): 5,156
Net Residential Density: (2010): 7.56 du/acre
Job Density (ESRI & Info Group 2012): 16.458
Business Density: 2.304

Demographics

Transit Zone Demographics	Census 2000	Census 2010	ACS 2005-2009	% Change
Total households	2,211	3,146	2,721	42%
Median HH Income	$26,758		$38,642	31%
% <$25,000	41%		41%	0
%>$75,000	29%		30%	1%
% <18 y.o.	29%			n/a
% >59 y.o	14%			n/a
% Bachelor's or higher			28.69%	n/a
% White Alone	77%	78%	83%	6%
% Black or African American alone	4%	6%	6%	2%
% American Indian and Alaska Native alone	<1%	<1%	1.3%	n/a
% Asian alone	4%	3%	6%	2%
% Native Hawaiian and Other Pacific Islander alone	<1%	<1%	0	0
% Some Other Race alone	<1%	<1%	2%	>2%
% Two or More Races	2%	3%	<1%	-2%
% Hispanic or Latino	13%	11%	12%	-1%



Residents

The number of households in the zone decreased slightly from 2000 to 2010, from 2251 to 2234. Compared to the region, the households have fewer children, are more likely to be between 25 and 39 years old, and less likely to be over 60. Some of the drop may have been the housing turnover from families and elderly to singles or couples aged 25-39 without children. The median household income in the 2005-2009 ACS was $10,000 greater than the region's. This appears to be due to the high education levels, 66% have a bachelor's degree or higher, compared to 39% in the region. The area is predominantly White, with other races comprising less than 30% of the area population.

Housing

According to the CTOD Database, 22% are owner-occupied and 78% are renter occupied. The projects in the TOD Database are mostly commercial office space buildings and multi-unit dwellings. Residents in this region, spend 20% of their income on housing. This is compared to the Denver region that spends 27% of their income on housing.

Plans and Regulations

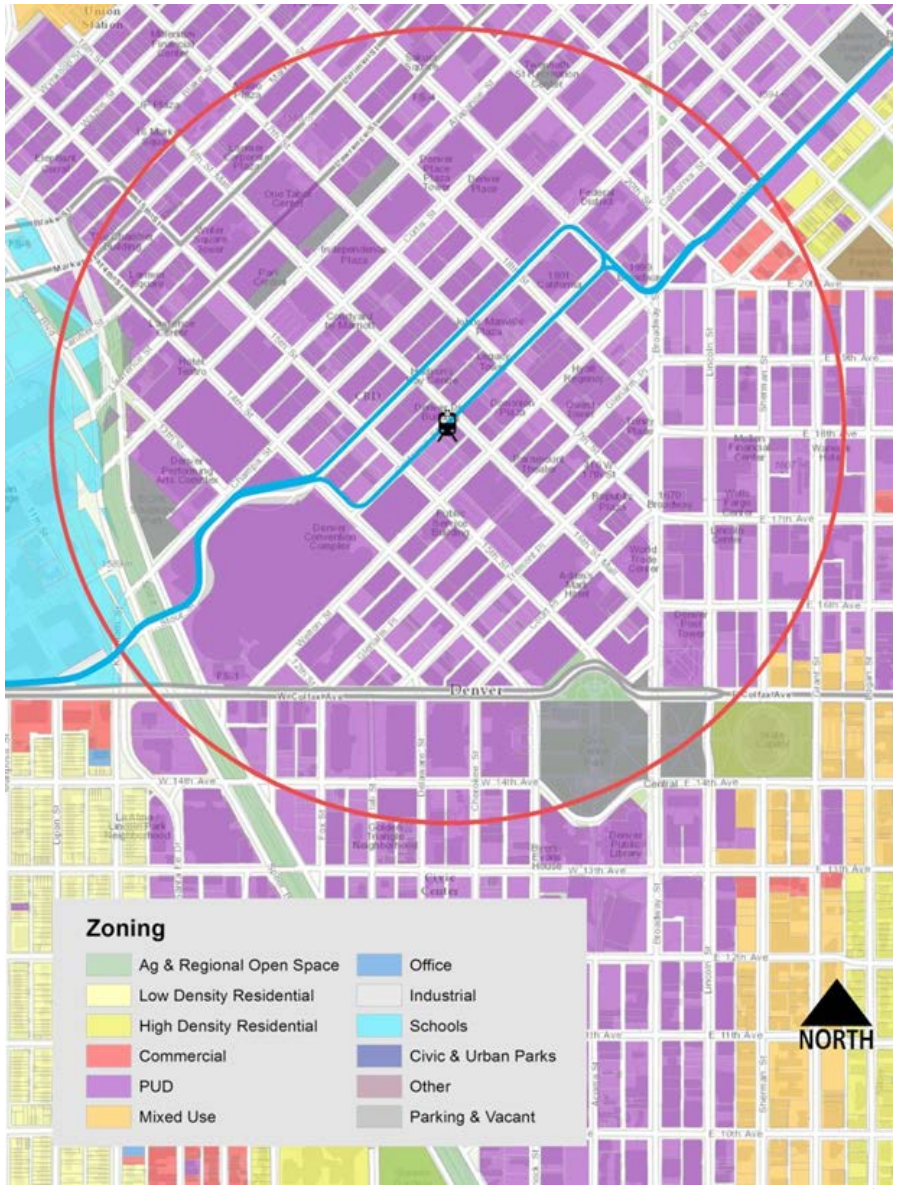
In Denver's TOD Strategic Plan this station is considered a downtown station. Its transit zone is primarily mixed use, with the highest density, tallest buildings, and high pedestrian activity. It's "functional overlay" could be considered "Institutional" due to the area containing academic campuses, medical and government centers with a significant amount of jobs.

According to Blueprint Denver the strategies for stations in this region are:

- Infill and redevelop vacant and underused properties
- Reuse of older buildings, including industrial buildings
- Historic Preservation
- Compatibility between new and existing development
- Balanced mix of uses-no one has a dominating impact in the mix
- Transit service and access
- Multi-Modal Streets
- Parking reduction strategies, such as shared parking and TMA
- Adequate parks and open space
- Economic Activity-business retention, expansion and creation
- Housing, including affordable housing

New Development

The TOD development in the transit zone completed since 1997 are, Denver Newspaper Agency, 1600 Glenarm, Sheraton Denver, Rio Grande, Boston Lofts, Banks Lofts, Denver Pavilions, Hyatt Regency Denver at Colorado Convention



Center, Best Western Hotel, Midland Lofts, Baldwin Building, A.T. Lewis & Rio Grade Lofts, Courtyard Denver Downtown, Block 162 Redevelopment, 1001 17th St, 1550 Tremont, and the Downtown Hilton (Hotel 31)
The newest TOD development was 1001 17th St, won the Denver Building Owners and Managers Association Outstanding Building of the Year in November 2013, in the 500,000 to 1,000,000 square foot category. It's a 20 floor building with approximately 655,000 square feet. It's energy star labeled, LEED GOLD (EB). It's a Class A rentable office building.

Zoning

In Blueprint Denver, the zoning dedication in this region is mostly to downtown and mixed uses. The transit zone contains major commercial corridors. The zoning is very conducive to TOD for all downtown stations.

Employment

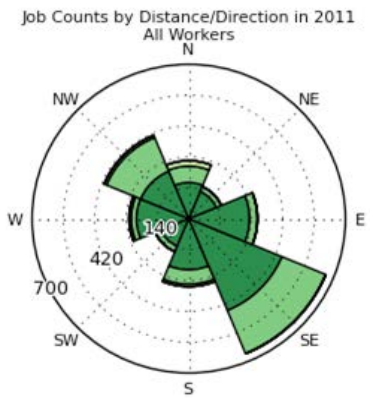
There are a total of 8,299 employees in the transit zone working at 1,152 business establishments. Sixty nine percent of the jobs are in six industries: Public Administration (23%), Professional, Scientific, and Technical Services (18%), Construction (9%), Health Care and Social Assistance (9%), Administrative and Support and Waste Management and Remediation Services (5%), and Retail Trade (5%). The distribution of businesses highlights the land uses of the downtown corridor. This area is heavily populated my municipal buildings and retail corridors along the 16th Street Mall. There is high amount of construction employment in this region as well, though these jobs are often temporary.

Empolyment Businesses and Jobs by Industry

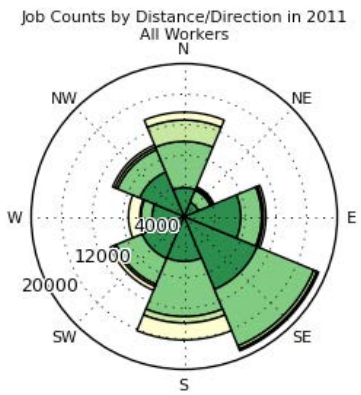
Largest Industries by Share of Businesses & Jobs						
Rank	Businesses by Industry	No.	%	Jobs by Industry	No.	%
1	Construction	235	20%	Public Administration	1,915	23%
2	Administrative and Support and Waste Management and Remediation Services	120	10%	Professional, Scientific, and Technical Services	1,495	18%
3	Professional, Scientific, and Technical Services	117	10%	Construction	776	9%
4	Other Services (except Public Admin.)	103	9%	Health Care and Social Assistance	737	9%
5	Retail Trade	84	7%	Administrative and Support and Waste Management and Remediation Services	390	5%
	Subtotal Businesses in top industries	**722**	**63%**	**Jobs in Top Industries**	**5,695**	**69%**

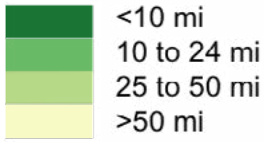
Commuter Distance and Direction

Home to Work



Work to Home



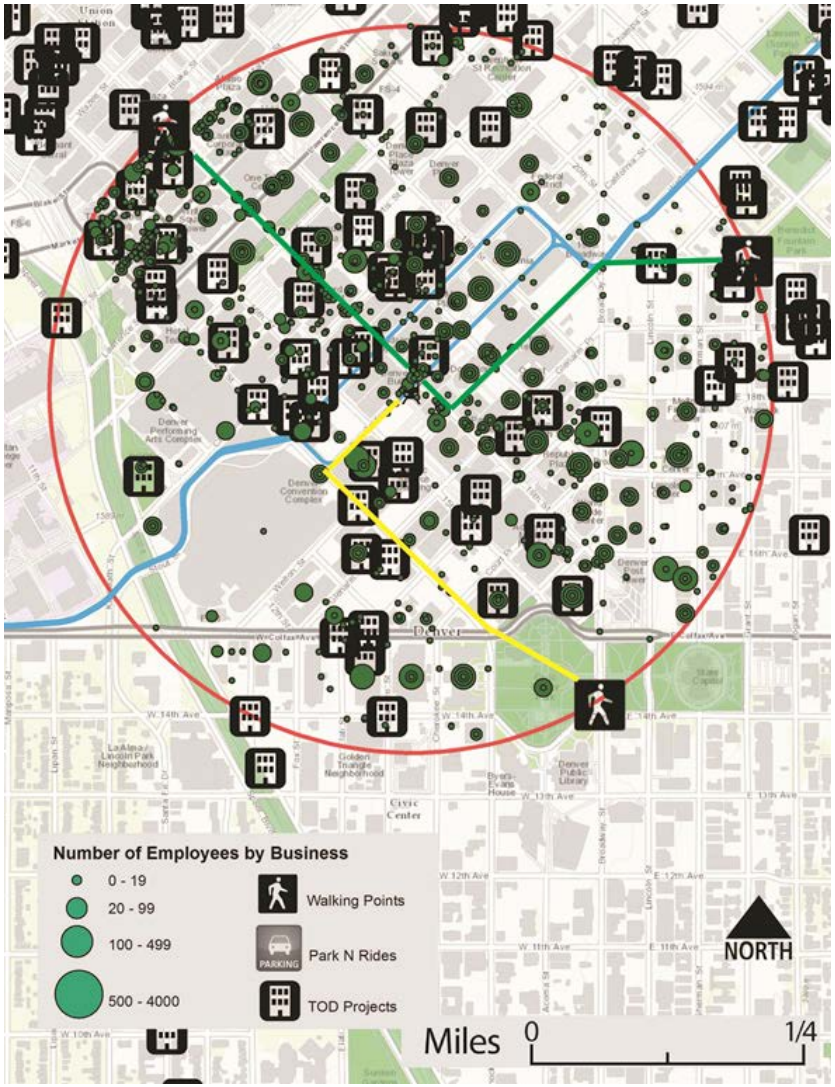


Commuter

Using the OnTheMap tool from Longitudinal Employer-Household Dynamics (LEHD), most employees living within the transit zone travel less than 10 miles to their places of work, while half of the employees traveling to the transit zone travel less than 10 miles to work.

73% of the residents of the transit zone commute less than 10 miles to their jobs, mostly traveling southeast. This could be to the Denver Tech Center or other southeast job centers. Half of the workers coming to the transit zone mostly commute less than 10 miles to station area (50%) , but 37% of the workers travel 10-24 miles for work.

Walkability Analysis from 3 half-mile Points		
Starting Point	**Time (min.)**	**Walking Environment**
1. 14th and Broadway	12 min	Wide sidewalks, some barriers with construction
2. 20th and Grant	11 min	Heavy pedestrian traffic
3. 16th and Market	10 min	Good pedestrian amenities



Accessibility

The 16th and California station is easily accessible by bus, foot or bicycle. There are 17 bus connections to this station as well: 0, 1, 6, 8, 9, 10, 15, 15L, 20, 28, 32, 38, 44, 48, 52, AF, and the Free Mall-Ride along 16th. There is no RTD parking at this station.

Route #1: 14th and Broadway
This route took us through the Capitol region, and down 14th Street which has ample pedestrian amenities: wide sidewalks, commercial activity, and a great bike lane on 14th. However, the route on a hot day can be daunting with the lack of shade and seemingly long blocks after Stout. There was also heavy construction barriers the day of the walk, which contributed to the over average walking time.

Route #2: 20th and Grant
This route route was heavily populated by pedestrian activity, and had continuous wide sidewalks for the whole route. The walking time was moderate due to higher pedestrian activity, pedestrian lights, and a mostly direct route.

Route #3: 16th and Market
This was a direct route through the 16th Street Pedestrian mall. The route featured great sidewalks, with no pedestrian barriers. The walk time was 10 minutes due to a completely direct route, with no barriers.

Bike: There is an excellent striped and semi protected lane on 15th, one block from this station. There is no official RTD bike parking either, but several racks across the street on California.

ADA: This station features ideal ADA requirements with wide sidewalks with little cracks or damage. There is sufficient ramps, grade change at the station, and short blocks.

Community Services & Parks: There are four parks in the transit zone, Skyline Park and Benedict Fountain Park United Nations Park, and Civic Center Park. United Nations Park and Civic Center Park, include the green and open space around the Capital Building in the transit zone.

There is one community service establishment in the transit zone, Adoption Alternatives, an adoption agency. There are no social assistance services in the transit zone.

Evaluation

Affordable Housing

There is 25% owned housing and 75% percent rented housing in the transit zone. Residents in the transit zone spend 12% of their income on housing in 2009.

- **Opportunity:** Part of the strategies mentioned in Blueprint Denver in these areas of "Stability" such as downtown is the development of 21,000 new housing units in the city core by 2020. Affordable housing is included in this plan. There are 17 new TOD developments in this transit zone, with none of them

being deemed affordable or senior housing. Continued focus on affordable, mixed-income, and subsidized housing is important as the station and surrounding neighborhoods are set to grow rapidly in the following years as outlined in Blueprint Denver.

Accessibility

This transit zone fares extremely well in accessibility. The station itself is adjacent to the 16th Street Pedestrian mall, and features great pedestrian amenities such as great sidewalks and an interesting streetscape. One block from the station is the 15th Street striped and partially protected bike lane. There are 17 bus connections to this station as well: 0, 1, 6, 8, 9, 10, 15, 15L, 20, 28, 32, 38, 44, 48, 52, AF, and the Free MallRide along 16th Street.

Economic Development

The average household size in the transit region is 1.32, and the median income is $38,560. According to the MIT Living Wage Calculator, the living wage in Denver for one adult and one child is $20.95 per hour, which is an annual income of $43,567 before taxes. The transit zone does not seem to be holding to the plans mentioned in Blueprint Denver as the jobs have decreased in this region from 2002-2009. (95,226, 92,617).

- **Opportunity:** Blueprint Denver mentions that they expect that 47,000 additional jobs with be developed in the city core by 2020. For this station to be a successful for current residents, it is important to recruit employment that provides living wages and work force development accessible to the residents.

Site Development

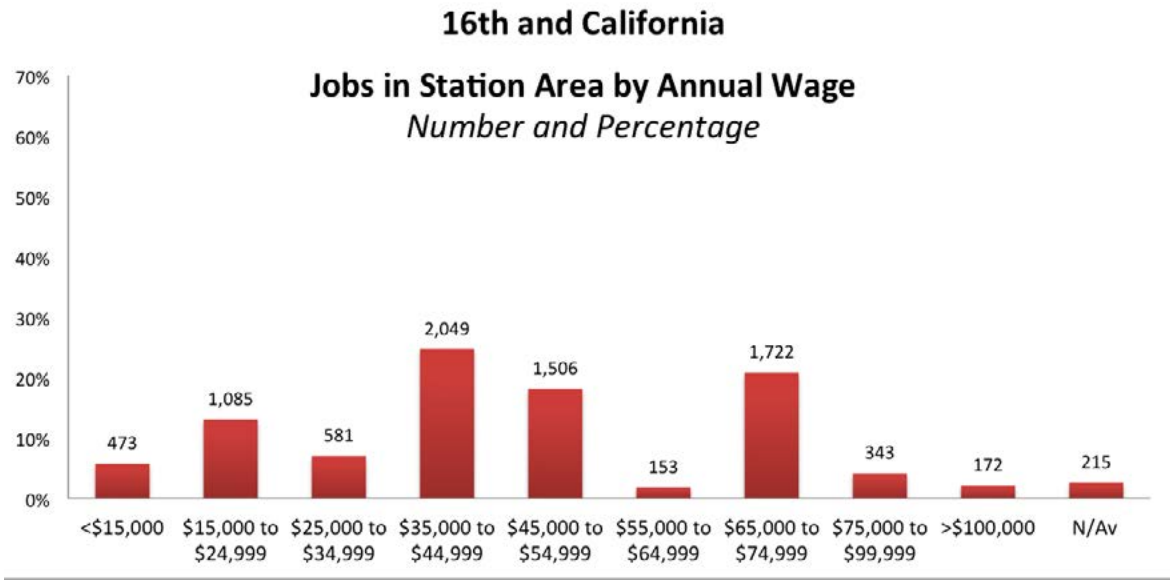
This transit zone with its ideal downtown placement and pedestrian and transit connectivity, has many elements that support TOD well. Including the downtown stations as a whole in sub plans might be helpful to keep supporting TOD as they areas continue to grow.

- **Opportunity**: Continued focus on affordable, mixed-income, and subsidized housing is important as the station and surrounding neighborhoods are set to grow rapidly in the following years as outlined in Blueprint Denver.

Jobs and Wages

16th and California Housing Score (out of 5 points)									
Housing Data	**% Households earning <$20K**	**% Households earning $20K-$49,999**	**% Households earning $50K-$74,999**	**% Households earning >=$75K**	**% Renter occupied**	**% w/a mortgage paying >30% of income**	**Number of subsidized units**	**Residental density score***	**Total 16th and California Housing Score**
Value	40.9	19.8	13.0	26.3	78%	41%	1515	4	
Scoring Criteria	If households earning <$19K are at least 15%, then 0.5 pts.	If households earning $20-$49K are at least 20%, then 0.5 pts.	If households earning $50K-$74.9K are 30% +/- 5%, then 0.5 pts.	If households earning >$75K are <30%, then 0.5 pts.	If % rental housing is 40%-75%, then 1 pt.	If % of households paying >30% of income is <30%, then 0.5 pts.	If number of subsidized units > 80, then 1 pt.	If density score >=2, then 0.5 pts.	
Score	0.5	0	0	0.5	0	0	1	0.5	**2.5**

*Net Residential Density Scores = (0 PTS: < 7 d.u/acre); (1 PT: >= to 7 d.u./acre and <12 d.u/acre); (2 PTS: >= to 12 d.u./acre and < 20 d.u./acre); (3 PTS: >= to 20 d.u./acre and < 30 d.u./acre); (4 PTS: > = to 30 d.u./acre and < 60 d.u./acre); (5 PTS: > or = to 60 d.u./acre)



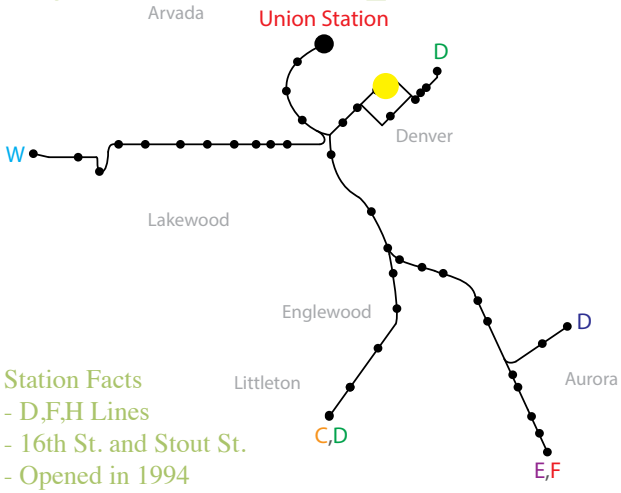
16th and Stout Station, City of Denver

Overview

According to Denver's TOD Strategic plan, the 16th and Stout station is categorized as a downtown station. These stations are characterized by having a strong mix of uses: high density residential, office and commercial buildings. These station areas also have high pedestrian activity and are the center of a multi-modal transit system.

From this station, Denver Union station is, 9 minutes and 0.7 miles north (using the free Mallride Union Station does not connect to this station). Compared to other stations, the station has high ridership at 16,182 total revenue riders a day, as of May 2014.

System Map



Station Facts
- D,F,H Lines
- 16th St. and Stout St.
- Opened in 1994

DEMOGRAPHICS
Pop.: 4,176 (2000), 6,392 (2010)
Med. Income: $22, 942 (2000), $40,433 (2010)
% HHS earning <$25K (2009): 40%
% White alone (2010): 71%

TRAVEL
Jobs: 94,501 (2002), 94,545 (2009)
Commute by Public Transit (2009): 6.93%
Avg. Vehicles/Household (2009): 1.65
Quality of Walk: 7/7 pts
Bicycle Infr.: 3/3 pts
Avg. Daily Riders & Rank (May. 2014): 16,182, #1of 44

PLACE CHARACTERISTICS
Major Destinations: 16th Street Mall
Avg. Block Size (2010): 3.16 acres
Housing Units (2010): 5,489
Net Residential Density: (2010): 34.06 du/acre
Job Density : 11.39/acre
Business Density: 1.44/acre

Station Evaluation

Site Development
Accessibility
Affordable Housing
Jobs & Economic Development

Demographics

Transit Zone Demographics	Census 2000	Census 2010	ACS 2005-2009	% Change
Total households	2,846	4,226	3,341	48%
Median HH Income	$22,942		$40,433	76%
% <$25,000	51%		40%	-11%
%>$75,000	20%		29%	9%
% <18 y.o.		2%		
% >59 y.o		20%		
% Bachelor's or higher			29%	
% White Alone	72%	73%	71%	1%
% Black or African American alone	5%	7%	5%	2%
% American Indian and Alaska Native alone	1%	1%	2%	0
% Asian alone	7%	6%	6%	-1%
% Native Hawaiian and Other Pacific Islander alone	0	<1%	0	<1%
% Some Other Race alone	1%	<1%	2%	-<1%
% Two or More Races	2%	3%	2%	1%
% Hispanic or Latino	12%	9%	12%	-3%

Residents

The number of households increased significantly from 2,846 in 2000 to 4,226 in 2010. According to the 2010 Census the median income is $40,433, lower than the Denver region median of $61,296. There is a wide variety of ages in residents with ages 25-39 making up the largest amount of residents. There are much fewer children in this transit zone (2%), compared to the Denver region at 25%. The area is also predominately white, with other ethnicities making up less than 29% of the transit zone.

Housing

According to the CTOD Database, 22% are owner-occupied and 78% are renter occupied. This is much higher than the Denver region, at 36% renter-occupied and 64% owner-occupied. The amount of renters has increased from 2000, with 29% being owner-occupied and 71% being renter occupied.

The housing in the transit zone is mostly multi-unit buildings, and the projects in the DRCOG TOD Database suggest that commercial office space buildings and multi-unit dwellings are continuing to grow. Residents in this transit zone spend 20% of their income on housing.

Plans and Regulations

In Denver's TOD Strategic Plan this station is considered a downtown station its transit zone is primarily mixed use, with the highest density, tallest buildings, and high pedestrian activity. It's "functional overlay" could be considered "Institutional" due to the area containing academic campuses, medical and government centers with a significant amount of jobs.

According to Blueprint Denver the strategies for stations in this region are:

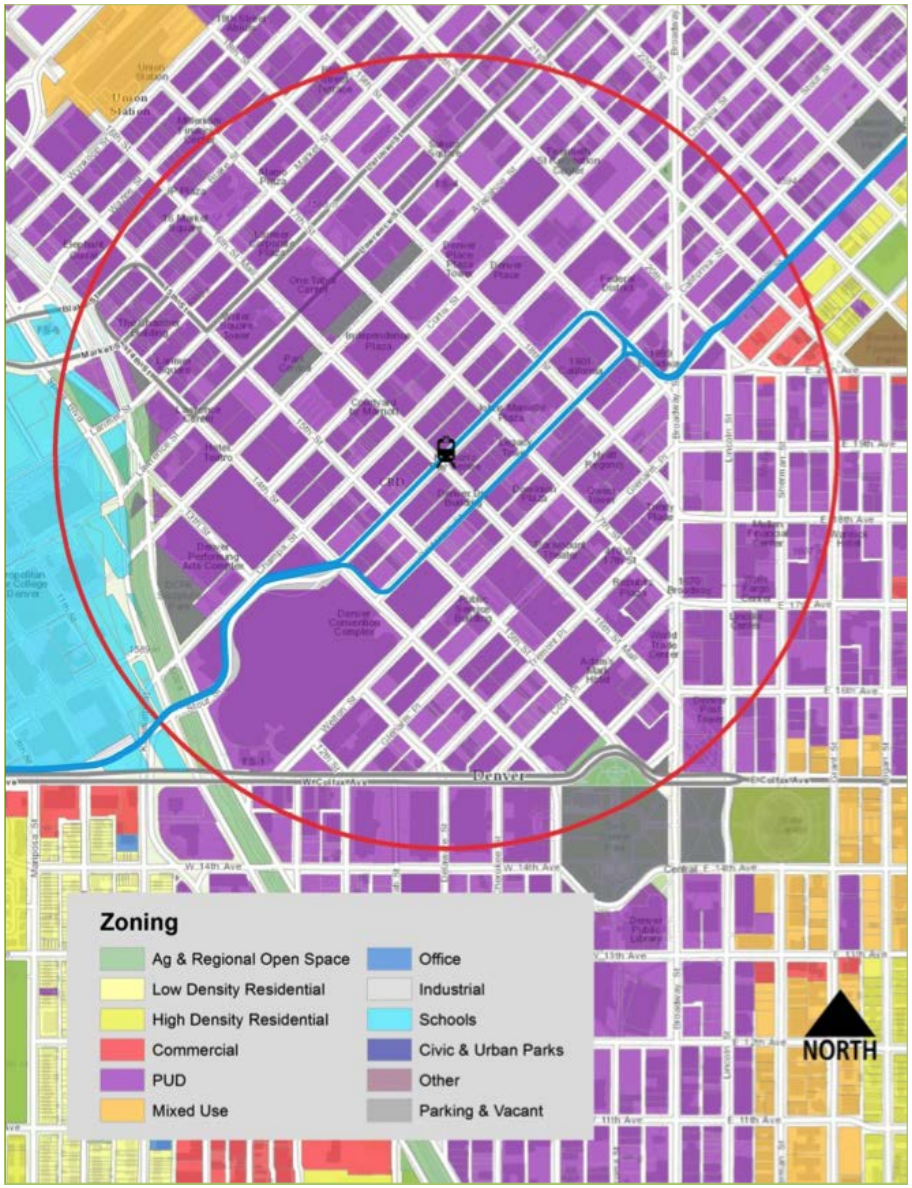
- Infill and redevelop vacant and underused properties
- Reuse of older buildings, including industrial buildings
- Historic Preservation
- Compatibility between new and existing development
- Balanced mix of uses-no one has a dominating impact in the mix
- Transit service and access
- Multi-Modal Streets
- Parking reduction strategies, such as shared parking and TMA
- Adequate parks and open space
- Economic Activity-business retention, expansion and creation
- Housing, including affordable housing

Zoning

In Blueprint Denver, the zoning dedication in this region is mostly to downtown and mixed uses. The transit zone contains major commercial corridors. The current zoning is conducive to TOD.

Employment

There are a total of 8,299 employees in the transit zone working at 1,152 business establishments. Sixty nine percent of the jobs are in six industries: Public Administration (23%), Professional, Scientific, and Technical Services (18%), Construction



(9%), Health Care and Social Assistance (9%), Administrative and Support and Waste Management and Remediation Services (5%), and Retail Trade (5%). The distribution of businesses highlights the land uses of the downtown corridor. This area is heavily populated my municipal buildings and retail corridors along the 16th Street Mall. There is high amount of construction employment in this region as well, though these jobs are often temporary.
(This data is reflected in the NAICs and ESRI data for the 16th and California station, 2 blocks from this station. 16th and Stout Data was not present.

Commuter

Using the OnTheMap tool from Longitudinal Employer-Household Dynamics (LEHD), the majority of the employees living within the transit zone travel less 10 miles to work. (70%) These workers if traveling away from the CBD, travel southeast. This might be to the Denver Tech Center or other southeast employment center.
Only half of those traveling to the transit zone for work travel less than 10 miles to their places of work (50%), while a significant portion travel 10-24 miles to work (37%). These workers travel from all directions.

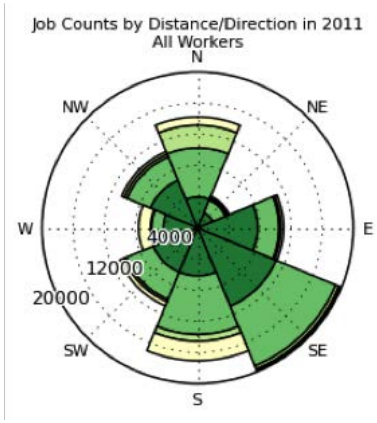
Employment Businesses and Jobs by Industry

16th and Stout NAICS data unavailable. Business Data from 16th and California 2 blocks away

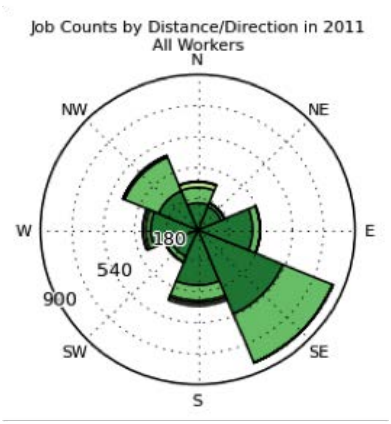
Largest Industries by Share of Businesses & Jobs						
Rank	Businesses by Industry	No.	%	Jobs by Industry	No.	%
1	Construction	235	20%	Public Administration	1,915	23%
2	Administrative and Support and Waste Management and Remediation Services	120	10%	Professional, Scientific, and Technical Services	1,495	18%
3	Professional, Scientific, and Technical Services	117	10%	Construction	776	9%
4	Other Services (except Public Admin.)	103	9%	Health Care and Social Assistance	737	9%
5	Retail Trade	84	7%	Administrative and Support and Waste Management and Remediation Services	390	5%
	Health Care and Social Assistance	63	5%	Retail Trade	382	5%
	Subtotal Businesses in top industries	**722**	**63%**	**Jobs in Top Industries**	**5,695**	**69%**

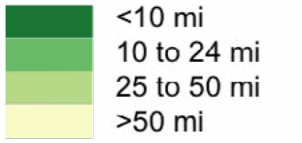
Commuter Distance and Direction

Home to Work

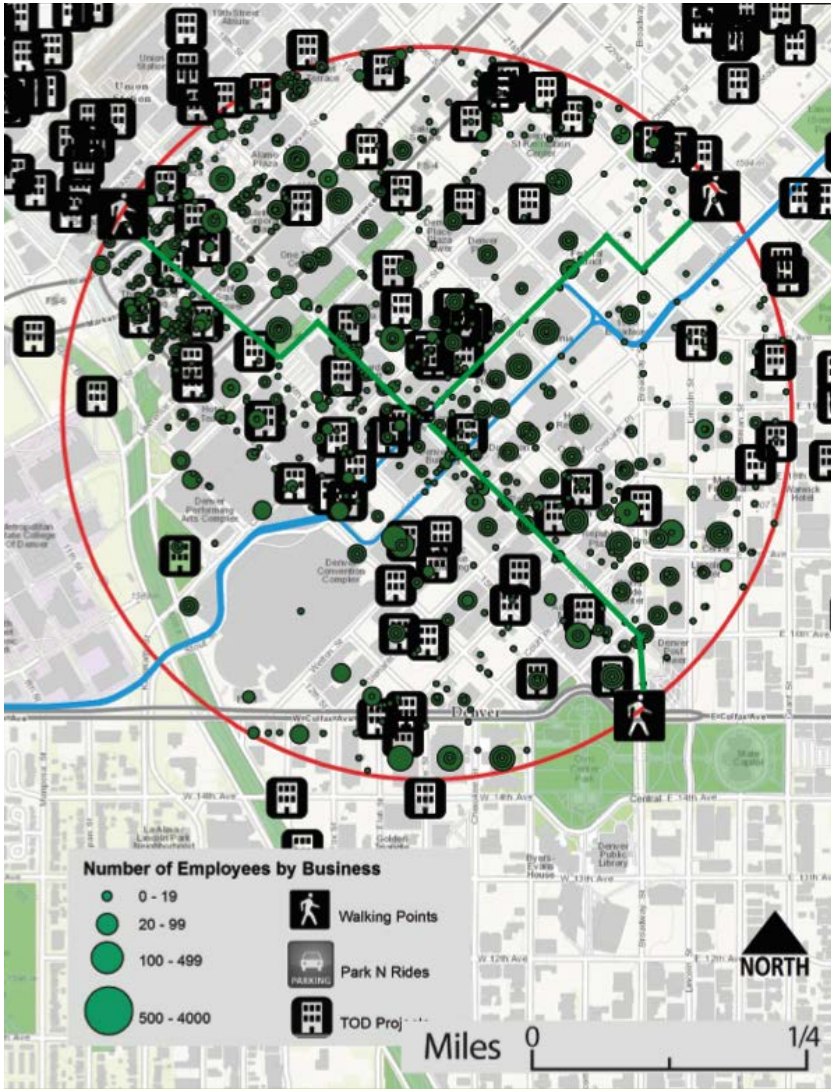


Work to Home





Walkability Analysis from 3 half-mile Points		
Starting Point	**Time (min.)**	**Walking Environment**
1. Colfax and Broadway	12 min	Pedestrian amenities
2. 21st and California	9 min	Mixed use, pedestrian friendly
3. 15th and Blake	10 min	Mixed use, pedestrian friendly



Accessibility

16th and Stout Station is accessible by foot, bus and bicycle. This station has 19 bus connections. The 0, 1, 6, 8, 9, 10, 15, 15L, 20, 28, 30L, 32, 36L, 38, 44, 48, 52, AF and Free MallRide all connect to this station. There is no RTD parking present. All of the walks took under 12 minutes.

Route #1 Colfax/Broadway: This walk featured great pedestrian amenities. The sidewalks were attached but wide, and the route went through Civic Center Park. The higher walk time for this route was due to some construction, pedestrian lights, and having to circumvent municipal structures near capital building.

Route #2. 21st/California: This route had high pedestrian traffic along the California Street business district region. The route also featured wide sidewalks in good repair and plenty of street level commercial, retail and food-serving businesses.

Route #3. 15th/Blake: This route had a great bike route on 15th Street and attached but wide sidewalks throughout route. There was moderate pedestrian traffic along the route, and a high amount of commercial and retail activity.

Bike: There is an excellent striped and semi- protected lane on 15th Street, one block from this station. There is no official RTD bike parking, but several racks across the street on Stout Street.

ADA: This station features ideal ADA requirements with wide sidewalks with little cracks or damage. There is sufficient ramps, grade change at the station, and short blocks.

Community Services & Parks: There are four parks in the transit zone, Skyline Park and Benedict Fountain Park United Nations Park, and Civic Center Park. United Nations Park and Civic Center Park, include the green and open space around the Capital Building in the transit zone.

Evaluation

Affordable Housing

The transit zone received a lower score for affordable housing, based on the relative lack of affordable housing in the region. The region is comprised of 22% owner occupied and 78% renter occupied. The renter occupation is 42% higher than the Denver region. The median income is $40,433, $20,863 lower than the Denver region.

- **Opportunity:** 40% of this region make under $25,000 a year in this transit zone, so a continued dedication to affordable housing is needed in this region. Part of the strategies mentioned in Blueprint Denver in these areas of "Stability" such as downtown is the development of 21,000 new housing units in the city core by 2020. Affordable housing is included in this plan. There should be a maintained commitment towards preserving and building affordable housing in this region, as the area continues to grow.

Accessibility

The 16th and Stout station is extremely accessible by all forms of transportation. Through all of the walking points, there was continuous wide or detached sidewalks with little cracks or damage. There is adequate bike infrastructure in the region, and even though no RTD bike parking is present, racks are available across the street. This station has 19 bus connections. The 0, 1, 6, 8, 9, 10, 15, 15L, 20, 28, 30L, 32, 36L, 38, 44, 48, 52, AF and Free MallRide all connect to this station.

- **Opportunity:** Include RTD bike parking in the transit zone

Economic Development

There were slightly more jobs in 2009, than 2002. (94,545, 94,501) The household incomes grew by $17,491 during that time suggesting the quality of jobs increased. The average household size in the transit region is 1.31, and the median income is $40,433. According to the MIT Living Wage Calculator, the living wage in Denver for one adult and one child is $20.95 per hour, which is an annual income of $43,567 before taxes. The transit zone seems to moderately holding to the plans mentioned in Blueprint Denver as the jobs have increased slightly in this region from 2002-2009.

- **Opportunity:** Blueprint Denver mentions that they expect that 47,000 additional jobs with be developed in the city core by 2020. For this station to be a successful for current residents, it is important to recruit employment that provides living wages and work force development accessible to the residents.

Site Development

This transit zone with its ideal downtown placement and ideal pedestrian and transit connectivity, has many elements that support TOD well. Including the downtown stations as a whole in sub plans might be helpful to keep supporting TOD as these areas continue to grow.

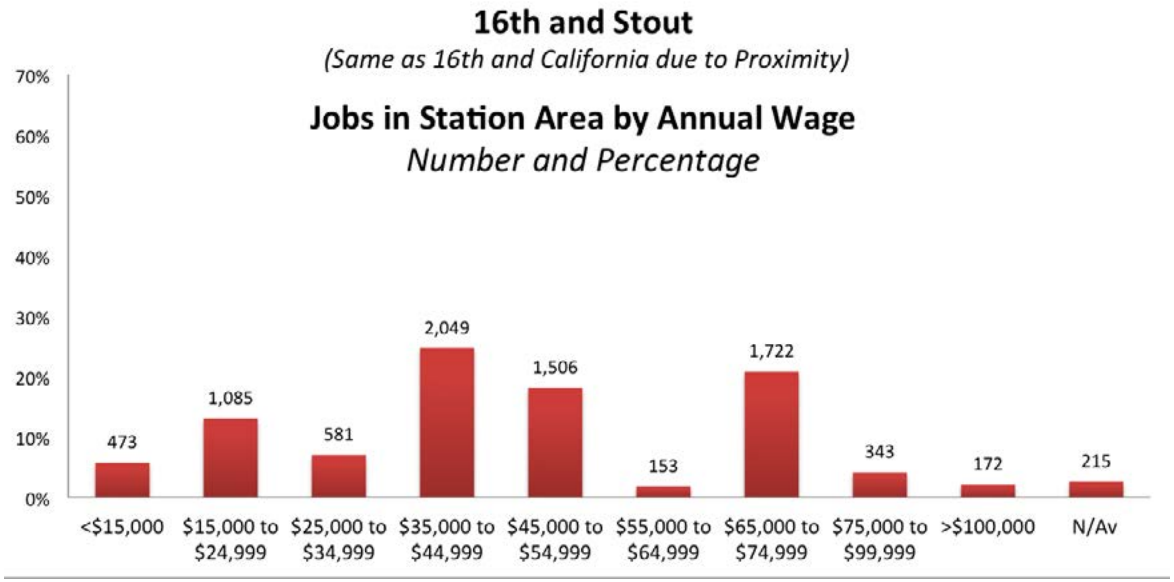
- **Opportunity:** There are 17 new TOD developments in this transit zone, with none of them being deemed affordable or senior housing. Continued focus on affordable, mixed-income, and subsidized housing is important as the station and surrounding neighborhoods are set to grow rapidly in the following years as outlined in Blueprint Denver.

Jobs and Wages

16th and Stout Housing Score (out of 5 points)

Housing Data	% Households earning <$20K	% Households earning $20K-$49,999	% Households earning $50K-$74,999	% Households earning >=$75K	% Renter occupied	% w/a mortgage paying >30% of income	Number of subsidized units	Residental density score*	Total Sports Authority Housing Score
Value	39.6	18.8	13.0	28.6	78%	41%	2137	4	
Scoring Criteria	If households earning <$19K are at least 15%, then 0.5 pts.	If households earning $20-$49K are at least 20%, then 0.5 pts.	If households earning $50K-$74.9K are 30% +/- 5%, then 0.5 pts.	If households earning >$75K are <30%, then 0.5 pts.	If % rental housing is 40%-75%, then 1 pt.	If % of households paying >30% of income is <30%, then 0.5 pts.	If number of subsidized units > 80, then 1 pt.	If density score >=2, then 0.5 pts.	
Score	0.5	0	0	0.5	0	0	1	0.5	**2.5**

*Net Residential Density Scores = (0 PTS: < 7 d.u/acre); (1 PT: >= to 7 d.u./acre and <12 d.u/acre); (2 PTS: >= to 12 d.u./acre and < 20 d.u./acre); (3 PTS: >= to 20 d.u./acre and < 30 d.u./acre); (4 PTS: > = to 30 d.u./acre and < 60 d.u./acre); (5 PTS: > or = to 60 d.u./acre)



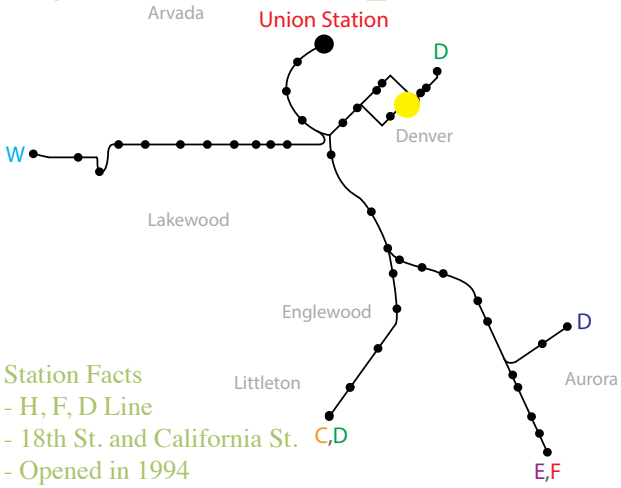
18th and California Station, City of Denver

Overview

According to Denver's TOD Strategic plan, the 18th and California station is categorized as a downtown station. These stations are characterized by having a strong mix of uses: high density residential, office and commercial buildings. These station areas also have high pedestrian activity and are the center of a multi-modal transit system.

From this station, Denver Union station is, 12 minutes and 0.7 miles north using the free Mallride (Union Station does not connect to this station). Compared to other stations, the 18th street stations have a high ridership at 7,205 combined total revenue riders a day, as of May 2014.

System Map



Station Facts
- H, F, D Line
- 18th St. and California St.
- Opened in 1994

DEMOGRAPHICS
Pop.: 5,509 (2000), 7,937 (2010)
Med. Income: $21,561 (2000), $38,914 (2010)
% HHS earning <$25K (2009): 40%
% White alone (2010): 74%

TRAVEL
Jobs: (2002) 38,914 (2009) 101,441 (ESRI & IG)
Commute by Public Transit (2009): 7.42 %
Avg. Vehicles/Household (2009): 0.82
Quality of Walk: 7/7 pts
Bicycle Infr.: 3/3 pts
Avg. Daily Riders & Rank (Jan. 2014): 7,205, #4 of 45
Approx. % Walking to Station (2011): N/AV

PLACE CHARACTERISTICS
Major Destinations:
Avg. Block Size (2010): 3.35 acres
Housing Units (2010): 6,573
Net Residential Density: (2010): 31.73 du/acre
Job Density (ESRI & Info Group 2012): 202.882
Business Density (ESRI & Info Group 2012): 11.93

Station Evaluation

Jobs & Economic Development
Affordable Housing
Accessibility
Site Development

Demographics

Transit Zone Demographics	Census 2000	Census 2010	ACS 2005-2009	% Change
Total households	3,622	5,216	3,841	+44%
Median HH Income	$21,561		$38,914	+80%
% <$25,000	54%*		40%	-26%
%>$75,000	16%*		26%	+63%
% <18 y.o.		2%		
% >59 y.o		16%		
% Bachelor's or higher	25%		29%	+4%
% White Alone	68%	74%	82%	-6%
% Black or African American alone	7%	7%	6%	0%
% American Indian and Alaska Native alone	1%	<1%	3%	-<1%
% Asian alone	7%	5.7%	6%	-1.3%
% Native Hawaiian and Other Pacific Islander alone	0	<1%	0	-<1%
% Some Other Race alone	<1%	<1%	2%	n/a
% Two or More Races	2%	3%	2%	+1%
% Hispanic or Latino	14%	10%	12%	-4%

Residents

The total households increased from 2000 to 2010, (4,379, 6,573). The average household size is 1.32. The age group of the transit zone is mostly 25-39, and there is less children in the transit zone than the region (2% in the transit zone, 25% in the region) The median income is $38,914, compared to $61,296 for the Denver region. The residents are predominately while with other ethnicities making up 26% of the transit zone.

Housing

This transit zone is mostly dense multi-family residential housing. According to the CTOD Database, 80% of occupied units in the transit zone are rented, and 20% are owned. This is much higher than the Denver region, at 36% renter-occupied and 64% owner-occupied. The amount of renter-occupied housing has slightly increased from 2000. In 2000, 79% if occupied units in the transit zone were rented, and 21% were owned. The housing in the transit zone is mostly multi-unit buildings, and the projects in the DRCOG TOD Database suggest that commercial office space buildings and multi-unit dwellings are continuing to grow. This transit zone also spends 23% of their income on housing.

Plans and Regulations

In Denver's TOD Strategic Plan this station is considered a downtown station its transit zone is primarily mixed use, with the highest density, tallest buildings, and high pedestrian activity. It's "functional overlay" could be considered "Institutional" due to the area containing academic campuses, medical and government centers with a significant amount of jobs.

According to Blueprint Denver the strategies for stations in this region are:

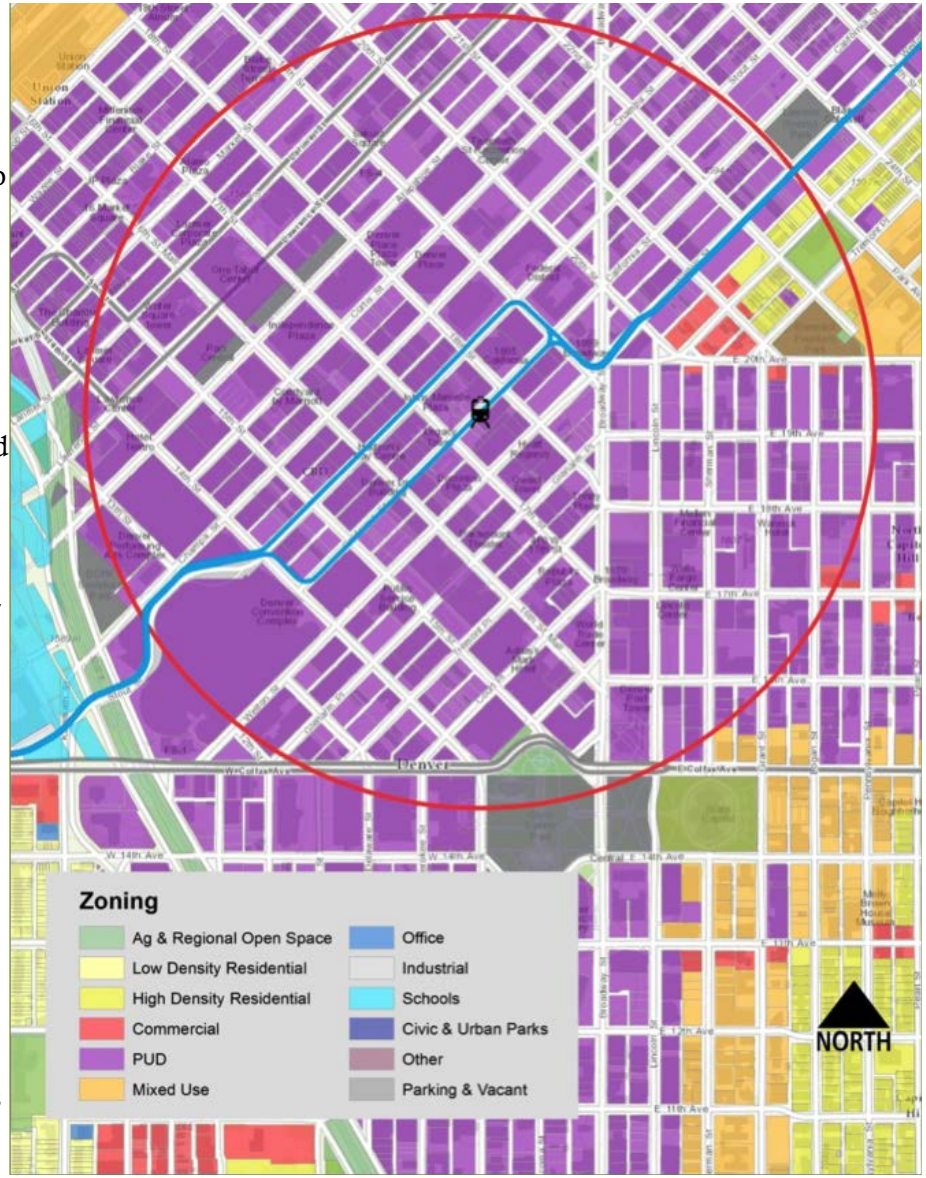
- Infill and redevelop vacant and underused properties
- Reuse of older buildings, including industrial buildings
- Historic Preservation
- Compatibility between new and existing development
- Balanced mix of uses-no one has a dominating impact in the mix
- Transit service and access
- Multi-Modal Streets
- Parking reduction strategies, such as shared parking and TMA
- Adequate parks and open space
- Economic Activity-business retention, expansion and creation
- Housing, including affordable housing

Zoning

In Blueprint Denver, the zoning dedication in this region is mostly to downtown and mixed uses. The transit zone contains major commercial corridors. The zoning in this transit zone is conducive to TOD.

Employment

There are a total of 101,441 employees in the transit zone working at 5,967 business establishments. Seventy-two percent of the jobs are in seven industries that are mostly professional or service-oriented: Professional, Scientific, and



Technical Services (19%), Accommodation and Food Services (12%), Public Administration (11%), Finance and Insurance (11%), Information (9%), Educational Services (5%) and Mining, Quarrying, and Oil and Gas Extraction (5%). These percentages reflect the professional employment generators in the region and high retail and food establishments in the region.

Commuter

Using the OnTheMap tool from Longitudinal Employer-Household Dynamics (LEHD),73% of resident employees in the transit zone commute less than 10 miles to work. The residents who travel more than this (10-24 miles to work), mostly travel southeast. Some commuters from the transit zone travel farther northwest as well. Employees commuting to the transit zone comprise 50% of the total commuters to the transit zone. 37% of the commuter travel from 10-24 miles away, mostly coming from north and south.

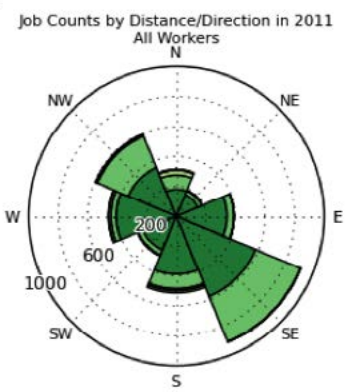
Employment Businesses and Jobs by Industry

Largest Industries by Share of Businesses & Jobs

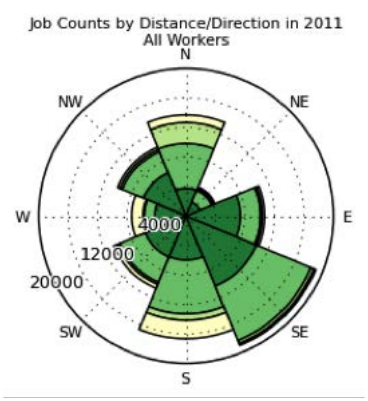
Rank	Businesses by Industry	No.	%	Jobs by Industry	No.	%
1	Professional, Scientific, and Technical Services	1,696	28%	Professional, Scientific, and Technical Services	19,224	19%
2	Finance and Insurance	710	12%	Accommodation and Food Services	12,231	12%
3	Accommodation and Food Services	382	6%	Public Administration	11,451	11%
4	Retail Trade	340	6%	Finance and Insurance	10,687	11%
5	Real Estate and Rental and Leasing	334	6%	Information	9,246	9%
6	Other Services (except Public Admin.)	322	5%	Educational Services	5,268	5%
7	Public Administration	314	5%	Mining, Quarrying, and Oil and Gas Extraction	4,766	5%
	Subtotal Businesses in top industries	**4,098**	**69%**	**Jobs in Top Industries**	**72,873**	**72%**
	All business in Transit Zone	**5,967**	**100%**	**All jobs in transit zone**	**101,441**	**100%**

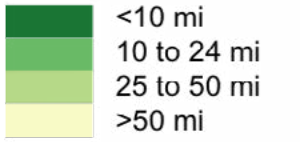
Commuter Distance and Direction

Home to Work

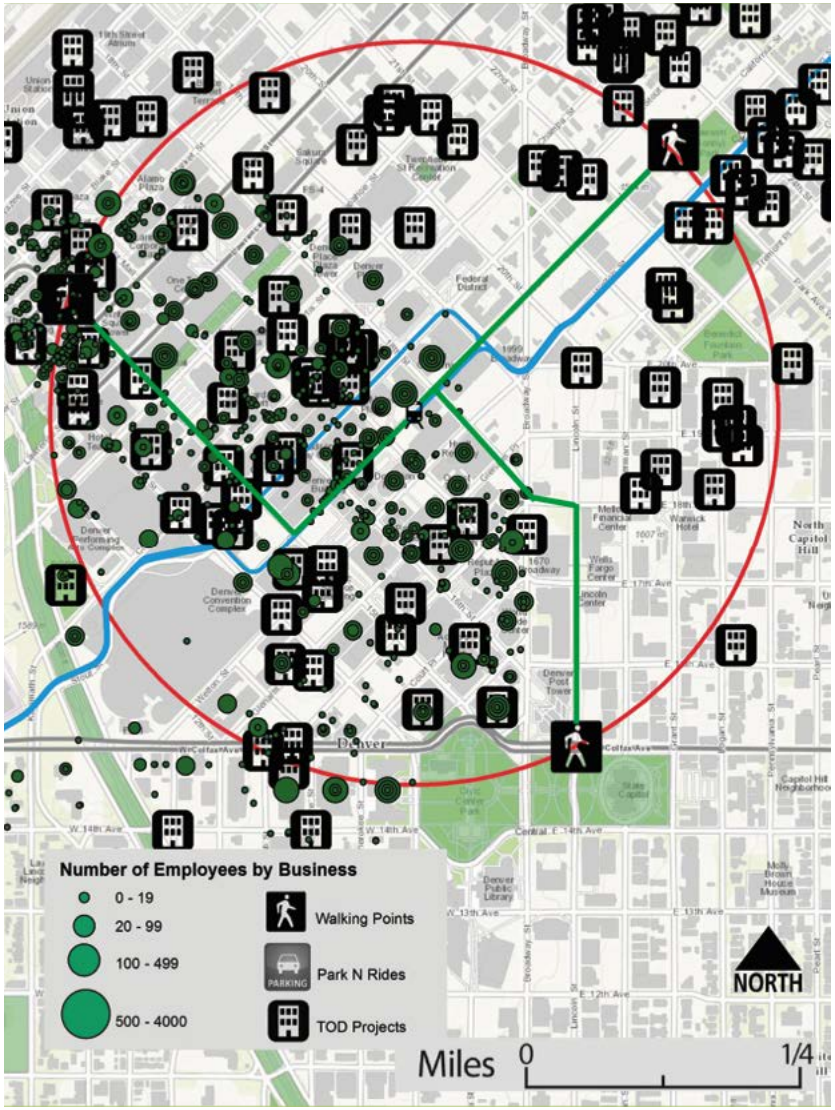


Work to Home





Walkability Analysis from 3 half-mile Points		
Starting Point	**Time (min.)**	**Walking Environment**
1. 15th and Market	12 min	Pedestrian amenities
2. Lincoln and Colfax	9.5 min	Downtown, no impediments
3. Park and California	8 min	Light industrial, parking lots



Accessibility

This transit zone is accessible by bus, foot, or bicycle. There is no RTD parking present. There are 23 bus connections at this station: 0, 1, 6, 8, 9, 10, 15, 15L, 20, 28, 30L, 32, 36L, 38, 44, 48, 52, 47X, 122X, HX, R, RX, Free MetroRide.

Route #1: 15th and Market
This route took us through commercial downtown corridors and through Larimer Square. Most of the sidewalks were attached but wide and well maintained. The higher walking time of this route was due to high pedestrian traffic along 15th Street and pedestrian walk lights throughout route.

Route #2: Lincoln and Colfax
This route featured wide attached sidewalks in a downtown commercial and office corridor. There was moderate pedestrian traffic throughout the route, and no impediments.

Route #3: Park and California
This route was very inconsistent. The first part of the route features wide and pristine sidewalks. Once crossing 20th Street the sidewalk conditions change drastically, and many areas had broken or no sidewalks. The landscape changed from vibrant downtown corridor, to parking lots, overgrown bushes, and graffiti on vacant buildings. However, most of the route down California featured excellent pedestrians conditions, bringing the score of the route to green.

Bike: This route had an excellent protected and striped bike lane along 15th Street. There is no designated RTD bike parking at the 18th and California Station, but adequate racks were on California Street across from the station.

ADA: This transit zone features ideal ADA requirements with wide sidewalks with little cracks or damage. There is sufficient ramps, grade change at the station, and short blocks.

Community Services & Parks:
There are 5 different community services in the transit zone. New Genesis on Sherman and 17th provides services for the homeless. Their mission is to provide proactive services to help residents off the streets and "back into society". American Council of the Blind Colorado is on 17th and California. Colorado Department of Human Services is on 16th and Sherman. CorpsGiving is a volunteer services provider on 15th and Larimer. UrbanPeak on 20th and California, provides programming for at risk Colorado youth. There is also a YMCA on 16th and Lincoln.

There are four parks in the transit zone, Skyline Park and Benedict Fountain Park United Nations Park, and Civic Center Park. United Nations Park and Civic Center Park, include the green and open space around the Capital Building in the transit zone.

Evaluation

Affordable Housing

In the transit zone 80% of the occupied units are rented, and 20% of the occupied unites are owned. This is very different from the Denver region where 36% are renter occupied, and 64% are owner occupied. Residents in this transit zone spend 19% of their income on housing, as compared to the regional percentage of 22%.The median income of this transit zone is $38,914, which is $22,382 less than the regional median income at $61,296. Also, 40% of transit zone resident make less than $25,000 a year. With this transit zone being situated in a growing downtown region, providing affordable housing should be a priority.

- **Opportunities:** Part of the strategies mentioned in Blueprint Denver in these areas of "Stability" such as downtown is the development of 21,000 new housing units in the city core by 2020. Affordable housing is included in this plan. There should be a maintained commitment towards preserving and building affordable housing in this region, as the area continues to grow.

Accessibility

This station performs well in accessibility. This transit zone is accessible by bus, foot, or bicycle. There is no RTD parking present. There are 23 bus connections at this station: 0, 1, 6, 8, 9, 10, 15, 15L, 20, 28, 30L, 32, 36L, 38, 44, 48, 52, 47X, 122X, HX, R, RX, Free MetroRide. This transit area also has excellent pedestrian amenities.

- **Opportunity:** Official RTD bike parking should be included in the station area.

Economic Development

The average household size for the transit zone is 1.32, and approximately 72% of the households have an annual income less than $50,000. According to the MIT Living Wage Calculator, the living wage in Denver for one adult and two children is $25.65 per hour, which is an annual income of $53,354 before taxes.

- **Gap/Opportunity:** The region is still lacking in jobs and economic development. For this transit zone to be successful for current residents, it is important to recruit employment that provides living wages and work force development accessible to the residents.

Site Development

The Blueprint Denver Plan describes strategies for this area as, Infill and redevelopment of vacant and underused properties, reuse of older buildings, including industrial buildings, compatibility between new and existing development and balanced mix of uses-no one has a dominating impact in the mix. This transit zone with its ideal downtown placement and pedestrian and transit connectivity, has many elements that support TOD well and support these strategies.

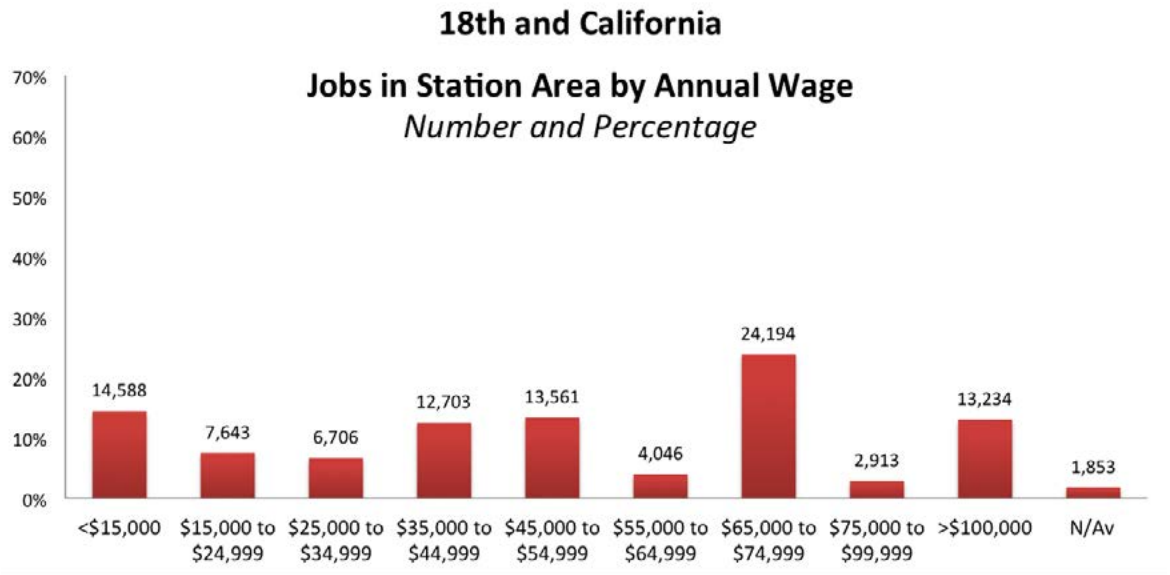
- **Opportunity:** There are 10 new TOD developments in the last 12 years in the transit zone. None of these were deemed as affordable housing. Blueprint Denver includes affordable housing in their plan for the downtown station areas. Continued support for TOD that generates affordable, mixed-income, and subsidized housing should be a priority.

Jobs and Wages

18th and California Housing Score (out of 5 points)

Housing Data	% Households earning <$20K	% Households earning $20K-$49,999	% Households earning $50K-$74,999	% Households earning >=$75K	% Renter occupied	% w/a mortgage paying >30% of income	Number of subsidized units	Residental density score*	Total 18th and California Housing Score
Value	39.9	20.6	13.7	25.9	80%	36%	100	4	
Scoring Criteria	If households earning <$19K are at least 15%, then 0.5 pts.	If households earning $20-$49K are at least 20%, then 0.5 pts.	If households earning $50K-$74.9K are 30% +/- 5%, then 0.5 pts.	If households earning >$75K are <30%, then 0.5 pts.	If % rental housing is 40%-75%, then 1 pt.	If % of households paying >30% of income is <30%, then 0.5 pts.	If number of subsidized units > 80, then 1 pt.	If density score >=2, then 0.5 pts.	
Score	0.5	0.5	0	0.5	0	0	1	0.5	3

*Net Residential Density Scores = (0 PTS: < 7 d.u/acre); (1 PT: >= to 7 d.u./acre and <12 d.u/acre); (2 PTS: >= to 12 d.u./acre and < 20 d.u./acre); (3 PTS: >= to 20 d.u./acre and < 30 d.u./acre); (4 PTS: > = to 30 d.u./acre and < 60 d.u./acre); (5 PTS: > or = to 60 d.u./acre)



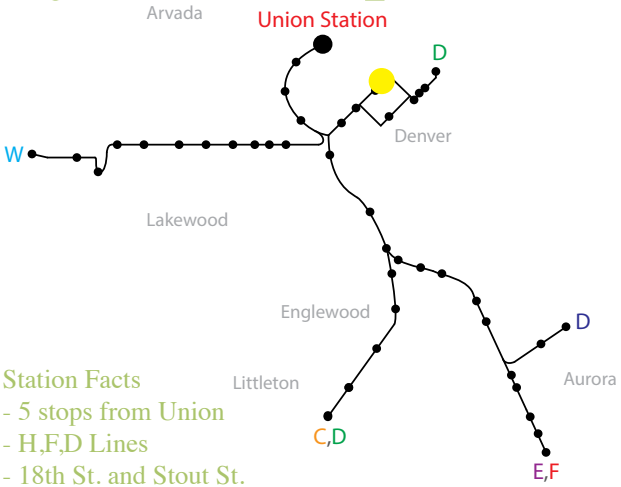
18th and Stout Station, City of Denver

Overview

According to Denver's TOD Strategic plan, the 18th and Stout station is categorized as a downtown station. These stations are characterized by having a strong mix of uses: high density residential, office and commercial buildings. These station areas also have high pedestrian activity and are the center of a multi-modal transit system.

From this station, Denver Union station is, 14 minutes and 0.7 miles north using the free Mallride (Union Station does not connect to this station). Compared to other stations, the 18th street stations have a high ridership at 7,205 combined total revenue riders a day, as of May 2014.

System Map



Station Facts
- 5 stops from Union
- H,F,D Lines
- 18th St. and Stout St.

DEMOGRAPHICS
Pop.: 5,398 (2000), 8,105 (2010)
Med. Income: $20,838 (2000) $41,521 (2010)
% HHS earning <$25K (2009): 52%
% White alone (2010): 70%

TRAVEL
Jobs: 90,640 (2002), 76,880 (2009) 2,078 (ESRI & IG)
Commute by Public Transit (2009): 7.1%
Avg. Vehicles/Household (2009): 1.65
Quality of Walk: 7/7 pts
Bicycle Infr.: 3/3 pts
Avg. Daily Riders & Rank (Jan. 2014): 7,205, #4 of 44

PLACE CHARACTERISTICS
Major Destinations: Downtown commercial corridor
Avg. Block Size (2010): 3.47 acres
Housing Units (2010): 4,974
Net Residential Density: (2010): 28.15 du/acre
Job Density (ESRI & Info Group 2012): 9.11
Business Density (ESRI & Info Group 2012): 0.62

Station Evaluation

Demographics

Transit Zone Demographics	Census 2000	Census 2010	ACS 2005-2009	% Change
Total households	3,195	4,974	3,599	56%
Median HH Income	$20,838		$41,521	99%
% <$25,000			38%	
%>$75,000			29%	
% <18 y.o.		21%		
% >59 y.o		17%		
% Bachelor's or higher			29%	
% White Alone	67%	73%	70%	6%
% Black or African American alone	7%	7%	5%	0
% American Indian and Alaska Native alone	1%	1%	2%	0
% Asian alone	7%	6%	5%	-1%
% Native Hawaiian and Other Pacific Islander alone	0	<1%	0	<1%
% Some Other Race alone	1%	<1%	2%	-<1%
% Two or More Races	2%	3%	2%	1%
% Hispanic or Latino	15%	10%	13%	-5%

Residents

According to the CTOD database, The total households increased from 2000 to 2010. (3,195, 4,974) The average household size is 1.33. The most predominant age group in the transit zone is 25-39, and there is significantly less children in the transit zone compared to the region (3% in the transit zone, 25% in the region). The median income is $41,521, $19,775 less than the Denver region. This transit zone is predominately white, with other ethnicities making up 30% of the transit zone.

Housing

According to the CTOD database, 22% of the occupied housing is owned, and 78% of the housing is rented. This is much higher than the Denver region, at 36% renter-occupied and 64% owner-occupied. The amount of renter-occupied units has slightly decreased from 2000 to 2010 in the transit zone. In 2000, 21% of the occupied housing was owned, and 79% of the housing was rented. This could be due to a slight increase in multi-unit dwellings available for purchase, such as condos. The housing in the transit zone is mostly multi-unit buildings, and the projects in the DRCOG TOD Database suggest that commercial office space buildings and multi-unit dwellings are continuing to grow. This transit zone also spends 24% of their income on housing.

Plans and Regulations

In Denver's TOD Strategic Plan this station is considered a downtown station its transit zone is primarily mixed use, with the highest density, tallest buildings, and high pedestrian activity. It's TOD Strategic Plan "functional overlay" could be considered "Institutional" due to the area containing academic campuses, medical and government centers with a significant amount of jobs.

According to Blueprint Denver the strategies for stations in this region are:

- Infill and redevelop vacant and underused properties
- Reuse of older buildings, including industrial buildings
- Historic Preservation

Compatibility between new and existing development

- Balanced mix of uses-no one has a dominating impact in the mix
- Transit service and access

Multi-Modal Streets

- Parking reduction strategies, such as shared parking and TMA
- Adequate parks and open space
- Economic Activity-business retention, expansion and creation
- Housing, including affordable housing

Zoning

In Blueprint Denver, the zoning dedication in this region is mostly to downtown and mixed uses. The transit zone contains major commercial corridors. The zoning in this transit zone is conducive to TOD.

Employment

There are a total of 4,559 total employees in the transit zone working at 309 business establishments. Eighty percent of the jobs are in six industries that are professional or service-oriented: Professional, Scientific, and Technical Services (46%), Transportation and Warehousing (21%), Accommodation and Food Services (13%), Retail Trade (8%), and Finance and Insurance (8%). The distribution of businesses, highlights the pedestrian oriented nature of the downtown and its success in promoting vibrant pedestrian-oriented uses. This can be seen with the relatively high amount of retail (8%) and accommodation and food services uses (10%).

Commuter

Using the OnTheMap tool from Longitudinal Employer-Household Dynamics (LEHD), 71% of transit zone resident workers travel less than 10 miles to their place of employment. 26% travel 10 to 24 miles. These commuters are traveling the farthest distance southeast of the transit zone, perhaps to the Denver Tech Center or other southeast employment centers.

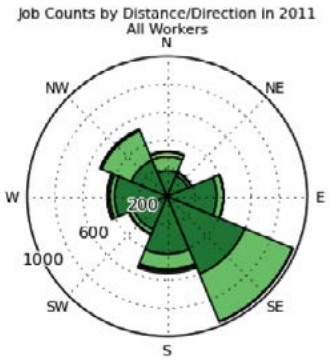
For those workers commuting to the transit zone, 48% are commuting less than 10 miles. 37% of these commuters travel 10 to 24 miles to the transit zone. These workers come from all directions, with those traveling over 50 miles mostly coming from north and south.

Employment Businesses and Jobs by Industry

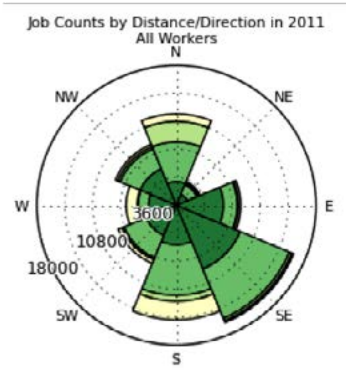
Largest Industries by Share of Businesses & Jobs						
Rank	Businesses by Industry	No.	%	Jobs by Industry	No.	%
1	Professional, Scientific, and Technical Services	101	33%	Professional, Scientific, and Technical Services	1,659	46%
2	Accommodation and Food Services	32	10%	Transportation and Warehousing	755	21%
3	Finance and Insurance	26	8%	Accommodation and Food Services	692	19%
4	Retail Trade	23	7%	Retail Trade	285	8%
5	Other Services (except Public Admin.)	21	7%	Finance and Insurance	218	6%
	Subtotal Businesses in top industries	203	65%	Jobs in Top Industries	3,629	73%
	All business in Transit Zone	**309**	**100%**	**All jobs in transit zone**	**4,559**	**100%**

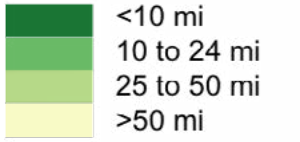
Commuter Distance and Direction

Home to Work

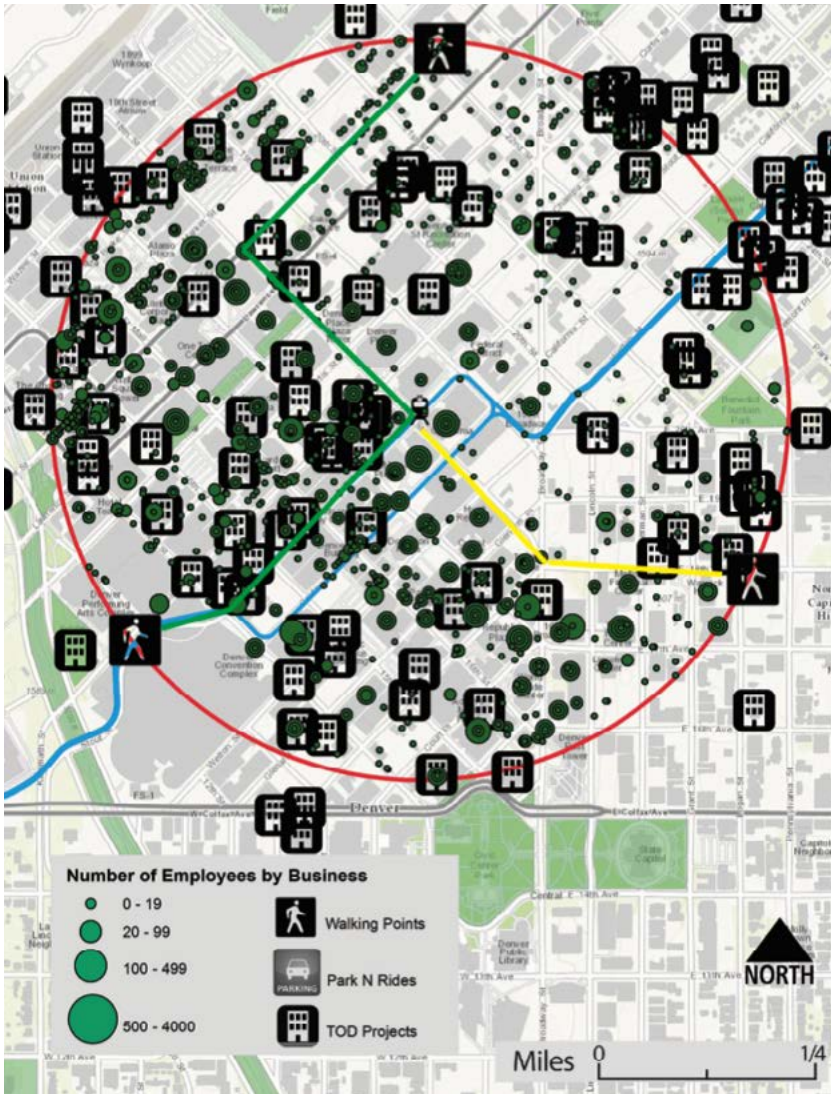


Work to Home





Walkability Analysis from 3 half-mile Points		
Starting Point	**Time (min.)**	**Walking Environment**
1. 22nd and Market	11 min	Great commercial corridor
2. 18th and Logan	10 min	Pedestrian friendly, traffic calming
3. 13th and Champa	10 min	Long stretches of sidewalk



Accessibility

The 18th and Stout station is easily accessible by bus, foot, or bicycle. 21 bus routes connect to this station: 0, 1, 6, 8, 9, 10, 15, 15L, 20, 28, 32, 38, 44, 48, 52, 47X, 122X, HX, R, RX, Free MetroRide.

Route #1 22nd and Market
This walk went through the vibrant corridor onMarket Street. Wide sidewalks and adequate foot traffic. Street level commercial uses throughout transit zone.

Route #2. 18th/Logan
This route also had wide sidewalks in good repair and downtown pedestrian traffic. This walk did not feature as many street level commercial activities to enhance and promote walkability. It might be quiet during non business hours.

Route #3. 13th/Champa
This walk did feature some long stretches of pavement alongside parking lots or other uninteresting pedestrian features, but the rest of the transit zone was lined with commercial and food establishments. This walk also had wide attached sidewalks in good repair.

Bike: Throughout the transit zone there is excellent bike infrastructure. The 22nd and Market walk was full of bike infrastructure with the striped bike lanes on both Lawrence and 18th Avenue. The the 13th and Champa walk also had a great striped lane along Champa Street. There is no official RTD bicycle parking, but adequate parking across the street on Stout.

ADA: This transit zone features ideal ADA requirements with wide sidewalks with little cracks or damage. There is sufficient ramps, grade change at the station, and short blocks.

Community Services & Parks: There are four parks in the transit zone, Skyline Park and Benedict Fountain Park United Nations Park, and Civic Center Park. United Nations Park and Civic Center Park, include the green and open space around the Capital Building in the transit zone.

There is one community service facility on 17th and Blake, Senior Housing Options. Senior Housing Options describes their mission as providing and promoting "quality affordable housing and services in a caring environment for older adults in Colorado". They are a charitable organization that serves low and moderate income elderly with physical and mental disabilities.

Evaluation

Affordable Housing

In the transit zone, 22% of housing units are owner occupied and 78% of housing units are rental occupied. This is compared to 64% owner occupied and 36% renter occupied in the Denver region. Residents in this transit zone spend 21% of their income on housing, as compared to the regional percentage of 22%. The median income of this transit zone is $41,521, which is $19,775 less than the regional median income of $61,296.

Also, 38% of residents in the transit zone make less than $25,000 a year. With this transit zone being situated in a growing downtown region, providing affordable housing should be a priority.

- **Opportunities:** Part of the strategies mentioned in Blueprint Denver in these areas of "Stability" such as downtown is the development of 21,000 new housing units in the city core by 2020. Affordable housing is included in this plan. There should be a maintained commitment towards preserving and building affordable housing in this region, as the area continues to grow.

Accessibility

This transit zone was extremely accessible by foot, bike and bus. There are 21 bus routes that connect to this station and all of the walking points were 11 minutes long or under. The bike infrastructure is great in the immediate area of the station (on 15th Street), as well as on all three of the walks.

Economic Development

The average household size for the transit zone is 1.33. and the median income is $41,521. According to the MIT Living Wage Calculator, the living wage in Denver for one adult and one child is $20.95 per hour, which is an annual income of $43,567 before taxes. The number of jobs has declined significantly from 2002-2009 (90,640, 76,880), which shows a significant gap in the increase of jobs expected by Blueprint Denver.

- **Opportunity:** Blueprint Denver mentions that they expect that 47,000 additional jobs with be developed in the city core by 2020. For this station to be a successful for current residents, it is important to recruit employment that provides living wages and work force development accessible to the residents.

Site Development

The Blueprint Denver Plan describes strategies for this area as, Infill and redevelopment of vacant and underused properties, reuse of older buildings, including industrial buildings, compatibility between new and existing development and balanced mix of uses-no one has a dominating impact in the mix. This transit zone with its ideal downtown placement and pedestrian and transit connectivity, has many elements that support TOD well and support these strategies.

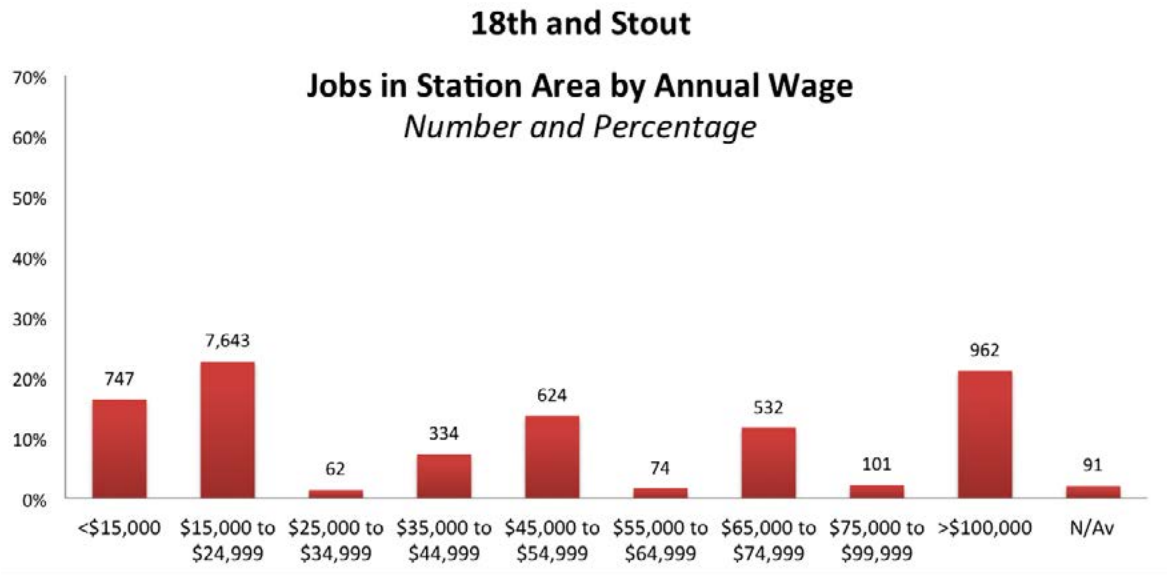
- **Opportunity:** There are 10 new TOD developments in the last 12 years in the transit zone. None of these were deemed as affordable housing. Blueprint Denver includes affordable housing in their plan for the downtown station areas. Continued support for TOD that generates affordable, mixed-income, and subsidized housing should be a priority.

Jobs and Wages

18th and Stout Housing Score (out of 5 points)

Housing Data	% Households earning <$20K	% Households earning $20K-$49,999	% Households earning $50K-$74,999	% Households earning >=$75K	% Renter occupied	% w/a mortgage paying >30% of income	Number of subsidized units	Residental density score*	Total 18th and Stout Housing Score
Value	37.8	19.8	13.8	28.6	78%	36%	1595	3	
Scoring Criteria	If households earning <$19K are at least 15%, then 0.5 pts.	If households earning $20-$49K are at least 20%, then 0.5 pts.	If households earning $50K-$74.9K are 30% +/- 5%, then 0.5 pts.	If households earning >$75K are <30%, then 0.5 pts.	If % rental housing is 40%-75%, then 1 pt.	If % of households paying >30% of income is <30%, then 0.5 pts.	If number of subsidized units > 80, then 1 pt.	If density score >=2, then 0.5 pts.	
Score	0.5	0	0	0.5	0	0	1	0.5	**2.5**

*Net Residential Density Scores = (0 PTS: < 7 d.u/acre); (1 PT: >= to 7 d.u./acre and <12 d.u/acre); (2 PTS: >= to 12 d.u./acre and < 20 d.u./acre); (3 PTS: >= to 20 d.u./acre and < 30 d.u./acre); (4 PTS: > = to 30 d.u./acre and < 60 d.u./acre); (5 PTS: > or = to 60 d.u./acre)

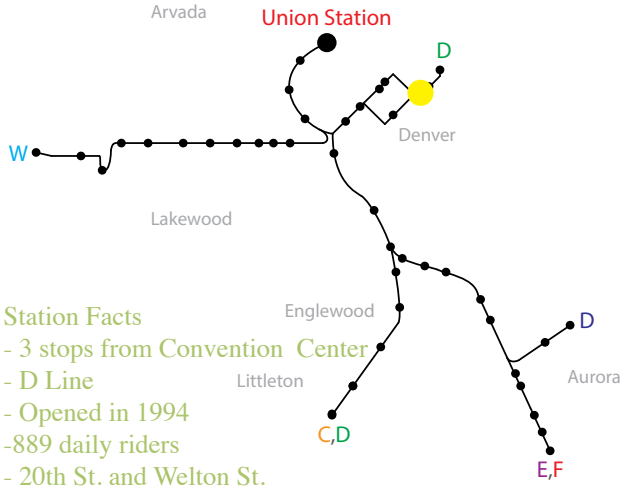


20th and Welton Station, City of Denver

Overview

This area is undergoing transition, and has high density land uses together with lower density, older structures and parking lots. The area has complete sidewalks and is generally a pleasant, walkable environment. A number of surface parking lots directly around the 20th and Welton Station to the north are an exception, and have the potential to be developed into more transit oriented development. The area is a job center, but also has an increasing number of residential units. Direct access to the station is only possible by walking. However, there are seven nearby bus lines within two blocks of the station. It is considered a "walk-and-ride" station. In January 2014, it ranked 37 out of 46 stations for daily ridership.

System Map



Station Facts
- 3 stops from Convention Center
- D Line
- Opened in 1994
-889 daily riders
- 20th St. and Welton St.

DEMOGRAPHICS
Pop.: 6,574 (2000), 9,174 (2010)
Med. Income: 19,277 (2000), 38,669 (2010)
% HHS earning <$25K (2009): 39%
% White alone (2010): 74%

TRAVEL
Jobs: 79,789 (2002), 64,535 (2009) , 81,894 (ESRI & IG)
Commute by Public Transit (2009): 10.3%
Avg. Vehicles/Household (2009): 0.9
Quality of Walk: 4/7 pts
Bicycle Infr.: 2/3 pts
Avg. Daily Riders (Jan. 2014): 889
Station Ridership Rank (2014): 37 of 45

PLACE CHARACTERISTICS
Major Destinations: Northeast Downtown Denver
Avg. Block Size (2010): 3.45 acres
Housing Units (2010): 6,686
Net Residential Density: (2010): 25.43 du/acre
Job Density (ESRI & Info Group 2012): 162.81/ acre
Business Density (2012): 10.18 /acre

Station Evaluation

Demographics

Transit Zone Demographics	Census 2000	Census 2010	ACS 2005-2009	% Change
Total households	3,592	5,766	4121	61%
Median HH Income	19,277	n/a	38,669	n/a
% <$25,000	58%	n/a	38.81%	n/a
%>$75,000	11%	n/a	13.94%	n/a
% <18 y.o.	11%	4%	6%	-64%
% >59 y.o	15%	12%	12%	-20%
% Bachelor's or higher	31%	n/a	48%	n/a
% White Alone	61%	74%	77%	18%
% Black or African American alone	18%	12%	7%	-46%
% American Indian and Alaska Native alone	2%	2%	7%	-31%
% Asian alone	4%	4%	4%	-1%
% Native Hawaiian and Other Pacific Islander alone	0%	0%	0%	0%
% Some Other Race alone	11%	4%	3%	-64%
% Two or More Races	1%	2%		1%
% Hispanic or Latino	7%	25%		18%

Residents

This area is growing and shifting and has experienced some significant demographic changes in the last ten years. Though the area is still more of a job center than a residential center, the total number of households increased by 38% in the ten-year period. The percentage of residents identifying as "White Alone" has increased by 18%, while the percentage of minorities in the area has decreased dramatically in the same period. The Hispanic or Latino population has decreased by over 80%, while the African American category decreased by 46%. While not fully comparable, the ACS data shows increased incomes and education levels compared to the 2000 census.

Housing

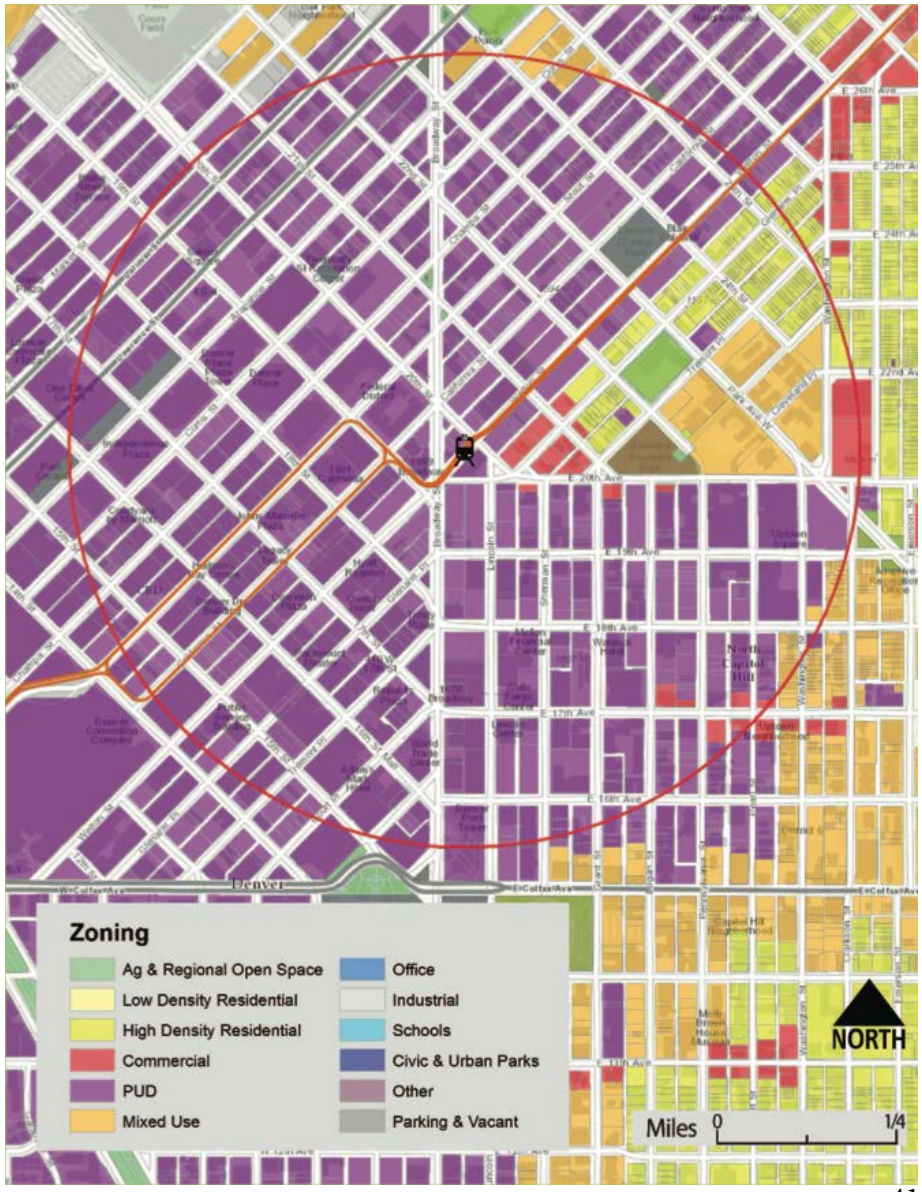
This area is characterized more by commercial and office buildings than by housing. However, the amount of housing has been increasing steadily. As noted in the RTD TOD database, 73% of the new TOD development is residential. The new housing that is being constructed is primarily apartments with some condos and a smaller amount of townhome style dwellings. There are some established, older single family homes located to the east and north of the station. The CTOD housing data puts the number of housing units in the transit zone at 6,686. Of these, 800 are owned-occupied (12%). A much larger number, 4,966 units, (74%) are renter occupied. Of the 3,340 new residential TOD units listed in the RTD TOD database, 132 units are designated affordable.

Plans and Regulations

The station area characteristics and planning efforts fall into two main areas, the downtown character and planning efforts to the southwest, and the more neighborhood character and the neighborhood-serving commercial Welton St. Corridor to the northeast. While there has not been a specific station area or TOD plan for this station, many planning efforts exist around Downtown Denver, as well as the Welton Street Corridor. southernmost area of Welton Street. Relevant downtown plans address transit and mobility as well as a desire for higher density development. They include the Downtown Denver Area Plan (2007); and the Downtown Multi-modal Access Plan (2005). Plans focusing on the Northeast Denver neighborhoods such as the Northeast Downtown Neighborhoods Plan (2011)and the Curtis Park Neighborhood Assessment (2007) include this areas as part of the Welton Corridor and discusses enhancements and improvements to the infrastructure. Specifically, the D-Line (Central Line) is identified as an important transportation link and a neighborhood amenity.

New Development

According to CTOD job data calculations, there were 64,535 jobs located within the area in 2009, down from 79,789 in 2002. During the same period, however, residents in the area grew from 6,575 to 9,174. Clearly the transit zone develop-



ment is more defined by office and commercial uses as reflected in the number of jobs. However, there is a notable trend toward more residential buildings in Downtown Denver and that trend is visible in this transit zone. Of the 22 major TOD projects identified by RTD in the transit zone, a full 16 (73%) are residential buildings. The remaining projects have been mixed-use. These projects represent a total of 3,340 new housing units, with the majority as apartments, with some condos. One of the most notable new projects in the UpTown Square mixed-use development, which added 696 apartment units and 60,000 square ft of retail. A 300-room hotel was also part of the mixed-use development.

Zoning

The most prominent zoning feature is that the area comprises the northeast edge of the Denver Downtown Context zoning category (shown in the DRCOG zoning to the right as a PUD). This zoning encourages higher densities and minimal setbacks. The area then transitions into an Urban Center Mixed-Residential Mixed Use, with some minimal Open Space and Public Parks.There is a downtown feel in some sections of the transit area, while other areas feel more in-transition and underutilized.

Employment

This area is a high jobs center. According to a 2012 combined business data set from ESRI and InfoGroup Business Data, there are a total of 5,120 businesses in the area, providing 81,894 jobs. There are several larger employers in the area with high numbers of employees. There are also small businesses observable in the area. The average number of employees per business in the area is 16. Looking at NAICS business sectors, the largest single category is Professional, Scientific, and Technical Services, which accounts for nearly 30% of all businesses. Finance and Insurance are the second highest count of businesses and account for 13% of businesses in the transit area. These industries also provide the highest number of jobs.

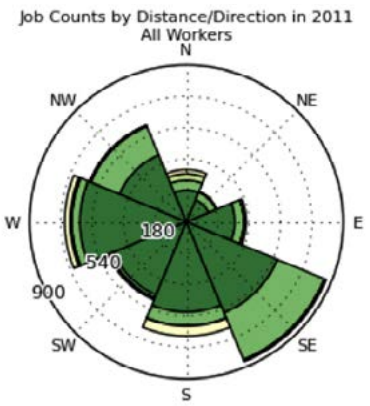
Employment Businesses and Jobs by Industry

Largest Industries by Share of Businesses & Jobs

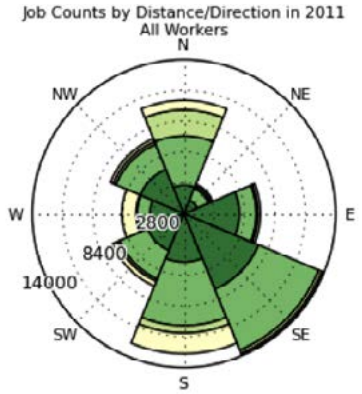
Rank	Businesses by Industry	No.	%	Jobs by Industry	No.	%
1	Professional, Scientific, and Technical Services	1525	30%	Professional, Scientific, and Technical Services	17,211	21%
2	Finance and Insurance	650	13%	Finance and Insurance	10,005	12%
3	Accommodation and Food Services	306	6%	Accommodation and Food Services	9,447	12%
4	Real Estate and Rental and Leasing	295	6%	Public Administration	7815	12%
5	Retail Trade	277	5%	Information	5882	10%
	Subtotal Businesses in top industries	3,053	60%	Jobs in Top Industries	50,360	77%
	All business in Transit Zone	**334**	**100%**	**All jobs in transit zone**	**4,731**	**100%**

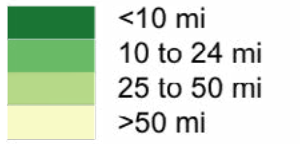
Commuter Distance and Direction

Home to Work



Work to Home

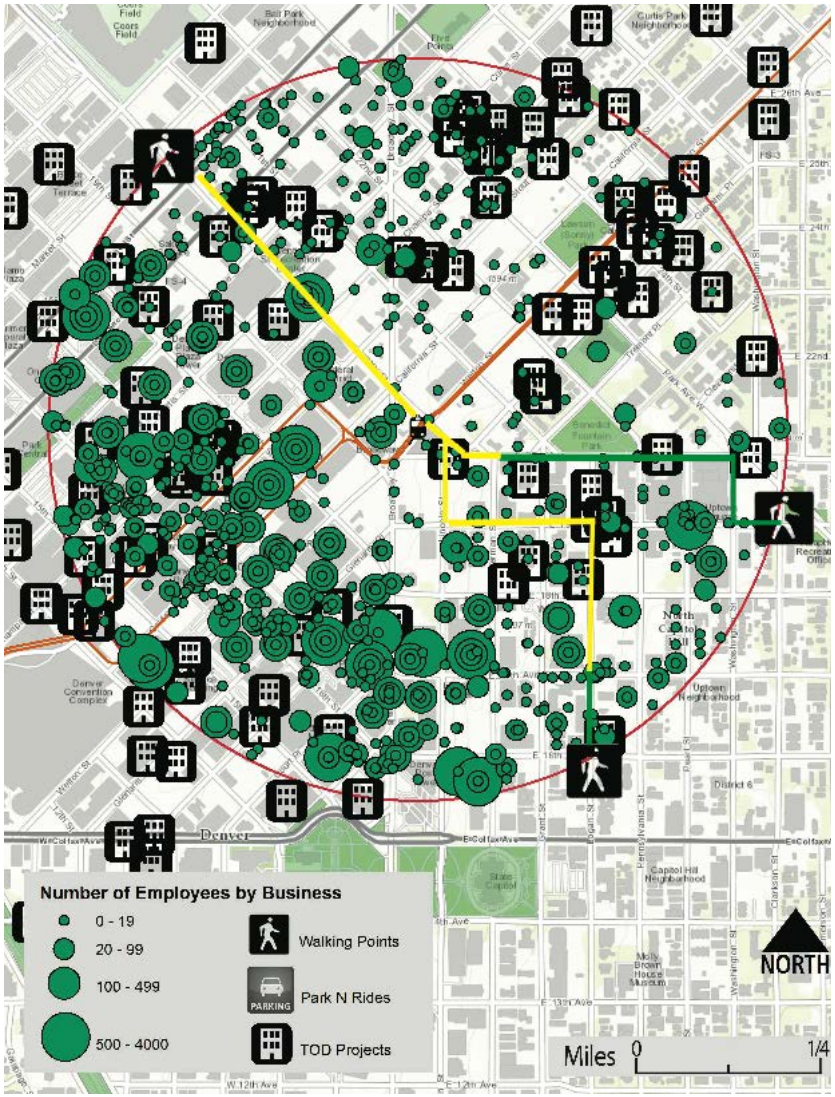




Commuter

Using the OnTheMap tool from Longitudinal Employer-Household Dynamics (LEHD), the data reports that 65,288 people are employed in the area, of which, 48% percent travel less than 10 miles, while an additional 38% travel between 10 and 24 miles to work. There are 3,884 residents living in the area that work in other areas, of which 80% work within ten miles of home. Over 10% of residents in the area Also, an additional 30% of residents report biking or walking to their employment, which may also account for a lower transit ridership (2010 Census).

Walkability Analysis from 3 half-mile Points		
Starting Point	**Time (min.)**	**Walking Environment**
Logan St. and 16th Ave.	13 min	Consistent sidewalks, some disrepair and underutilized lots.
Larimer St. and 20th St.	10 min	Heavy traffic on 20th. Consistent Sidewalks.
Clarkson St. and 19th Ave.	10 min	Good walking environment. Passes Benedict Park



Accessibility

The pedestrian amenities in this transit zone vary widely within the half-mile area. Some blocks have wide detached sidewalks and lush landscaping, such as the streets surrounding the new Uptown complex near the recently renovated Benedict Fountain Park. Other areas, such as Lincoln St and 20th Ave had sidewalks in disrepair, some trash accumulation, a lack of pedestrian level lighting, and obstacles in the pedestrian area.

Route #1 Moving SE from the station, there are some broken and buckled sidewalks and aged infrastructure. Development is interrupted with surface lots along Lincoln and 17th, giving a feel of missing teeth in the urban fabric. The feel becomes more consistent as you move south on Logan.

Route #2. This route along 20th St has some dense, urban land uses with consistent sidewalks. Urban amenities are again interrupted by underutilized surface parking lots.

Route #3. Moving east from the station, there are detached sidewalks, landscaping, and enhanced pedestrian amenities near the UpTown development and Benedict Park.

Bike: There are two small bike racks (no bike lockers) located on the sidewalk across the street from the station at the 20th and Welton Station. There are no bike lanes or sharrows that lead directly to the station, but there are bike amenities on multiple streets around the transit area. In the transit zone there are bike lanes on Welton St., Glenarm Place, and Tremont to the south and west of the station, and on Champa and segments of Stout running diagonally from the northeast to the southwest. There are sharrows on portions of Sherman, 21st St., and 19th St in the area. There is a B-Cycle Station nearby at California and 18th.

ADA: The station area has the basic elements for ADA accessibility, but the ramp to the train is located at the edge of the station area at a busy intersection, creating a possible conflict. Additionally, there is a bend in the ramp where the visually impaired my run into the ramp. This conflict was observed by the research team. There are braille signs on the ramps that my assist some visually impaired riders.
Looking more broadly at the transit zone, the area has traffic calming devices and crosswalk aids at most intersections. Most of the sidewalks were textured and had ramps at crossings but some of the sidewalks were in need of significant repair and some intersections did not have crossing aids.

Community Services & Parks:
Notable community facilities in the area include the 20th St. Recreation Center and the Blair-Caldwell African American research library. There are many state and federal government buildings in the area. Additionally, there are several health clinics, an addictions recovery center, a homeless shelter, a post office, several housing authority buildings, the Governor's office of Information Technology, Earth Force youth center, and

several churches in the area. The most notable park in the area is the Benedict Fountain Park, which is less than a quarter of a mile from the station. The park is currently undergoing renovations with funding from the Office of Economic Development. Park improvements include a new playground, plaza, picnic and gathering areas, shrubs/perennial beds and irrigation system rehabilitation.

Evaluation

Affordable Housing

Seventy-four percent of housing in this area is rented, which is significantly higher than the transit region at 34%. According to 2009 data from CTOD, housing and transportation costs as a percentage of income for the transit zone are lower than the Denver Transit Region. The Decatur-Federal Station typical household housing costs are 18% plus transportation costs at 21%t for a total of 39% of the typical household income. The Denver Transit Region is approximately 27% for housing and 22% for transportation, for a total of 49% of the typical household income. According to CTOD, 18% of workers take public transportation, bicycle or walk to work, compared to the transit region with eight percent.

- **Opportunities:** affordable housing is available as evidenced by the new TOD site that includes 80 units of workforce housing (families earning below 60% of AMI). Additionally, the Sun Valley Homes housing site is a redevelopment priority for the Denver Housing Authority (DHA) offering an opportunity for yet another innovative housing site from DHA. Infill development is possible and additional stock may also help maintain affordability.

Accessibility

While some dense, Transit Oriented Development is visible in the area, surface parking lots are also common in the area, as well as older single-story buildings that pre-dated the Light Rail. A few vacant buildings and under-maintained pedestrian infrastructure are observable, which contrast sharply with the new, dense development. Generally, to the east and south of the station area, more dense development exists, while to the north and east there is a lower density and more surface parking lots.

Economic Development

The average household size for the transit zone is 2.89, and approximately 72% of the households have an annual income less than $50,000. According to the MIT Living Wage Calculator, the living wage in Denver for one adult and two children is $25.65 per hour, which is an annual income of $53,354 before taxes.

- **Gap/Opportunity:** For this station to be a successful TOD for current residents, it is important to recruit employment that provides living wages and work force development accessible to the residents.

Site Development

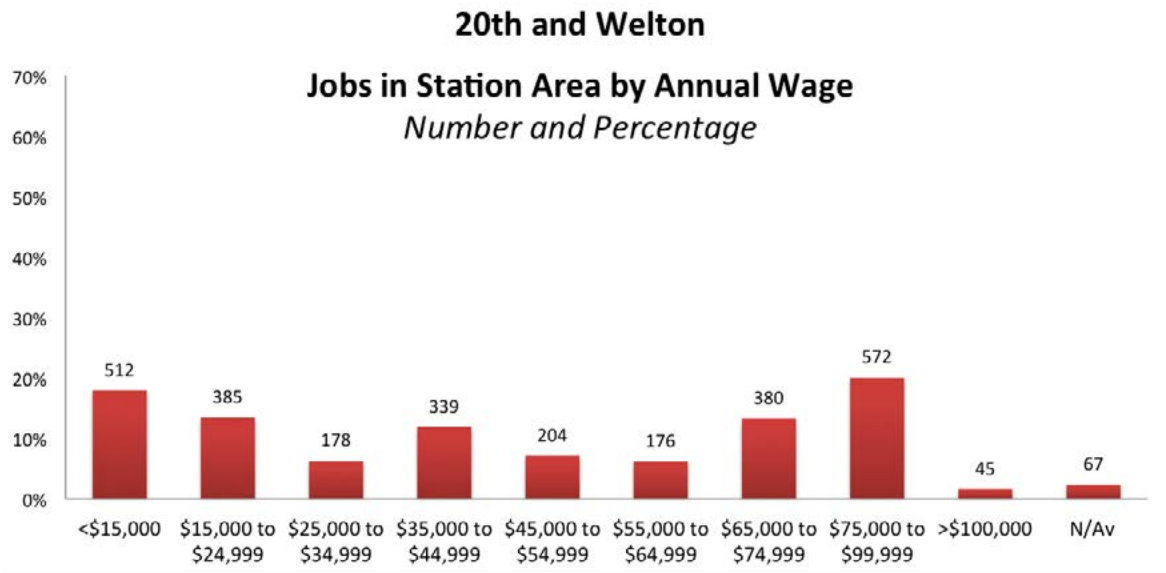
- **Opportunity:** Continued focus on affordable, mixed-income, and subsidized housing is important as the station and surrounding neighborhoods are ideally situated to feel the next wave of gentrification may be realized by the already existing infrastructure based on TOD elements. Further revitalization may be realized when the area includes a transitional zone between the existing TOD and other land uses.

Jobs and Wages

20th and Welton Housing Score (out of 5 points)

Housing Data	% Households earning <$20K	% Households earning $20K-$49,999	% Households earning $50K-$74,999	% Households earning >=$75K	% Renter occupied	% w/a mortgage paying >30% of income	Number of subsidized units	Residental density score*	Total 20th and Welton Housing Score
Value	38.8	21.5	13.9	25.7	86%	27%	672	3	
Scoring Criteria	If households earning <$19K are at least 15%, then 0.5 pts.	If households earning $20-$49K are at least 20%, then 0.5 pts.	If households earning $50K-$74.9K are 30% +/- 5%, then 0.5 pts.	If households earning >$75K are <30%, then 0.5 pts.	If % rental housing is 40%-75%, then 1 pt.	If % of households paying >30% of income is <30%, then 0.5 pts.	If number of subsidized units > 80, then 1 pt.	If density score >=2, then 0.5 pts.	
Score	0.5	0.5	0	0.5	0	0.5	1	0.5	**3.5**

*Net Residential Density Scores = (0 PTS: < 7 d.u/acre); (1 PT: >= to 7 d.u./acre and <12 d.u/acre); (2 PTS: >= to 12 d.u./acre and < 20 d.u./acre); (3 PTS: >= to 20 d.u./acre and < 30 d.u./acre); (4 PTS: > = to 30 d.u./acre and < 60 d.u./acre); (5 PTS: > or = to 60 d.u./acre)

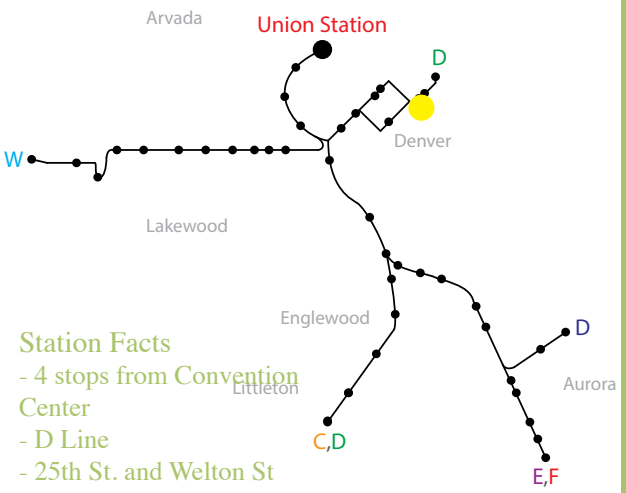


25th and Welton Station, City of Denver

Overview

The 25th and Welton Station is located in an area with characteristics of a mixed-use urban neighborhood. The Welton Street Corridor, which is the main street core of the neighborhood, is envisioned in Blueprint Denver as a Pedestrian Shopping District. The neighborhood is part of historic northeast Denver. The station has moderate to low ridership, perhaps decreased by the proximity of the 27th and Welton station. Direct access to the station is only possible by walking. However, there are two nearby bus lines within two blocks of the station. There is no longer RTD parking provided. It is considered a "walk-and-ride" station. This is a vibrant, walkable, transit-friendly area, and has the potential to grow into an area of increased ridership.

System Map



Station Facts
- 4 stops from Convention Center
- D Line
- 25th St. and Welton St
-Opened up in 1994
-1,345 Daily Riders.

DEMOGRAPHICS
Pop.: 2000, 2010 7,781 (2000), 9,257 (2010)
Med. Income: 2000, 2010 $22,640; $40,225
% HHS earning <$25K (2009): 35%
% White alone (2010): 65%

TRAVEL
Jobs: 2,464 (2002) 3,065 (2009) 5,380 (ESRI & IG)
Commute by Public Transit (2009): 11.0%
Avg. Vehicles/Household (2009): 1.15
Quality of Walk: 4/7 pts
Bicycle Infr.: 2/3 pts
Avg. Daily Riders (Jan. 2014): 1,345
Station Ridership Rank (2014): 34th of 45

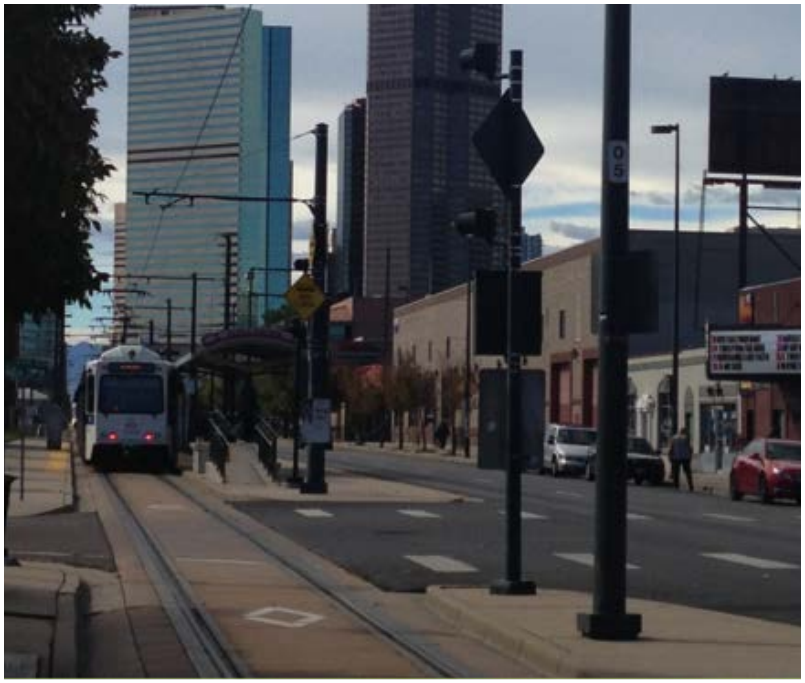
PLACE CHARACTERISTICS
Major Destinations: Welton Street Business District
Avg. Block Size (2010): 3.42 acres
Housing Units (2010): 1,783
Net Residential Density: (2010): 11.59 du/acre
Job Density (ESRI & Info Group 2012): 10.70/ acre
Business Density (2012): 1.28/ acre

Station Evaluation

Jobs & Economic Development
Affordable Housing
Site Development
Accessibility

Demographics

Transit Zone Demographics	Census 2000	Census 2010	ACS 2005-2009	% Change
Total households	3,049	4,557	2,969	49%
Median HH Income	22,640	n/a	40,225	n/a
% <$25,000	54%	n/a	35%	n/a
%>$75,000	15%	n/a	28%	n/a
% <18 y.o.	25%	12%	19%	-54%
% >59 y.o	8%	10%	11%	32%
% Bachelor's or higher	21%		48%	
% White Alone	42%	65%	68%	55%
% Black or African American alone	31%	20%	24%	-36%
% American Indian and Alaska Native alone	2%	2%	7%	-29%
% Asian alone	1%	2%	1%	56%
% Native Hawaiian and Other Pacific Islander alone	0%	0%	0%	0%
% Some Other Race alone	20%	7%	5%	-62%
% Two or More Races	5%	5%	3%	0%
% Hispanic or Latino	38%	21%	32%	-43%



Residents

This is a growing and changing area of Denver, with a significant increase in residents and changing demographics. The area overall has a lower median income and lower education levels than the city of Denver as a whole, though the gap narrowed between 2000 and 2010. Still, in 2010, a full 35% of households had an income below $25,000 a year. This area is a historically African-American neighborhood with a rich history. While the total number of households is going up (a 33% increase between the decennial censuses) the percentage of African-Americans has gone down significantly, with a 56% drop in only ten years. The percentage of Latino residents has also dropped dramatically, with a decrease of 76% during the same ten-year period. Displacement is an issue as this area revitalizes.

Housing

The transit zone is predominately renter-occupied multi-family residential. The transit zone has 5,016 total housing units, with a residential net density of 11.59 households/acre. There is was a surprisingly high vacancy rate of 9.1% in 20xx, considering it is less than 1% region wide as of Nov. 2014. Of the occupied units, 73% are rental units. This is also high compared to the region, which has a 36% share of rentals. The housing stock is a mix of mid and low density multi-family units in the area, with a smaller composition of single family homes.

Plans and Regulations

Because of the historic nature of the area and prior zoning, the Welton Corridor is walkable with wide sidewalks and minimal setbacks. Beyond the corridor, a mix of single family and multi-family residential predominates.

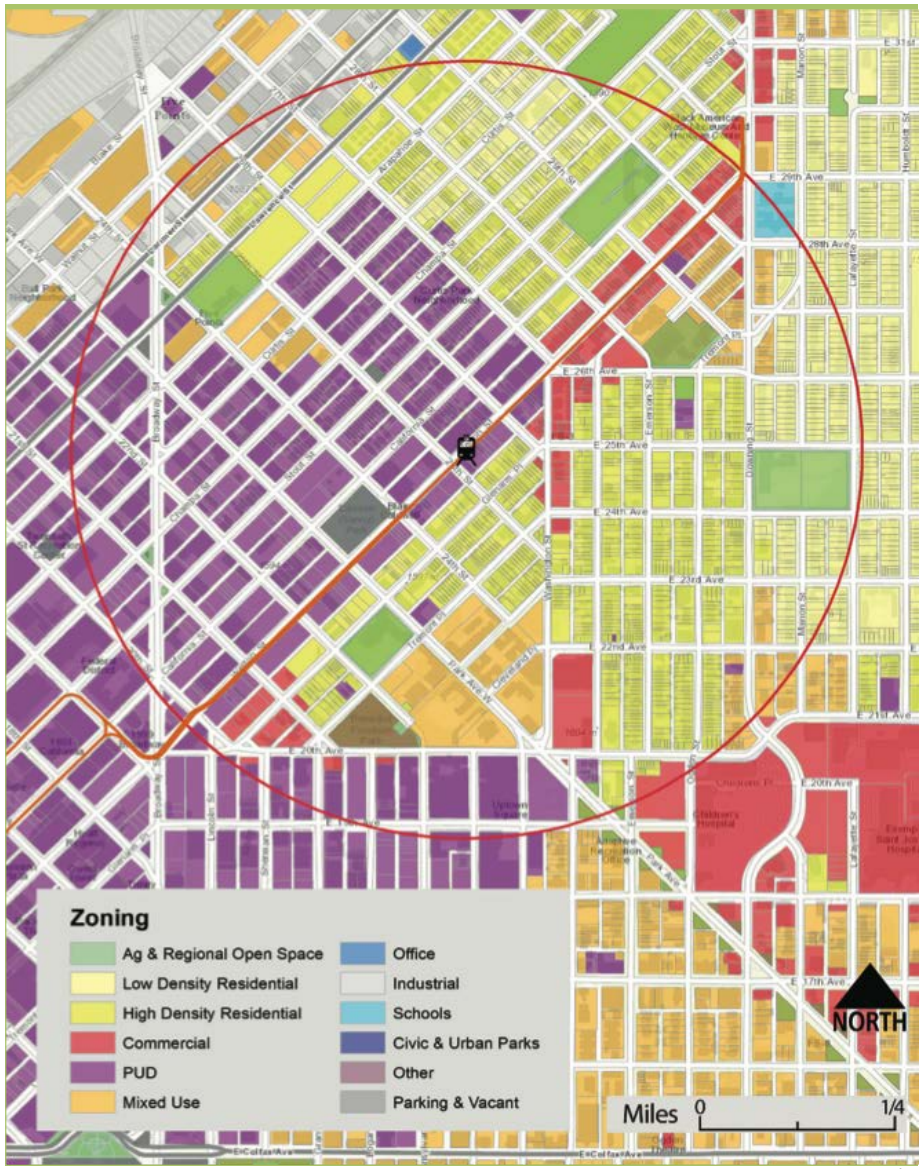
Plans and Regulations: While there has not been a specific station area or TOD plan for this station, many subarea planning efforts exist around the Welton Street Corridor. This station is central along the corridor and related planning efforts are highly relevant from an economic development standpoint. Relevant plans include: Welton Urban Renewal- DURA (2012); Five Points District Development Plan (2009); Welton Street Corridor Market Analysis (2014); Downtown Northeast Neighborhood Plan (2011).

New Development

According to the RTD TOD Database, there are 27 new TOD developments in the area, which is one of the highest numbers of new TOD projects for any station area. The census data also shows this increase in population, with a 49% increase in number of households between 2000 and 2010.

Zoning

This transit area is zoned for urban mixed-use. Commercial and residential uses have historically co-existed in the area, and the updated zoning code reflects a desire to continue in a mixed-use fashion. The north and east of the station area are considered Areas of Change in Blueprint Denver, with multifamily "Urban Residential" predominating, along with a "Pedestrian Shopping District" along the Welton Street Corridor. The single-family residential area to the south of the station is considered an Area



of Stability. Most of the heights in the area are one to three stories, though some of the zoning in the area allows for mixed-use with a maximum height of eight stories. Buildings of this height are not yet present in the area, however, over time as buildings age and demand increases, the existing buildings may be replaced with higher density buildings that reach the 8-story zoning limit.

Employment

According to a 2012 combined business data set from ESRI and InfoGroup Business Data, there are 646 businesses in the area, providing a total of 5,380 jobs. The jobs are dispersed among many sectors and no single industry predominates, a further indication of the mixed-use nature of the area. Additionally, there is an average of 8.3 jobs per business, showing that the area is largely comprised of small businesses. The leading industries in the area (by number of businesses) are service related. The top four are: Other Services (except Public Administration), Professional, Scientific, and Technical Services, Accommodation and Food Services, and Health Care and Social Assistance. The fifth most frequent business type is Real Estate and Rental and Leasing. This highlights the growing residential market in the area . The top three industries my by number of employees are Health Care and Social Assistance, Manufacturing, and Educational Services.

Commuter

Using the OnTheMap tool from Longitudinal Employer-Household Dynamics (LEHD), data indicates that 98% of workers employed in the transit zone live outside the transit zone; 3,159 people are employed in the area, with 3,100 coming in from outside the half-mile radius.

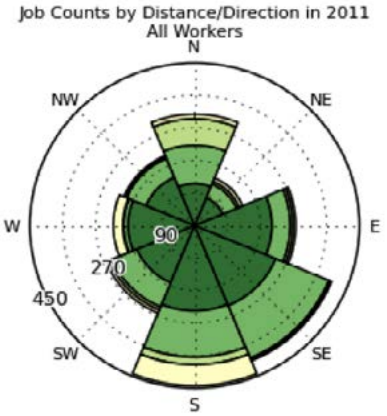
Employment Businesses and Jobs by Industry

Largest Industries by Share of Businesses & Jobs

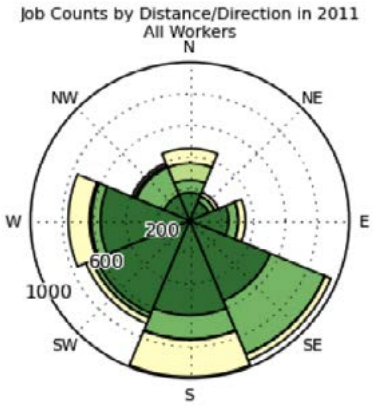
Rank	Businesses by Industry	No.	%	Jobs by Industry	No.	%
1	Other Services (except Public Administration)	89	14%	Health Care and Social Assistance	926	11%
2	Professional, Scientific, and Technical Services	84	13%	Manufacturing	565	11%
3	Accommodation and Food Services	61	9%	Educational Services	548	10%
4	Health Care and Social Assistance	55	9%	Accommodation and Food Services	537	10%
5	Real Estate and Rental and Leasing	51	8%	Professional, Scientific, and Technical Services	439	8%
	Subtotal Businesses in top industries	340	53%	Jobs in Top Industries	3,015	50%
	All business in Transit Zone	**646**	**100%**	**All jobs in transit zone**	**5,380**	**100%**

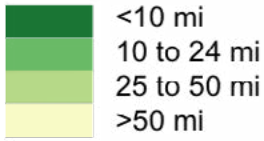
Commuter Distance and Direction

Home to Work



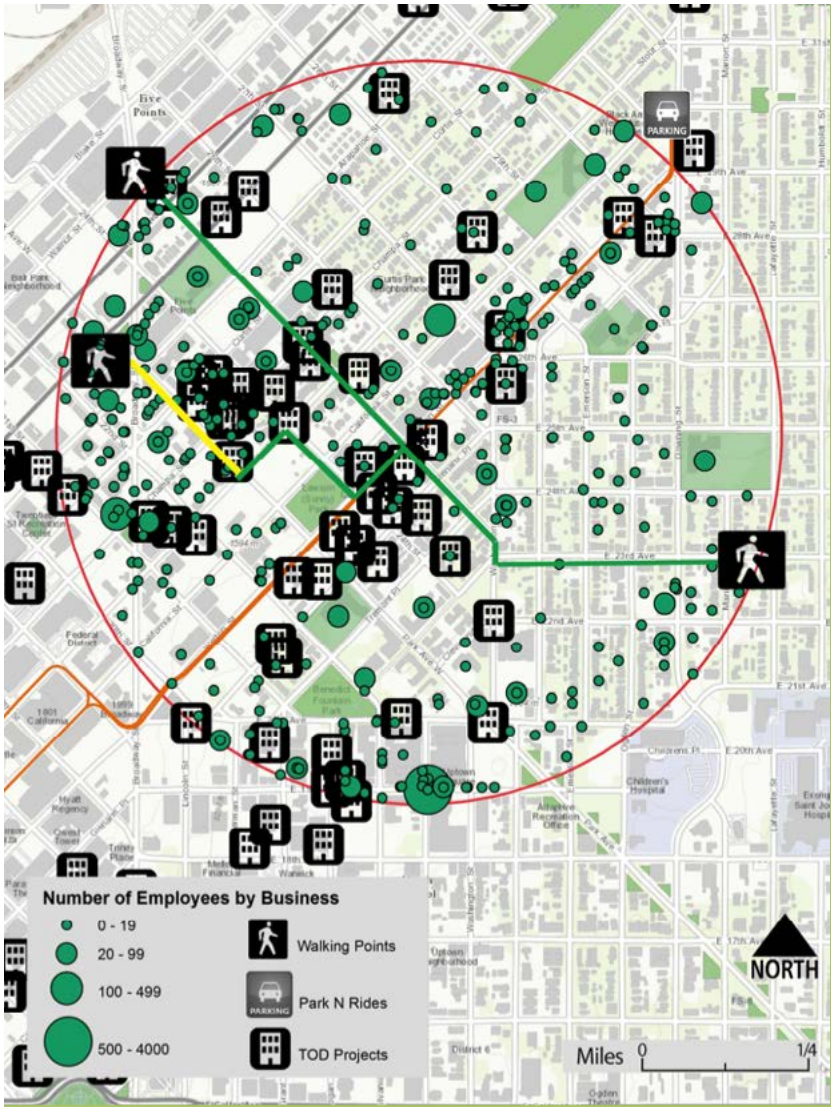
Work to Home





Additionally, there are 5,011 residents living in the area that work in other areas. Of those living in the transit area, 64% work within 10miles of the transit area. Examining the distance and direction of travel, it is likely that many of these workers are employed in downtown, and are highly connected by transit. Those who work in the area, are coming from a wider variety of directions, with the strongest pull also from the south.

Walkability Analysis from 3 half-mile Points		
Starting Point	**Time (min.)**	**Walking Environment**
1. 25th St. and Larimer	9 min	Moderately dense, primarily residential, some commercial
2. Park Avenue and Curtis St.	8 min	Arterial commercial street, park and community services
3. W. 23rd Ave. and Marion St.	9.5 min	Least dense, primarily single-family residential



Accessibility

This historic area has preserved the short blocks and high connectivity that lend themselves to a walkable environment. While sidewalks have some spots in disrepair in the neighborhood surrounding the station, they are generally in decent shape and are generously wide with green buffers. The shops along Welton and on the commercial side streets have pedestrian level signage and window treatments that make the area attractive and interesting for walking. While the area is generally quiet, there seem to be "eyes on the street" enough to be generally safe and pleasant for walking.

Route #1 Begins by passing Sustainability Park, which has a B-Cycle station. The area is moderately dense residential, with single family attached and small multi-family buildings predominating. The sidewalks are generally in good repair and consistent.

Route #2. Park Avenue has a significant amount of traffic, which detracts from the pedestrian experience. However, the area overall is walkable and the sidewalks are wide. Sonny Lawson Park and the Blair Caldwell Library are in the area.

Route #3. This area has more single family detached residential and is the least commercial. The sidewalks are generally five-feet detached and the walk is pleasant.

Bike: There are no bike routes that lead directly to the station, however, there are some bikeways near the Station on the parallel one-ways streets of Champa and Stout. There are two nearby B-Cycle stations, to the north at 27th and Welton, and one on 25th and Lawrence. The well-connected street grid with short blocks makes the area generally bike and pedestrian friendly even without the presence of sharrows or bike lanes. The station has bike racks, but no bike lockers.

ADA: This transit station has the basic ADA requirements present at all RTD stops. However, some areas of the transit zone may present mobility challenges. The area has consistent sidewalks and connectivity, but the surfaces are often uneven. Most crossings are not signalized, but do have textured crossing features.

Community Services & Parks:
This transit area has a significant number of community amenities. One of the principle community facilities is the Blair-Caldwell African American Research Library, which is a Denver Public Library branch location. Other important community services include the DMV, Crofton Elementary School, Whittier Elementary School, Crossroads Theatre, Brother Jeff's Cultural Center, Center San Juan Diego, Catholic Charities, Volunteers of America, and many other cultural and social services offices. These services serve local residents and may also draw from nearby neighborhoods. Sonny Lawson Park is located to the southwest of the station adjacent to library. The park recently underwent a landscaping and plaza renovation including a new children's play area. A larger green space, Curtis Park, is located

at the edge of the half-mile transit zone to the north.

Evaluation

Affordable Housing

One of the noteworthy features of this area has been dramatic change in incomes and demographics of the neighborhood. Incomes and educational levels have increased, while racial and ethnic diversity has decreased, with the percentage of "white" residents increasing dramatically. This is clearly an example of new residents moving into the neighborhood. As the area continues to increase in popularity and home values and rents increase, it will be important to preserve affordable housing.

- **Opportunities:** This is an area where public and private affordable housing intervention will be needed if the area is to avoid continued displacement and remain affordable and attainable for lower-income residents currently living in the transit zone.

Accessibility

The mixed-use zoning and already existing history of compact, local businesses and moderately dense urban housing typologies makes this area well suited for continued TOD. The traditional, preserved street grid gives the area high connectivity for walking and biking and some bike infrastructure is in place already. The close proximity of stations along the D-Line lowers the ridership at any one single station and also slows the commute time for riders. However, this model increases locational proximity, as many homes and businesses are within a short walking distance, making first and last mile connections convenient.

Economic Development

Currently, there are notable vacancies along the corridor, and some storefronts and landscaping suffer from a lack of maintenance and upkeep. This contrasts with areas of new development. The area contains 28 TOD development sites as identified by RTD. The area is an Urban Renewal Area and is undergoing revitalization.

- **Gap/Opportunity:** The rapid development in this area provides an opportunity for more housing, retail, and jobs that are well served by transit. The East Line link to the airport may open up jobs to local residents that use transit to commute to work. As land values increase, it will be important to not displace the abundance of social services and non-profit community groups in this area.

Site Development

This is a historic African-American neighborhood, and the Five Points Cultural District has already been established here to promote preservation of history and culture. The rich roots, historic structures, and cultural legacy in the area add life and character to the corridor and should be preserved. This is both an opportunity and a challenge as land values increase and older properties may become attractive for redevelopment. The balance in this area will be to promote infill TOD, while maintaining the historic character and avoiding displacement of long-time residents.

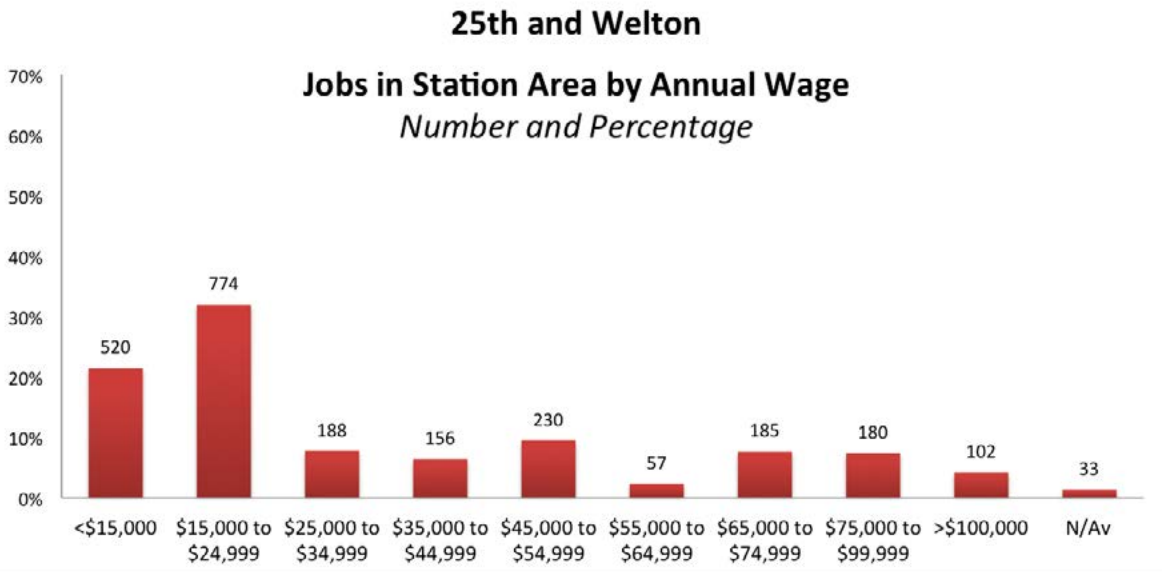
- **Opportunity:** A strong focus on affordable housing and locally informed economic development is important for this area to in order to avoid displacement of current residents and small business owners.

Jobs, Housing, and Wages

25th and Welton Housing Score (out of 5 points)

Housing Data	% Households earning <$20K	% Households earning $20K-$49,999	% Households earning $50K-$74,999	% Households earning >=$75K	% Renter occupied	% w/a mortgage paying >30% of income	Number of subsidized units	Residental density score*	Total 25th and Welton Housing Score
Value	35.0	21.7	15.5	27.9	73%	32%	327	1	
Scoring Criteria	If households earning <$19K are at least 15%, then 0.5 pts.	If households earning $20-$49K are at least 20%, then 0.5 pts.	If households earning $50K-$74.9K are 30% +/- 5%, then 0.5 pts.	If households earning >$75K are <30%, then 0.5 pts.	If % rental housing is 40%-75%, then 1 pt.	If % of households paying >30% of income is <30%, then 0.5 pts.	If number of subsidized units > 80, then 1 pt.	If density score >=2, then 0.5 pts.	
Score	0.5	0.5	0	0.5	1	0	1	0.0	**3.5**

*Net Residential Density Scores = (0 PTS: < 7 d.u/acre); (1 PT: >= to 7 d.u./acre and <12 d.u/acre); (2 PTS: >= to 12 d.u./acre and < 20 d.u./acre); (3 PTS: >= to 20 d.u./acre and < 30 d.u./acre); (4 PTS: > = to 30 d.u./acre and < 60 d.u./acre); (5 PTS: > or = to 60 d.u./acre)



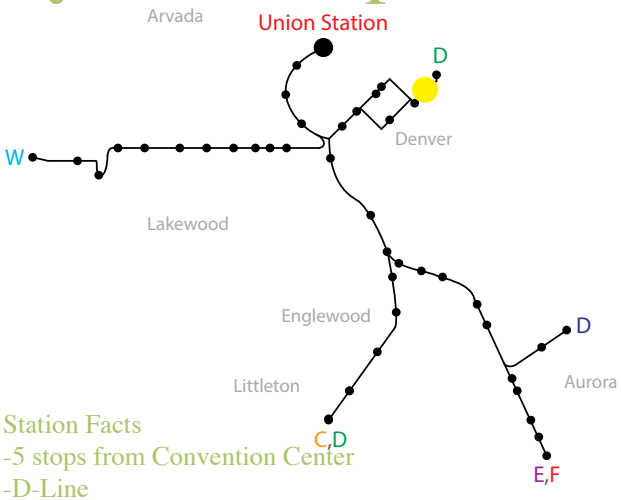
27th and Welton Station, City of Denver

Overview

The 27th and Welton Station is an urban center TOD type. The station is in a mixed-use neighborhood in northeast Denver's downtown. According to the Blueprint Denver report, the transit zone is in an area of change, centered around the developing Welton Street commercial and light rail corridor.

The transit zone has a relatively high residential density, compared to business and job density. Residential neighborhoods connect to the station on most sides with commercial development along major streets within the transit zone. The station is well integrated with the transit zone.

System Map



Station Facts
-5 stops from Convention Center
-D-Line
-Opened in 1994
- 27th Street and Welton Street

Station Evaluation

DEMOGRAPHICS
Pop.: 7,994 (2000), 7,861 (2010)
Med. Income: $23,600 (2000), $39,365 (2010)
% HHS earning <$20K: 36% (2009)
% White alone: 46% (2010)

TRAVEL
Jobs: 1,517 (2002), 1,882 (2009)
Commute by Public Transit (2009): 12.1%
Avg. Vehicles/Household (2009): 1.18
Quality of Walk: 4/7 pts
Bicycle Infr.: 1/3 pts
Avg. Daily Riders & Rank (Jan. 2014): 803, #38 of 45
Approx. % Walking to Station5 (2011): N/AV

PLACE CHARACTERISTICS
Major Destinations: Restaurants, Entertainment, Retail along Welton Street Corridor
Avg. Block Size (2010): 3.74 acres
Housing Units (2010): 4,124
Net Residential Density: (2010): 9.01 du/acre
Job Density (Esri & Info Group 2012): 1.75/acre
Business Density (2012): 0.33/acre

Demographics

Transit Zone Demographics	Census 2000	Census 2010	ACS 2005-2009	% Change
Total households	3,107	3,750		21%
Median HH Income	$23,600		$39,365	69%
% <$25,000	52%		36%	-16%
%>$75,000	9%		26%	17%
% <18 y.o.	28%	16%	17%	-12%
% >59 y.o	12%	12%	12%	0%
% Bachelor's or higher	20%		25%	5%
% White Alone	30%	46%	63%	16%
% Black or African American alone	39%	23%	20%	-16
% American Indian and Alaska Native alone	1%	1%	7%	0%
% Asian alone	1%	1%	1%	0%
% Native Hawaiian and Other Pacific Islander alone	0%	0%	0%	0%
% Some Other Race alone	0%	0%	6%	0%
% Two or More Races	1%	3%	3%	2%
% Hispanic or Latino	28%	26%		2%

Residents

The number of households in the transit zone increased from 3,107 on 2000 to 3,750 in 2010. According to the 2010 Census, the median income is $39,365, lower than the Denver transit region median of $61,296, 26 percent of residents are Hispanic or Latino and 23 percent are black or African American. Education levels at 27th and Welton are similar to the Denver transit region. However, the age distribution varies with more 25 to 39 year olds at 27th and Welton Station (36 percent) compared to the Denver transit region (26 percent). The transit zone has a lower median income, lower homeownership rate, and lower median value of owner-occupied housing units than the Denver transit region.

Housing

The transit zone is predominately renter-occupied multi-family residential. According to the CTOD database, there are a total of 3,750 occupied units of which 1,298 are owned (35 percent) and 2,452 are rented (65 percent). The projects in the RTD TOD Database are mostly multi-family and mixed use. Residents at 27th and Welton Station pay 37 percent of their income toward typical household housing and transportation costs, lower than the Denver transit region share of 49 percent. However, 33 percent of households pay over 30 percent of their income toward housing.

Plans and Regulations

The site visit confirmed the area of change designation in Blueprint Denver. The station is located in the heart of the Welton Street corridor, a primarily commercial street surrounded by high density residential and PUD zones. There are some vacant buildings and lots, however pedestrian-oriented, mixed-use development is underway in the area.

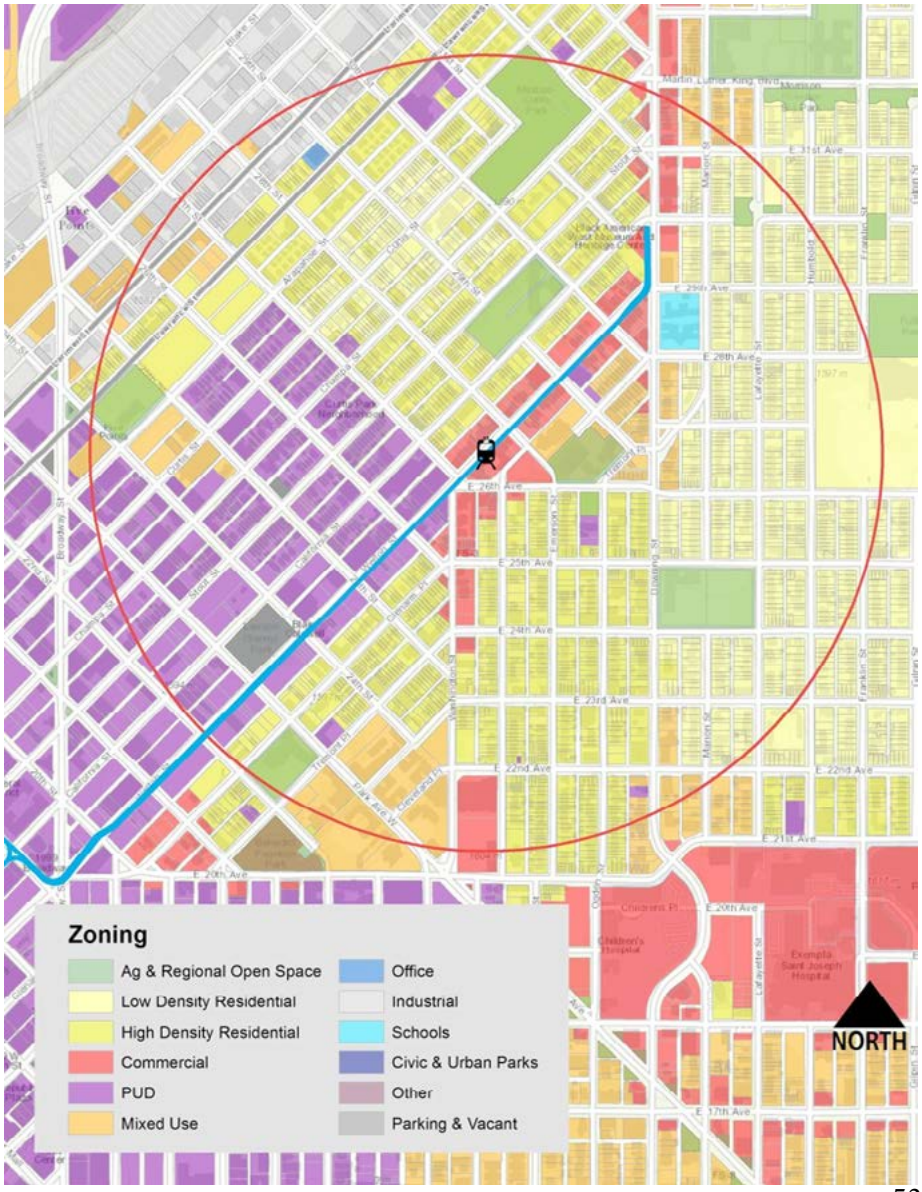
New Development

According to the RTD TOD database, there are two expected protects and one proposed TOD project at Oak Station. The proposed project is a 10-acre, 323 unit residential development on Owens Street. The expected TOD projects include a 9-acre, 208 unit residential development on Oak Street and a 7-acre office building on W. Collins Avenue with 125,000 office square footage, both of these projects are expected in 2014.

Zoning

According to the city's zoning codes, the surrounding area is zoned MCT (mixed-use core transit), MRU (mixed-use residential urban) and LIRD (light industrial, research and development). MCT zoning is intended to provide higher density mixed-use development in areas adjacent to light rail stations. MRU zoning provides for compact multifamily residential development and office and retail uses. Along W. Colfax Avenue there are MGU (mixed-use general urban) and MGS (mixed-used general suburban) zones.

Zoning around the station is favorable to TOD development given the mixed of permitted uses and densities around the station. MCT zoning around the station suggests planning for TOD



has been a priority in Lakewood at around Oak Station.

Current zoning in the transit zone, as reflected in the map on the previous page, is a mix of high and low density residential, commercial and industrial. Immediately surrounding the station is high density residential, commercial and industrial.

Employment

There are a total of 5,442 employees and 361 business establishments in the transit zone. Retail trade accounts for the largest share of businesses in the transit zone at 18 percent. Fifty-nine percent of all businesses in the transit zone fall into the top five industries in the left side of Table 3 below. The manufacturing industry employs the most people in the transit zone at 49 percent, followed by retail trade at 14 percent. Overall, 79 percent of employment in the transit zone falls in the five top industries on the right side of the table below.

Commuter

Ninety-three percent of workers residing in the transit zone are employed outside of the area. Among them, 52 percent work less than 10 miles away and 35 percent work between 10 and 24 miles away. The majority of workers go north, northeast, southeast and east to work.

Ninety-nine percent of those employed in the transit zone live outside; the vast majority live east of the transit zone, some live west and 82 percent live less than 10 miles away. Thirty-four people live and are employed in the transit zone.

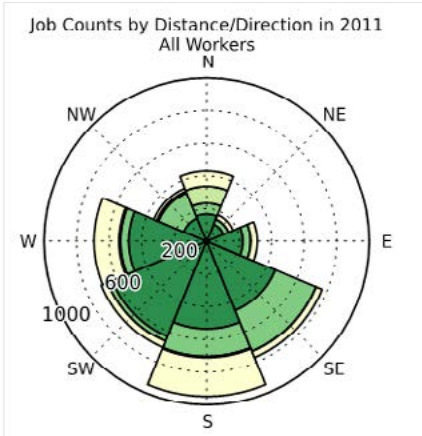
Employment Businesses and Jobs by Industry

Largest Industries by Share of Businesses & Jobs

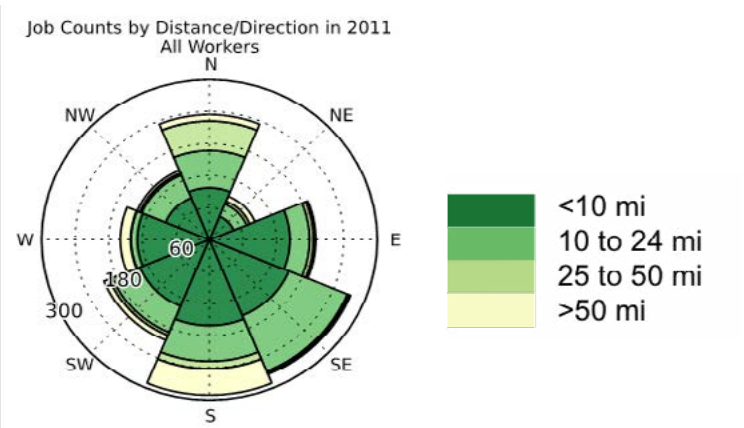
Rank	Businesses by Industry	No.	%	Jobs by Industry	No.	%
1	Professional, Scientific, and Technical Services	26	16%	Professional, Scientific, and Technical Services	148	17%
2	Construction	22	13%	Health Care and Social Assistance	117	13%
3	Retail Trade	18	11%	Construction	106	12%
4	Other Services except Public Admin	17	10%	Accommodation and Food Services	86	10%
5	Health Care and Social Assistance	13	8%	Other Services except Public Admin	81	9%
	Subtotal Businesses in Top Industries	96	58%	Subtotal Businesses in Top Industries	538	61%
	All Businesses in Transit Zone	**164**	**100%**	**All Jobs in Transit Zone**	**877**	**100%**

Commuter Distance and Direction

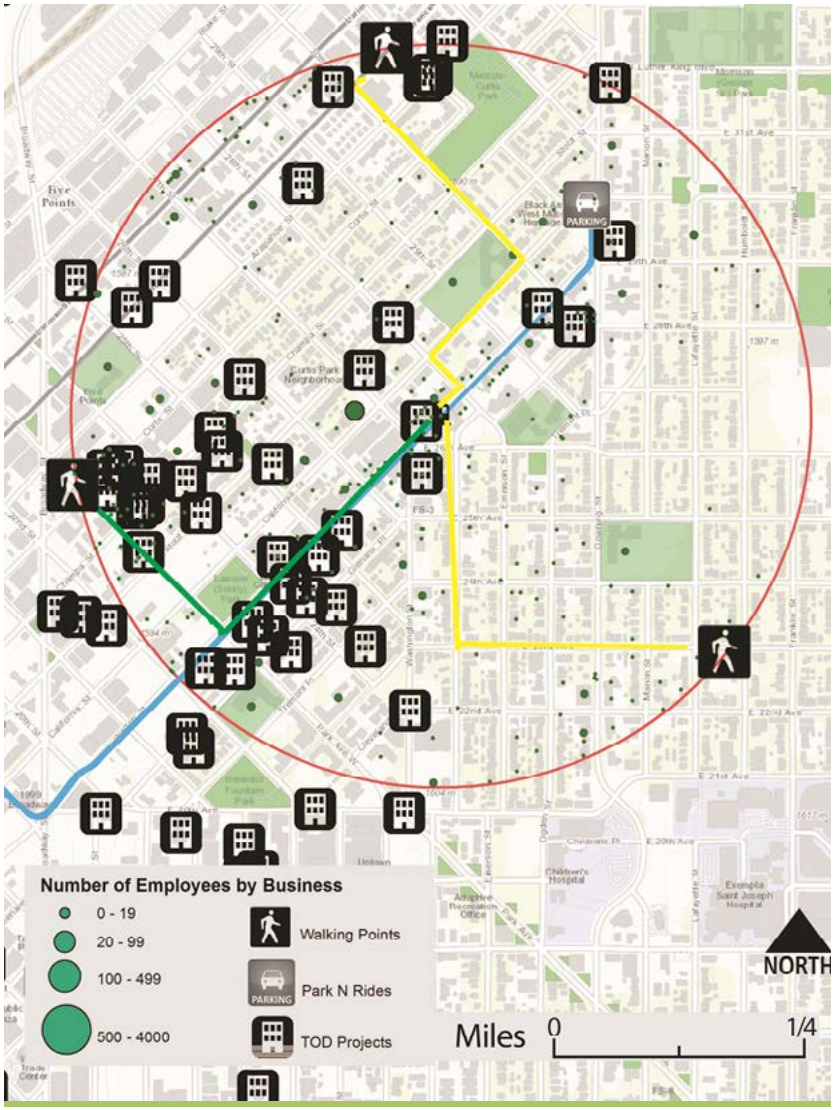
Home to Work



Work to Home



Walkability Analysis from 3 half-mile Points		
Starting Point	**Time (min.)**	**Walking Environment**
1. Park Avenue and Curtis St	11 min	Residential, Commercial
2. 31st St. and Lawrence St.	12 min	Residential, Commercial
3. 23rd Ave. and Lafayette St.	12 min	Residential neighborhood



Accessibility

Oak Station is easily accessible by bus and vehicle and somewhat accessible by foot and bicycle. Two bus routes stop at the station and it is a park-n-ride station with 200 surface level parking spots.

Route #1 This route followed grid streets with commercial and residential uses and 3-5 foot attached sidewalks when sidewalks were available. Although the route was relatively direct, it took 13.14 minutes due to dangerous pedestrian conditions, including the lack of sidewalks and very rough road on Quail Street and long street lights on W. Colfax.

Route #2. This route passed by Sunset Park, which includes bicycle and walking trails, followed by a predominately single-family residential neighborhood with less than 3-foot attached sidewalks. Sidewalks are not continuous on this route. There was low lighting along the open space area and medium lighting in the residential neighborhood, decreasing the sense of security as a pedestrian.

Route #3. This route began with commercial uses followed by a curved suburban street pattern, which resulted in the walking time of 11.53. Sidewalks along this route are not continuous and also less than 3 feet with noticeable cracks and obstructions. Lighting along this route was low.

Bike: A striped bicycle lane was found along the second walking route to Oak Street and W. 8th Place. This route passed through Sunset Park, with a bicycle pathway. The station has four bicycle racks and bicycle lockers. No bicycle infrastructure was found in the suburban neighborhoods or along W. Colfax avenue or in front of commercial establishments along W. Colfax avenue and these routes are dangerous for bicyclists.

ADA: Overall, accessibility for persons with disabilities in the transit zone is poor. None of the routes had continuous sidewalks, consistently good quality ramps and sidewalks free of cracks and obstructions. The first route had an audio device at an intersection on W. Colfax avenue but it was very short.

Community Services & Parks:
There are two large parks and two small parks within the transit zone. Sunset Park has walking and bicycling trails.

Evaluation

Affordable Housing

The transit zone received a high affordable housing score due to the fairly even spread of incomes, however more than 30 percent of households pay more than 30 percent of their income on their mortgage. Two-thirds of the transit zone is renter-occupied and housing costs are lower around the station compared to the Denver transit region; residents spend 19 percent of their income on typical household housing costs compared to 27 percent for the Denver transit zone. However,

median income is $44,835 at Oak Station, almost $20,000 lower than the Denver transit region's median income and 31 percent of households have median incomes of less than $25,000. Median home value is also lower than the Denver transit region. The population has decreased slightly since 2000 and the share of older adults has grown since 2000; there may be increased demand for affordable housing among the aging population in the transit zone.

- **Opportunity:** Maintaining affordable housing options for the relatively low income population around Oak Station should be prioritized. The mixed use and density of zoning in the transit zone is encouraging as it may help ensure affordable housing options can be developed and maintained and residents can access what they need within walking distance. Housing density is relatively low at Oak Station at 3.23 units per acre, thus significant infill development is possible and additional stock may also help maintain affordability.

Accessibility

Access to the station by vehicle is good and there is ample parking, with a utilization rate of 65 percent. Bus access is also good from the station and bus routes along W. Colfax are easily accessible. However, access to and from the station by foot and bicycle is a challenge. Basic sidewalk and bicycle infrastructure is absent or in poor condition throughout the transit zone.

Opportunity: Infrastructure improvements, such as sidewalk, crosswalk and ramp quality, along W. Colfax and surrounding streets particularly northwest of the station will vastly improve the pedestrian environment and attractiveness of the area for visitors and TOD.

Economic Development

The transit zone employs a large amount of people in comparison to the total population of the area and it received a high jobs and businesses score. The Oak Station Plan and the City of Lakewood identified research and development as an business and employment priority for the area and zoning has been tailored to allow for this. Half of all employees in the transit zone work in the manufacturing sector and the largest share of businesses is retail. Overall, zoning in the transit zone is conducive to a mix of employment options at various densities in proximity to the transit zone. The new office TOD project that has been proposed is another positive sign for local economic development.

- **Opportunity:** With relatively low median income and education levels, maintaining manufacturing and retail employment opportunities while also diversifying employment options in the transit zone will be important to ensure economic stability and growth.

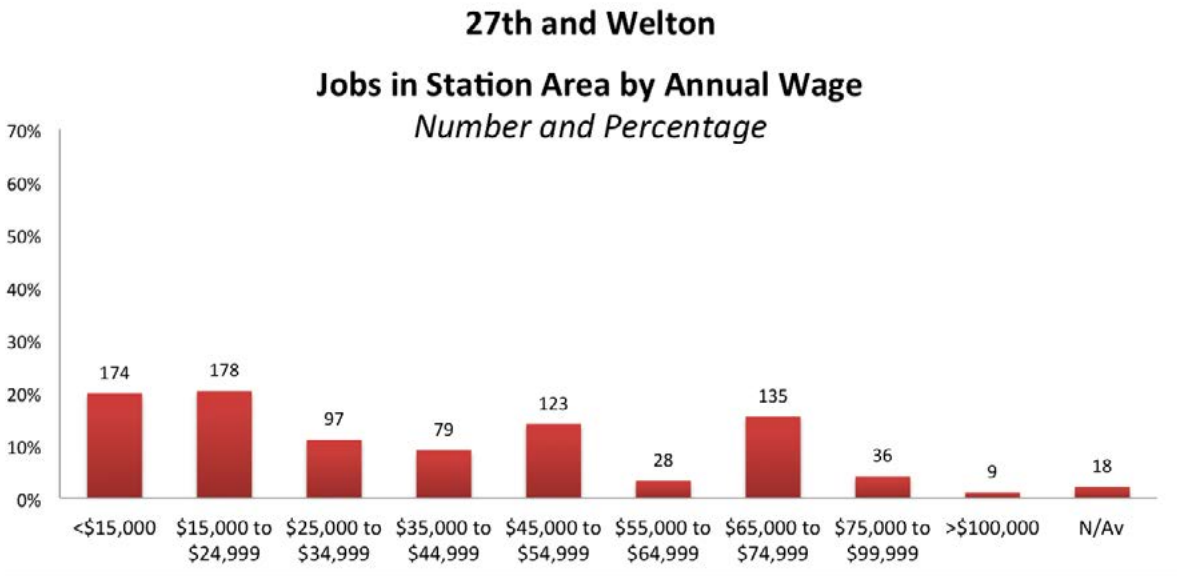
Site Development

The Oak Station Area Plan advances a vision for the transit zone as a compact, pleasant pedestrian environment and a mixed-use center emphasizing research and development and retail opportunities. While the zoning is facilitating mixed-uses and proactive and detailed station area planning is present, improvements to the pedestrian environment will be needed to achieve this goal. Opportunity: Infill development and infrastructure improvements in the transit zone will improve the attractiveness of the area for future TOD. With relatively low parking utilization rate, an opportunity exists to consolidate parking and free up space for TOD adjacent to the stationstores in the zone. Any opportunities at this site may be realized by the already existing infrastructure based on TOD elements. Further revitalization may be realized when the area includes a transitional zone between the existing TOD and other land uses.

Jobs, Housing, and Wages

27th and Welton Housing Score (out of 5 points)									
Housing Data	**% Households earning <$20K**	**% Households earning $20K-$49,999**	**% Households earning $50K-$74,999**	**% Households earning >=$75K**	**% Renter occupied**	**% w/a mortgage paying >30% of income**	**Number of subsidized units**	**Residental density score***	**Total 27th and Welton Housing Score**
Value	35.9	21.2	16.4	26.4	65%	33%	228	1	
Scoring Criteria	If households earning <$19K are at least 15%, then 0.5 pts.	If households earning $20-$49K are at least 20%, then 0.5 pts.	If households earning $50K-$74.9K are 30% +/- 5%, then 0.5 pts.	If households earning >$75K are <30%, then 0.5 pts.	If % rental housing is 40%-75%, then 1 pt.	If % of households paying >30% of income is <30%, then 0.5 pts.	If number of subsidized units > 80, then 1 pt.	If density score >=2, then 0.5 pts.	
Score	0.5	0.5	0	0.5	1	0	1	0.0	**3.5**

*Net Residential Density Scores = (0 PTS: < 7 d.u/acre); (1 PT: >= to 7 d.u./acre and <12 d.u/acre); (2 PTS: >= to 12 d.u./acre and < 20 d.u./acre); (3 PTS: >= to 20 d.u./acre and < 30 d.u./acre); (4 PTS: > = to 30 d.u./acre and < 60 d.u./acre); (5 PTS: > or = to 60 d.u./acre)

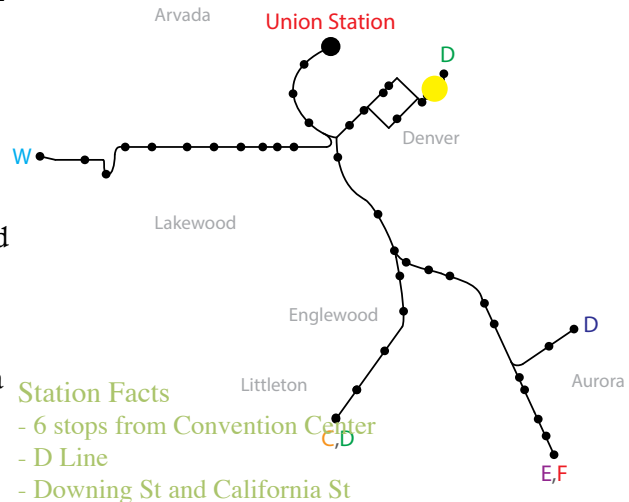


30th and Downing Station, City of Denver

Overview

The station at 30th and Downing is the last station on the D line in Denver's Northeast downtown neighborhood. The D line was one of the first lines constructed in the City of Denver in 1994. The station was placed into an already established residential neighborhood. The current zoning supports residential as well as retail, commercial, and mixed uses. The transit zone is also supported by several planning efforts including the Central Corridor Extension. The station is easily accessible by bus, vehicle, foot, and bicycle. The station blends in well with the urban neighborhood with a minimal surface parking.

System Map



Station Facts
- 6 stops from Convention Center
- D Line
- Downing St and California St
- Opened in 1994
- 2,873Daily Riders.

DEMOGRAHICS
Pop.: 7,370
Med. Income: $38,823
% HHS earning <$25K (2009): 34.6%
% White alone (2010): 32%

TRAVEL
Jobs: 1,752 (2002), 1,053 (2009)
Commute by Public Transit (2009): 10.5%
Avg. Vehicles/Household (2009): 1.23
Quality of Walk: 3/7 pts
Bicycle Infrastructure: 2/3 pts
Avg. Daily Riders (Jan. 2014): 2,873
Station Ridership Rank (2014): 16 of 45

PLACE CHARACTERISTICS
Major Destinations: Schools
Avg. Block Size (2010): 3.89 acres
Housing Units (2010): 3,004
Net Residential Density: (2010): 5.98 du/acre
Job Density (ESRI & Info Group 2012): 5.8 jobs/acre
Business Density (2012): < 1 business /acre

Station Evaluation

Site Development
Affordable Housing
Accessibility
Jobs & Economic Development

Demographics

Transit Zone Demographics	Census 2000	Census 2010	ACS 2005-2009	% Change
Total households	2,673	3,004	2,317	11%
Median HH Income	$25,529	n/a	$38,823	34%
% <$25,000	n/a	n/a	35%	n/a
%>$75,000	n/a	n/a	23%	n/a
% <18 y.o.	40%	37%	32%	-3%
% >59 y.o	7%	7%	7%	0%
% Bachelor's or higher	n/a	25%	25%	n/a
% White Alone	33%	32%	57%	-7%
% Black or African American alone	30%	23%	28%	0%
% American Indian and Alaska Native alone	1%	1%	1%	-1%
% Asian alone	1%	1%	2%	0%
% Native Hawaiian and Other Pacific Islander alone	0%	0%	0%	0%
% Some Other Race alone	30%	0%	10%	n/a
% Two or More Races	1%	3%	2%	1%
% Hispanic or Latino	n/a	41%	n/a	7%

Residents

The number of households in the transit zone increased 11% from 2000 to 2010, from 2,673 to 3,004. According to the 2010 Census, 41 percent of residents are of Hispanic or Latino ethnicity. When compared to the City and County of Denver as a whole, other comparisons suggest the area around the 30th and Downing Station is dissimilar to the city with lower educational attainment, lower median income, lower home ownership rate, and lower median value of owner-occupied housing units.

Housing

A majority of transit zone is renter-occupied multi-family and single family residential. According to the CTOD database, there are a total of 3,004 occupied units of which 1,171 are owner occupied (38 percent) and 1,833 are rented (61 percent). Additionally, the projects in the RTD TOD Database are mostly multi-family and mixed use projects including affordable housing.

Plans and Regulations

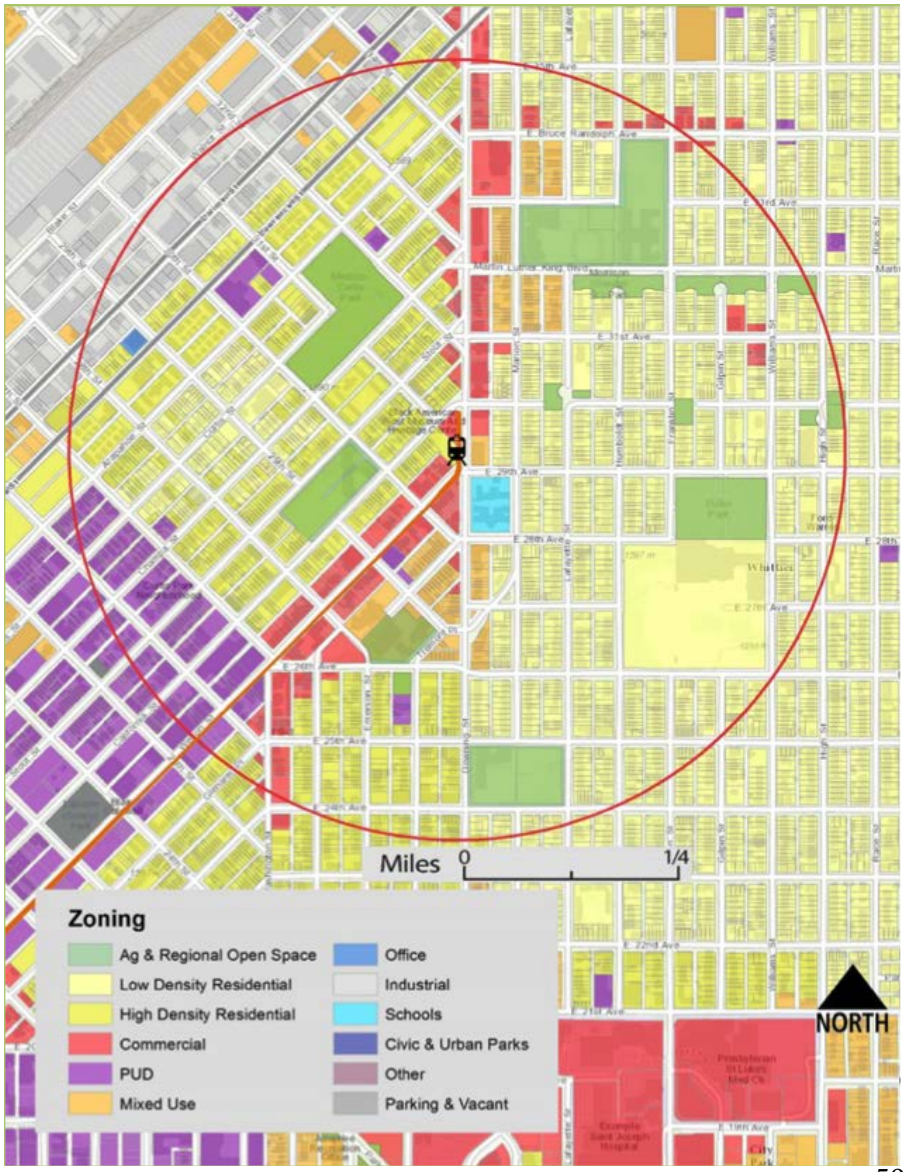
Several plans by the City of Denver address the surrounding development, housing, access, and design of this station, including The Comprehensive Plan 2000, Blueprint Denver 2002, Greenprint Denver 2006, the Transit-Oriented Development Strategic Plans in 2006 and 2013, and Denver Moves 2011.

The Northeast Downtown Neighborhoods Plan is one of the most important plans that analyzes the possibility of creating a connection between northeast downtown and the south side of the city through the center and the west side of the city. One of the largest neighborhoods looked at in the plan is Five Points. The plan was created by Denver County in 2011. There are many goals that relate to this plan, such as forming relationships among neighborhoods, enhancing the mobility of the city's citizens, developing the economic base, and improving the livability and public realm.

30th and Downing is located in one of the most important lines mentioned in plan, which is the Welton Line. The plan succeeds to achieve the goal of integrating neighborhoods to gather as one community. The plan mentions that there is the possibility to expand the line in the future for increasing demand and transportation affordability. This extension is the RTD Fastraks Central Rail extension. It will connect the D line that currently ends at 30th and Downing to the new East Commuter Line at 38th and Blake.

New Development

The transit zone includes thirteen developments that have been categorized as transit oriented developments by RTD since the D line was completed. The transit zone includes 6 affordable housing developments. Some of the developments include the Fourth Quarter Apartments, Lofts at Downing Street Station, Villages at Curtis Park I and II, and the Urbans @ Stout.



Zoning

In Blueprint Denver, the site is an area of change as well as an enhanced regional transit corridor. The zoning primarily falls under five categories: commercial, mixed-use, high and low density residential, and PUD's. Most of the land in the Transit Zone is residential with a commercial core surrounding Welton and Downing Streets.

Employment

There are a total of 2,917 employees in the transit zone working at 439 business establishments. The industry with the most businesses is Other Services at (17 percent), however, Educational services employs the most workers (18 percent). This is consistent with what was observed by the number of schools in the transit zone.

Commuter

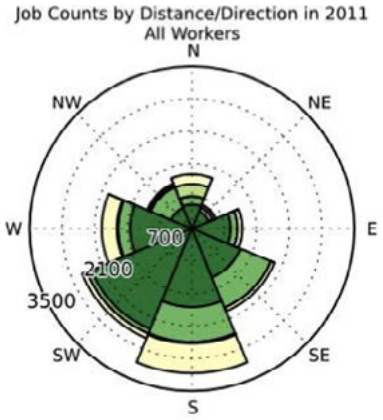
Using the OnTheMap tool from Longitudinal Employer-Household Dynamics (LEHD), 99.5 percent of residents living in the transit zone are employed outside the transit zone, with approximately 55 percent of total primary jobs located within ten miles of the transit zone to the south and southwest. Nearly all workers, 98 percent employed in the transit zone live outside the transit zone. Approximately 56 percent of commuters jobs are within 10 miles. The average commute time from the transit zone is 22 minutes.

Employment Businesses and Jobs by Industry

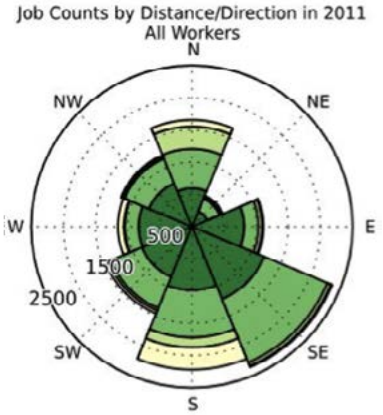
Largest Industries by Share of Businesses & Jobs						
Rank	Businesses by Industry	No.	%	Jobs by Industry	No.	%
1	Other Services	74	17	Educational Services	512	18
2	Professional, Scientific, and Technical Services	49	11	Health Care and Social Assistance	392	13
3	Retail Trade	39	9	Other Services	327	11
4	Construction	37	8	Professional, Scientific, and Technical Services	279	10
5	Health Care and Social Assistance	37	8	Retail Trade	275	9
	Businesses in top industries	236	53	Jobs in top industries	1,785	61
	All businesses in Transit Zone	**439**	**100**	**All jobs in the transit zone**	**2,917**	**100**

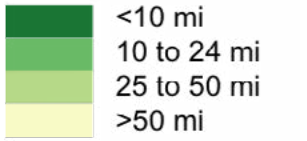
Commuter Distance and Direction

Home to Work

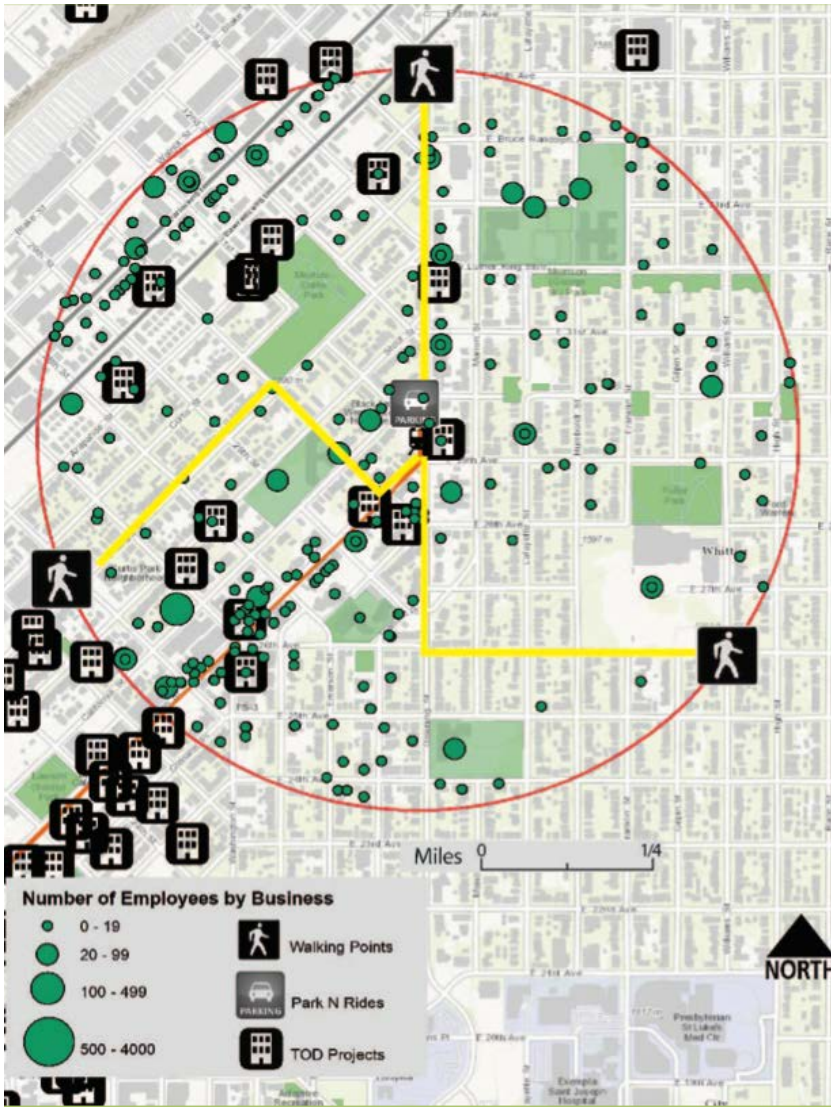


Work to Home





Walkability Analysis from 3 half-mile Points		
Starting Point	**Time (min.)**	**Walking Environment**
1. 35th Street and Downing Street	10 min	Urban arterial with mixed uses
2. Williams Street and 26th Street	15 min	Low Density Residential
3. 26th Street and Champa Street	15 min	Low Density Residential



Accessibility

Overall, the pedestrian paths to the station were okay. Basic infrastructure was present but much of it was damaged or missing ADA amenities. The paths evaluated were predominantly along residential streets with some corner stores and similar businesses. Direct access to the station is possible by several bus routes including the 12, 28, 28B, 38, and the 43. The transit zone included some bike infrastructure.

Route #1. From the station we headed north along Downing Street straight for a half mile. The route was short and direct and had some unsafe intersections without traffic aides. The route had more commercial uses than the other two routes observed. The sidewalks were in poor condition and lacking some curb ramps. The route included some abandoned buildings and alleys with overflowing debris and poor lighting.

Route #2. From the station we headed south down Downing Street and then headed east on 26th Avenue to the corner of Williams and E 26th Avenue. The route was primarily through a low density residential area and ended near Manual High School. The sidewalks along the route varied from poor near the station to great closer to the end of the route. Curb ramps were not always available or within the requirements for safe use.

Route #3. The final route was also primarily though low-density residential with the occasional business or corner stores. This is where some of Denver's Victorian housing stock is located. The route started at the station and then headed northeast and then south down Champa Street. Sidewalks were old and in need of repair in most places and almost no curb ramps were present. Some intersections the curbs exceeded 8 inches in height.

Bike: Bike lanes were present in the transit zone on Stout and Champa .The station has 9 bicycle racks and 8 bike lockers.

ADA: The transit zone did not fare well on ADA measures. All three routes had missing traffic calming devices and crossing aides. Most curbs either lacked ramps or they were inadequate. Sidewalks were old and needed many repairs to make safe for persons with a mobility disability.

Community Services & Parks: The transit zone included several services and amenities. It included public schools, child development centers, youth centers, museums, health care clinics, a neighborhood Veteran Center, and parks. Parks and open space along the walking route that were observed was limited to Curtis Park. There were several parks within the transit zone that include Curtis Park, Dr. Daniel Hale Williams Park, Frederick Douglas Park, Fuller Park/Dog Park, and George Morrison Sr. Park.

Evaluation

Affordable Housing

Sixty-two percent of housing units in the transit zone are rented, which is significantly higher than the transit region at 34%. According to 2009 data from CTOD, housing and transportation costs as a percentage of income for the transit zone totals almost 44%. This is slightly lower than the Denver Region. Typical household housing costs in the transit zone are 24% plus transportation costs at 19%. The Denver Transit Region is approximately 27% for housing and 22% for transportation, for a total of 49% of the typical household income. The transit zone includes six affordable housing units. Three of the sites are senior and assisted living and the other three are multi-family affordable units. The Villages at Curtis Park offers 93 of its 155 units at 60% of AMI.

- **Opportunities:** The neighborhood around 30th and Downing has many vacant and underutilized parcels that would be prime infill development locations near the station for increased affordable housing.

Accessibility

Overall, the 30th and Downing station and transit zone has average accessibility by all modes of transportation. There are sidewalks, bike lanes, bus stops, and surface and on street parking. Some pedestrian infrastructure in the transit zone is old and in need of repairs. ADA amenities have not been updated at many intersections making parts of the transit zone possibly inaccessible for someone with a disability.

- **Opportunities:** An opportunityexists to better utilize large areas of impervious concrete to not only improve the economic health of the neighborhood but also the environmental health. Improving the pedestrian experience on Federal Blvd is another opportunity. Except for those transit users on the west side of Federal Boulevard who are using the Lakewood Gulch trail underpass, it is very difficult for pedestrians and bicyclists to cross this six-lane arterial.

Economic Development

The average household size for the transit zone is 2.89, and approximately 72% of the households have an annual income less than $50,000. According to the MIT Living Wage Calculator, the living wage in Denver for one adult and two children is $25.65 per hour, which is an annual income of $53,354 before taxes.

- **Gap/Opportunity:** For this station to be a successful TOD for current residents, it is important to recruit employment that provides living wages and work force development accessible to the residents.

Site Development

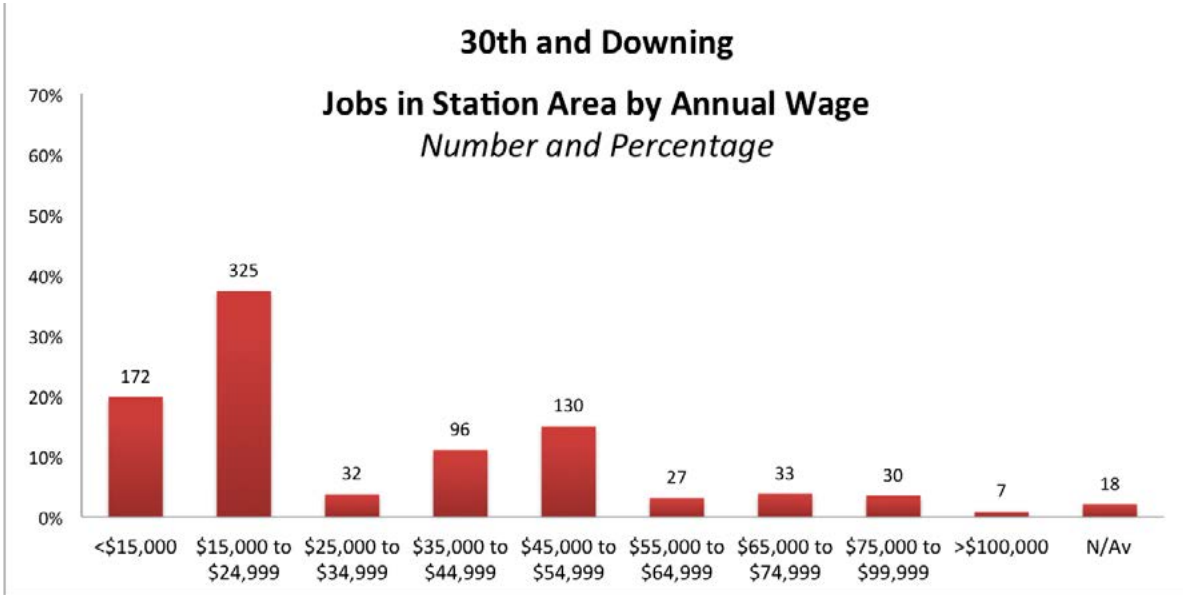
The Northeast Downtown Neighborhood plan describes a vision for the area that includes increasing building heights, improving design elements, establishing URA's, and improving outdoor active uses. The transit area has seen many housing developments that fit with the vision.

- **Opportunities:** Continued focus on infill developments for affordable, mixed-income, and subsidized housing is important as the station and surrounding neighborhoods are ideally situated to feel the next wave of gentrification.

Jobs, Housing, and Wages

30th and Downing Housing Score (out of 5 points)									
Housing Data	**% Households earning <$20K**	**% Households earning $20K-$49,999**	**% Households earning $50K-$74,999**	**% Households earning >=$75K**	**% Renter occupied**	**% w/a mortgage paying >30% of income**	**Number of subsidized units**	**Residental density score***	**Total 30th and Downing Housing Score**
Value	34.6%	26.5%	16.4%	22.5%	61%	39%	67	0	
Scoring Criteria	If households earning <$19K are at least 15%, then 0.5 pts.	If households earning $20-$49K are at least 20%, then 0.5 pts.	If households earning $50K-$74.9K are 30% +/- 5%, then 0.5 pts.	If households earning >$75K are <30%, then 0.5 pts.	If % rental housing is 40%-75%, then 1 pt.	If % of households paying >30% of income is <30%, then 0.5 pts.	If number of subsidized units > 80, then 1 pt.	If density score >=2, then 0.5 pts.	
Score	0.5	0.5	0	0.5	1	0	0	0.0	**2.5**

*Net Residential Density Scores = (0 PTS: < 7 d.u/acre); (1 PT: >= to 7 d.u./acre and <12 d.u/acre); (2 PTS: >= to 12 d.u./acre and < 20 d.u./acre); (3 PTS: >= to 20 d.u./acre and < 30 d.u./acre); (4 PTS: > = to 30 d.u./acre and < 60 d.u./acre); (5 PTS: > or = to 60 d.u./acre)



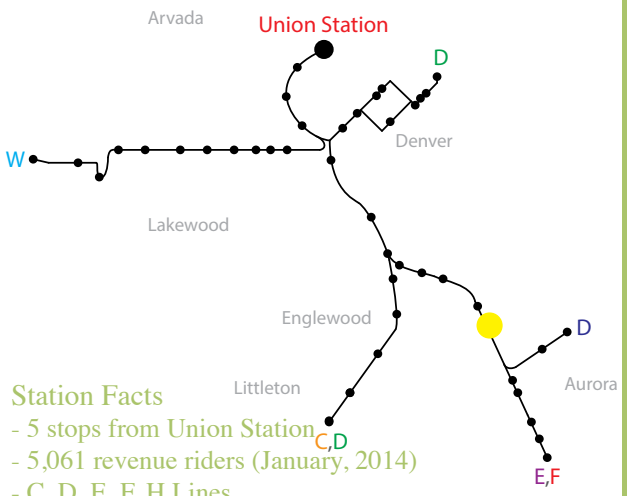
Alameda Station, City of Denver

Overview

The Alameda Station, located in the City and County of Denver, is characterized as a Suburban Town Neighborhood. The station's transit zone is largely zoned for commercial with small residential parcels located along the east rim of the transit zone.

The Alameda station is a total of five light rail stops from Union Station and serves five light rail lines. The station is served by 4 bus gates located with the station area. There is also bike access at this station but current construction is an obstruction to both walkers and bikers. The available parking close to the station is, on average, used up to 83% of its capacity.

System Map



Station Facts
- 5 stops from Union Station
- 5,061 revenue riders (January, 2014)
- C, D, E, F, H Lines
- Opened 2001
- Alameda and 1-25

DEMOGRAHICS
Pop.: 1,890 (2000), 2,171 (2010)
Med. Income: $35,654 (2000), $47,690 (2010)
% HHS earning <$25K: 31.46%
% White alone: 62% (2010)

TRAVEL
Jobs: 7,135 (2002), 6,977 (2009)
Commute by Public Transit (2009): 8.4%
Avg. Vehicles/Household (2009): 1.35
Quality of Walk: 4/7 pts
Bicycle Infr.: 2/3 pts
Avg. Daily Riders (Jan. 2014): 5,061
Station Ridership Rank: 11 of 45

PLACE CHARACTERISTICS
Major Destinations: Denver Area Design District
Avg. Block Size (2010): 6.31 acres
Housing Units (2010): 1,578
Net Residential Density: (2010): 7.66 du/acre
Job Density (Esri & Info Group 2012): 8.48/acre
Business Density (2012): 2.4/acre

Station Evaluation

Accessibility — Site Development — Jobs & Economic Development — Affordable Housing

Demographics

Transit Zone Demographics	Census 2000	Census 2010	ACS 2005-2009	% Change
Total households	1,127	1,062	1,346	0%
Median HH Income	35,654	$47,690	$47,690	25%
% <$25,000	27%	n/a	32%	n/a
%>$75,000	18%	n/a	29%	n/a
% <18 y.o.	n/a	25%	n/a	n/a
% >59 y.o	n/a	60%	n/a	n/a
% Bachelor's or higher	32%	n/a	25%	n/a
% White Alone	76%	76%	77%	0%
% Black or African American alone	3%	3%	3%	0%
% American Indian and Alaska Native alone	0.8%	0%	3.2%	0%
% Asian alone	0.9%	0%	2.5%	0%
% Native Hawaiian and Other Pacific Islander alone	0%	0%	0%	0%
% Some Other Race alone	0%	0%	6%	n/a
% Two or More Races	2%	0%	8%	1%
% Hispanic or Latino	n/a	18%	n/a	n/a

Residents

Residents in the area have a household income of 47,690. The median income has increased by by twenty-five percent from 2000 to 2010. This may be a result of additional housing units being added to the area. The population of the transit zone has increased by almost three hundred and fifty individuals between 2000 and 2010. Individuals moving to the area, generally have a higher income and are between the ages of 20 and 40. Only eight percent of the population within the transit zone take public transportation.

Housing

There are 1,881 total population in households. With 867 households without a mortgage and 731 with a mortgage. Forty six percent of the population is in owned homes and fifty four is in rental properties. Most of the households are located along the eastern rim of the transit zone and are classified as single family homes .

Plans and Regulations

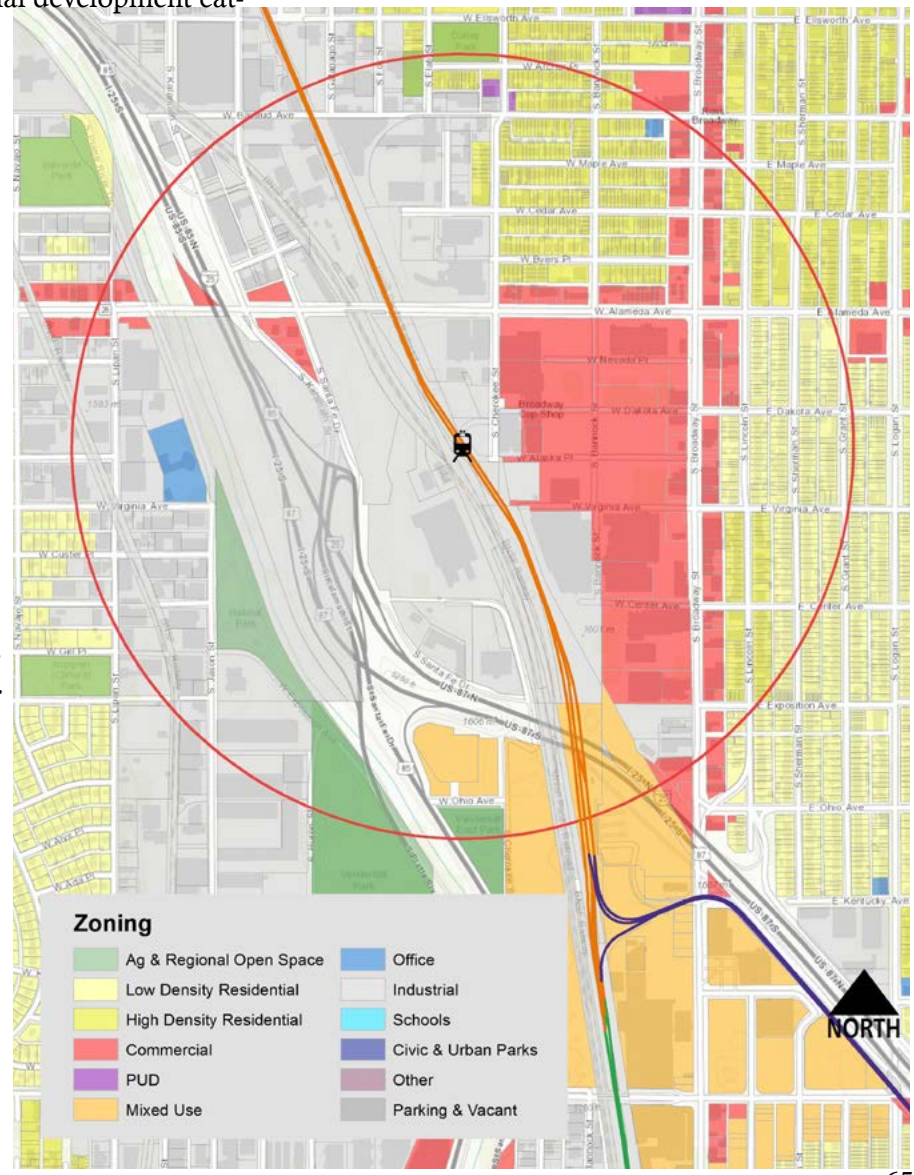
Blueprint Denver, the city and county's land use and transportation comprehensive plan, Alameda transit zone is identified in the plan as an potential TOD catalyst. The City and County of Denver, Community Planning and Development Department: Alameda Station Area Plan, which was modified in 2008 and again in 2009 designates the area as a highly developable site for a number of TOD projects. Denver Area Design District General Development Plan (2008) was prepared as a development plan for 80 acres located adjacent to the Alameda Station. The area, previously dominated by industrial and commercial uses, is targeted as a location for development of a "high quality transit-oriented development." Its goals are to transform the area from a auto-oriented site into a TOD the improves pedestrian, bikes, and buses access and connection.

New Development

There exists one major TOD that was built within the last few years as a potential development catalyst. It is targeted towards that of the animal owning, single working individual. Located at the intersection of Alameda and Elati, the TOD has direct access to the light rail stations and bus stops. It is one of the few multi-story complexes in the Alameda Transit Zone. Other development has been within the district know as the Alameda Area Art District. This has been mainly for business development. There are several TODs under construction directly adjacent to the station. Other TOD projects are south of the station located outside of the transit zone.

Zoning

The station is located in a area zoned as industrial. A few parcels located within the transit area zone have been rezoned to encourage new types of TODs. New zoning is consistent with Denver's form and context based code and is likely to produce denser development. Zoning around the station was implemented to increase the use of alternate forms of transportation, "enhancing neighborhood livability." The area adjacent to the station is mainly zoned commercial, retail, office and manufacturing (which is consistent with the generally zoning adjacent to I-25. Close to the



outer eastern edge of the transit zone buffer is predominantly residential.

Employment

Forty-four percent of the workers within the transit zone make between 12,541 to 3,333 per month. While 20% is making under 1,250 a month. A large percentage of workers are between the 30 and 54. The majority of the jobs located in the transit zone are in the public administration and educational services. Most of the 568 business are located along Broadway Ave. and are in retail trade. Health Care and Social Assistance industry is a top industry for both employees and businesses.

Commuter

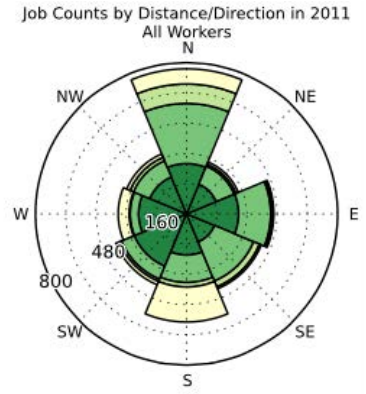
Using the OnTheMap tool from Longitudinal Employer-Household Dynamics (LEHD), there are more individuals commuting to the transit zone for work than those who are leaving the transit zone for work. A number of workers are traveling fifty miles or more. With both "home to work" and "work to home" most individuals are traveling along north and south corridors with less traveling along the east and west corridors. Most workers are traveling from the northern metro area

Employment Businesses and Jobs by Industry

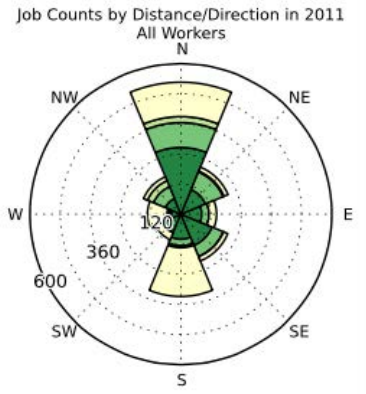
Largest Industries by Share of Businesses & Jobs						
Rank	Businesses by Industry	No.	%	Jobs by Industry	No.	%
1	Professional, Scientific, and Technical Services	105	18%	Public Administration	1,378	23%
2	Retail Trade	57	10%	Educational Services	894	15%
3	Finance and Insurance	44	7%	Health Care and Social Assistance	654	11%
4	Other Services (except Public Administration)	43	7%	Professional, Scientific, and Technical Services	527	9%
5	Health Care and Social Assistance	38	7%	Accommodation and Food Services	360	6%
	Subtotal Businesses in top industries	287	51%	Jobs in Top Industries	3,813	64%
	All business in Transit Zone	**568**	**100%**	**All jobs in transit zone**	**5,924**	**100%**

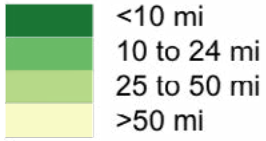
Commuter Distance and Direction

Home to Work

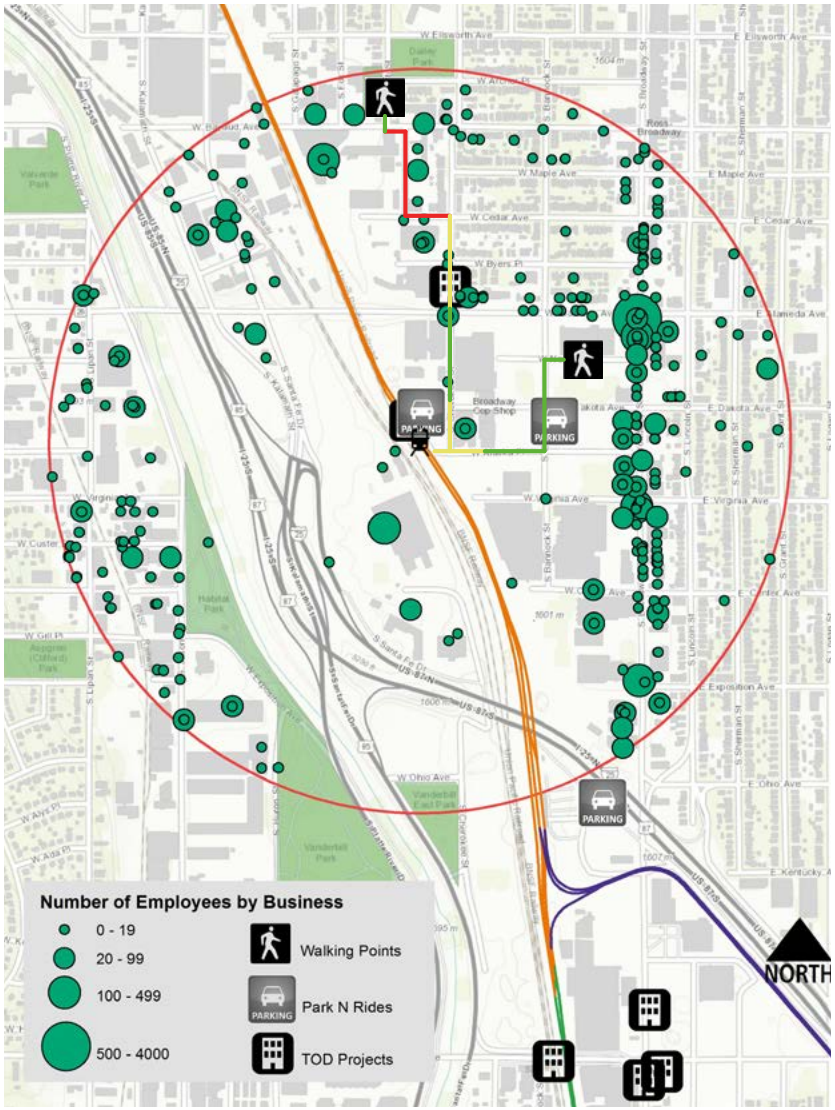


Work to Home





Walkability Analysis from 3 half-mile Points		
Starting Point	**Time (min.)**	**Walking Environment**
1. Albertsons Grocery	7 min	Consistent sidewalk with connectivity and safety
2. Recreation Center	15 min	Low connectivity and poor infrastructure



Accessibility

Accessibility during the site visit was greatly affected by the construction taking place within the transit zone. Barriers and closed access points in the station impacted the evaluation and lowered the quality of access. Sidewalks were disconnected and numerous obstructions affected the station areas visibility and potential safety at night. Only three walking points were chosen as a result of no accessibility within the transit zone to the western half of the zone. The station is currently being served by buses from Federal and Centerpoint, as well as Ward and 64th Ave. via W 50th avenue.

Route #1. Walking point one was located in the Denver Design District/Shopping Center, and ended at Albertson's Grocery Store. The route included passage through a number of parking lots along well maintained sidewalks with significant buffers from traffic. While the site visit was conducted during the day there were a number of sources for lighting. The route seemed safe, except of the numerous crossings and possible encounters with traffic.

Route #2. The second walking point was at La Familia Recreation Center located north of the Alameda station surrounded by residential neighborhoods and located next to a neighborhood park. The condition of the sidewalks was poor and in some areas did not have sidewalks at all. Between the station and the recreation center there existed an area that was largely older industrial buildings. This area had no lighting and crosswalk assistants.

Bike: There was little to no bike infrastructure along streets providing access to the station. Individuals riding to the station were seen traveling on streets with no dedicated bike lane.

ADA: Standard ADA requirements were available with less connectivity to the station as sidewalks and intersections were impacted by construction materials and vehicles. Moving along northern corridors in the transit zone was not ADA compliant. During the site visit we encountered a gentleman who preferred to use his wheel chair on the street than the sidewalk because of the quality of the sidewalk. At some points the there was no sidewalk present.

Community Services & Parks: La Familia Recreation Center and Denver Design District are major community attractions. The Alameda Transit Zone contains one park north of the station, Dailey Park. Vanderbilt Park is within the transit zone but no feasible connection is between the park and the station. The station provides some connection to Washington Park when the transit zone is extended to a one-mile radius

Evaluation

Affordable Housing

The percentage of homeowners and renters in the transit zone are almost half and half. The number of rentals is excepted to increase with further TOD developments. Most of the homeowners are located on the outer edges of the transit zone. In generally, housing in the transit zone is affordable but a number of factors, such as an increase in rent, could easily affect the thirty-three percent of individuals making less than S25,000.

- **Gap/Opportuntiy:** Currently, there is a risk that affordable housing may become increasely limited. The transit zone is experiencing an high level of construction activity. It is at this time that affordable housing should be promoted within new housing development.

Accessibility

Getting to the parking area at the Southmoor staAccessibility at this time to the station area is greatly impacted by construction. ADA could be improved along the north corridors, past the current TOD located on Alameda Ave. Homes located on the eastern side of the transit zone are disconnected by the Broadway and busy intersections. The current infrastructure does not facilitate transportation by bike. Lack of visual accessibility may also be affecting physical accessibility and ridership numbers. There is wayfinding in the transit zone but mostly along Alameda.

Economic Development

The development of the Denver Art District along Broadway has created a number of businesses along avenues corridor but are generally in the lower paying retail services. Large retails stores, such as, Home Depot and Ace provide a number of the jobs in the transit zone. Currently, development in the transit zone is focused on residential developments. Promotion of additional professional jobs in locate in this area may increase with additional units. This area is predicted to increase in value.

Site Development

Evaluation of the station is difficult based on the current construction at the station causing obstructions and breaks in connectivity to the surrounding neighborhoods. The Alameda Station location, taking into consideration that construction will eventually end, can be connected to many services close to Broadway where a clustering of businesses is located. Buses gates for routes along the Alameda corridor and the north-south corridor of Broadway increases connections along I-25, Downtown Denver, and Lakewood.

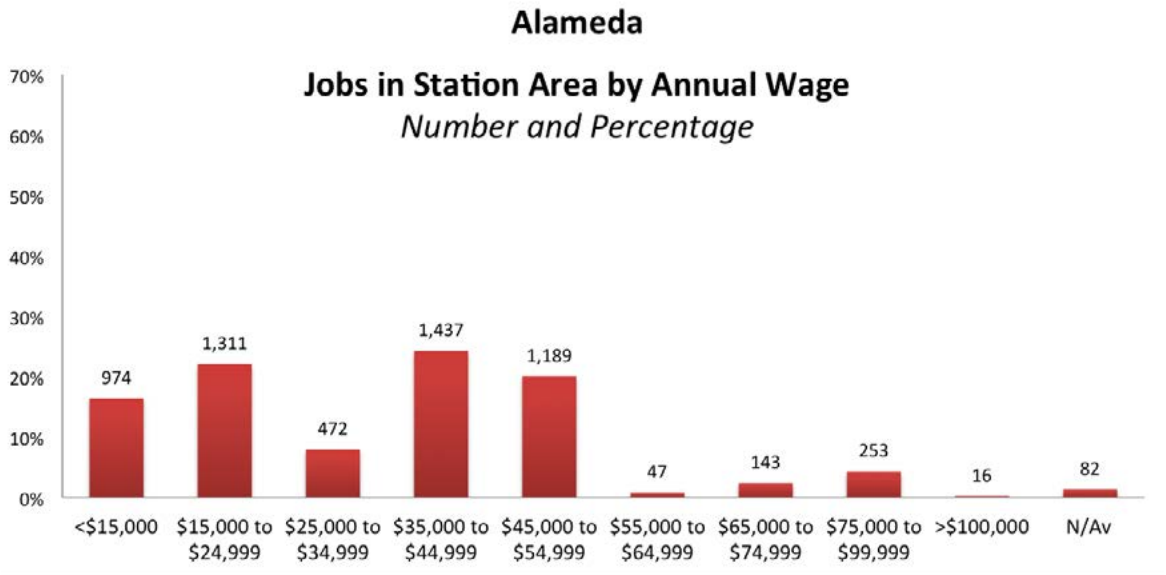
- **Opportunity:** Based on the stations central location, there exists an opportunity for the transit zone to increase the diversity of amenities within the area to provide needed services to individuals living within the zone.

Jobs, Housing, and Wages

The following table presents the eight criteria used to score station areas on affordable housing. Each criterion is worth .5 to 1 point for a total possible score of 5. The criterion measure affordability for existing residents, e.g. through housing expenditure burden and income, as well as opportunity for others to live in the area, e.g. through availability of rental housing and subsidized units, as well as density.

Alameda Housing Score (out of 5 points)									
Housing Data	**% Households earning <$20K**	**% Households earning $20K-$49,999**	**% Households earning $50K-$74,999**	**% Households earning >=$75K**	**% Renter occupied**	**% w/a mortgage paying >30% of income**	**Number of subsidized units**	**Residental density score***	**Total Alameda Housing Score**
Value	31.5	22.3	17.7	28.5	57%	25%	100	1	
Scoring Criteria	If households earning <$19K are at least 15%, then 0.5 pts.	If households earning $20-$49K are at least 20%, then 0.5 pts.	If households earning $50K-$74.9K are 30% +/- 5%, then 0.5 pts.	If households earning >$75K are <30%, then 0.5 pts.	If % rental housing is 40%-75%, then 1 pt.	If % of households paying >30% of income is <30%, then 0.5 pts.	If number of subsidized units > 80, then 1 pt.	If density score >=2, then 0.5 pts.	
Score	0.5	0.5	0	0.5	1	0.5	1	0.0	**4**

*Net Residential Density Scores = (0 PTS: < 7 d.u/acre); (1 PT: >= to 7 d.u./acre and <12 d.u/acre); (2 PTS: >= to 12 d.u./acre and < 20 d.u./acre); (3 PTS: >= to 20 d.u./acre and < 30 d.u./acre); (4 PTS: > = to 30 d.u./acre and < 60 d.u./acre); (5 PTS: > or = to 60 d.u./acre)

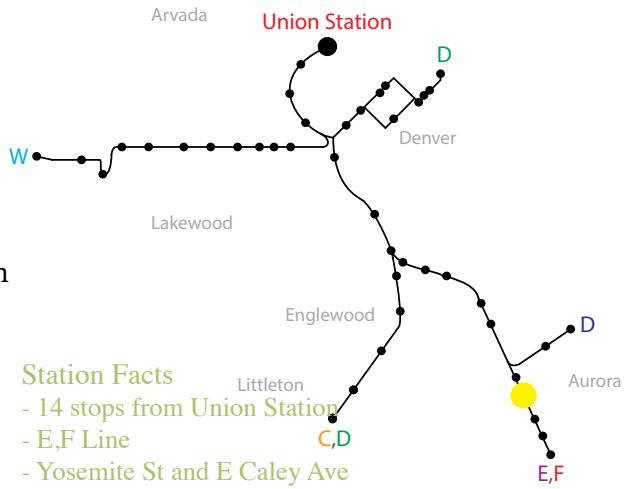


Arapahoe at Village Center, City of Denver

Overview

The Arapahoe at Village Center Station is an urban employment TOD center just outside Denver. It serves the Southeast E and F lines. The stations in this area along the southeast corridor including Belleview and Orchard. Stations along the southeast corriodr provide connectivity to and from the dense employment center around the DTC and Centennial. From this station, Denver Union station is, 25 minutes and 28 miles north. The station ranked 18th overall in terms of ridership at 3,389 total revenue riders a day , as of January 2014. Overall, the station has abundant employment opportunities for professional and technical careers, as well as services and hospitality jobs.

System Map



Station Facts
- 14 stops from Union Station
- E,F Line
- Yosemite St and E Caley Ave
- Opened in 2006
- 3,389 Daily Riders.

DEMOGRAHICS
Pop.: 1,275 (2000), 1,384(2010)
Med. Income: $63,619 (2000), $59,144 (2010)
% HHS earning <$25K (2009): 25%
% White alone (2010): 79%

TRAVEL
Jobs: 1,249 (2002), 1,196 (2009)
Commute by Public Transit (2009): 4.93%
Avg. Vehicles/Household (2009): 1.17
Quality of Walk: 4/7 pts
Bicycle Infrastructure: 1/3 pts
Avg. Daily Riders (Jan. 2014): 3,389
Station Ridership Rank (2014): 18 of 45

PLACE CHARACTERISTICS
Major Destinations: Fiddler's Green Amphitheatre
Avg. Block Size (2010): 6.15 acres
Housing Units (2010): 809
Net Residential Density: (2010): 4.37 du/acre
Job Density (ESRI & Info Group 2012): 21 jobs/acre
Business Density (2012): 1.1 businesses/acre

Station Evaluation

Site Development
Affordable Housing
Accessibility
Jobs & Economic Development

Demographics

Transit Zone Demographics	Census 2000	Census 2010	ACS 2005-2009	% Change
Total households	1,430	1,646	1,647	15%
Median HH Income	$63,619	$59,144	$59,144	-8%
% <$25,000	12%	25%	25%	108%
%>$75,000	37%	38%	38%	3%
% <18 y.o.	n/a	15%	n/a	n/a
% >59 y.o	n/a	21%	n/a	n/a
% Bachelor's or higher	41%	32%	n/a	-28%
% White Alone	n/a	79%	86%	n/a
% Black or African American alone	n/a	2%	1%	n/a
% American Indian and Alaska Native alone	n/a	0%	2%	n/a
% Asian alone	n/a	9%	8%	n/a
% Native Hawaiian and Other Pacific Islander alone	n/a	0%	0%	n/a
% Some Other Race alone	n/a	0%	1%	n/a
% Two or More Races	n/a	2%	1%	n/a
% Hispanic or Latino	n/a	8%	4%	n/a

Residents

The median age in the transit zone is 41. According to the 2010 Census, 79 percent of residents are white with the next largest race being Asian at 9 percent. All other comparisons suggest the area around the Arapahoe Village Center Station is dissimilar to the city as whole with higher educational attainment and higher median income. The median household income dropped 8% from 2000 to 2010. This could be due to the economy or the opening of the Southeast line after 2000 allowing lower income residents to move to the area without a POV. The zone also has a higher percentage of households that earn less than $25,000 a year than the region.

Housing

The number of households in the transit zone increased 8% from 2000 to 2010, from 674 to 728. The transit zone has a majority of renter-occupied single and multi-family residential. According to the CTOD database the transit zone household density is only 4.37 households per residential acre. There are a total of 728 occupied units of which 77 are owned out right (11 percent) and 425 are renter occupied (58 percent). The median household value is $360,000. With 25 percent of households in the transit zone earning less than $25,000 a year the need for affordable housing is evident.

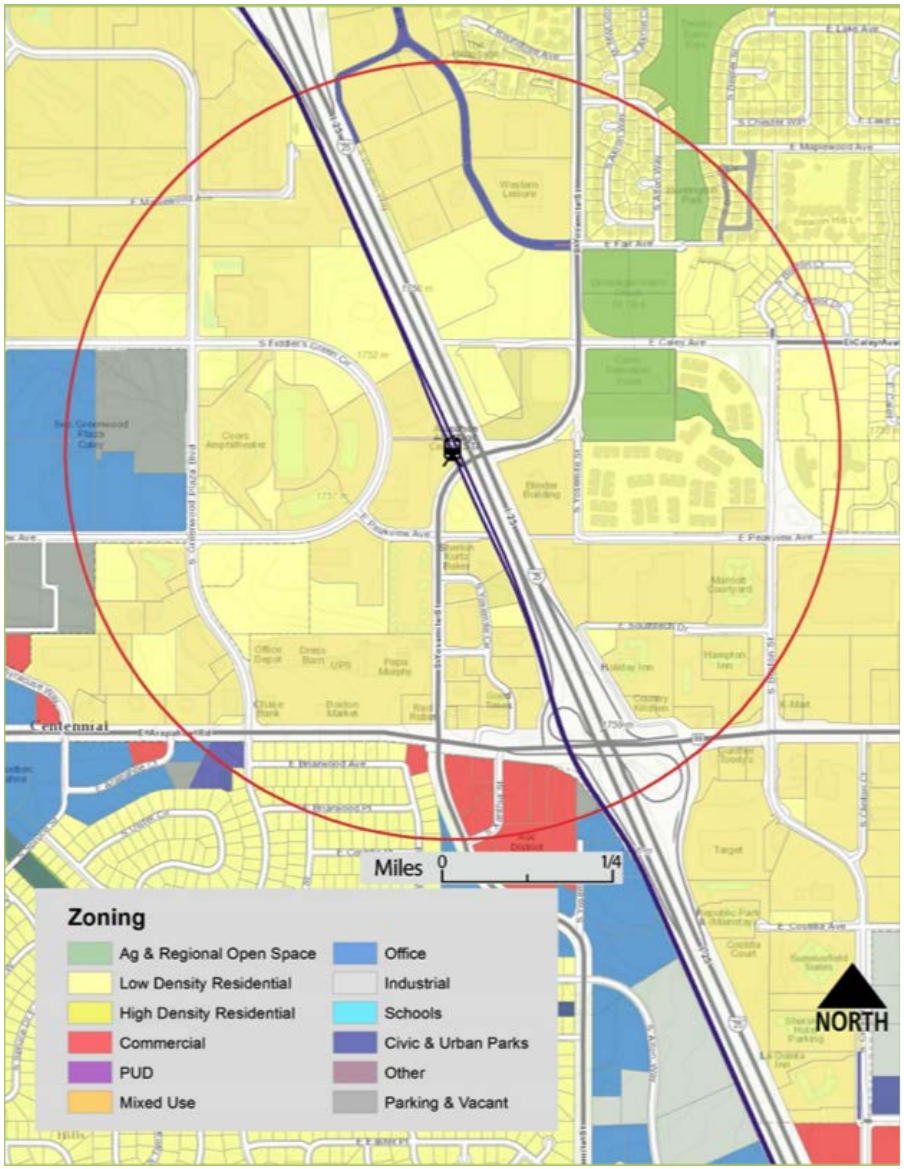
Plans and Regulations

The Greenwood Village Comprehensive Plan is consistent with the Metro Vision 2035. Goals of the plan that specifically relate to the transit zone are to promote development by promoting and developing a Village Center that will serve as a community focal point and provide a source of community pride for Village residents, and promote interstate 25, 225;, and public transit as the primary access ways to higher density areas of the Village and to discourage traffic in residential areas. Transportation goals that support the TZ are encouraging mass transit and other modes other than single occupant vehicles. However, some of housing goals and objectives discourage effective TOD in the area. This includes maintaining single family residential dwelling unit character of the city and only place higher density multi-family units in one narrowly defined planning subarea located within the I-25 Corridor.

The City of Centennial completed an I-25 Economic Corridor Plan that included Arapahoe at Village Center Station. According to the report in 2012, the original plans around the station area included hotels, office, retail, and residential in a mixed-use environment on the east side of I-25. Based on existing plans at the time, the station area was to include 302 residential units, 323 hotel rooms, 70,000 square feet of retail space, and 2.2 million square feet of office space.

New Development

There are many large development projects that have been created since the opening of this station in 2006. Around the station, 13 major development projects were created by different investors for almost $275,000,000. The largest



ones include the mixed-use complex of the Village Center and the Palazzo Verdi. The station is generally centered surrounding the new developments. There is a large parking garage that supports the station and also one that supports Village Center. The area has a high demand for parking. Users of this TZ seem to favor driving over other modes of transportation, based on our walking experience, during which we saw few others walking, but observed high utilization rates in the parking lots and on-street parking along with high traffic volumes.

Zoning

Greenwood Villages specific zoning for the transit zone falls under three categories with almost all of the land zoned as Mixed Commercial (MC) and Town Center (TC). A small percentage is residential R-1 in the northeast and southwest corners. Mixed commercial is used for commercial, office, retail, lodging, and entertainment. And the Town Center is similar with the exception of residential is also included. To achieve sufficient densities in this zone, a minimum of 8 du/acre, an additional 3,215 units are needed.

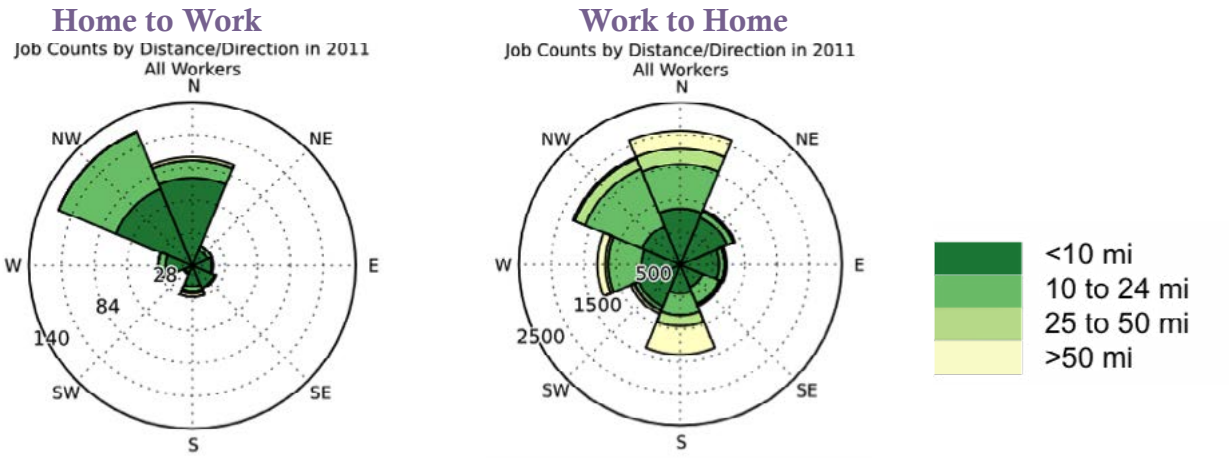
Employment

There are a total of 10,421 employees in the transit zone working at 555 business establishments. The finance and insurance industry has the most businesses as well as employs the most workers out of the top five industries in the transit zone at 22%. The transit zone has some employment diversity with food service and retail trade together being higher than some of the higher skilled and higher wage earning industries.

Employment Businesses and Jobs by Industry

Largest Industries by Share of Businesses & Jobs						
Rank	Businesses by Industry	No.	%	Jobs by Industry	No.	%
1	Finance and Insurance	118	21%	Finance and Insurance	2,297	22%
2	Professional, Scientific, and Technical Services	77	14%	Accommodations and Food Service	1,459	14%
3	Accommodation and Food Service	70	13%	Wholesale Trade Nondurable Goods	1,019	10%
4	Other Services (except public administration)	56	10%	Retail Trade	954	9%
5	Retail Trade	53	10%	Professional, Scientific, and Technical Services	946	9%
	Subtotal Businesses in top industries	374	68%	Jobs in Top Industries	6,675	64%
	All business in Transit Zone	**555**	**100%**	**All jobs in transit zone**	**10,421**	**100%**

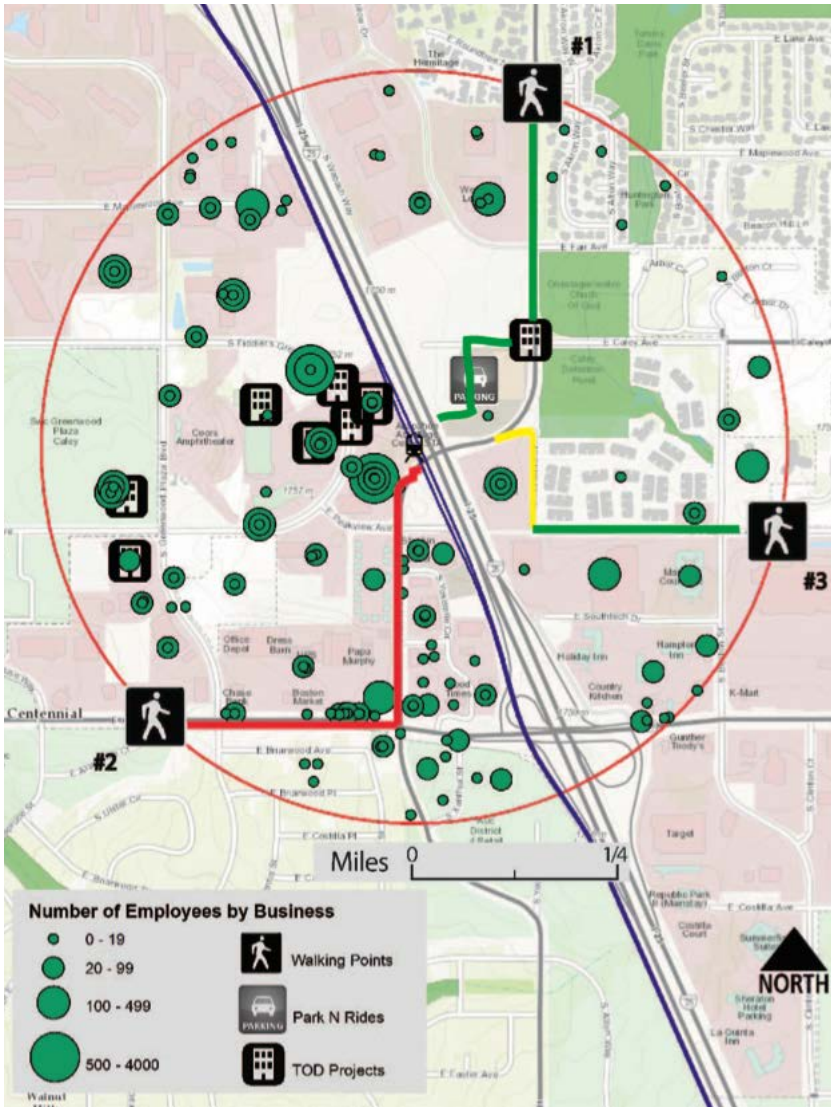
Commuter Distance and Direction



Commuter

Ninty-six percent of residents living in the transit zone are employed outside it and 99 percent of residents that are employed inside the transit zone live outside it. Less than one percent of the transit zone are employed and live in the transit zone. Approximately 72 percent of total primary jobs are located within ten miles of the transit zone and in the direction of the light rail line (north and northwest) and the Denver Technical Center. As of 2010 only 9 percent of the transit zone uses public transportation, bicycle, or walks. The average commute time is 22 minutes from the transit zone.

Walkability Analysis from 3 half-mile Points		
Starting Point	**Time (min.)**	**Walking Environment**
1. Yosemite Street and East Orchard Rd.	12 min	Business Park and residential mix
2. East Arapahoe Road and South Spruce Street.	20 min	Busy Commercial Corridor
3. East Peakview Ave. and S Boston Street.	15 min	Residential and Commercial Mixed



Accessibility

Overall, the pedestrian paths to the station were safe and pleasant except for route 2. Direct access to the station is also possible by six bus routes (65, 66, 73, AT, ATX, and T) and 2 call-n-rides (Arapahoe and Orchard Call-n-Ride). It includes a park-n-ride with 1,115 spaces, 18 bicycle racks and 8 bike lockers. However, the Park-n-ride is under used, RTD reported just 43% utilization in the first quarter of 2014.

Route #1. We began at the corner of Yosemite Street and East Orchard Road and headed south toward the station. The route was short and aesthetically pleasing. Sidewalks were detached from the road and in great condition with curb ramps and detectable warning strips. The only flaws were part of the route was adjacent to some residential communities that had walls surrounding them that made the route feel segregated and the route lacked pedestrian and adequate street lighting. Bicycle infrastructure was not present but the route seemed safe enough to share the road.

Route #2. We began at East Arapahoe Road and South Spruce Street. It was along a busy six lane business corridor with attached sidewalks and minimal traffic aides. Pedestrian crossings at busy intersections had long wait times. The walk was stressful due to business entrances that were not conducive for pedestrians and busy traffic. Bicycle access from this area would not be suitable.

Route #3. We began at East Peakview Avenue and South Boston Street. The route was aesthetically pleasing with attached sidewalks that were in great condition with necessary ADA features. The route bordered multi-family residential and some small commercial and the back of some big box retail uses. The rout lacked some street and pedestrian lighting.

Bike: The station area included sufficient bike amenities. The transit zone was auto oriented and had limited bike infrastructure. The only bike lane was observed on East Peakview Avenue.

ADA: The transit zone fared well on ADA measures. All three routes had traffic calming devices, and acceptable sidewalk widths. All of the sidewalks had ramps and detectable warning strips.

Community Services & Parks: Overall, the transit zone is lacking community and social services. The zone includes Tommy Davis Park a 12.6 acre park a half mile northeast of the station. The station area had abundant green spaces surrounding business campuses but public spaces seemed limited based on our observations.

The largest trip generator in the transit zone besides employment centers is The Fiddler's Green Amphitheatre. It's the largest outdoor amphitheater in the Denver Metro area and can hold approximately 18,000 visitors. It's located a half mile directly west of the station approximately a ten minute walk.

Evaluation

Affordable Housing

Fifty-eight percent of housing units in the transit zone are rented, which is slightly higher than the transit region at 34%According to 2009 data from CTOD, housing and transportation costs as a percentage of income for the transit zone is slightly lower at 52% total versus than the Denver Transit Region at 56%. This could be due to the higher median income in the transit zone. The only affordable housing within the transit zone is Caley Ridge an assisted living community that has only 25 units and is .5 miles east of the station. The next closest property Prentice Place Lofts is two miles north of the station. Greenwood Village provides zero affordable housing properties that provide rental assistance to very low income residents.

- **Opportunities:** Some vacant land is available for potential affordable housing near the station. Most of the existing developments are newer construction making scraped infill developments unlikely. The need for affordable housing is clear by the number of households that make less than $25,000.

Accessibility

Overall, the Arapahoe Village Center station itself has good accessibility along with the nearby developments. Moving away from the station the accessibility is lacking due to the stations location along interstate 25 and the overall auto oriented design of the zone. Side walks are in good condition but bicycle infrastructure is lacking as well as traffic calming devices and street lighting along residential routes. There are bus stops and ample parking that is under used.

- **Opportunities:** An opportunity exists to better utilize the wide streets for bicycle infrastructure and vacant land to add more green public spaces.

Economic Development

The average household size for the transit zone is 1.8, and approximately 48% of the households have an annual income less than $50,000. According to the MIT Living Wage Calculator, the living wage in Denver for one adult and two children is $25.65 per hour, which is an annual income of $53,354 before taxes.

- **Gap/Opportunity:** For this station to be a successful TOD for current residents, it is important to recruit employment that provides living wages and work force development accessible to the residents.

Site Development

The Arapahoe Village Center Station has13 major development projects were created by different investors for a total of almost a $275,000,000 investment. The largest ones include the mixed-use complex of the Village Center and the Palazzo Verdi.

- **Opportunities:** Increased focus on affordable, mixed-income, and subsidized housing is important as the station and surrounding neighborhoods are ideally not currently supportive. Affordable housing and overall residential density is by far the biggest issues keeping the Arapahoe Village Center Station from being one of the better TOD sites outside the Denver downtown area.

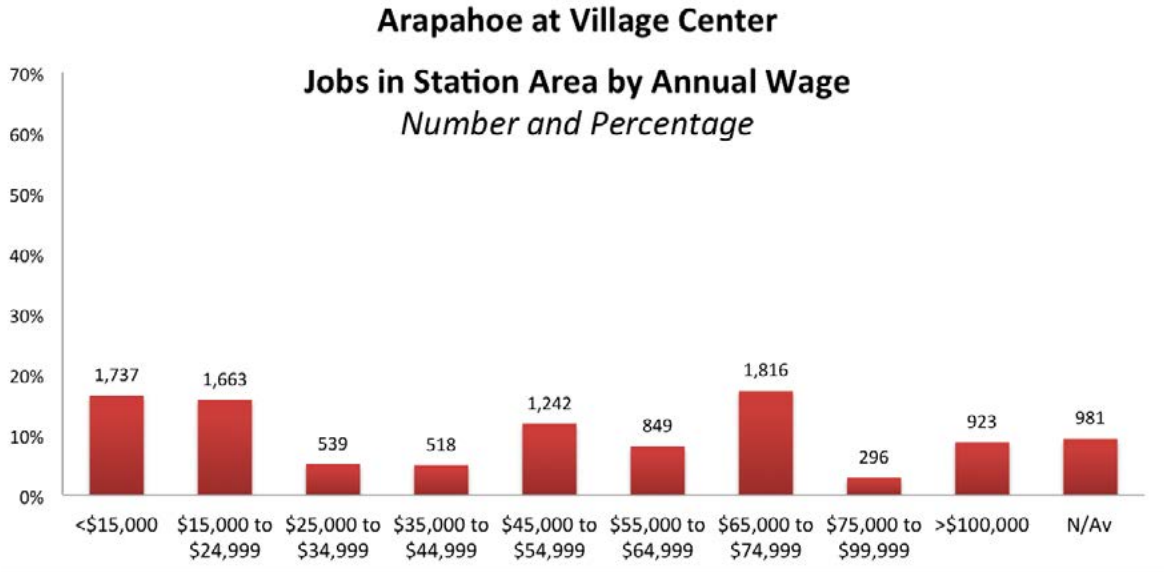
Jobs, Housing, and Wages

The following table presents the eight criteria used to score station areas on affordable housing. Each criterion is worth .5 to 1 point for a total possible score of 5. The criterion measure affordability for existing residents, e.g. through housing expenditure burden and income, as well as opportunity for others to live in the area, e.g. through availability of rental housing and subsidized units, as well as density.

Arapahoe at Village Center Housing Score (out of 5 points)

Housing Data	% Households earning <$20K	% Households earning $20K-$49,999	% Households earning $50K-$74,999	% Households earning >=$75K	% Renter occupied	% w/a mortgage paying >30% of income	Number of subsidized units	Residental density score*	Total Arapahoe at Village Center Housing Score
Value	25.2	23.1	13.5	38.2	58%	30%	0	0	
Scoring Criteria	If households earning <$19K are at least 15%, then 0.5 pts.	If households earning $20-$49K are at least 20%, then 0.5 pts.	If households earning $50K-$74.9K are 30% +/- 5%, then 0.5 pts.	If households earning >$75K are <30%, then 0.5 pts.	If % rental housing is 40%-75%, then 1 pt.	If % of households paying >30% of income is <30%, then 0.5 pts.	If number of subsidized units > 80, then 1 pt.	If density score >=2, then 0.5 pts.	
Score	0.5	0.5	0	0	1	0.5	0	0.0	**2.5**

*Net Residential Density Scores = (0 PTS: < 7 d.u/acre); (1 PT: >= to 7 d.u./acre and <12 d.u/acre); (2 PTS: >= to 12 d.u./acre and < 20 d.u./acre); (3 PTS: >= to 20 d.u./acre and < 30 d.u./acre); (4 PTS: > = to 30 d.u./acre and < 60 d.u./acre); (5 PTS: > or = to 60 d.u./acre)

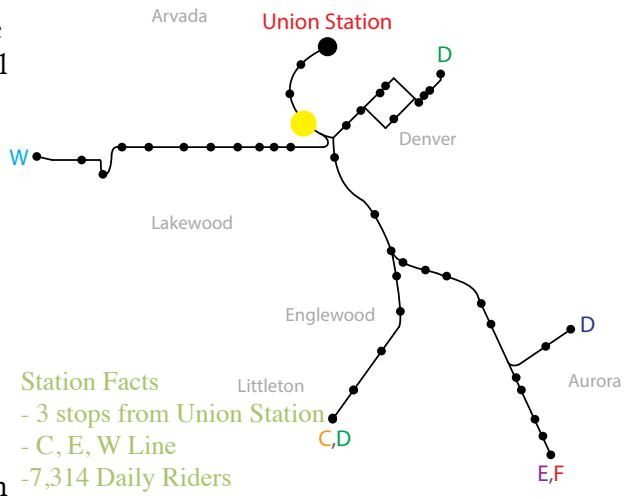


Auraria West Station, City of Denver

Overview

Auraria West boasts high ridership and is ranked 5th out of 46 stations according to a ridership survey conducted in January 2014. The context of the Auraria West is considered an urban center/special district. Recent planning efforts have attempted to integrate a mixed-use campus oriented hot spot near the station which would bring much needed energy to the station area. The station provides direct access to the campus. The southwest corner of the zone is predominately industrial while multi-family housing has taken hold in the southeastern corner of the transit zone near Lincoln Park. As a campus-oriented station with proximity to multiple entertainment venues (Mile High, Elitch Gardens, and the Pepsi Center), the needs of users are much different than a traditional urban neighborhood.

System Map



Station Facts
- 3 stops from Union Station
- C, E, W Line
-7,314 Daily Riders
- Opened in 2016
- Auraria Campus

DEMOGRAPHICS
Pop.: 816 2000), 1,538 (2010)
Med. Income: $19,879 (2000), $25,855 (2010)
% HHS earning <$25K: 70% (2005-2009)
% White alone: 60% (2010)

TRAVEL
Jobs: 4,262(2002), 4,685 (2009)
Commute by Public Transit (2009): 20.17%
Avg. Vehicles/Household (2009): 0.95
Quality of Walk: 3/7 pts
Bicycle Infr.: 2/3 pts
Avg. Daily Riders (Jan. 2014): 7,314
Station Ridership Rank: 5 of 46

PLACE CHARACTERISTICS
Major Destinations: Auraria Campus
Avg. Block Size (2010): 5.87acres
Housing Units (2010): 355
Net Residential Density: (2010): 25.6 du/acre
Job Density (Esri & Info Group 2012): 18.35
Business Density (2012): 0.41

Station Evaluation

Affordable Housing | Accessibility | Jobs & Economic Development | Site Development

Demographics

Transit Zone Demographics	Census 2000	Census 2010	ACS 2005-2009	% Change
Total households	292	305	248	-6.5%
Median HH Income	$19,879	n/a	$25,855	n/a
% <$25,000	66%	n/a	65%	n/a
%>$75,000	6%	n/a	15%	n/a
% <18 y.o.	n/a	24%	n/a	n/a
% >59 y.o	n/a	n/a	n/a	n/a
% Bachelor's or higher	8%	n/a	n/a	n/a
% White Alone	40%	60%	67%	33%
% Black or African American alone	20%	18%	22%	-10%
% American Indian and Alaska Native alone	5%	2%	>1%	-180%
% Asian alone	2%	3%	3%	33%
% Native Hawaiian and Other Pacific Islander alone	0%	0%	0%	0%
% Some Other Race alone	27%	0%	5%	n/a
% Two or More Races	6%	3%	1.5%	-100%
% Hispanic or Latino	46%	30%	n/a	-45%

Residents

According to US Census data, there are 355 households with a total population of 1538 people. 69% of the residents of the transit zone make less than $25,000 a year. The net density of the transit zone is 25.6 units per residential acre. The share of households making more than $75,000 has increased from 5.44% to 13.48% while the share of households making less than $25,000 has increased from 66.34% to 69.66%. From 2000 to 2010, the share of residents who consider themselves white alone rose from 40% to 60%. The transit zone has seen an uptick in median income, a wider disparity between incomes, and a decrease in minority residents.

Housing

The transit zone is predominately renter-occupied multi-family residential. According to the US Census, there are 305 households in the transit zone. City wide data shows that approximately 1.3% of the units in the transit zone are owner occupied. 97.6% of the units are multi-family or mixed use. The net density of the transit zone is 25.6 units per residential acre which highlights how little of the transit zone is zoned for residential uses, instead it is predominately special use (campus) or industrial.

Plans and Regulations

Specific to this station, the Auraria West Station Area Plan was adopted by City Council in 2009. As a hub of the city's higher education institutions with over 42,000 students, the station is considered a campus/special events station. The following vision and goals guide the Auraria Station Plan:

•Provide an opportunity for an energized neighborhood of mixed-use development with campus-supportive uses:

• Enhance multi-modal connections between the station, campus, downtown and the surrounding residential, office/employment, and entertainment uses;

• Develop a vision for 5th street as a spine connecting the neighborhood grid;

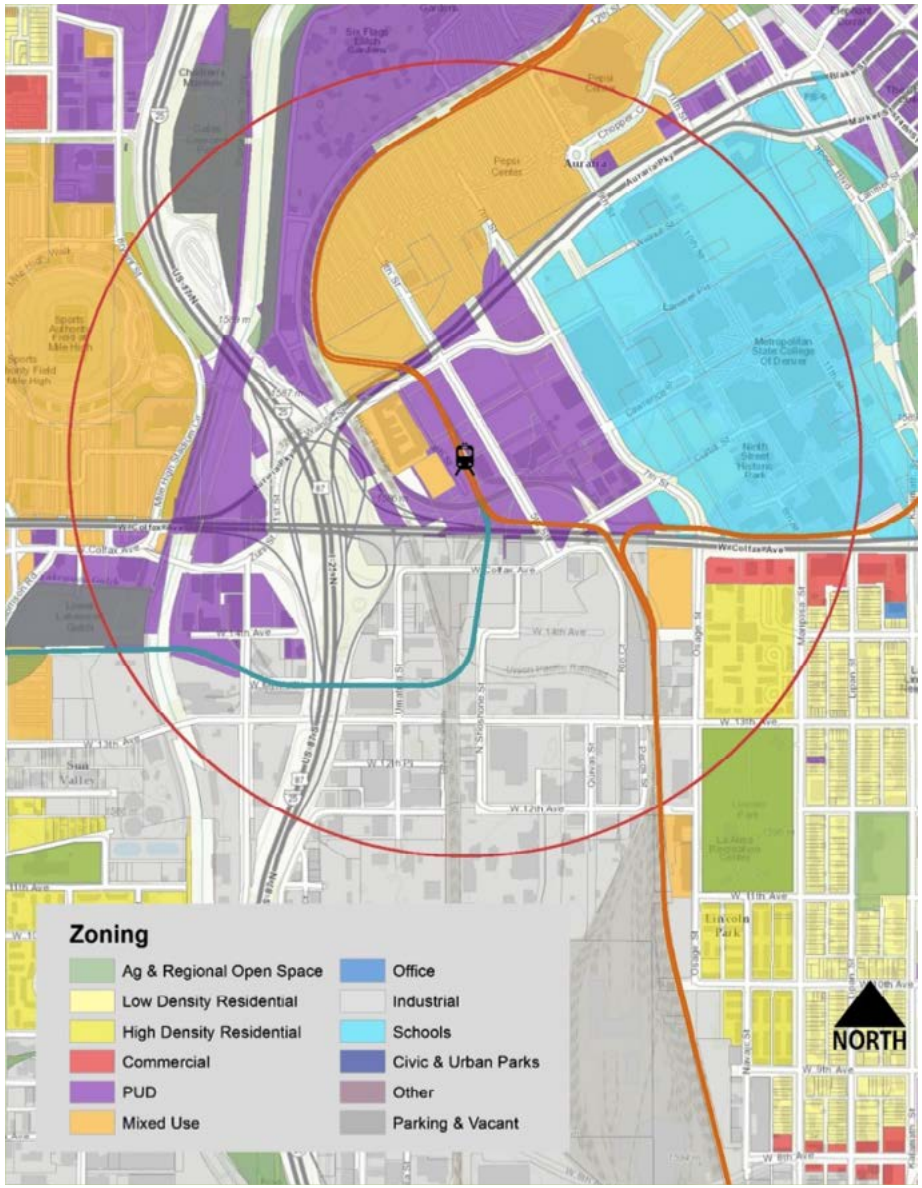
• Activate the station platform and provide a destination for students and transit riders with a "Campus Hot Spot;"

• Capture the value and ensure the success of this significant public investment in the rail system.

Zoning

The predominate zoning in the transit zone is Campus at 39.5%, followed by former Chapter 59 Zone at 26.2% (which includes some single family and multi-family), Industrial at 20.2%, Industrial Mixed Use at 12% and Open Space at 2.6% (Station Profile). According to the Station Area Plan, approximately 4% of the transit zone is residential which are multi-family units in the southeast quadrant in the La Alma/Lincoln Park Neighborhood.

According to the Station Area Plan, the most dominant land use in the transit zone is right-of-way which covers 24% of the transit area followed by surface parking lots which cover 17% of the transit area. These surface parking



lots accommodate the entertainment uses in the transit zone such as Mile High Stadium, the Pepsi Center, Denver Performing Arts Center, and Elitch Gardens. Campus uses account for 12% of the transit zone, industrial and vacant accounts for 24%, while residential and potential residential uses account for 6% of the land use. Only 5% of the transit zone is dedicated open space.

Employment

According to the ESRI and IG Data, there are a total of 208 business establishments with 9,230 jobs in the transit zone. It should be noted that this data conflicts greatly with both the LEHD Data and the Census 2010 and ACS Data. The ESRI and IG Data show that the largest share of workers (1,631) are employed in Arts, Recreation, and Entertainment Industry which makes sense given the location of the Pepsi Center, Elitch Gardens, and Mile High Stadium. Administrative and Support and Waste Management and Remediation Services follows with a total employment of 1,086, followed by Utilities with a total employment of 1000, followed by construction with a total employment of 963.

Commuter

According the LEHD Data, only 13 employees live and work in the transit area. 3,864 employees commute into the transit zone and 344 residents of the transit zone work outside of the transit zone. 81.5% of the residents in the transit zone are commuting less than ten miles to their place of work. The majority of residents (approximately 200) are traveling northeast, east, and southeast (all in the direction of the Denver Central Business District).

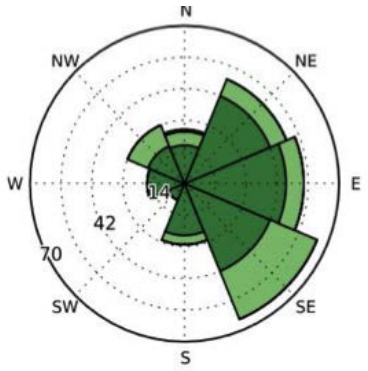
When looking at the commuting patterns of workers coming into the transit zone for their occupation, the data is more fragmented. 57.3% of workers are traveling less than ten miles, while 32.8% are traveling between 10 and 24 miles. The majority of employees traveling less than ten miles are coming from the east and southeast, while the majority of employees traveling 10 to 24 miles are coming from the south and southeast.

Employment Businesses and Jobs by Industry

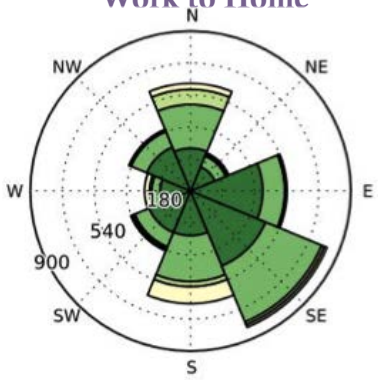
Largest Industries by Share of Businesses & Jobs						
Rank	Businesses by Industry	No.	%	Jobs by Industry	No.	%
1	Retail & Wholesale Trade	36	18%	Arts, Entertainment, and Recreation	1,631	18%
2	Accommodation & Food Services	18	9%	Administrative and Waste Management and Remediation Services	1086	12%
3	Educational Services	17	8%	Utilities	1000	11%
4	Construction	16	8%	Construction	963	10%
5	Other Services (Except Public Administration)	14	7%	Educational Services	703	8%
	Subtotal Businesses in top industries	101	50%	Jobs in Top Industries	5,383	59%
	All business in Transit Zone	**208**	**100%**	**All jobs in transit zone**	**9,2301**	**100%**

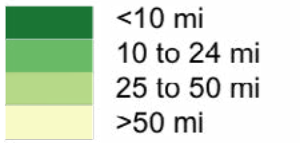
Commuter Distance and Direction

Home to Work

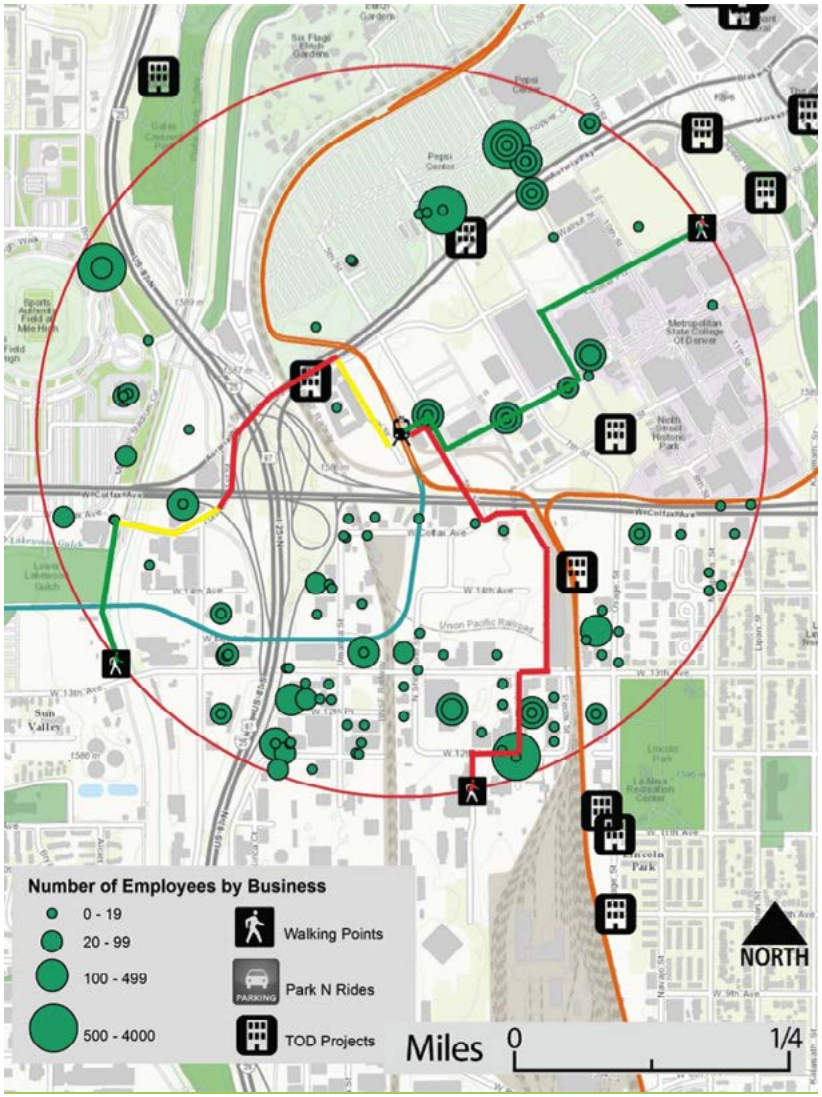


Work to Home





Walkability Analysis from 3 half-mile Points		
Starting Point	**Time (min.)**	**Walking Environment**
1. 12th and Larimer	11 min	Pedestrian Oriented- Campus
2. 12th and Raritan	13 min	Light industrial area
3. 13th and Platt River Trail	17 min	South Platte River Trail Sidewalk along Arterial



Accessibility

The three different walking points yielded completely different pedestrian experiences highlighting the fragmented nature of the transit zone.

Route #1 We began at 12th and Larimer and walked east towards the station through the Auraria Campus. The walk was pleasant and featured wide detached sidewalks, pedestrian only areas, ADA features, and wayfinding features. The walking paths were being used by many others, who mostly appeared to be students.

Route #2. Our second walk went south from the transit station to the intersection of 12th and Raritan. This walk went under the Colfax Ave viaduct where two police cruisers were parked next to each other. The walk lacked other pedestrians, had curving streets that were under construction, a lack of sidewalks in most places, auto-oriented lighting, and industrial oriented uses.

Route #3. The final route followed the South Platte River trail to Walnut Street. The first segment of the walk was pleasant along the trail but Walnut street takes pedestrians under the Colfax Ave and I-25 interchange which is loud, lacks sidewalks and lighting, and feels generally unsafe. The route then took us to the Auraria Parkway which has detached sidewalks but is an arterial. 5th Street was the safest road we walked along which is tree lined, has on street parking, and sharrows. However, the lack of development and pedestrian oriented businesses was apparent on all walks.

Bike: Our first route through Auraria Campus had dedicated detached bicycle facilities. The bicycle facilities were separate from the pedestrian facilities but neither the bicyclists nor pedestrians adhered to the signage. There were however, no bicycle racks adjacent to the station, rather they were further away closer to campus buildings. Like the pedestrian experience, our second walking analysis had no bicycle infrastructure. The third route had some bicycle infrastructure: the Platte River Trail is multi-use and 5th Street has a sharrow.

ADA: The Auraria Station and the areas near Auraria Campus successfully incorporated ADA standards in development. However, the second and third walking routes scored poorly in terms of ADA as there were areas missing sidewalks and ramps.

Community Services & Parks:
As the regional hub for higher education, Auraria Campus accommodates over 42,000 students and is the leading force in the transit zone. The campus covers 12% of the total transit zone. According to the business data, there are two churches and one community center. Other entertainment uses, such as the Pepsi Center, Mile High Stadium, Elitch Gardens are important employment and recreational influences as well. Open Space makes up only 5% of the total transit zone. While there are no dedicated parks completely in the transit zone, the Auraria campus does have a network of quads and green spaces. Lincoln Park

and Gates Crescent Park border the transit zone. The Platte River Trail, a multiuse trail, runs through the transit zone.

Evaluation

Affordable Housing

Overall, the transit zone does not support a large population with only 305 households (US Census 2010). Data from the city shows that nearly 98% of these households are renter occupied and multi-family units, which is promising for affordable housing. However, given the current zoning (predominately industrial and campus –oriented), there are not many new areas which can accommodate more multi-family units. Affordability will remain an issue as this transit area starts to redevelop. Already, from 2000 to 2010 the transit zone has experiences greater levels of economic disparity. While the station area plan calls for a greater emphasis on mixed-use and transit oriented development, planners should be mindful of incorporating levels of affordability either by allowing for small units or using some kind of deed restriction.

- **Opportunities:** New student oriented housing in the development process should aim to help keep this transit zone affordable. According to the Denver Equity Atlas, there are currently 74 units within the transit zone that are restricted rentals. The Denver Housing Authority maintains multiple multifamily units on the far eastern reaches of the transit zone and beyond.

Accessibility

Overall, the Auraria West Station is disconnected from the surrounding transit zone given the layout of the streets, built barriers such as the Colfax Viaduct and industrial-oriented neighborhoods lacking sidewalks and pedestrian amenities. The station is well integrated with the campus with safe and busy pedestrian access points. It successfully serves the Auraria Campus but not the surrounding neighborhood.

- **Opportunity:** Campus oriented housing and services would well serve the almost 43,000 students of Auraria. As many students use bicycles for transportation, improved multi-modal connections to the South Platte Trail would assist with the much studied first and last mile connection. The Auraria West Station has experienced a massive increase in ridership which should provide some fuel for targeted infrastructure investments.

Economic Development

The average household size for the transit zone is 2.48. The median household income in the station area is $27,600 well below the median income for the metro region. According to the MIT Living Wage Calculator, the living wage in Denver for one adult and two children is $25.65 per hour, which is an annual income of $53,354 before taxes. For this station to be a successful TOD for current residents, it is important to recruit employment that provides living wages and work force development accessible to the residents. It should be noted that median household incomes have increased by almost a third between 2000 and 2010 highlighting renewed interest in this zone especially given its proximity to downtown.

Site Development

While the plans for the Auraria West Station envision it as the hub of a campus hot spot with commercial and residential options available, much progress both from the private sector and public sector is needed. The realignment and reconstruction of 5th Street alongside the station has been successful in bringing in the pedestrian scale, however private development aside from the student oriented housing has not followed suit and the area remains surrounded by parking lots. The busy interchange between the Colfax Viaduct and I-25 poses a significant barrier to development in the southern section of the transit zone as well as its industrial nature.

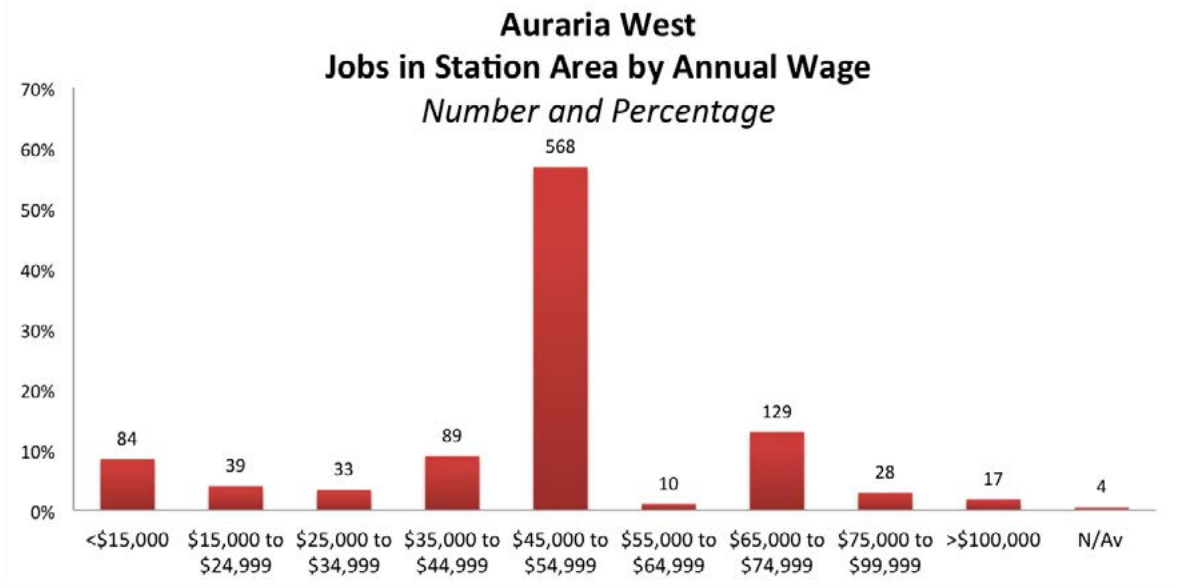
- **Opportunity:** Since this neighborhood is most likely not ripe for development, and industrial uses are necessary in city environment, the City should encourage development on the surface parking lots surrounding the station and encourage mixed use development along 5th street. A greenway connecting the La Alma and Lincoln Park Neighborhoods to the campus could also invigorate the neighborhood and encourage residential/mixed-use development.

- **Opportunity:** Infill development and infrastructure improvements in the transit zone will improve the attractiveness of the area for future TOD. With relatively low parking utilization rate, an opportunity exists to consolidate parking and free up space for TOD adjacent to the station stores in the zone. Any opportunities at this site may be realized by the already existing infrastructure based on TOD elements. Further revitalization may be realized when the area includes a transitional zone between the existing TOD and other land uses.

Jobs, Housing, and Wages

Auraria West Housing Score (out of 5 points)									
Housing Data	**% Households earning <$20K**	**% Households earning $20K-$49,999**	**% Households earning $50K-$74,999**	**% Households earning >=$75K**	**% Renter occupied**	**% w/a mortgage paying >30% of income**	**Number of subsidized units**	**Residental density score***	**Total Auraria West Housing Score**
Value	65.0	13.4	6.4	15.2	85%	62%	0	3	
Scoring Criteria	If households earning <$19K are at least 15%, then 0.5 pts.	If households earning $20-$49K are at least 20%, then 0.5 pts.	If households earning $50K-$74.9K are 30% +/- 5%, then 0.5 pts.	If households earning >$75K are <30%, then 0.5 pts.	If % rental housing is 40%-75%, then 1 pt.	If % of households paying >30% of income is <30%, then 0.5 pts.	If number of subsidized units > 80, then 1 pt.	If density score >=2, then 0.5 pts.	
Score	0.5	0	0	0.5	0	0	0	0.5	**1.5**

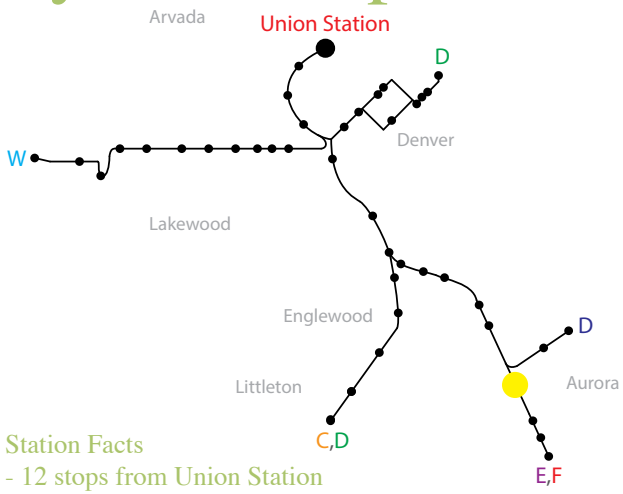
*Net Residential Density Scores = (0 PTS: < 7 d.u/acre); (1 PT: >= to 7 d.u./acre and <12 d.u/acre); (2 PTS: >= to 12 d.u./acre and < 20 d.u./acre); (3 PTS: >= to 20 d.u./acre and < 30 d.u./acre); (4 PTS: > = to 30 d.u./acre and < 60 d.u./acre); (5 PTS: > or = to 60 d.u./acre)



Overview

The Belleview Station total revenue ridership is 1,859 riders a day, as of January 2014. The station is located in the Denver Technical Center and is one of the last stations along the Southeast line in Denver. In the Denver 2014 TOD Strategic Plan, it is considered an Urban Center. Direct access to the station is possible by three bus lines "Routes 27, 46, 105", 59 park-n-ride spaces, 12 bike racks and 12 bike lockers and pedestrian walk on the sides. The two most significant building types located in this TZ include business centers and new housing developments. The transit zone employs almost 16,000 people and has over 1,000 businesses. These businesses attract thousands to the zone, but these visitors largely do not arrive by transit.

System Map



Station Facts
- 12 stops from Union Station
- E, F, Lines
- 1,859 Daily Riders
- Opened in 2006
- E. Belleview Ave. and S. Quebec St

DEMOGRAPHICS
Pop.: 765 (2000), 1,628 (2010)
Med. Income: $59,539 (2000), $51,291 (2010)
% HHS earning <$20K: 12%
% White alone: 79% (2010)

TRAVEL
Jobs: 9,820 (2002), 13,382 (2009)
Commute by Public Transit (2009): 13.93%
Avg. Vehicles/Household (2009): 1.11
Quality of Walk: 3/7 pts
Bicycle Infr.: 1/3 pts
Avg. Daily Riders (Jan. 2014): 1,859
Station Ridership Rank: 23 of 45

PLACE CHARACTERISTICS
Major Destinations: Denver Technical Center
Avg. Block Size (2010): 7.26 acres
Housing Units (2010): 1,064
Net Residential Density: (2010): 10.64du/acre
Job Density (Esri & Info Group 2012): 26
Business Density (2012): 3

Station Evaluation

Affordable Housing — Accessibility Site Development — Jobs & Economic Development

Demographics

Transit Zone Demographics	Census 2000	Census 2010	ACS 2005-2009	% Change
Total households	464	1,064	881	600%
Median HH Income	$59,558	$51,291	$50,853	n/a
% <$25,000	12%	n/a	15%	n/a
%>$75,000	34%	n/a	22%	n/a
% <18 y.o.	n/a	6.69%	n/a	n/a
% >59 y.o	n/a	11.10%	n/a	n/a
% Bachelor's or higher	59%	n/a	36%	n/a
% White Alone	89%	79%	88%	-10%
% Black or African American alone	3%	2%	3%	-1%
% American Indian and Alaska Native alone	0%	0%	0%	0%
% Asian alone	2%	10%	6%	8%
% Native Hawaiian and Other Pacific Islander alone	0%	0%	0	0%
% Some Other Race alone	0%	0%	1%	0%
% Two or More Races	3%	2%	2%	-1%
% Hispanic or Latino	5%	7%	n/a	2%

Residents

Between 2000 and 2010, the number of households in the zone increased by 93% from 550 to 1,064. Compared to the region, the households have fewer children, are more likely to be between 25 and 39 years old, and less likely to be over 60. Some of the drop may have been the housing turnover from families and elderly to singles or couples aged 25-39 without children. The median household income in the 2005-2009 ACS was $51,291. This appears to be on par with the region due to similar education levels, 36% have a bachelor's degree or higher, compared to 39% in the region. However, the number of households earning less than $25,000 a year, 12%, is double that of the region. The area is predominantly White; people of other races and ethnicities comprise less than 12% of the area.

Housing

Most of the housing located in this TZ consists of new houses inside newer subdivisions and gated communities. The number of houses increased from 550 units in 2000 to 1,064 units in 2010. Of these, just 162 units are owned by residents, and 572 are considered renter units, which is a much higher rental rate, 77%, than the region's rate of 36%. Also, in 2010, there were 214 vacant units in this TZ, though this may no longer be the case in 2014 now that the region's vacancy rate is less than 4% and the great recession is over.

Plans and Regulations-

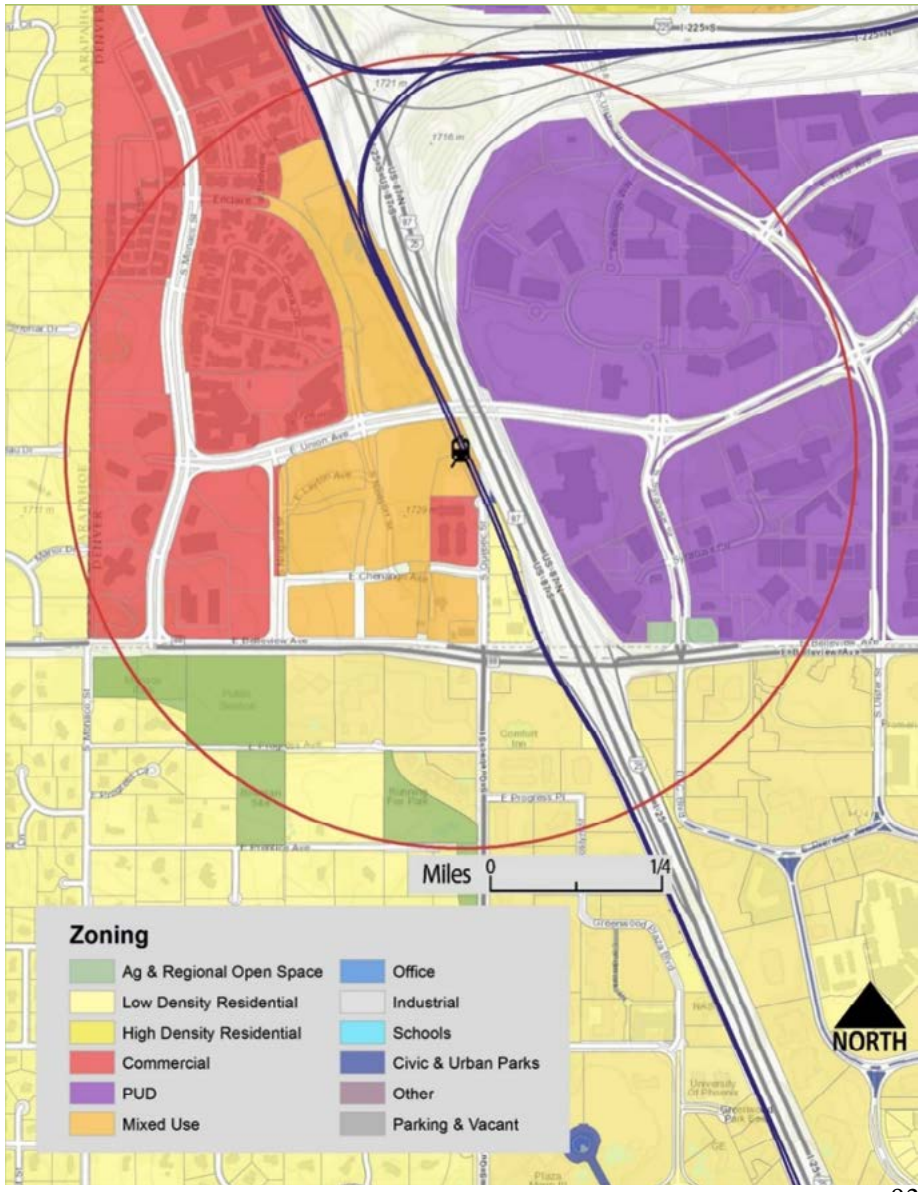
The site visit confirmed the feel of an area in transition. Many new residential homes are located in this area and are surrounded by commercial uses, creating an island effect from the surrounding neighborhood.

Transit Oriented Development Strategic Plan 2014:

- The Belleview station is designed to accommodate neighborhoods frequently using transit as well as demonstrating a high frequency of pedestrian and bicycle use. This mixed-use station consists of both multi-family residential properties and mixed-used commercial structures. The sidewalks located in front of buildings are designed in a regular pattern of smaller blocks and linear streets, granting pedestrians access to buildings' entrances. The objective for the station is for it to be deemed an Energize Station that is TOD-ready, which means high development and market readiness levels exist.

Greenwood Village Comprehensive Plan:

- The Belleview Avenue station will be integrated into the Belleview Station transit oriented development. The light rail boarding platform and bus transfer plaza will be located south of the Union Street overpass, on grade, west of highway I-25. Parking is located north of Belleview between Quebec Street and I-25. Stairs and elevators provide access from the platform to the existing sidewalks on the Union Street overpass. This provides a pedestrian crossing of I-25 to the offices east of the highway.



New Development

In this TZ, there are many large development projects that have been created since the opening of this station. Around the station, five major development projects – "one Mixed, two Office and two Residential Uses" – were created by different investors for almost $253 million. There is a lot of vacant land in front of it, which is projected to be used to create additional housing in the zone with a major transit-oriented development near the station with 1,800 residential units, 2.2 million offices, 250,000 retail stores and two hotels. The transit zone is designed more in an auto-oriented pattern, so there is a high demand for parking, and users of this TZ seem to use their cars more frequently, based on observation of few pedestrians and high levels of traffic. However, the location of the station is isolated from the surrounding development.

Zoning

In Blueprint Denver, the west side of this area is categorized as an "Area of Change," while the east side of this area is categorized as "stable." Because of the location of the TZ in a relatively new development area, the zoning primarily falls under the following seven categories: residential, open space/parks, commercial, PUD, mixed use, industrial, and retail.

Employment

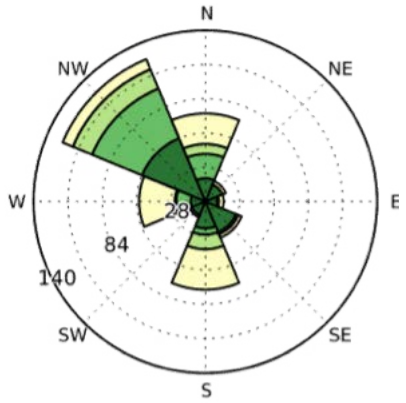
There are a total of 16,294 employees in the transit zone working at 1,018 business establishments. The industry with the most businesses number is Professional, Scientific, and Technical Services (25%), and this industry also possesses the highest number of jobs (20%). Also, most of the jobs in this transit zone require a high-knowledge or skillful background, so it might not be helpful for others to find jobs there easily.

Employment Businesses and Jobs by Industry

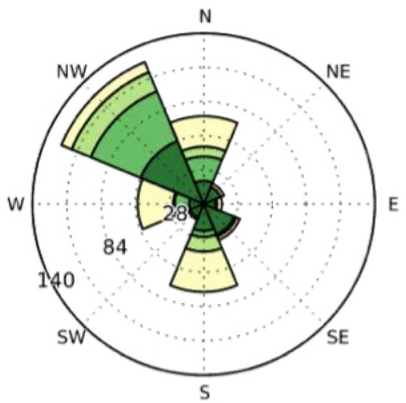
Largest Industries by Share of Businesses & Jobs						
Rank	Businesses by Industry	No.	%	Jobs by Industry	No.	%
1	Professional, Scientific, and Technical Services	251	25%	Professional, Scientific, and Technical Services	3,025	20%
2	Finance & Insurance	194	19%	Finance & Insurance	2,181	14%
3	Real Estate and Rental and Leasing	80	8%	Food Stores	2,111	14%
4	Health Care & Social Assistance	68	7%	Accommodation and Food Services	1,552	10%
5	Information	57	6%	Real Estate and Rental and Leasing	1,296	8%
	Subtotal Businesses in top industries	650	65%	Jobs in Top Industries	10,165	66%
	All business in Transit Zone	**1,018**	**100%**	**All jobs in transit zone**	**16,294**	**100%**

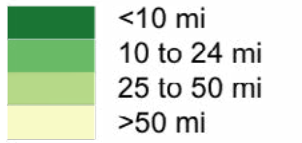
Commuter Distance and Direction

Home to Work



Work to Home

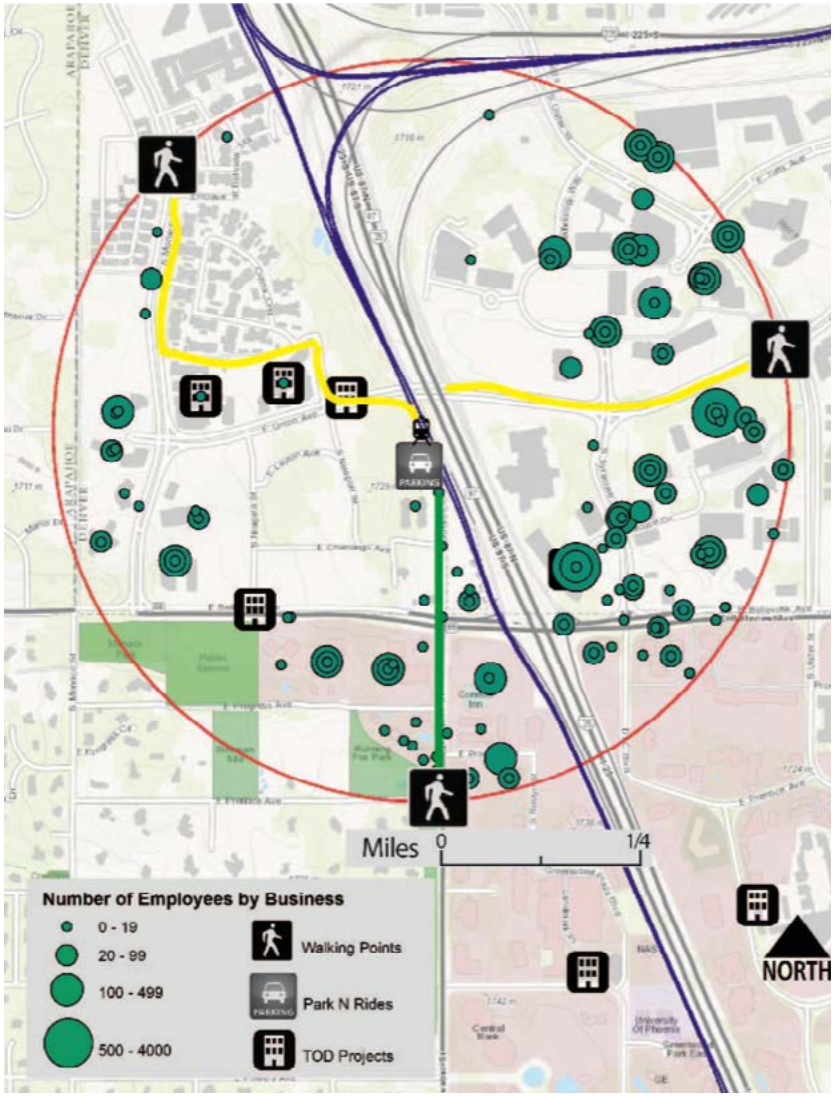




Commuter

Using the OnTheMap tool from Longitudinal Employer-Household Dynamics (LEHD), 99 percent of residents are employed outside the transit zone, with approximately 43 percent of total primary jobs located within ten miles of the transit zone and in the direction of a light rail transit route (north, northwest, west and south). Nearly all workers employed in the transit zone live outside the transit zone; of those workers, approximately 50 percent live within ten miles of the station and from all directions of a light rail transit route. Based on distance and direction workers are travelling to and from the transit zone, this station may have the potential for

Walkability Analysis from 3 half-mile Points		
Starting Point	**Time (min.)**	**Walking Environment**
1. South Monaco Street	16 min	Bad walk side.
2. South Quebec Street	8 min	Clear, directed and good land-scaping design.
3. East Union Ave	15 min	Using of the elevator to transfer from the bridge to the station required extra time



increased ridership live and are employed in the transit zone.

Accessibility

This Transit Zone scored 3 out of 7 for the level of pedestrian friendliness. The walking times are between 8 and 16 minutes, depending on the traffic signals, the availability of the sidewalks, and the design of neighborhood. Direct access to the station is possible by three bus lines "Routs 27, 46, 105". The location of the parking surface is so vast, that there is a disconnect between the station and parking, especially for ADA users. Also, because there are not enough parking lots, most of the Belleview light rail riders stop their cars on the side of the street, and there are no wide or clear sidewalks to use from the train door to their car doors.

Route #1 This route begins at the station and continues to S. Monaco Street in the northwest side of TZ. The walk side quality for this route is characterized poorly.

Route #2. From the station to the south side of this TZ, there is a very clear directed path with a pleasing landscape, but the problem is that just one walking side is accessible by walkers rather than on both sides of the street.

Route #3. An elevator can be used to get to the bridge and to cross the I-25 to E. Union Ave, which could help the ADA users, but it takes a long time to use.

Bike: There are no bike lanes in the transit zone except on the bridge next to the station. The station includes bike racks and lockers that are available for use, but access to the station is not adequate to promote multimodal transportation.

ADA: ADA parking is located far from the station platform so people with walking, sight, or other disabilities may experience difficulty and other problems accessing the station by auto.

Community Services & Parks:
Due to the nature of the Denver Technical Center, Belleview Station is located in a business park and the community and public institutions in the transit zone were limited to churches. All other development in the zone was commercial office and retail space. The area has several parks throughout including Running Fox Park, Monaco Park and Open Space, Eastmoor Park, Rosamond Park, Goldsmith Gulch, and Wallace Park. Many of the parks listed are open spaces connecting to residential neighborhoods.

Evaluation

Affordable Housing

Seventy seven percent of housing units in the transit zone are rented, which is significantly higher than the transit region at 34 percent. According to 2009 data from CTOD, Housing and transportation costs as a percentage of income for the transit zone are lower than the Denver Transit Region. The Belleview Station typical household housing costs are 22percent plus transportation costs at 20percent for a total of 42percent of the typical household income. The Denver Transit

Region is approximately 27 percent for housing and 22 percent for transportation, for a total of 49 percent of the typical household income. According to CTOD, 10percent of workers take public transportation, bicycle or walk to work, compared to the transit region with eight percent. The development of new housing potentially increases the population of the area with access to this TZ and results in additional residents using this service.

- **Opportunities:** Belleview station was placed in a mixed use and residential neighborhood. Any new development has been infill development to increase density in the neighborhood. The neighborhood has many business buildings and multi-family units that were built since the opening of the station. All of this transit zone and the station need to make more accountable for the users and redesign the services around the station to improve the current situation. Therefore, the Belleview station is one of the most important TOD projects, but it has to be redeveloped to enhance the level of services and to develop the area. The footprint of the transit zone has the opportunity to increase residential density especially affordable housing to improve the overall quality of TOD.

Accessibility

There are three different walking points observed in this study with an origin on the half mile radius from the station. The major findings include: 1. The lighting level is low. 2. There are several isolated places. 3. There are no bikes lanes. 4. Damage on sidewalk. 5. Not enough parking. An opportunity : The transit zone currently is auto-oriented and pedestrian infrastructure is average. The station area lacks parking which could ultimately improve multi-modal commuting in the area with increased pedestrian and bicycle infrastructure.

Economic Development

The average household size for the transit zone is 2.12. Station Area with approximately 51percent of the households in the area have an annual income less than $50,000. According to the MIT Living Wage Calculator, the living wage in Denver for one adult and two children is $25.65 per hour, which is an annual income of $53,354 before taxes.

- **Gap/Opportunity:** For this station to be a successful TOD for current residents, it is important to recruit employment that provides living wages and work force development accessible to the residents.

Site Development

TThe Belleview Station Area Plan describes a vision for the area that includes high rise mixed income housing, retail, office and hotels. The most recent TOD project is a good start. In addition to affordable housing units, the new TOD site offers retail and office space.

- **Opportunity:** Continued focus on affordable, mixed-income, and subsidized housing is important as the station and surrounding neighborhoods are ideally situated to feel the next wave of gentrification.

Jobs, Housing, and Wages

Belleview Housing Score (out of 5 points)									
Housing Data	**% Households earning <$20K**	**% Households earning $20K-$49,999**	**% Households earning $50K-$74,999**	**% Households earning >=$75K**	**% Renter occupied**	**% w/a mortgage paying >30% of income**	**Number of subsidized units**	**Residental density score***	**Total Belleview Housing Score**
Value	15.4	35.7	26.4	22.5	92%	35%	1300	1	
Scoring Criteria	If households earning <$19K are at least 15%, then 0.5 pts.	If households earning $20-$49K are at least 20%, then 0.5 pts.	If households earning $50K-$74.9K are 30% +/- 5%, then 0.5 pts.	If households earning >$75K are <30%, then 0.5 pts.	If % rental housing is 40%-75%, then 1 pt.	If % of households paying >30% of income is <30%, then 0.5 pts.	If number of subsidized units > 80, then 1 pt.	If density score >=2, then 0.5 pts.	
Score	0.5	0.5	0.5	0.5	0	0	1	0.0	**3**

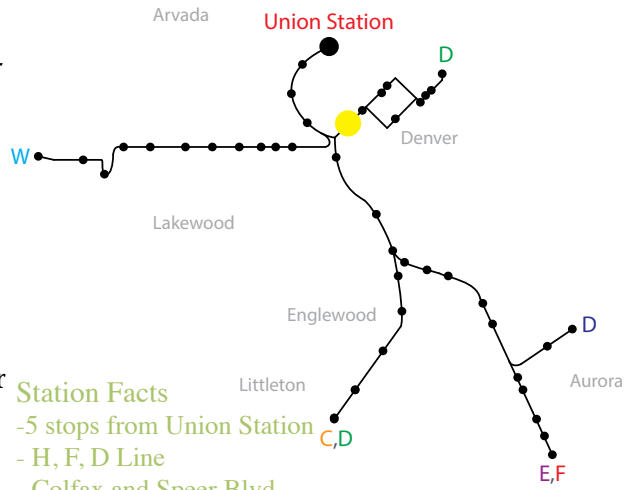
*Net Residential Density Scores = (0 PTS: < 7 d.u/acre); (1 PT: >= to 7 d.u./acre and <12 d.u/acre); (2 PTS: >= to 12 d.u./acre and < 20 d.u./acre); (3 PTS: >= to 20 d.u./acre and < 30 d.u./acre); (4 PTS: > = to 30 d.u./acre and < 60 d.u./acre); (5 PTS: > or = to 60 d.u./acre)

Colfax at Auraria Station, City of Denver

Overview

Colfax at Auraria Station ranks 3rd out of the 46 total stations in the metro area for its daily ridership and 3rd within Denver which may be attributed to being a high activity area in Downtown Denver and a major transit hub for students at the Auraria Higher Education Center. The station is located in an area with characteristics of the Downtown Urban and Special Districts typologies which are marked by mixed used transit hubs, multifamily, high performance and high density uses, and regional education and entertainment facilities . There is no parking however many other transit networks interact with this Station such as bike and pedestrian baths as well as a designated bus stop lane. Parking is limited but due to the demographics of the transit zone, this is appropriate.

System Map



Station Facts
-5 stops from Union Station
- H, F, D Line
- Colfax and Speer Blvd
- Opened in 1994
- 14,378 Daily Riders.

DEMOGRAHICS
Pop.: 3,484 (2000), 4,226 (2010)
Med. Income: 31,101 (2000), $28,023 (2010)
% HHS earning <$25K (2009): 47.1%
% White alone (2010): 56%

TRAVEL
Jobs: 10,869 (2002), 8,944 (2009)
Commute by Public Transit (2009): 6.4%
Avg. Vehicles/Household (2009): 0.92
Quality of Walk: 3.5/7 pts
Bicycle Infr.: 2/3 pts
Avg. Daily Riders & Rank (Jan. 2014): 14,378, #3 of 45
Approx. % Walking to Station5 (2011): 32%

PLACE CHARACTERISTICS
Major Destinations: Auraria Campus Theatre District, Downtown Denver
Avg. Block Size (2010): 4.55 acres
Housing Units (2010): 2,133
Net Residential Density: (2010): 16.6 du/acre
Job Density (ESRI & Info Group 2012): 17.78
Business Density (ESRI & Info Group 2012): 0.40

Station Evaluation

Jobs & Economic Development
Affordable Housing
Accessibility
Site Development

Demographics

Transit Zone Demographics	Census 2000	Census 2010	ACS 2005-2009	% Change
Total households	1,811	2,133	1,899	18%
Median HH Income	$31,101	$28.023	$28,023	10%
% <$25,000	43%	n/a	47%	n/a
%>$75,000	19%	n/a	24%	n/a
% <18 y.o.	n/a	n/a	14%	n/a
% >59 y.o	n/a	n/a	11%	n/a
% Bachelor's or higher	27%	n/a	24%	n/a
% White Alone	67%	57%	65%	9%
% Black or African American alone	5%	10%	7%	6%
% American Indian and Alaska Native alone	0.3%	0.6%	0.5%	0.3%
% Asian alone	4%	3%	3%	1%
% Native Hawaiian and Other Pacific Islander alone	0.0%	0.1%	0.0%	0.1%
% Some Other Race alone	0.1%	0.3%	4%	0.2%
% Two or More Races	3%	3%	1%	0.1%
% Hispanic or Latino	21%	27%	18%	5%

Residents

The number of households in the transit zone increased 17.8% from 2000 to 2010, from 1,811 to 2,133. The change in population also increased at a rate of 21.3% over the same period, from 3,484 to 4,226. According to the 2010 Census, the dominant race is white at 56% and another 27% of residents are Hispanic or Latino. Compared to the region, the households have less children, and are middle aged. The median household income in the 2005-2009 ACS was $28,023 which is lower than the total Metro transit area's median of $61,296. 47% of households have an income <$25,000. This may be attributed to the high number of students and young professionals, as (44%) have Bachelor's Degrees vs. (39%) the region.

Housing

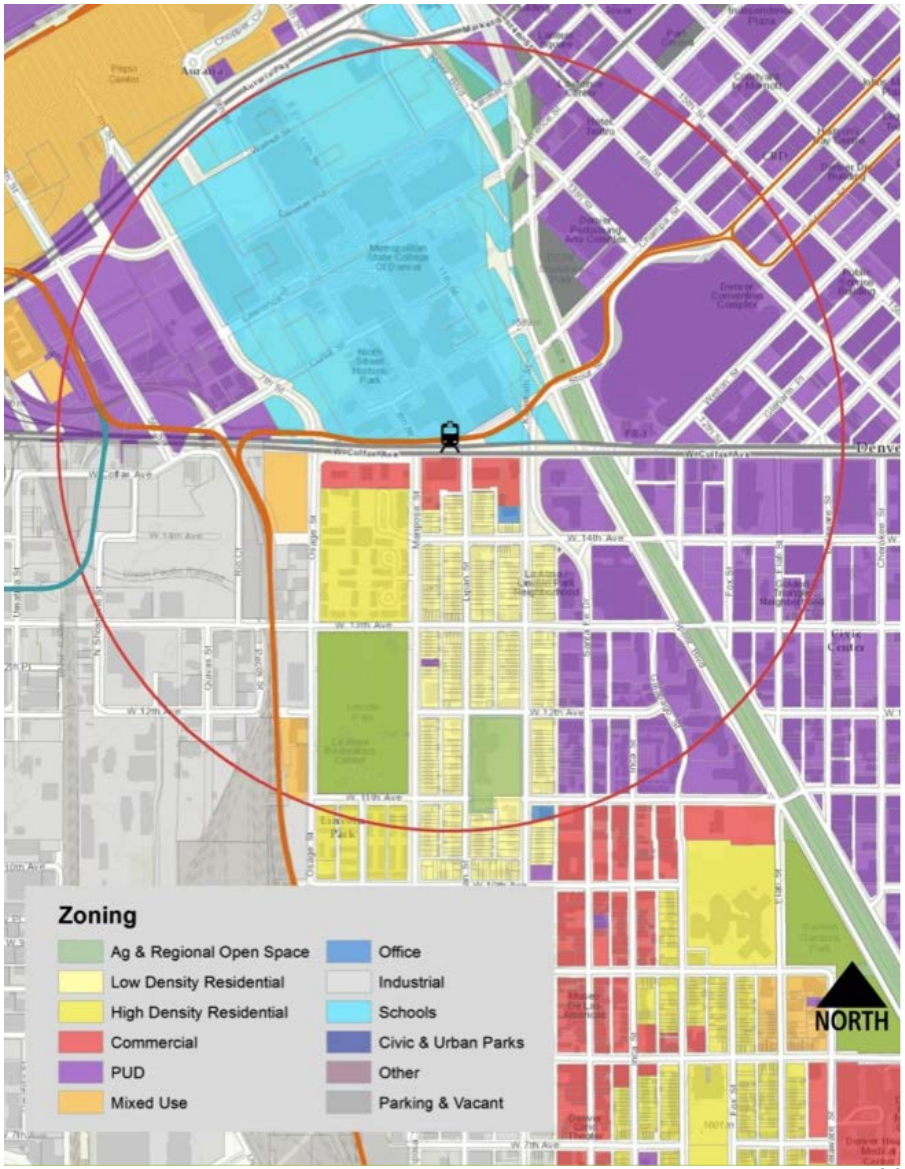
The transit zone is predominately renter-occupied multi-family residential. According to the CTOD database, there are 2,133 housing units of which 535 are owned (25%) and 1,597 (75%) are rented, which is a high percentage compared to the regions rental rate of 36%. Depending on the area, the structures ranged between high-density/ high-rise apartments, and duplexes/ townhomes. Residential areas were not spread out that well but clustered in certain areas around Lincoln Park and Downtown. Most affordable housing was located south of Colfax; the highest density of which were located near the 10th and Osage Station at the new TOD projects in the area.

Plans and Regulations

Since this station is now 20 years old, there were no plans developed specifically for this Station. More recently, the City and County of Denver have incorporated this Station into their related plans, including the Denver Downtown Area Plan 2007, the Downtown Multi-Modal Access Plan 2005, and Blueprint Denver. The Auraria Campus has also included this Station as a critical transportation component in their Auraria Higher Education Center (AHEC) Master Plan, 2012. This Plan emphasizes the importance of connectivity and developing a relationship between the Campus and Downtown Denver. They discuss the majors barriers of the area including the isolation of the Campus- which, the Light Rail could have positive implications at it is a safe and accessible connector across major arterials in the area.

New Development

The CCD Confluence Building is an education building that cost $50 million and was completed in 2013. It is 143,000 square feet and developed by Anderson Mason Dale. The Community College of Denver financed between ½ and ¾ of the cost. The remainder was paid by selling bonds for the project, of which will be repaid by a finite tuition increase for the next 15-25 years. The Auraria Science Building was an infill project (addition and renovation), was completed in 2010, and also serves as an educational building. It cost $111 million and sits on a two acre site- adding 197,000 square feet of education space. . The Metro State Hotel & Hospitality Learning Center boasts 150 hotel rooms. This development cost $45 million and was designed by RNL Design and Studio Insite



LLC. In addition, over 5,000 sf. of convention space, 28,000 sf. of education space, and a casual restaurant were built. The Wellington Apartments is a proposed development by Carmel Companies that is scheduled to have 250 apartments and be completed in 2014. It was originally based off a 2002 development proposal that fell through due to difficulties obtaining a small parcel from RTD.

Zoning

The majority zoning districts in this downtown are D-UO (downtown, overlay district), as it flexible . Additionally there is a expansive industrial and warehouse area, zoned MX-5 (mixed use) and I-B (general industry), that is historically located closer to the South Platte, I-25, and freight train lines. To the south is less dense land that might be easier to acquire for redevelopment. It currently contains a mixture of land uses and zoning such as U-TU (Urban, two unit), R-3 (Residential), OS (Open Space), and MX-8 (Mixed Use)- which fits well with TOD geared projects.

Employment

There are a total of 2,283 employees in the transit zone working at business establishments. This is spread across the 201 businesses in the transit zone- which average about 11.5 employees per business. The industry with the most businesses is Professional, Scientific, Technical Services at 10% of the total; however, Public Administration employs the most workers (54.1%), as there is a large civic and government presence in the area.

Commuter

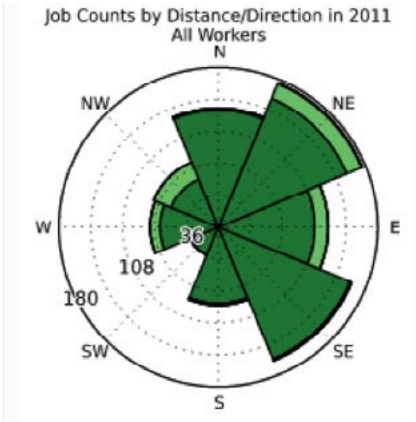
99% of the workers in the transit zone live outside of the area. Conversely, 93% of employees who live in the transit zone work at a location outside of it. Only around 0.5% people live and work within the same half mile radius around the Colfax at Auraria Station. A survey of local employers may help to identify why more are not using the light rail to access jobs in the station area. Increasing the number of transit-oriented residential units and jobs in the zone would also help to increase ridership from the current 14,378 per day.

Employment Businesses and Jobs by Industry

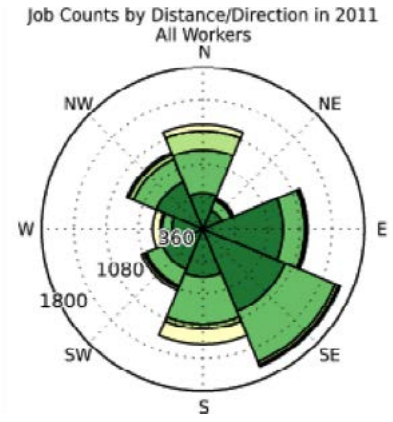
Largest Industries by Share of Businesses & Jobs						
Rank	Businesses by Industry	No.	%	Jobs by Industry	No.	%
1	Professional, Scientific, Technical Svcs.	21	10%	Public Administration	14,686	54%
2	Retail and Trade	14	7%	Educational Services	3,452	13%
3	Health Care and Social Assistance	13	6%	Accommodation and Food Services	3,164	12%
4	Real Estate and Rental and Leasing	12	6%	Other Services	691	3%
5	Public Administration	11	5%	Arts, Entertainment, and Recreation	622	2%
	Business in Top 5 Industries	71	35%	Jobs in Top 5 Industries	22,615	83%

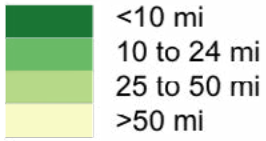
Commuter Distance and Direction

Home to Work

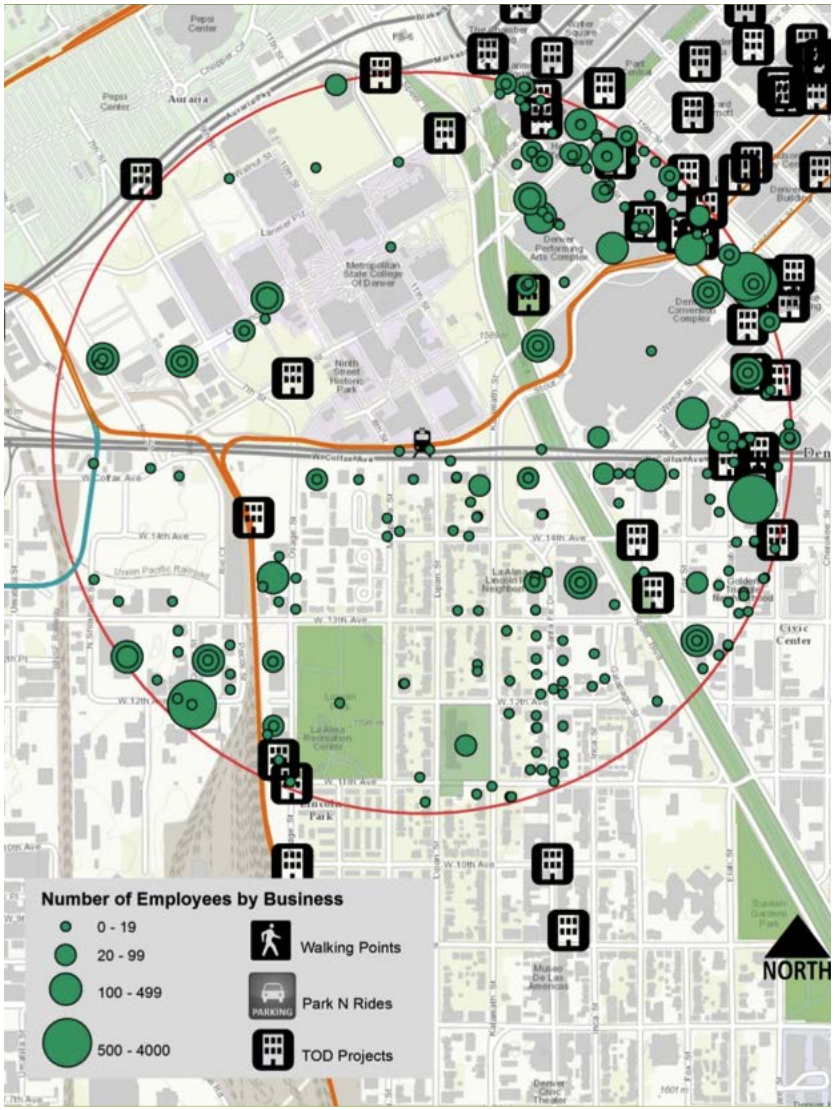


Work to Home





Walkability Analysis from 3 half-mile Points		
Starting Point	**Time (min.)**	**Walking Environment**
1. 14th and Larimer	12 min	Urban, diverse, active
2. 11th and Osage	13 min	Mixed Use, Lincoln Park, crosses Colfax
3. 13th and Elati	14 min	Employment area, civic uses



Accessibility

This station serves the D, F, and H Lines. The pedestrian paths to the station were safe and pleasant, the final score for the walks was 3.5 of 7 points. The final score for bike infrastructure was 2/3, which was due to the high traffic volumes, limited biking paths/routes, and few bike amenities such as lockers. The Station also serves connecting bus routes of which there are 321 bus stops per day. Bus access is based off of six bus routes (8, 16, 16L, 30L, 36L, AF).

Route #1. Starting at 14th and Larimer, the route headed on 14th to Arapahoe to Speer to the Station. This route was marked by tall buildings and heavy commercial presence. One block to the northeast (outside the transit zone) on 15th and Larimer is the first founded block of Denver. This was an engaging walk.

Route #2. The route went East on Colfax and then to Kalamath, 14th, and finally Elati and 13th. There was more pedestrian activity here that at Lincoln Park but less than at Larimer Square. Wayfinding was lacking during this walk and it was the most unpleasant. There was a mix of civic uses and commercial/office. There were many surface parking lots that could be built up.

Bike: Most visibly noticeable were the bike racks but were not heavily utilized. Closer to the academic buildings were more bike racks that had at least 20 locked up. Bikers often dangerously weaved in and out of the people waiting for transit. No individuals were observed getting on the train with bikes but some were during alighting.

ADA: There was the standard audio announcement of train arrivals, textured material in front of the tracks, and covered ramps to get on or off the train. Also, there was a Service Animal Relief Zone which was very unique and the only one of its type that was identified during the transit zone and Station Inventory. No RTD parking or Kiss 'n Ride was available but there were adequate sidewalks to campus parking areas.

Community Services & Parks: Popular destinations around the Station include the Downtown Convention Center, La Alma Recreation Center, and the Civic Center. They all serve different types of people; from tourists and convention goers to local families to historical architecture aficionados. There are closer light rail stops to these destinations, though which make this stop not the best for accommodating the needs of these populations- reverting the Colfax at Auraria Station back to its role as a commuter and student transit hub. There are approximately 37 acres of park and open space within the transit zone. A large part of this comes from Cherry Creek and Lincoln Park. The natural space is a great asset to the community. However, there is a lot of vacant raw land that needs to be addressed in the transit zone area. There is varied and aesthetic landscaping around the Station.

Evaluation

Affordable Housing

La Alma and Lincoln Park is becoming very pedestrian oriented, possibly attributed to the affordable and senior housing in the area as well public transit ridership. The zone has a large supply of rental units: 75%, compared with 34% in the region. Based on the ACS 2005-2009 used in the CTOD TOD Database (CTOD), median income residents spent 23.7% of income on housing, compared to the regional average of 27%. Estimated transportation costs are lower than the region, estimated at 14.7% for the zone, compared to 22% for the region, by the H+T Affordability Index, 14.7% is also lower than the national average of 18%, which is good for poor families.

Accessibility

Overall, the Colfax at Auraria Station and transit zone has good accessibility by all modes of transportation. The percentage of total people in the area using public transit could be increased as it was only at 6.4% whereas it was at 15.6% in 2000.

- **Opportunities:** There should be clear signage and wayfinding to provide a sense of order and direction. The community does not have any incentive or information to get to the light rail stations around the Metro area. Also, there should be clear pedestrian and bike routes from major areas in the Transit Zone that might have an abundance of riders either boarding or alighting. There should be a designated pathway to Lincoln Park and the Civic Center that is on a priority maintenance list. The routes to the Station are just as important as the Station and RTD needs to take a more active role in planning for the riders to access the transit.

Economic Development

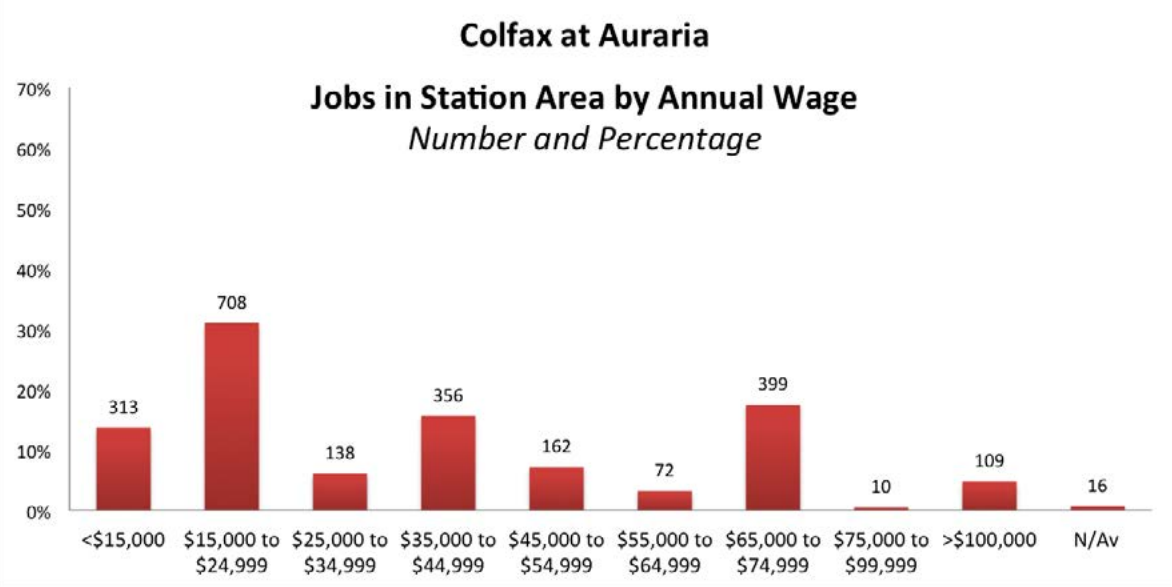
This transit zone has its niche as a education, civic, entertainment, and downtown commercial area. There are numerous headquartered and large companies in this area. 2,283 employees work at businesses within the transit zone; however the total number of employees who are employed by these companies total much more as they may not directly work in the transit zone itself.

- **Gap/Opportunity:** After review of the Accessibility Analysis, the Station and transit zone are somewhat meeting the goals of the plans and zoning. It will take time to further attain the necessary objectives to make this Station part of a vibrant community. The Station is still several years out from fully realizing its potential- especially the call for a transit-oriented community and an integrated identity. This could be a great area to reinvest because of the low improvement to land value ratios due to vacant, underutilized land and parking lots, yet proximity to major regional destinations for employment, education, and entertainment.

Jobs, Housing, and Wages

Colfax and Auraria Housing Score (out of 5 points)									
Housing Data	**% Households earning <$20K**	**% Households earning $20K-$49,999**	**% Households earning $50K-$74,999**	**% Households earning >=$75K**	**% Renter occupied**	**% w/a mortgage paying >30% of income**	**Number of subsidized units**	**Residental density score***	**Total Colfax at Auraria Housing Score**
Value	47.1	16.8	12.2	23.9	75%	48%	25	2	
Scoring Criteria	If households earning <$19K are at least 15%, then 0.5 pts.	If households earning $20-$49K are at least 20%, then 0.5 pts.	If households earning $50K-$74.9K are 30% +/- 5%, then 0.5 pts.	If households earning >$75K are <30%, then 0.5 pts.	If % rental housing is 40%-75%, then 1 pt.	If % of households paying >30% of income is <30%, then 0.5 pts.	If number of subsidized units > 80, then 1 pt.	If density score >=2, then 0.5 pts.	
Score	0.5	0	0	0.5	1	0	0	0.5	**2.5**

*Net Residential Density Scores = (0 PTS: < 7 d.u/acre); (1 PT: >= to 7 d.u./acre and <12 d.u/acre); (2 PTS: >= to 12 d.u./acre and < 20 d.u./acre); (3 PTS: >= to 20 d.u./acre and < 30 d.u./acre); (4 PTS: > = to 30 d.u./acre and < 60 d.u./acre); (5 PTS: > or = to 60 d.u./acre)

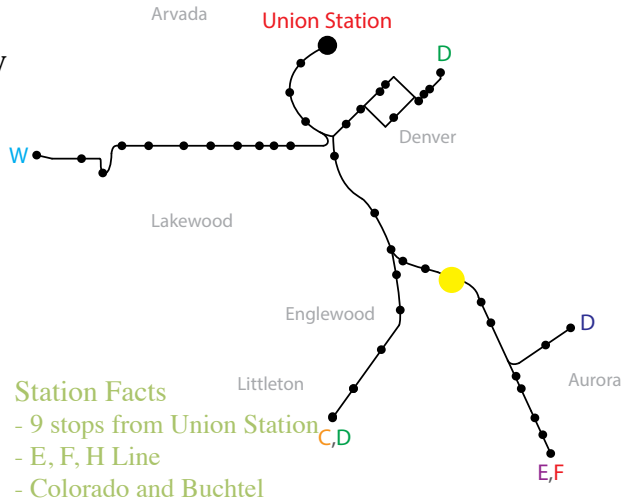


Colorado Station, City of Denver

Overview

The Colorado Station is classified as a neighborhood center TOD type. The zoning surround this station is mixed, primarily supporting single family residential but also including mixed use districts as well as many PUDs along Colorado Boulevard. It has a regional attraction of an IMAX theater that is part of a TOD project that also includes restaurants and offices. The transit zone is also supported by its own station area plan emphasizing higher density housing and more mixed uses near the station. It is also easily accessible by car and bus, but is not as amenable to pedestrians and bicyclists. There is abundant parking, in addition to four bus routes accessible from the station.

System Map



Station Facts
- 9 stops from Union Station
- E, F, H Line
- Colorado and Buchtel
- Opened in 2006
- 5,762 Daily Riders.

DEMOGRAHICS
Pop.: 4,860 (2000), 4,444 (2010)
Med. Income: $35,562 (2000), $36,495 (2010)
% HHS earning <$25K (2009): 32%
% White alone (2010): 70%

TRAVEL
Jobs: 11,643 (2002), 9,960 (2009)
Commute by Public Transit (2009): 1.64%
Avg. Vehicles/Household (2009): 1.29
Quality of Walk: 4/7 pts
Bicycle Infr.: 1/3 pts
Avg. Daily Riders (Jan. 2014): 2,122
Station Ridership Rank (2014): 9 of 45

PLACE CHARACTERISTICS
Major Destinations: IMAX Theater
Avg. Block Size (2010): 7.14 acres
Housing Units (2010): 1,977
Net Residential Density: (2010): 6.64 du/acre
Job Density (ESRI & Info Group 2012): 23.14
Business Density (2012): 2.79

Station Evaluation

Site Development Affordable Housing
Jobs & Economic Development Accessibility

Demographics

Transit Zone Demographics	Census 2000	Census 2010	ACS 2005-2009	% Change
Total households	2,603	2,267	n/a	-24%
Median HH Income	$35,562	$36,495	n/a	3%
% <$25,000	32%	32%	n/a	1%
%>$75,000	17%	19%	n/a	2%
% <18 y.o.	14%	15%	10%	1%
% >59 y.o	26%	25%	20%	-1%
% Bachelor's or higher	n/a	38%	n/a	n/a
% White Alone	82%	70%	87%	-12%
% Black or African American alone	6%	7%	5%	1%
% American Indian and Alaska Native alone	0.9%	0.6%	0.2%	-0.3%
% Asian alone	5.8%	4.2%	3.5%	-1.6%
% Native Hawaiian and Other Pacific Islander alone	0.0%	0.3%	0.3%	0.0%
% Some Other Race alone	5%	6%	1%	1%
% Two or More Races	4%	2%	3%	-2%
% Hispanic or Latino	15%	16%	16%	1%

Residents

The number of households in the zone decreased from 2000 to 2010, from 2,603 to 2,267. Compared to the region, the households have fewer children, are more likely to be over the age of 60 years old. Some of the drop may have been the housing turnover from families to singles, elderly or couples without children. The median household income in the 2005-2009 ACS was $25,000 less than the region's. This appears to be linked to the lower education levels, 38% have a high school diploma or lower, compared to 32% in the region. The area is predominantly white; people of other races and ethnicities comprise less than 25% of the area.

Housing

The transit zone is predominately renter occupied multi-family residential. According to the CTOD data, and data from the City, there are a total of 2,267 units 29.58 percent are owned and 70.42 percent are rented. Data from the City suggests that approximately 34.7% of all of the units are single family. However, the projects in the RTD TOD Database suggest the new housing being added is mostly multi-family. The area surrounding the station is well developed already and any additional development will most likely have higher densities based on the available space left for development.

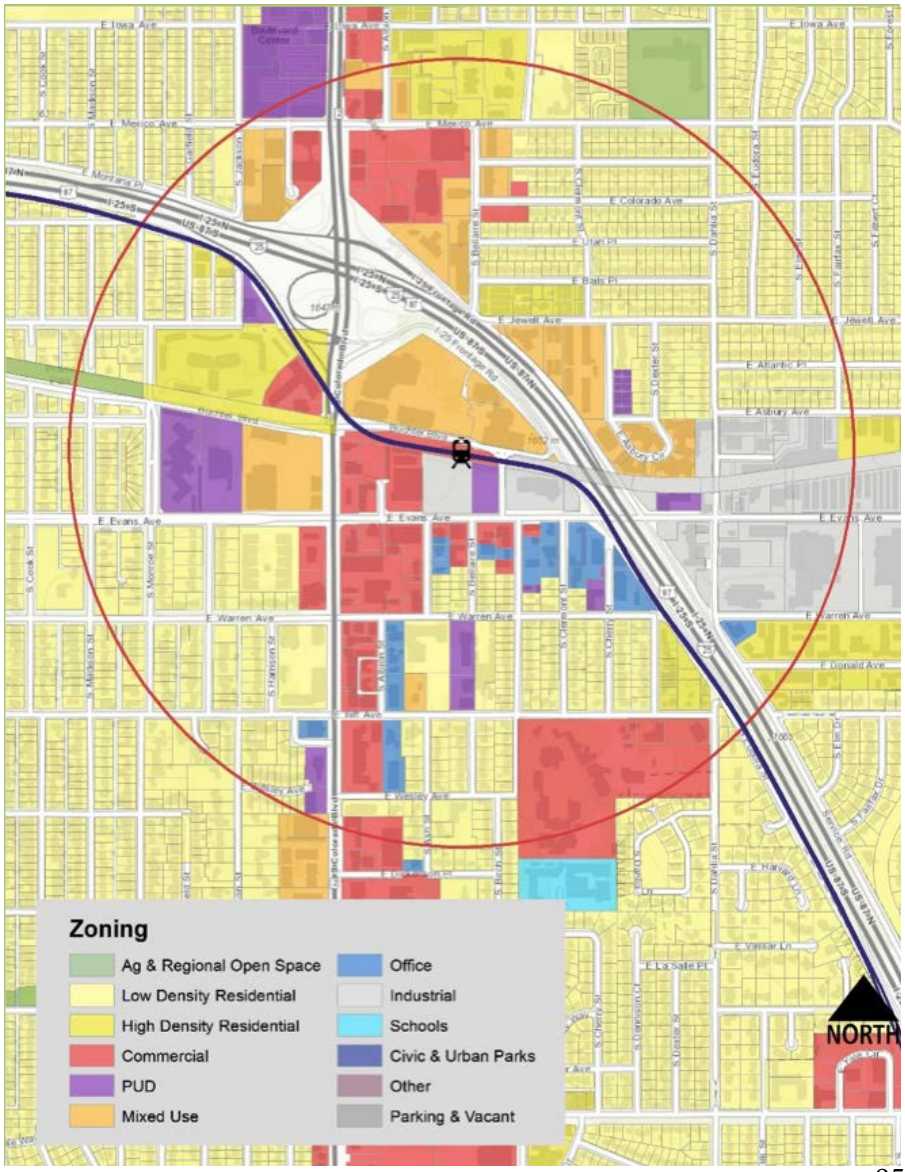
Plans and Regulations

Several plans by the City of Denver address the surrounding development, housing, access, and design of this station, including Comprehensive Plan 2000, Blueprint Denver 2002, Greenprint Denver 2006, the Transit-Oriented Development Strategic Plans in 2006 and 2013, and Denver Moves 2011. Specific to this station, the Colorado Station Area Framework Plan was adopted by City Council in September, 2003. The Plan emphasizes more multi-modal connections calling for enhanced bicycle and pedestrian amenities and shared parking for surrounding businesses. It also aims for reinvestment in the area that will attract denser housing in the mixed-use zone districts.

New Development

There have been two new projects since the creation of the Colorado Station. One is a mixed-use building with 189 condos, 210 hotel rooms and 300,000 sq. ft. of office space. The other development is a retail building with 73,400 sq. ft. of space. They are both directly across the street from the station and are very accessible from the light rail. For those who live in the condos, the light rail serves as a great asset right outside their door.

Within the area immediately around the developments there is high walkability and is easy for pedestrians to maneuver to the station. This is due to the small-scale neighborhood street that separates the development from the station. If venturing out away from the station or the developments, walking around safely becomes an issue as the remaining half-mile area is very auto-oriented.



Zoning

The zoning in the area reflects the land use very well. The areas in the outskirts of the transit zone are predominantly single-family residential, which is what is currently located there and is unlikely to change in the near future. However, that is contrasted by the mixed-use zoning surrounding the station and the commercial zoning stretching along Colorado. The mixed-use zoning is in the area around the station where there is the highest potential for redevelopment projects. This is where the near-term investments are envisioned to happen and thus the more flexibility is given to these areas. The commercial zoning along Colorado supports the activities that are currently happening in those areas and are very stable for the foreseeable future.

Employment

There are a total of 9,960 employees in the transit zone working at 1,403 business establishments. Sixty four percent of the jobs are in six industries that are professional or service-oriented. The distribution of businesses highlight the variety of services offered in the area. They range from large office buildings with professional and office support positions, to corner stores and everything in between.

Commuter

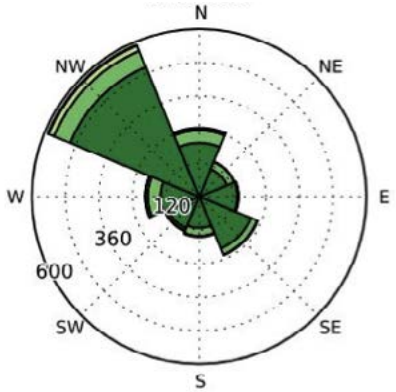
Using the OnTheMap tool from Longitudinal Employer-Household Dynamics (LEHD), 96 percent of residents are employed outside the transit zone, with approximately 83 percent of total primary jobs located within ten miles of the transit zone and in the direction of a light rail transit route (northwest). Nearly all workers employed in the transit zone live outside the transit zone; of those workers, approximately 52 percent live within ten miles of the station and from the direction of a light rail transit route (northwest and east). Based on distance and direction workers are travelling to and from the transit zone, this station may have the potential for increased ridership.

Employment Businesses and Jobs by Industry

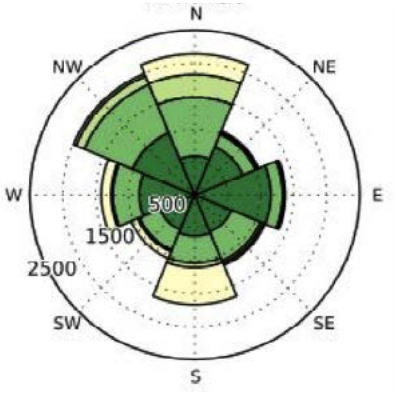
Largest Industries by Share of Businesses & Jobs						
Rank	Businesses by Industry	No.	%	Jobs by Industry	No.	%
1	Professional, Scientific, &Technical Services	300	21%	Health Care & Social Assistance	1,759	15%
2	Health Care & Social Assistance	264	19%	Professional, Scientific, & Technical Services	1,662	14%
3	Finance & Insurance	175	12%	Administrative & Support & Waste Management & Remediation Services	1,283	11%
4	Real Estate Rental & Leasing	114	8%	Finance & Insurance	1,081	9%
5	Other Services (except Public Administration)	98	7%	Accommodation & Food Services	987	8%
	Subtotal Businesses in top industries	951	67.8%	Jobs in Top Industries	6,772	58%
	All business in Transit Zone	**1,403**	**100%**	**All jobs in transit zone**	**9,960**	**100%**

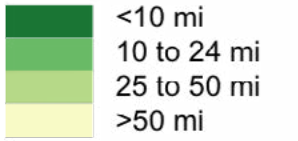
Commuter Distance and Direction

Home to Work

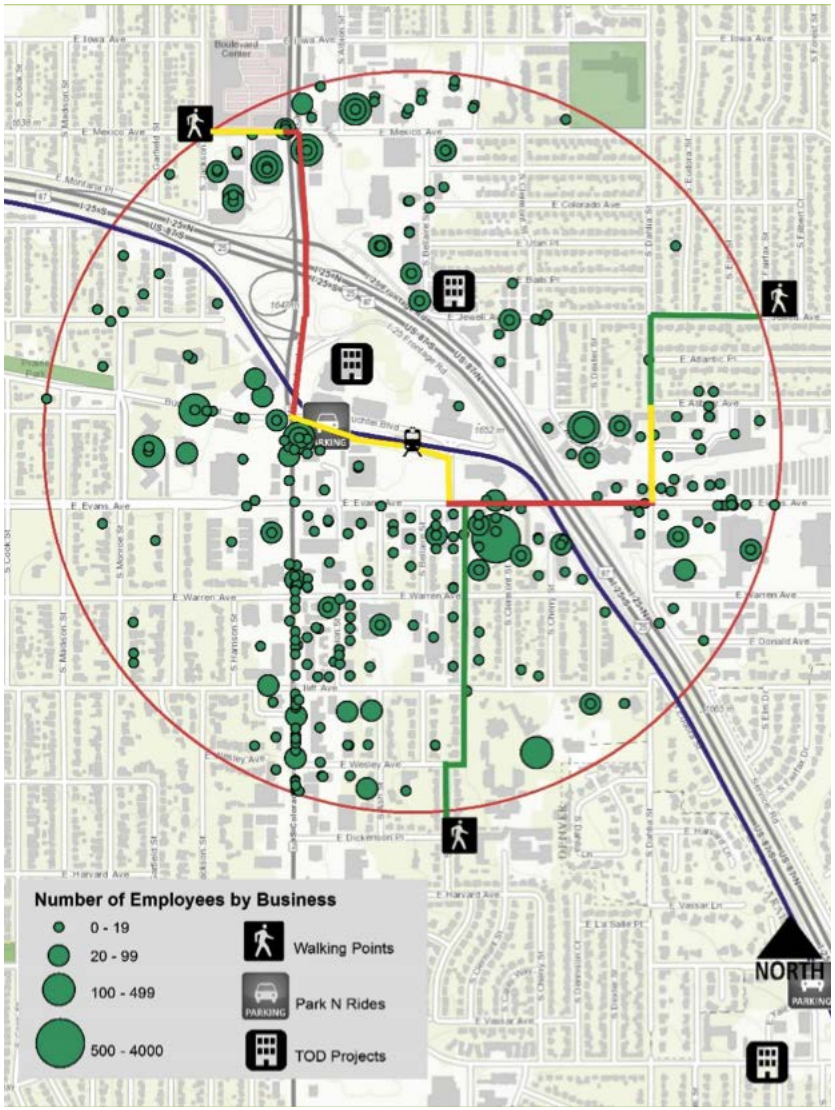


Work to Home





Walkability Analysis from 3 half-mile Points		
Starting Point	**Time (min.)**	**Walking Environment**
1. E Mexico Ave and S Jackson St	14 min	Following Colorado, mostly commercial
2. S Birch St and E Dickenson Pl	10.5 min	Largely residential
3. S Fairfax St and W Jewell Ave	17 min	Mixed residential and commercial



Accessibility

Overall, the pedestrian paths to the station were not that pleasant and did not elicit a safe feeling. Direct access to the station is also possible by four bus routes (21, 40, 46, and DD), a park-n-ride with 363 spaces, 8 bicycle racks and 24 bike lockers. However, the Park-n-ride is highly used, RTD reported 96% utilization in the first quarter of 2014. Route #1 We began at the corner of Jackson and Mexico and headed towards Colorado. After waiting to cross Colorado we turned south and crossed the Interstate. It was not a pleasant walk as the cars going by made it not only uncomfortable by their speed but also the noise level was loud enough to make conversation difficult. Once off Colorado the walk was easier.

Route #1. We began at the corner of Jackson and Mexico and headed towards Colorado. After waiting to cross Colorado we turned south and crossed the Interstate. It was not a pleasant walk as the cars going by made it not only uncomfortable by their speed but also the noise level was loud enough to make conversation difficult. Once off Colorado the walk was easier.

Route #2. Following the grid street pattern through a neighborhood was nice. The walk was pleasant going past a school and single-family houses for most of the way. The only detriment to this walk was when we hit Evans that is also a fairly busy street and was not easy to cross. For the majority of the walk however crossing streets was not a difficult task.

Route #3. TThe final route started off nice through the residential area, but once we hit the businesses it was not pedestrian friendly. It was somewhat foreboding to walk amongst these buildings that were not pedestrian scale and there was a general lack of other people present that only added to the feeling of not belonging in this area.

Bike: There are adequate biking facilities at the station with bike racks and bike lockers available for riders, but the area surrounding the station is not amenable to bikers. The roads immediately surrounding the station are busy and serve as barriers to the surrounding neighborhoods. There are sharrows on some of the streets that parallel Colorado, but one will eventually have to cross a busy street to get to the station.

ADA: The transit zone fared well on ADA measures. The station itself had all the necessary ADA requirements, and the area around it also worked well with crosswalks and frequent sidewalks. The larger streets mostly had sidewalks, and even the smaller ones had sidewalks, though some were small and you could not fit two people side-by-side on them.

Community Services & Parks: According to the ESRI and IG Data, there are five churches and five schools in the transit zone. There is also a wealth of healthcare services in the transit zone including personal well-being and even weight loss coaches which shows the wide variety of services available. The area around Colorado

station does not have a lot of open space or areas that are not fully developed. Due to this there is a lack of park facilities around the station and not many areas outside of the retail stores, that people are able to gather in public. It gives the station more of a feeling of a place where one would use to get to another place and not one to make a destination.

Evaluation

Affordable Housing

Seventy percent of housing units in the transit zone are rented, which is significantly higher than the transit region at 34%.. According to 2009 data from CTOD, housing and transportation costs as a percentage of income for the transit zone are lower than the Denver Transit Region. The Colorado Station typical household housing costs are 19% plus transportation costs at 20%t for a total of 39% of the typical household income. The Denver Transit Region is approximately 27% for housing and 22% for transportation, for a total of 49% of the typical household income. The discrepancy between the Colorado transit zone and the region may be partially influenced by the interstate, which is neighboring the station. This could have a large effect on the prices of housing in the region, as well as the fact that Colorado is such a large arterial street that it is not the most desirable place to live. According to CTOD, 15% of workers take public transportation, bicycle or walk to work, compared to the transit region with eight percent.

- **Opportunities:** There exists opportunties for affordable housing are good in this area as it is already pretty affordable when compared the region at large. There is also a lot of potential for new developments as the corridor evolves and the light rail becomes more of a draw to people. The shopping centers along Colorado and the nearby industrial areas will see opportunities as the land becomes more valuable because of the station.

Accessibility

Overall, the Colorado station and transit zone has good accessibility by car. There are a lot of major roads that make getting to the station easy for drivers. This is shown by how highly utilized the parking lot is for this station. Access by other modes is rather limited as the arterials are large barriers to both bikers and pedestrians. The facilities are there for pedestrians, but the atmosphere is not conducive to making someone want to walk to the station.

- **Opportunity:** An opportunity exists to add more amenities that would encourage more multi-modal access to the station. If the pedestrian environment along the major roads was improved then walking to the station may be more attractive to people living in the area. It would also help to encourage bikers if they had dedicated lanes that made the commute to the station feel safer.

Economic Development

The average household size for the transit zone is 1.96, and approximately 66% of the households have an annual income less than $50,000. According to the MIT Living Wage Calculator, the living wage in Denver for one adult and two children is $25.65 per hour, which is an annual income of $53,354 before taxes.

- **Opportunity/Gap:** For this station to be a successful TOD for current residents, it is important to continue to offer plenty of jobs in the areas surrounding the station.

Site Development

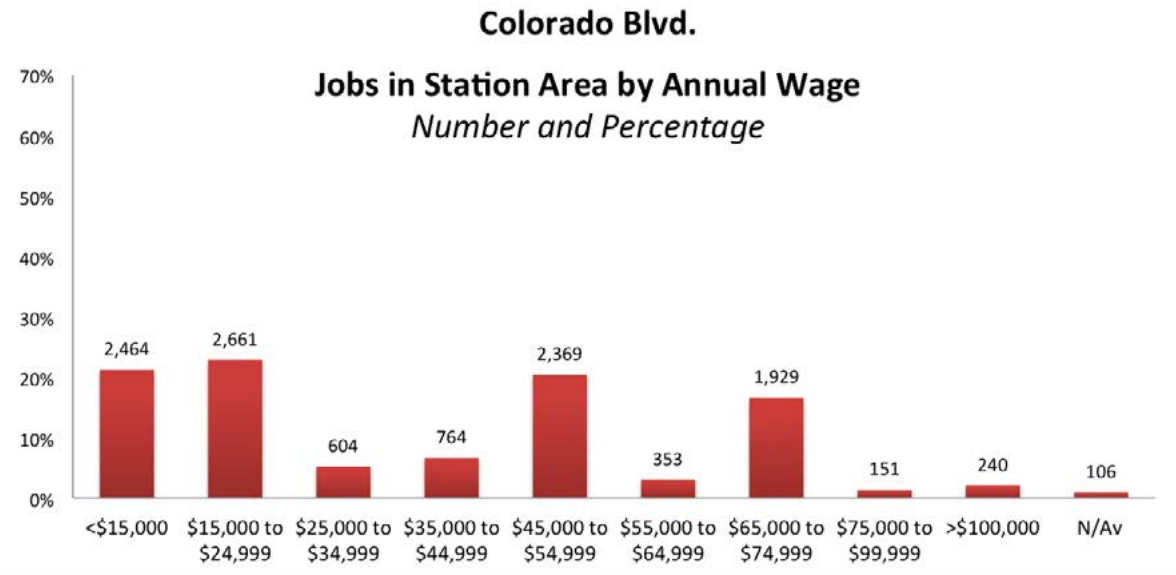
The Colorado Station Area Framework Plan describes a vision for the area that includes high rise mixed income housing, retail, office and entertainment-related development. The most recent TOD project is a good start with the addition of offices and entertainment facilities.

- **Opportunity:** Continued focus on affordable, mixed-income, and subsidized housing is important as the station matures. Also providing more areas for the public to feel welcomed on a pedestrian scale will make the station more attractive.

Jobs, Housing, and Wages

Colorado Housing Score (out of 5 points)									
Housing Data	**% Households earning <$20K**	**% Households earning $20K-$49,999**	**% Households earning $50K-$74,999**	**% Households earning >=$75K**	**% Renter occupied**	**% w/a mortgage paying >30% of income**	**Number of subsidized units**	**Residental density score***	**Total Colorado Housing Score**
Value	32.4	34.1	14.3	19.1	70%	36%	0	0	
Scoring Criteria	If households earning <$19K are at least 15%, then 0.5 pts.	If households earning $20-$49K are at least 20%, then 0.5 pts.	If households earning $50K-$74.9K are 30% +/- 5%, then 0.5 pts.	If households earning >$75K are <30%, then 0.5 pts.	If % rental housing is 40%-75%, then 1 pt.	If % of households paying >30% of income is <30%, then 0.5 pts.	If number of subsidized units > 80, then 1 pt.	If density score >=2, then 0.5 pts.	
Score	0.5	0.5	0	0.5	1	0	0	0.0	**2.5**

*Net Residential Density Scores = (0 PTS: < 7 d.u/acre); (1 PT: >= to 7 d.u./acre and <12 d.u/acre); (2 PTS: >= to 12 d.u./acre and < 20 d.u./acre); (3 PTS: >= to 20 d.u./acre and < 30 d.u./acre); (4 PTS: > = to 30 d.u./acre and < 60 d.u./acre); (5 PTS: > or = to 60 d.u./acre)



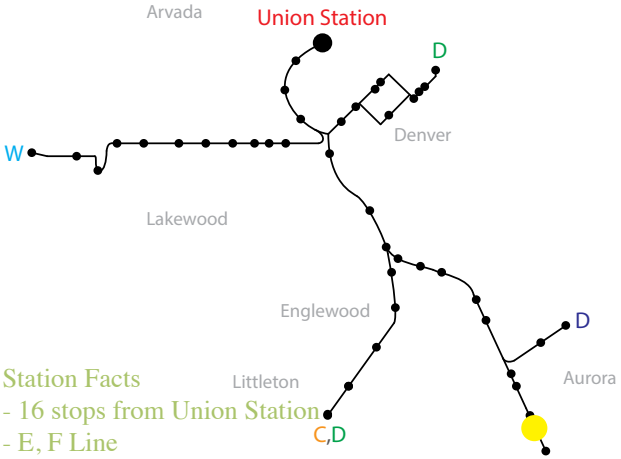
County Line Station, City of Englewood

Overview

County Line is a Community Center TOD type with a few high volume streets, commercial corridors surrounding the Park Meadows Mall and east of Highway 25. The station is located just north of the intersection of Highway 25 and Highway 470 in Englewood. The Park Meadows Mall is located on the west side of Highway 25 in Lone Tree.

The transit zone had no residents in 2000 and only 50 people as of the 2010 Census. There is however, substantial employment in the transit zone and a high job density.

System Map



Station Facts
- 16 stops from Union Station
- E, F Line
- County Line Rd. and Park Meadows Center Dr.

Station Evaluation

Affordable Housing
Accessibility
Site Development
Jobs & Economic Development

DEMOGRAPHICS
Pop.: 0 (2000), 50 (2010)
Med. Income: $100,525 (2000), $74,121 (2010)
% HHS earning <$25K: 11% (2009)
% White alone: 84% (2010)

TRAVEL
Jobs: 7,313 (2002), 10,104 (2009)
Commute by Public Transit (2009): 2.08%
Avg. Vehicles/Household (2009): 1.78
Quality of Walk: 2/7 pts
Bicycle Infr.: 1/3 pts
Avg. Daily Riders (Jan. 2014): 1,843
Station Ridership Rank: 26 of 45

PLACE CHARACTERISTICS
Major Destinations: Park Meadows Mall
Avg. Block Size (2010): 16.02 acres
Housing Units (2010): 34
Net Residential Density: (2010): 3.24 du/acre
Job Density (Esri & Info Group 2012): 23.91
Business Density (2012): 1.49

Demographics

Transit Zone Demographics	Census 2000	Census 2010	ACS 2005-2009	% Change
Total households	0	31		-
Median HH Income	$100,525		$74,121	-26%
% <$25,000	5%		11%	6%
%>$75,000	66%		47%	-19%
% <18 y.o.	30%	8%	38%	-22%
% >59 y.o	7%	4%	8%	-3%
% Bachelor's or higher	60%		37%	-23%
% White Alone	90%	84%	89%	-6%
% Black or African American alone	2%	3%	1%	1%
% American Indian and Alaska Native alone	0%	0%	0%	0%
% Asian alone	1%	5%	6%	4%
% Native Hawaiian and Other Pacific Islander alone	2%	0%	0%	-2%
% Some Other Race alone	0%	0%	3%	0%
% Two or More Races	1%	2%	1%	1%
% Hispanic or Latino	3%	6%		3%

Residents

No households were living in the County Line Station transit zone in 2000. As of 2010, 31 households and 50 people were found. Analysis of changes over this time period must take this into consideration. Median income of residents is $74,121, above the Denver transit region, and 47 percent have median incomes above $75,000. The transit zone is 84 percent white, higher than the Denver Transit Region.

Housing

The transit zone is 77 percent renter-occupied, significantly higher than for the Denver transit region of share of 36 percent. Residents at County Line station pay 37 percent of their income on typical household housing costs, above the Denver transit region average of 49 percent. Median incomes are high at County Line Station, but the elevated housing cost in the transit zone may be a significant burden for some households in this growing area.

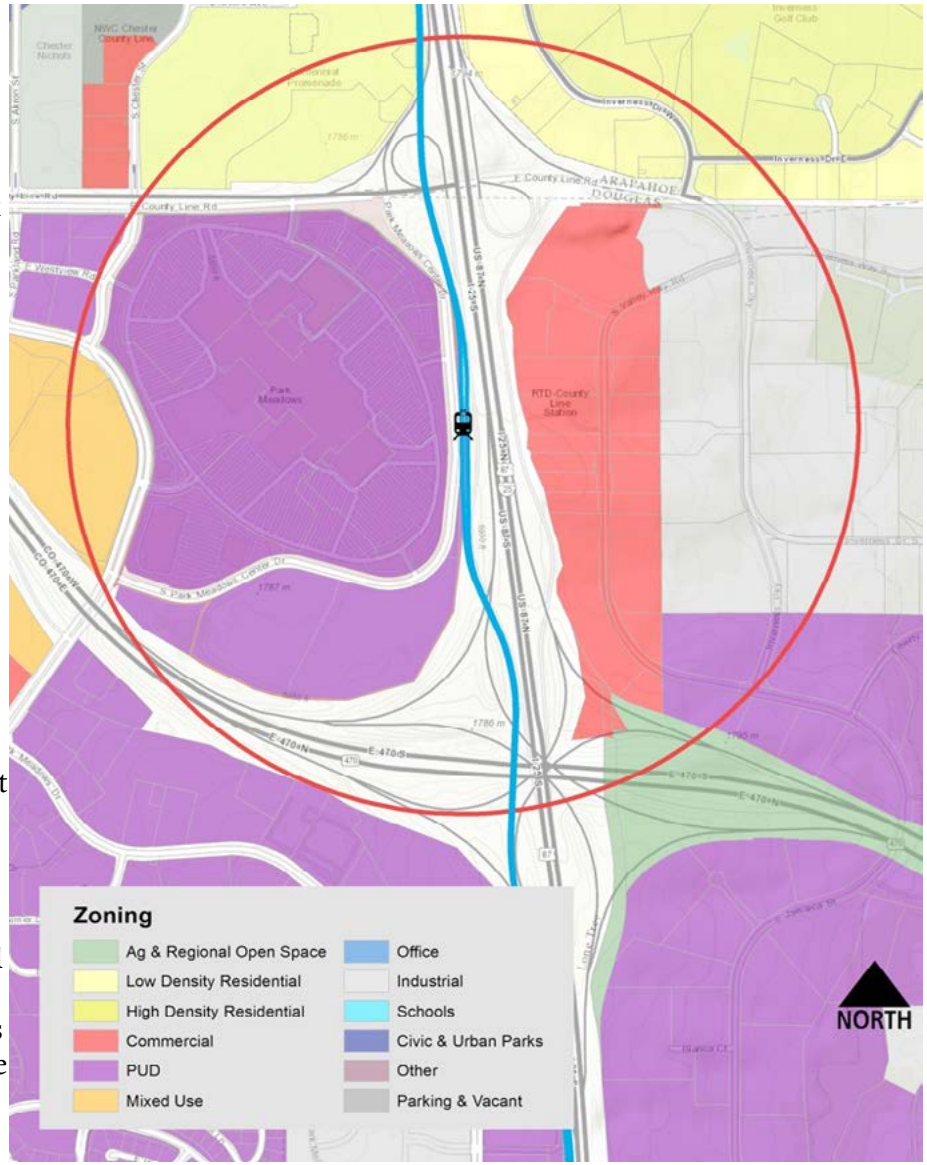
Plans and Regulations

There is no station or sub-area plan for County Line Station. The City of Englewood has a Light Rail Corridor Plan identifies policy and regulatory changes needed to support TOD and an implementation strategy. However, County Line station is not specifically included in the plan, which focuses on Englewood and Oxford Stations and the future Bates Station. Englewood's 2003 Comprehensive Plan includes housing and transportation priorities, however TOD is not central to this plan.

Zoning

The transit zone is predominantly zoned PUD and commercial with some high and low density residential and commercial and industrial zones on the east side of the highway. This is reflected in the City of Lone Tree's zoning map (west of Highway 25), which has PUD zoning around the mall and reflects the environment observed during the station visits.

PUD zoning supports a mix of land uses, building types and densities favorable to TOD. Significant commercial development observed during the station visit is a positive element for County Line's future TOD growth.



Employment

There are 11,957 employees in the transit zone working at 744 business establishments. Retail accounts for the highest share of businesses and jobs at 32 percent and 47 percent respectively. County Line Station is located at the Park Meadows Mall, which likely helps explain the high share of retail jobs and businesses. The range of businesses and jobs is largely concentrated in the top five industries below at 75 percent of all businesses and 80 percent of all jobs.

Commuter

Ninety-four percent of workers residing in the transit zone are employed outside of the transit zone. The location of employment outside of the transit zone is primarily to the north and northwest . Forty-eight percent work less than 10 miles away,35 percent work between 10 and 24 miles away, 9 percent work 25 to 50 miles away and 7 percent work more than 50 miles away.

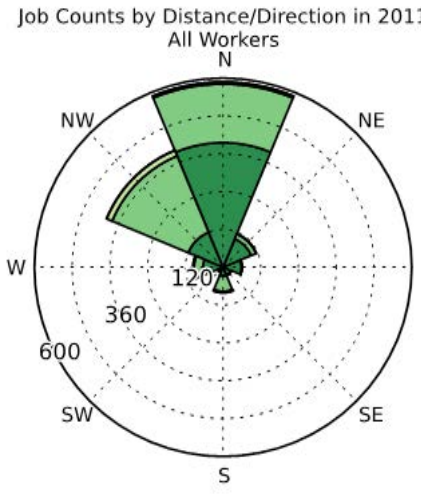
One-hundred percent of those employed in the transit zone live outside. The vast majority of worker live north of the transit zone, less than 10 miles away (83 percent) or between 10 and 24 miles away (17 percent). The most common directions are north and northwest.

Employment Businesses and Jobs by Industry

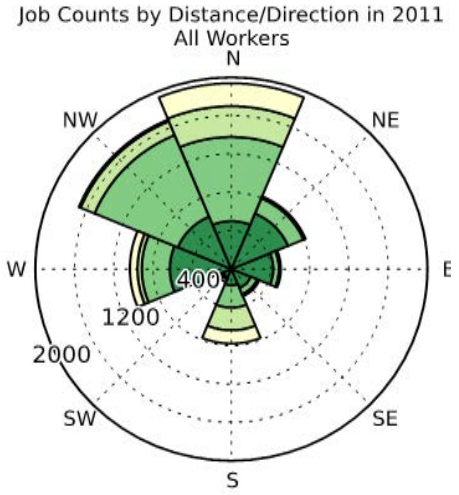
Largest Industries by Share of Businesses & Jobs						
Rank	Businesses by Industry	No.	%	Jobs by Industry	No.	%
1	Retail Trade	240	32%	Retail Trade	5630	47%
2	Finance and Insurance	140	19%	Accommodation and Food Services	2,159	18%
3	Professional, Scientific and Technical Services	84	11%	Professional, Scientific and Technical Services	737	6%
4	Accommodation and Food Services	62	8%	Finance and Insurance	555	5%
5	Public Administration – Nonclassifiable Establishments	40	5%	Real Estate and Rental Leasing	466	4%
	Subtotal Business in Top Industries	566	75%	Subtotal Jobs in Top Industries	9,547	80%
	All Businesses in Transit Zone	**744**	**100%**	**All Jobs in Transit Zone**	**11,957**	**100%**

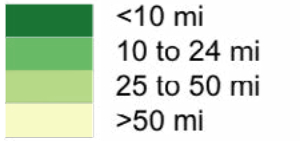
Commuter Distance and Direction

Home to Work

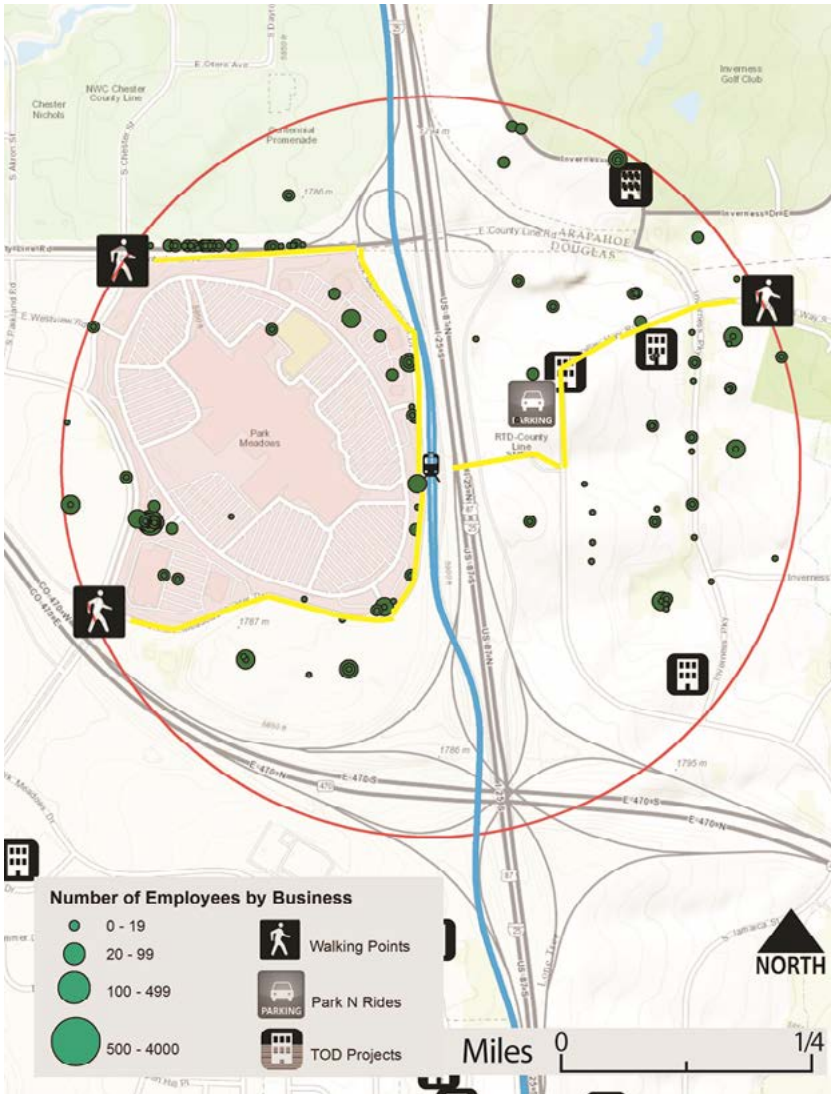


Work to Home





Walkability Analysis from 3 half-mile Points		
Starting Point	**Time (min.)**	**Walking Environment**
E County Line Rd. and S Chester St.	10	Commercial
S Yosemite St and S Park Meadows Center Dr.	11	Commercial
Inverness Way S and Inverness Way E	12	Mixed residential and commercial



Accessibility

County Line station is accessible by car; it is a park-n-ride station with 388 surface parking spaces on the east side of the station. The other side of the station abuts the Park Meadows Mall and parking on this side is restricted to mall shoppers. There is a mandatory "bridge crossing" ticket required for RTD users to exist the bridge on the Park Meadows Mall side, however the ticket kiosk was broken during the station visit. The station is relatively accessible by bus, foot and bicycle. Bus route 402L is accessible from the County Line Station. There are eight bicycle racks and 16 bike lockers at the station.

Route #1 This route has 3 to 5 foot sidewalks attached to busy roads with fast paced traffic. Although the continuous sidewalks and of good quality with minimal cracks and obstructions, the overall feeling of safety was low due to the high traffic with multiple lanes and high volume of mall visitors arriving and departing by car.

Route #2. Similar to route one, this route has low pedestrian safety due to high traffic flow on a busy, wide street. Sidewalks are not continuous, the mall parking lot had to be navigated and the sidewalks have more cracks and obstructions. Both routes were fairly direct and easy to get to.

Route #3. This route was through the commercial and industrial area on the other side of the highway. It was more visually appealing with detached 3 to 5 foot sidewalks in good condition. The route took 12.47 minutes due to a long highway bridge crossing and less direct route. The sense of security was low because there were no pedestrians in the business park or RTD parking lot. None of the walking routes have parks or public spaces.

Bike: There is no bicycle infrastructure along the walking routes. A cyclist was observed along the S Yosemite and S Park Meadows Center Drive route drivers yielded to the cyclist.

ADA: The first and third walking routes have fairly good infrastructure for persons with disabilities. Good quality sidewalks, ramps and surface changes at intersections are present. The accessibility along the second walking route is less favorable due to the discontinuous sidewalk and the need to navigate the Park Meadows Mall parking lot for a portion of the route.

Community Services & Parks:
The transit zone includes primarily private commercial property. There is no public park or open space within the transit zone.

Evaluation

Affordable Housing

There are only 50 people and 31 households in the transit zone at County Line Station and no population was located in the transit zone in 2000. Despite the high median income, housing affordability is low; residents at County Line Station spend 37 percent of income on household

housing costs and 23 percent on transportation costs, compared to 27 percent for housing and 22 percent for transportation for the Denver Transit Region, revealing high housing costs as a percent of income in the transit zone , which is 77 percent renter occupied. Surrounded by the Park Meadows Mall on the west side of the station and a commercial zone on the east, residential development is new to the zone; as more housing is developed in the transit zone, affordability may improve.

- **Opportunity:** Take proactive steps to improve affordability. PUD zoning in the transit zone provides flexibility in uses and density favorable to affordable housing and a recently announced residential TOD project is expected to provide 155 affordable housing units in a mixed-income apartment. Proximity to the light rail and the high end Park Meadows Mall will likely result in continued pressure on affordability at County Line Station.

Accessibility

Accessibility at County Line Station is moderate. There is a bus connection and ample parking on the east side of the highway, however no RTD parking is available on the west side at Park Meadows Mall. Access to the station from the RTD parking lot requires a bridge crossing over the highway. The station has adequate connectivity in most directions and the quality of the infrastructure is relatively good. Safety concerns during the visit related to the high volume roadways surrounding the mall, lack of pedestrians and sections of discontinuous sidewalks. A low share of the population takes public transit, bikes or walks to work and no bicycle infrastructure was observed in the transit zone.

- **Opportunity:** Improve the pedestrian experience along busy streets with longer lights, crossways and accessible ramps.

Economic Development

County Line Station received a high jobs and businesses score; there is a substantial amount of jobs in the transit zone given the Park Meadows Mall and other commercial establishments on both sides of the highway. In addition, a few retail and commercial TOD projects have been built or proposed. While income levels are high in the transit zone, 30 percent of residents have median incomes under $50,000 and as the population continues to grow.

- **Opportunity:** Work to ensure there are jobs available for varied income and education levels.

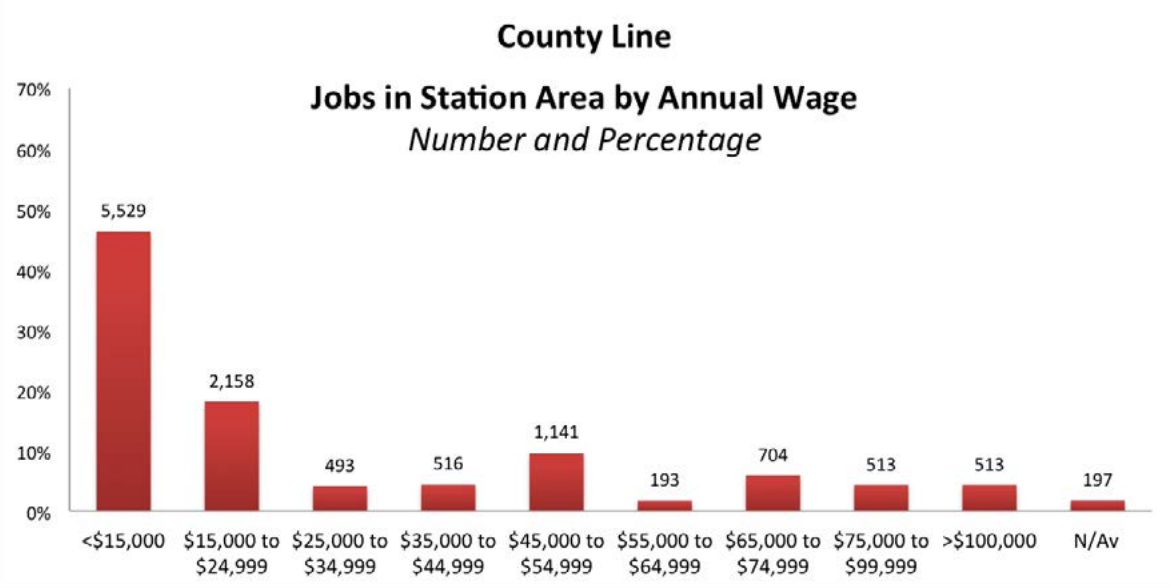
Site Development

Currently, the transit zone moderately supports TOD and has bus connectivity and several destinations within walking distance. There is no station area plan for County Line Station, and no sub-area plan. Despite this, the mix of new and proposed TOD projects (retail, mixed-used and residential) in the transit zone is a positive step for a successful TOD future. Housing density and RTD parking utilization are both very low at County Line Station. An
Opportunity: Take advantage of the flexibility of PUD and mixed-use zoning in the transit zone to densify and attract more TOD and to consider consolidating and reusing parking space to promote TOD.

Jobs, Housing, and Wages

County Line Housing Score (out of 5 points)									
Housing Data	**% Households earning <$20K**	**% Households earning $20K-$49,999**	**% Households earning $50K-$74,999**	**% Households earning >=$75K**	**% Renter occupied**	**% w/a mortgage paying >30% of income**	**Number of subsidized units**	**Residental density score***	**Total County Line Housing Score**
Value	11.6	18.5	22.5	47.4	77%	30%	0	0	
Scoring Criteria	If households earning <$19K are at least 15%, then 0.5 pts.	If households earning $20-$49K are at least 20%, then 0.5 pts.	If households earning $50K-$74.9K are 30% +/- 5%, then 0.5 pts.	If households earning >$75K are <30%, then 0.5 pts.	If % rental housing is 40%-75%, then 1 pt.	If % of households paying >30% of income is <30%, then 0.5 pts.	If number of subsidized units > 80, then 1 pt.	If density score >=2, then 0.5 pts.	
Score	0	0	0	0	0	0.5	0	0.0	**0.5**

*Net Residential Density Scores = (0 PTS: < 7 d.u/acre); (1 PT: >= to 7 d.u./acre and <12 d.u/acre); (2 PTS: >= to 12 d.u./acre and < 20 d.u./acre); (3 PTS: >= to 20 d.u./acre and < 30 d.u./acre); (4 PTS: > = to 30 d.u./acre and < 60 d.u./acre); (5 PTS: > or = to 60 d.u./acre)



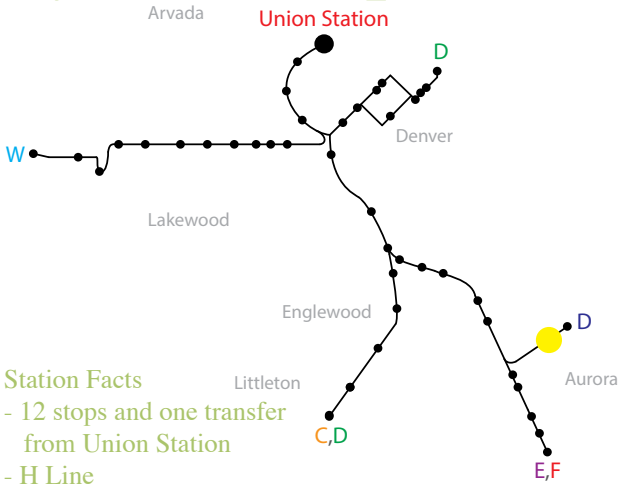
Dayton Station, City of Aurora

Overview

Dayton Station is a Neighborhood Center TOD type, a predominantly low density residential sub-urban neighborhood with low volume residential boulevards. The station is located off highway 225 in proximity to the Cherry Creek State Park and Reservoir.

There is a large parking lot accessible on the north side of the station, surrounded by residential communities with some commercial and Cherry Creek State Park. A highway bridge crossing is required for access to the station from the south side of the highway.

System Map



Station Facts
- 12 stops and one transfer from Union Station
- H Line
- I-225 and S. Yosemite St.

DEMOGRAPHICS
Pop.: 2,042 (2000), 3,497 (2010)
Med. Income: $45,073, (2000) 46,795 (2010)
% HHS earning <$25K: 32% (2009)
% White alone: 60% (2010)

TRAVEL
Jobs: 308 (2002), 292 (2009)
Commute by Public Transit (2009): 2.41%
Avg. Vehicles/Household (2009): 1.45
Quality of Walk: 4/7 pts
Bicycle Infr.: 1/3 pts
Avg. Daily Riders & Rank (Jan. 2014): 1,198; #35 of 45
Approx. % Walking to Station5 (2011): N/AV

PLACE CHARACTERISTICS
Major Destinations: Cherry Creek State Park
Avg. Block Size (2010): 11.18 acres
Housing Units (2010): 1,802
Net Residential Density: (2010): 10.42 du/acre
Job Density (Esri & Info Group 2012): 0.84/acre
Business Density (2012) 0.10/acre

Station Evaluation

Accessibility
Site Development
Jobs & Economic Development
Affordable Housing

Demographics

Transit Zone Demographics	Census 2000	Census 2010	ACS 2005-2009	% Change
Total households	965	1,685		75%
Median HH Income	$45,073		$46,795	4%
% <$25,000	20%		32%	12%
%>$75,000	21%		29%	8%
% <18 y.o.	17%	21%	22%	4%
% >59 y.o	15%	18%	13%	3%
% Bachelor's or higher	45%		31%	-14%
% White Alone	84%	61%	65%	-17%
% Black or African American alone	7%	13%	14%	6%
% American Indian and Alaska Native alone	0%	0%	0%	0%
% Asian alone	4%	9%	8%	5%
% Native Hawaiian and Other Pacific Islander alone	0%	0%	0%	0%
% Some Other Race alone	0%	0%	4%	0%
% Two or More Races	2%	4%	9%	2%
% Hispanic or Latino	3%	13%		10%

Residents

The number of households in the transit zone has increased from 965 in 2000 to 1,685 in 2010. The area is 61 percent white, down from 84 percent in 2000; the Hispanic and Latino population increased from 3 percent to 13 percent in 2010 and the Asian and Black or African American population increased as well. Thirty-two percent of residents in the transit zone have a median income of less than $25,000, however the housing and transportation cost burden is lower than the Denver transit region. According to the CTOD database, Dayton Station residents pay 21 percent of their income on both typical household housing costs and on typical household transportation costs.

Housing

There is a fairly even split between renter and owner occupied housing units in the transit zone. There are 1,685 occupied housing units, of which 833 (49 percent) are renter-occupied and 852 (51 percent) are owner-occupied. Housing affordability is good at Dayton station.

Less than 30 percent of households paying 30 percent or more of their income on housing and there is a good mix of income in the transit zone. The majority of the transit zone is low density residential housing. The station visit confirmed the prevalence of single-family housing around the station.

Plans and Regulations

Observations during the station visit correspond with the current zoning of the Dayton transit zone; with residential development and park and open space on both sides of the highway.

There is no station area plan for Dayton Station. However, the City of Aurora promotes and plans for TOD development through its 2009 Comprehensive Plan which outlines principles and implementation guidelines for TOD.

A TOD zoning district is available for use in the City of Aurora. The district encourages compact development. It identifies building height, form, residential density, parking, land use requirements the development of mixed uses near current or future stations. TOD zoning is not currently in use at Dayton Station.

New Development

Six residential TOD projects have been completed at Dayton Station between 2000 and 2012. Town Center Terrace Inc. built 50 condominiums on S. Dayton Street in 2002 and an additional 260 condominiums on S. Dallas Street in 2008. Legacy Partners built Savoy at Hampton Town Center, 444 apartments, at a cost of $12,000,000 in 2000 and Hendricks Communities, LLC built 132 apartments on S. Dallas Street in 2003. Most recently, Equity Residential built The Savoy at Dayton Station, 168 apartments, on S. Dayton Way in 2012.

Zoning

Current zoning in the transit zone is predominantly low density residential. A small section is high density residential and office and much of

the area south of the highway is open space for the Cherry Creek State Park.

Employment

There are a total of 420 employees in the transit zone working at 51 business establishments, considerably smaller than many of the other transit zones. Real estate and rental leasing account for the greatest share of businesses, followed by professional, scientific and technical services. Fifty-one percent of employees work in the educational services industry and an additional 13 percent work in Accommodation and Food Services. The share of jobs in other sectors is relatively low given the large share of Educational Services employees.

Commuter

Ninety-nine percent of workers residing at Dayton Station work outside of the transit zone. Among them, fifty-two percent work within 10 miles of the transit zone, 27 percent work within 10 to 24 miles, 6 percent work within 25 to 40 miles and 14 percent work greater than 50 miles away. The majority of workers go north, northwest and west to work.

Ninety-nine percent of people employed at Dayton Station live outside of the transit zone, 75 percent of whom live within 10 miles of the transit zone and 14 percent live within 10 to 24 miles. The majority of those employed in the transit zone live northeast and south.

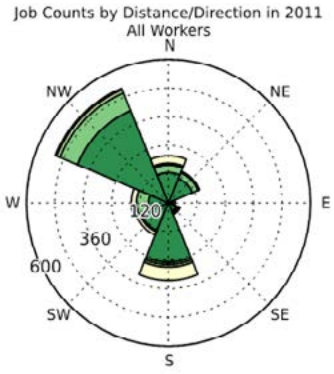
Employment Businesses and Jobs by Industry

Largest Industries by Share of Businesses & Jobs

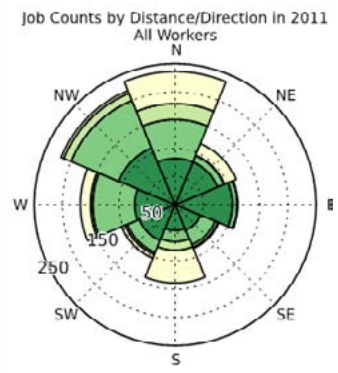
Rank	Businesses by Industry	No.	%	Jobs by Industry	No.	%
1	Real Estate and Rental Leasing	8	16%	Educational Services	214	51%
2	Professional, Scientific, and Technical Services	7	14%	Accommodation and Food Services	55	13%
3	Administrative, Support and Waste Management and Remedial Services	5	10%	Real Estate and Rental and Leasing	31	7%
4	Finance and Insurance	5	10%	Finance and Insurance	21	5%
5	Construction	4	8%	Professional, Scientific, and Technical Services	18	4%
	Subtotal Business in Top Industries	29	58%	Subtotal Jobs in Top Industries	339	80%
	All Businesses in Transit Zone	**51**	**100%**	**All Jobs in Transit Zone**	**420**	**100%**

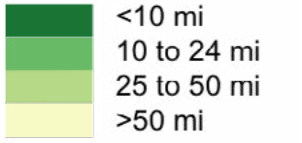
Commuter Distance and Direction

Home to Work

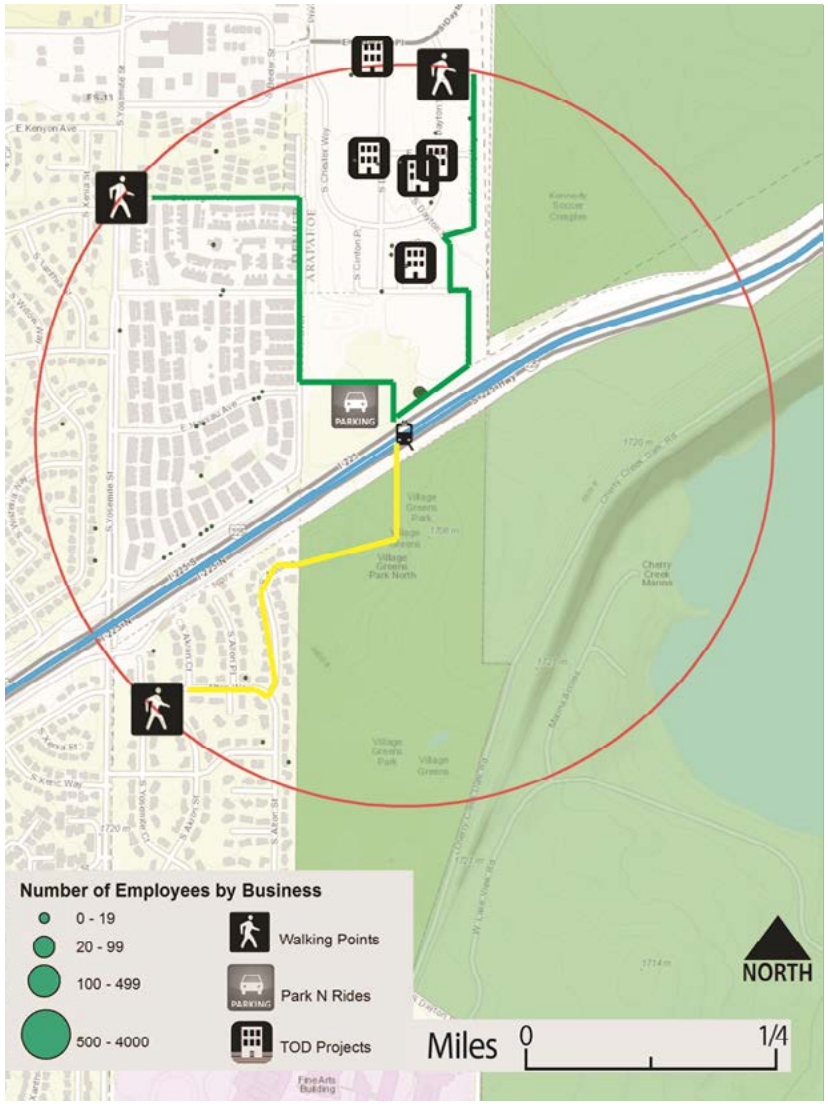


Work to Home





Walkability Analysis from 3 half-mile Points		
Starting Point	**Time (min.)**	**Walking Environment**
1. E. Lehigh Ave. and S. Yosemite St.	11	Residential
2. S. Dayton Way and S. Emporia Way	11	Residential
3. S. Alton Way and S. Akron Ct.	16	Open space, residential



Accessibility

Dayton is accessible by car; there are 250 surface level parking spaces at the station. The parking lot is well connected with the station and there is a welcoming pedestrian bridge with public art connecting the station and parking lot. The station is also accessible by foot and bicycle, particularly on the north side of the highway where residential neighborhoods are well connected to the station. Access is more difficult from the south side of the highway, although there is a pedestrian bridge. There are no RTD bus routes at Dayton Station

Route #1 This route is direct and accessed by crossing the RTD parking lot. It is visually appealing and the neighborhood is well maintained and integrated with the station. Sidewalks are 3 to 5 feet, attached with a only a few cracks and obstructions but they are not continuous. A score of 3 out of 5 was assigned for sense of security. This is a pleasant neighborhood, however lighting could be improved and no pedestrians were observed along the route.

Route #2. This route is through an attractive residential development with curvy suburban streets and detached continuous 3 to 5 foot sidewalks in very good condition. The overall sense of security was high; it could be improved with more lighting along the street to the station. There is unusable public space along the first and second walking routes.

Route #3. This route was difficult to navigate and required a highway crossing using the pedestrian bridge and traversing Village Greens Park, which is visually appealing and well kept, however, with no a direct path to the nearby residential development. The trail and the residential neighborhood are in good condition and visually appealing. The attached sidewalks in the residential area were less than 3 feet with minimal cracks and obstructions. Safety could be improved with better lighting along the trail and residential area.

Bike: There is no bicycle infrastructure along the walking routes, however, the trail along the third walking route is available for bicyclists and pedestrians

ADA: Accessibility was average on the first walking route due to the discontinuous sidewalks. Accessibility was excellent in the second walking route, a residential development with high quality sidewalks, ramps and surface changes. Accessibility was fairly good along the third route as well, although the trail may be difficult to navigate in a wheelchair given the sloping terrain.

Community Services & Parks:
The north side of highway I225 is primarily residential. South of the highway is Cherry Creek State Park, which attracts 1.5 million visitors each year, and some low-density residential housing.

Evaluation

Affordable Housing

Dayton Station received a high affordable housing score due to balanced mix of incomes , split of renter-occupied and owner-occupied housing units and low share paying more than 30 percent of income on their mortgage. Residents at Dayton Station spend 42 percent of their income on typical household housing and transportation costs, seven percent lower than the Denver transit zone (housing costs account for 21 percent, compared to 27 percent for the Denver transit zone). Six residential TOD projects have been completed at Dayton Station since 2000.

- **Opportunity:** Incorporate affordable housing units into this fast growing residential area. Housing density is low and current zoning prioritizes low and moderate density residential. Dayton Station could utilize the TOD zoning district available in the City

Accessibility

The station is relatively easy to access by all means of transportation and for those with disabilities. Connectivity on the north side of the highway was excellent; however the bridge crossing to the south side of the highway and the fact that the station is elevated from the parking lot and surrounding neighborhoods decreased overall accessibility score slightly. There is good access to Cherry Creek State Park by foot or bicycle. The pedestrian environment could be improved with better lighting throughout the transit zone and continuous sidewalks in the residential area northwest of the station. There is no bus routes at the station or within the transit zone and bicycle infrastructure in the transit zone could be improved. The parking utilization rate is 71 percent and well connected with the station.

- **Opportunity:** Improving access from the south side of the highway and pedestrian infrastructure all around the station, such as sidewalks and lighting, would serve to make the station more accessible. Infill development opportunities in this low density station area would likely improve the sense of safety and security

Economic Development

The jobs to population ratio is low in the transit zone given its predominantly residential nature. Although there is office zoning at the edge of the transit zone and commercial and PUD zoning shortly beyond the zone, the majority of the area is zoned low density residential and all of the recent TOD projects have been residential and 99 percent of residents work outside of the transit zone.

- **Opportunity:** Attract more businesses to Dayton Station; this could be facilitated through the use of TOD zoning available in the City of Aurora. Median income is $46,795, only a slight increase from 2000. According to the MIT Living Wage Calculator, the living wage in Aurora for one adult and two children is $25.65 per hour, which is an annual income of $53,354 before taxes. Ensuring residents achieve a living wage will be important as the area continues to develop as a TOD region.

Site Development

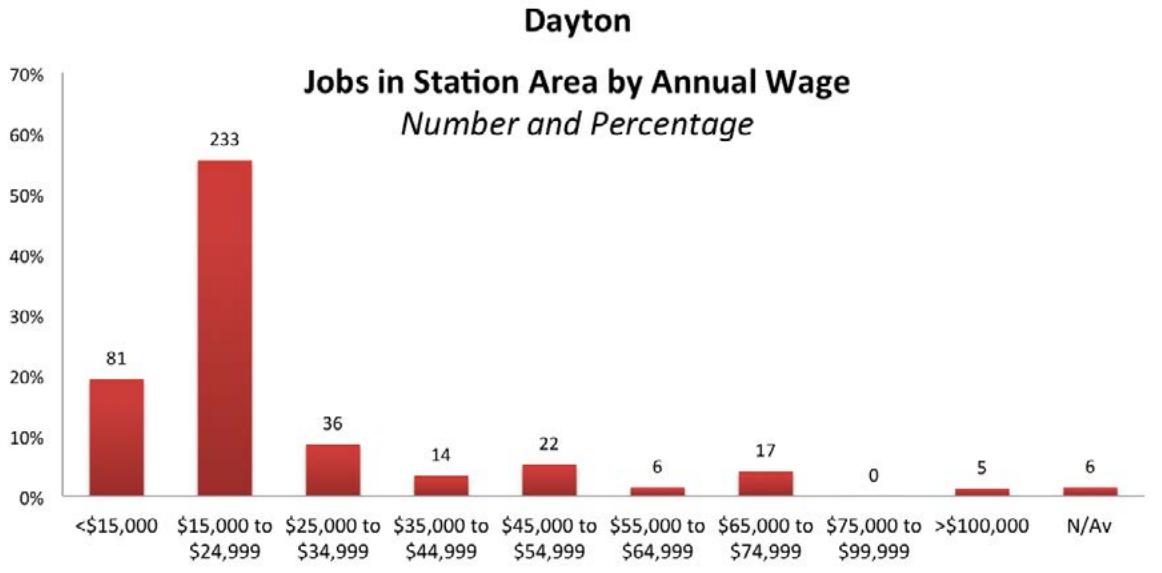
Currently, the transit zone does not adequately support TOD given the limited land uses and densities and lack of amenities and bus connections within walking distance. However, an opportunity exists to improve the TOD orientation at Dayton Station. The City of Aurora emphasizes the importance of TOD development along transit corridors. With the use of TOD zoning, Dayton Station, TOD development with a greater mix of land uses and densities may begin to develop. Resident pressure to maintain low density residential neighborhoods may be a challenge, however the population has grown quickly since 2000 and changing racial dynamics and education levels may favor increased density and access to mixed-uses within the transit zone.

Jobs, Housing, and Wages

The following table presents the eight criteria used to score station areas on affordable housing. Each criterion is worth .5 to 1 point for a total possible score of 5. The criterion measure affordability for existing residents, e.g. through housing expenditure burden and income, as well as opportunity for others to live in the area, e.g. through availability of rental housing and subsidized units, as well as density.

Dayton Housing Score (out of 5 points)									
Housing Data	**% Households earning <$20K**	**% Households earning $20K-$49,999**	**% Households earning $50K-$74,999**	**% Households earning >=$75K**	**% Renter occupied**	**% w/a mortgage paying >30% of income**	**Number of subsidized units**	**Residental density score***	**Total Dayton Housing Score**
Value	22.1	31.7	17.3	28.9	49%	26%	593	1	
Scoring Criteria	If households earning <$19K are at least 15%, then 0.5 pts.	If households earning $20-$49K are at least 20%, then 0.5 pts.	If households earning $50K-$74.9K are 30% +/- 5%, then 0.5 pts.	If households earning >$75K are <30%, then 0.5 pts.	If % rental housing is 40%-75%, then 1 pt.	If % of households paying >30% of income is <30%, then 0.5 pts.	If number of subsidized units > 80, then 1 pt.	If density score >=2, then 0.5 pts.	
Score	0.5	0.5	0	0.5	1	0.5	1	0.0	**4**

*Net Residential Density Scores = (0 PTS: < 7 d.u/acre); (1 PT: >= to 7 d.u./acre and <12 d.u/acre); (2 PTS: >= to 12 d.u./acre and < 20 d.u./acre); (3 PTS: >= to 20 d.u./acre and < 30 d.u./acre); (4 PTS: > = to 30 d.u./acre and < 60 d.u./acre); (5 PTS: > or = to 60 d.u./acre)

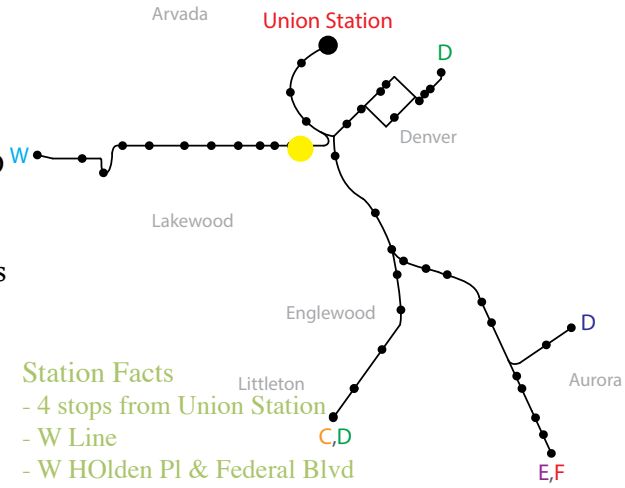


Federal/Decatur Station, City of Denver

Overview

The Decatur-Federal Station is defined as a Urban Center. By 2025, the average weekday ridership for this station is projected to be 9,9001, 7,700 more riders than the current level2. While the station currently appears to be underutilized, it has potential to grow into a highly successful TOD zone. The zoning is updated to support residential as well as retail, commercial, and light industrial land uses. It has a major regional attraction, Sports Authority Stadium, and close proximity to down-town and Auraria Campus. There is abundant parking, in addition to six bus routes and a bicy-cle trail directly accessible from the station, and the surrounding streets have sidewalks, making it pedestrian-accessible.

System Map



Station Facts
- 4 stops from Union Station
- W Line
- W HOlden Pl & Federal Blvd
- Opened in 2013
- 2,122 Daily Riders.

DEMOGRAPHICS
Pop.: 5,420 (2000), 4,802 (2010)
Med. Income: $22,764 (2000), $24,253 (2010)
% HHs earning <$25K (2009): 52%
% White alone (2010): 15%

TRAVEL
Jobs: 1,249 (2002), 1,196 (2009)
Commute by Public Transit (2009): 17.9%
Avg. Vehicles/Household (2009): 1.41
Quality of Walk: 3/7 pts
Bicycle Infr.: 2/3 pts
Avg. Daily Riders (Jan. 2014): 2,122
Station Ridership Rank (2014): 22 of 45

PLACE CHARACTERISTICS
Major Destinations: Sports Authority Stadium
Avg. Block Size (2010): 6.15 acres
Housing Units (2010): 1,783
Net Residential Density: (2010): 7.56 du/acre
Job Density (ESRI & Info Group 2012): 9.42
Business Density (2012): 0.67

Station Evaluation

Affordable Housing
Jobs & Economic Development
Accessibility
Site Development

Demographics

Transit Zone Demographics	Census 2000	Census 2010	ACS 2005-2009	% Change
Total households	1,430	1,646	1,647	15%
Median HH Income	$22,764	$24,253	$24,253	7%
% <$25,000	55%	n/a	52%	n/a
%>$75,000	6%	n/a	11%	n/a
% <18 y.o.	40%	37%	32%	-3%
% >59 y.o	7%	7%	7%	0%
% Bachelor's or higher	8%	n/a	12%	n/a
% White Alone	22%	15%	13%	-7%
% Black or African American alone	10%	10%	9%	0%
% American Indian and Alaska Native alone	2%	1%	3%	-1%
% Asian alone	4%	4%	1%	0%
% Native Hawaiian and Other Pacific Islander alone	0%	0%	0%	0%
% Some Other Race alone	n/a	0%	1%	n/a
% Two or More Races	1%	2%	0%	1%
% Hispanic or Latino	61%	68%	73%	7%

Residents

The number of households in the transit zone increased 15% from 2000 to 2010, from 1,430 to 1,646. According to the 2010 Census, 68% of residents are of Hispanic or Latino ethnicity. When compared to the City and County of Denver, the only notable similarity is age groups. All other comparisons suggest the area around the Decatur-Federal Station is dissimilar to the city as whole with lower educational attainment, lower median income, lower home ownership rate, and lower median value of owner-occupied housing units. The area has a strong ethnic identity that recent community plans have acknowledged as important assets to preserve.

Housing

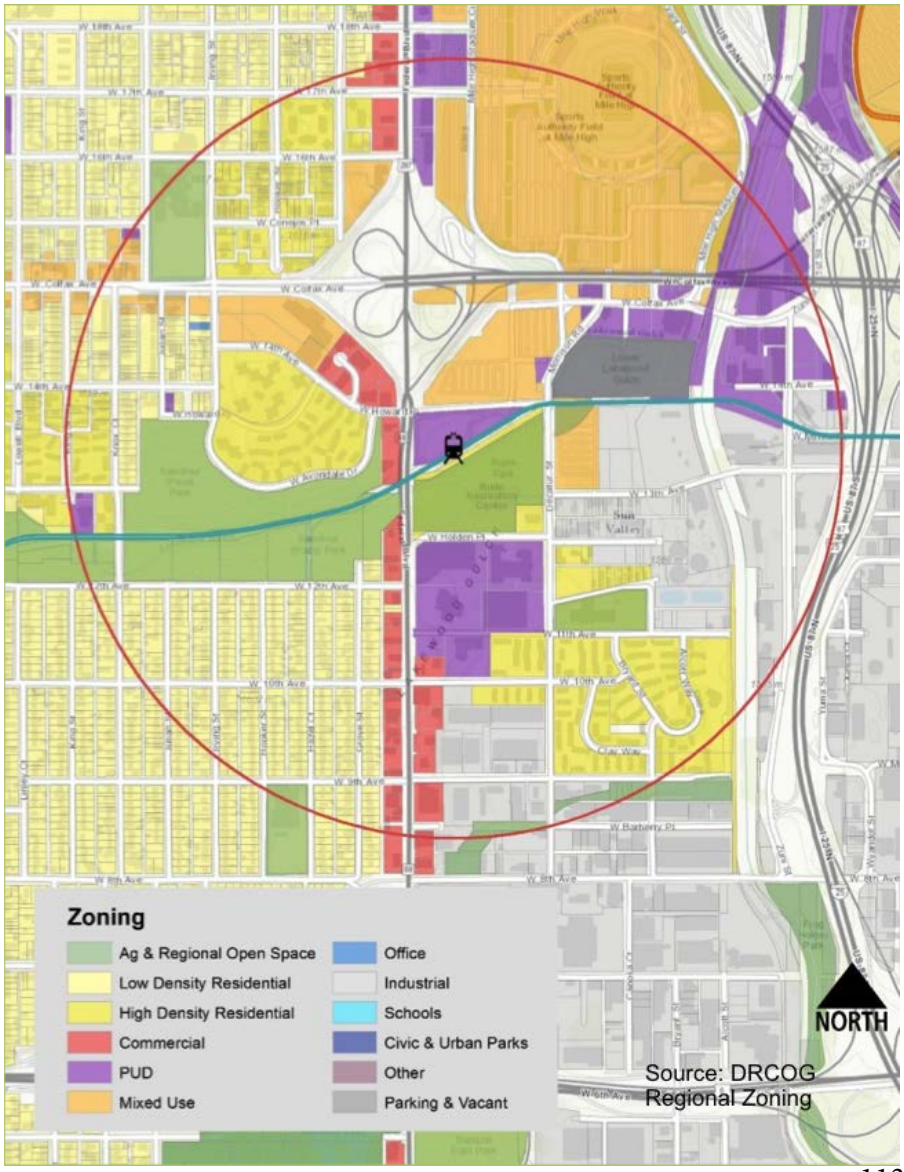
The transit zone is predominately renter-occupied multi-family residential. According to the CTOD database, there are a total of 1,646 occupied units of which 291 are owned (18%) and 1,355 are rented (82%). Included in the renter-occupied units are the Sun Valley Homes, a 33-acre, 330-unit barracks-style Denver Housing Authority (DHA) subsidized housing site. Parcel data from the City and County of Denver suggests that approximately 60% of all of the units are multi-family or mixed use. Additionally, the projects in the RTD TOD Database are mostly multi-family and mixed use.

Plans and Regulations

Several plans by the City and County of Denver address the surrounding development, housing, access, and design of this station, including Comprehensive Plan 2000, Blueprint Denver 2002, Greenprint Denver 2006, the Transit-Oriented Development Strategic Plans in 2006 and 2013, and Denver Moves 2011. Specific to this station, the Decatur-Federal Station Area Plan was adopted by City Council on April 22, 2013. The Sun Valley Neighborhood Decatur-Federal Station Area Plan (2013) celebrates the neighborhood's history and assets, including the protection and promotion of diversity and culture. The goals of the plan are to connect the neighborhood to the surrounding areas through enhanced walkability, bikeability, integrated public spaces, and transit; to encourage economic development through TOD, stadium entertainment, and employment; and to improvement the environment, public, and economic health conditions in the neighborhood.

New Development

There is one major transit-oriented development near the Decatur-Federal Transit Zone: Mile High Vista - Urban Land Conservancy4: This two-acre development located at West Colfax and Irving Street, called Mile High Vista, was acquired by the Urban Land Conservancy (ULC) in March 2011. This mixed-use site is the home of the new "Cory" Gonzales Denver Public Library (2014), Avondale Apartments, including 80 units of workforce housing (families earning below 60% of AMI) and 14,000 square feet of commercial space seeking LEED Gold certification (2014), and a third building on the site is currently projected to contain 14,000 square feet of commercial space. This development was financed through several partnerships including ULC, the TOD Fund, and



Denver Public Library. Additional housing in the zone could help to support this new commercial space. The current density is less than 8 du/acre, which is an accepted minimum for supporting higher frequency bus service and mixed-use.

Zoning

In Blueprint Denver, the site is an area of change: an area to have greater population, economic activity and investment. This designation is reflected in the Station Area Plan as well as the 2010 updated zoning code. The zoning primarily falls under five categories: residential, open space/parks, mixed use, industrial, and retail. Nearly half the land in the Transit Zone is zoned Mixed-use. The observed environment at Decatur-Federal Station mostly aligns with the indicated zoning in the Decatur-Federal Station Area Plan. However, in the last 10 years there has been little change in the number of homes, and the number of jobs may have declined. To achieve sufficient densities in this zone, a minimum of 8 du/acre, an additional 2200 units are needed.

Employment

There are a total of 4,731 employees in the transit zone working at 334 business establishments. The industry with the most businesses is Retail and Wholesale Trade (12%), however, Public Administration employs the most workers (27%). This transit zone is home to the Denver Human Services, which employs 800 workers according to InfoGroup USA .

Commuter

Using the OnTheMap tool from Longitudinal Employer-Household Dynamics (LEHD), 99% of residents are employed outside the transit zone, with approximately 30% of total primary jobs located within ten miles of the transit zone and in the direction of a light rail transit route (west, east, and southeast). Nearly all workers employed in the transit zone live outside the transit zone; of those workers, approximately 17% live within ten miles of the station and from the direction of a light rail transit route (west, east, and northwest). Based on these distances and directions, the high commute share by transit even before the line was open (17%), as well as the walkability of the station area, it seems possible to increase ridership for work travel.

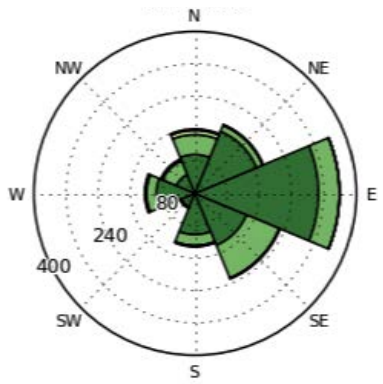
Employment Businesses and Jobs by Industry

Largest Industries by Share of Businesses & Jobs

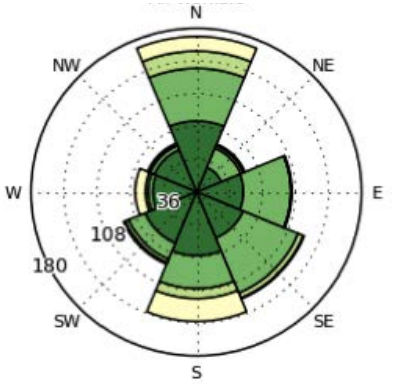
Rank	Businesses by Industry	No.	%	Jobs by Industry	No.	%
1	Retail & Wholesale Trade	63	19%	Public Administration	1,286	27%
2	Information, Finance & Insurance, Real Estate, and Rental & Leasing	54	16%	Construction, Manufacturing, Mining, Quarrying, & Oil & Gas Extraction	861	18%
3	Construction, Manufacturing, Mining, Quarrying, & Oil & Gas Extraction	49	15%	Health Care & Social Assistance	586	12%
4	Other Services	36	11%	Retail and Wholesale Trade	549	12%
5	Health Care and Social Assistance	35	10%	Information, Finance and Insurance,	294	6%
	Subtotal Businesses in top industries	237	71%	Jobs in Top Industries	3,576	75%
	All business in Transit Zone	**334**	**100%**	**All jobs in transit zone**	**4,731**	**100%**

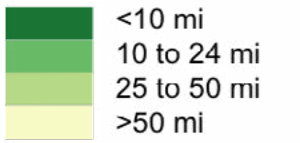
Commuter Distance and Direction

Home to Work

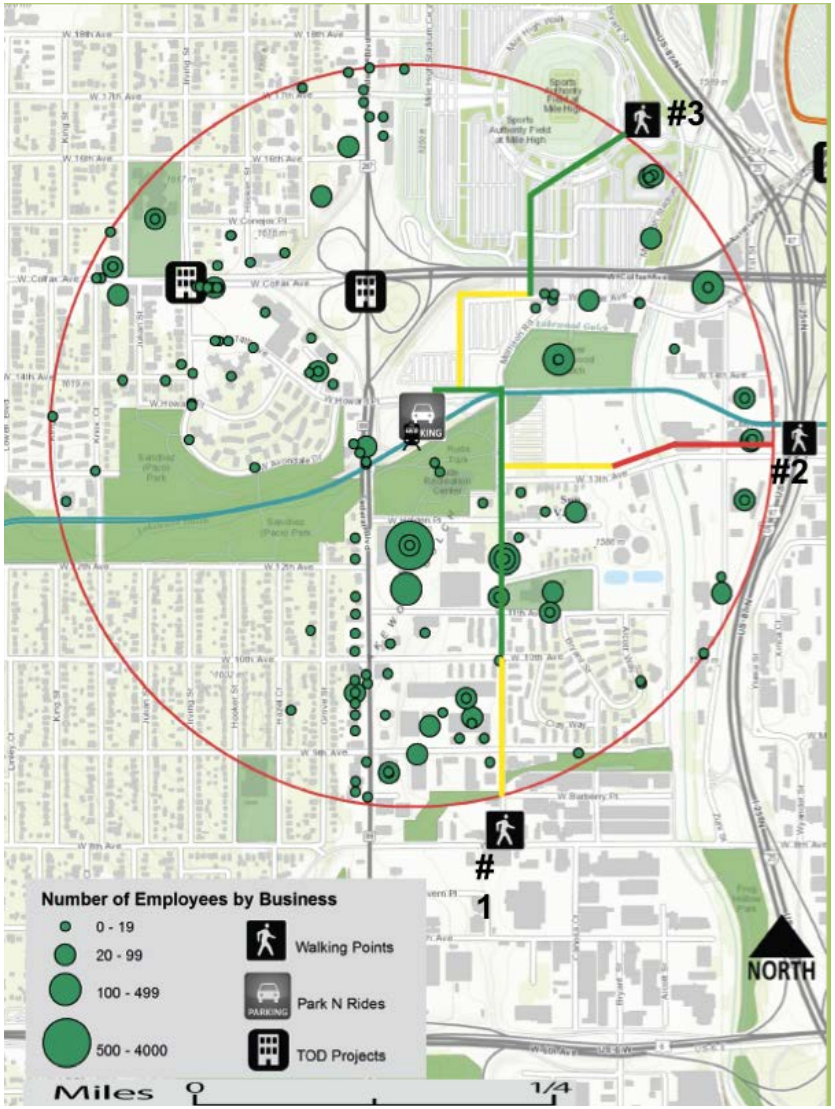


Work to Home





Walkability Analysis from 3 half-mile Points		
Starting Point	**Time (min.)**	**Walking Environment**
1. Decatur @ W. 7th Ave	12 min	Light industrial and residential
2. W 13th Ave @ Yuma St	9 min	Light industrial area
3. S. Platte Trail @ Stadium	10 min	Stadium Grounds



Accessibility

Overall, the pedestrian paths to the station were safe and pleasant, yet the final score for the walks was 3 out of 7 points primarily due to large parking lots or industrial uses. Direct access to the station is also possible by six bus routes (15L, 16, 30, 30L, 31, and 36L) with 463 stops daily, a park-n-ride with 1,900 spaces, 10 bicycle racks and 20 bike lockers. However, the Park-n-ride is rarely used, RTD reported just 4% utilization in the first quarter of 2014.

Route #1. The first route followed Decatur Street through the Sun Valley neighborhood. From the station to West 7th Avenue there is a grid street pattern with mostly attached, three- to five-foot wide sidewalks, textured curb cuts at intersections, and residential street lighting.

Route #2. Following the grid street pattern from the station westward along W. 13th Ave to Yuma Street. The route has an extravagant 10' sidewalk paralleling an electric utility field, storage tanks, and other light industrial uses, but it abruptly ends just east of the South Platte River Trail. A sidewalk is available on the opposite side of the street, forcing pedestrians to continue past where the sidewalk ends on a dirt trail or crossing with street where there are no street crossing aids.

Route #3. The final route followed the Stadium Walk from the Station to the South Platte River Trail. This route is the typical route visitors using the station would follow to attend events. It is a well-maintained, pedestrian-oriented path with wide sidewalks, good lighting, and frequent way-finding signs.

Bike: Lakewood Dry Gulch offers a beautiful bike path connecting the station to the South Platte River Trail to the east and to the City of Lakewood to the west. Future bicycle improvements could include street bicycle facilities to encourage people hesitant to bike without such safety measures. The area has B-cycles during special events, as well as bicycle racks and bike lockers.

ADA: With the exception of Walking Route #2, the transit zone fared well on ADA measures. All three routes had traffic calming devices, acceptable sidewalk widths, and street lights. All of the sidewalks had ramps and were textured at crossings but some of the sidewalks were in need of repair.

Community Services & Parks:
There are several community and public services in the transit zone, including an elementary school, Denver Child Care Assistance Program, Sun Valley Youth Center, Catholic Charities Family Center, Denver Health, and a new library. A large portion of the center of the transit zone is occupied by the Lakewood Dry Gulch, which is designated open space. Additionally, the transit zone contains Rude Recreation Center and Park, which has sports fields and landscaped grounds. Parcel data from the City and County of Denver suggests that the combined parks and open space account for approximately

13%of the transit zone land area.

Evaluation

Affordable Housing

The zone has a large supply of rental units: 82%, compared with 34% in the region. The 330 units in the Denver Housing Authority's Sun Valley Homes are 24% of the rentals. The large number of rental and subsidized units help to explain the lower cost of housing for a resident earning the regional median income. Based on the ACS 2005-2009 used in the CTOD TOD Database (CTOD), median income residents spent 18% of income on housing, compared to the regional average of 27%. However, out of 298 owner-occupied housing units with a mortgage, 154 (52%) were paying more than 30% of income for housing (2005-2009 ACS). Estimated transportation costs are only slightly lower than the region, estimated at 21% for the zone, compared to 22% for the region, by the H+T Affordability Index, but 21% is still higher than the national average of 18%.

- **Opportunities:** There are opportunities available as evidenced by the new TOD site that includes 80 units of workforce housing (families earning below 60% of AMI). Additionally, the Sun Valley Homes housing site is a redevelopment priority for the Denver Housing Authority (DHA) offering an opportunity for yet another innovative housing site from DHA.

Accessibility

Overall, the Decatur-Federal station and transit zone has good accessibility by all modes of transportation. Even before the West line opened, as of 2009, 18% of workers took public transportation, biked or walked to work. In fact, the station is severely over-parked on all but Broncos game days; utilization of the 1,900 RTD spaces is just 4%.

- **Opportunities:** An opportunity exists to better utilize large areas of impervious concrete to not only improve the economic health of the neighborhood but also the environmental health. Improving the pedestrian experience on Federal Blvd is another opportunity. Except for those transit users on the west side of Federal Boulevard who are using the Lakewood Gulch trail underpass, it is very difficult for pedestrians and bicyclists to cross this six-lane arterial.

Economic Development

The average household size for the transit zone is 2.89, and approximately 72% of the households have an annual income less than $50,000. According to the MIT Living Wage Calculator6, the living wage in Denver for one adult and two children is $25.65 per hour, which is an annual income of $53,354 before taxes.

- **Gap/Opportunity:** For this station to be a successful TOD for current residents, is to recruit employment that provides living wages and work force development accessible to the residents.

Site Development

The Decatur-Federal Station Area Plan describes a vision for the area that includes high rise mixed income housing, retail, office and entertainment-related development. The most recent TOD project is a good start. In addition to affordable housing units, the new TOD site offers retail and office space.

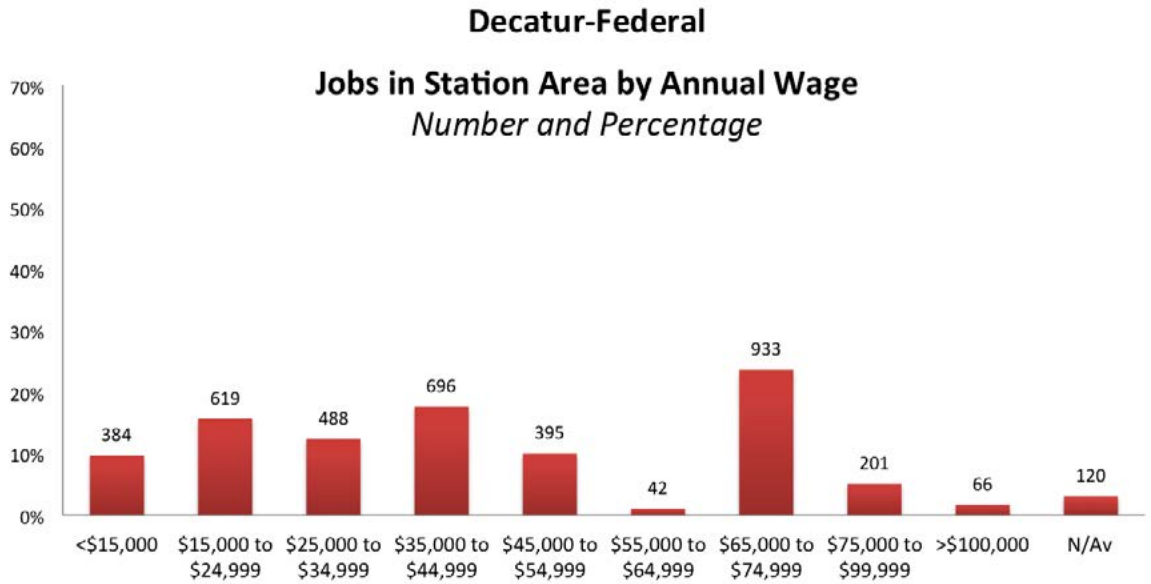
- **Opportunities:** An opportunity exists to provide continued focus on affordable, mixed-income, and subsidized housing is important as the station and surrounding neighborhoods are ideally situated to feel the next wave of gentrification.

Jobs, Housing, and Wages

The following table presents the eight criteria used to score station areas on affordable housing. Each criterion is worth .5 to 1 point for a total possible score of 5. The criterion measure affordability for existing residents, e.g. through housing expenditure burden and income, as well as opportunity for others to live in the area, e.g. through availability of rental housing and subsidized units, as well as density.

Decatur-Federal Housing Score (out of 5 points)									
Housing Data	**% Households earning <$20K**	**% Households earning $20K-$49,999**	**% Households earning $50K-$74,999**	**% Households earning >=$75K**	**% Renter occupied**	**% w/a mortgage paying >30% of income**	**Number of subsidized units**	**Residental density score***	**Total Decatur-Federal Housing Score**
Value	51.4	20.4	17.4	10.9	82%	52%	0	0	
Scoring Criteria	If households earning <$19K are at least 15%, then 0.5 pts.	If households earning $20-$49K are at least 20%, then 0.5 pts.	If households earning $50K-$74.9K are 30% +/- 5%, then 0.5 pts.	If households earning >$75K are <30%, then 0.5 pts.	If % rental housing is 40%-75%, then 1 pt.	If % of households paying >30% of income is <30%, then 0.5 pts.	If number of subsidized units > 80, then 1 pt.	If density score >=2, then 0.5 pts.	
Score	0.5	0	0	0.5	0	0	0	0.0	**1**

*Net Residential Density Scores = (0 PTS: < 7 d.u/acre); (1 PT: >= to 7 d.u./acre and <12 d.u./acre); (2 PTS: >= to 12 d.u./acre and < 20 d.u./acre); (3 PTS: >= to 20 d.u./acre and < 30 d.u./acre); (4 PTS: > = to 30 d.u./acre and < 60 d.u./acre); (5 PTS: > or = to 60 d.u./acre)



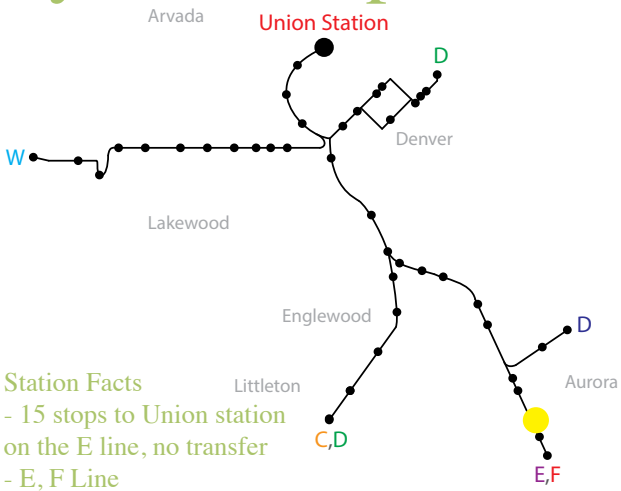
Dry Creek Station, City of Englewood

Overview

Dry Creek Station is a community center TOD type in a suburban area with low density residential developments and some office, industrial and commercial sections and relatively low traffic volume on transit zone streets. The station is located at the intersection of Englewood and Centennial on the E and F line southeast of Denver.

Dry Creek transit zone has a relatively high number and density of jobs. The population has grown from 31 residents in 2000 to 1,588 in the 2010 Census.

System Map



Station Facts
- 15 stops to Union station on the E line, no transfer
- E, F Line
- Dry Creek Road & I-25

DEMOGRAPHICS
Pop.: 31 (2000), 1,588 (2010)
Med. Income: $69,861, (2000) 73,822 (2010)
% HHS earning <$25K: 14% (2009)
% White alone: 78% (2010)

TRAVEL
Jobs: 8,839 (2002), 9,209 (2009)
Commute by Public Transit (2009): 1.63%
Avg. Vehicles/Household (2009): 1.63
Quality of Walk: 4/7 pts
Bicycle Infr.: 1/3 pts
Avg. Daily Riders & Rank (Jan. 2014): 2,118; #23 of 45
Approx. % Walking to Station5 (2011): N/AV

PLACE CHARACTERISTICS
Major Destinations: Home, work, commercial
Avg. Block Size (2010): 16.94 acres
Housing Units (2010): 1,013
Net Residential Density: (2010): 13.71du/acre
Job Density (Esri & Info Group 2012): 24.87
Business Density (2012): 1.50

Station Evaluation

Affordable Housing | Jobs & Economic Development | Accessibility | Site Development

Demographics

Transit Zone Demographics	Census 2000	Census 2010	ACS 2005-2009	% Change
Total households	11	1,013		9.109%
Median HH Income	$69,861		$73,822	6%
% <$25,000	10%		14%	4%
%>$75,000	44%		45%	1%
% <18 y.o.	28%	7%	42%	-21%
% >59 y.o	9%	7%	15%	-2%
% Bachelor's or higher	56%		35%	-21%
% White Alone	86%	78%	86%	-8%
% Black or African American alone	1%	3%	3%	2%
% American Indian and Alaska Native alone	1%	0%	0%	-1%
% Asian alone	4%	7%	4%	3%
% Native Hawaiian and Other Pacific Islander alone	0%	0%	0%	0%
% Some Other Race alone	0%	0%	6%	0%
% Two or More Races	1%	3%	1%	2%
% Hispanic or Latino	6%	9%		3%

Residents

The transit zone had a very low population in 2000; number of households increased from 11 to 1,013 between 2000 and 2010. Median income is $73,822, compared to $61,296 for the Denver transit region.

Residents are 78 percent white, down from 86 percent in 2000. Black or African American, Asian and Hispanic or Latino populations have increased between 2000 and 2010. Residents pay 50 percent of their income on typical household housing and transportation costs, two percent higher than the Denver transit region.

Housing

There are 1,013 occupied housing units in the transit zone and 784 (77 percent) are renter-occupied. Housing affordability is low at Dry Creek Station. More than 30 percent of households pay 30 or more of their income on housing costs and there is a low share of low income residents in comparison to high income residents.

A significant share of the transit zone is low density residential. Several TOD projects are listed on the RTD TOD database, many are residential, however there are also a few mixed-used and commercial projects.

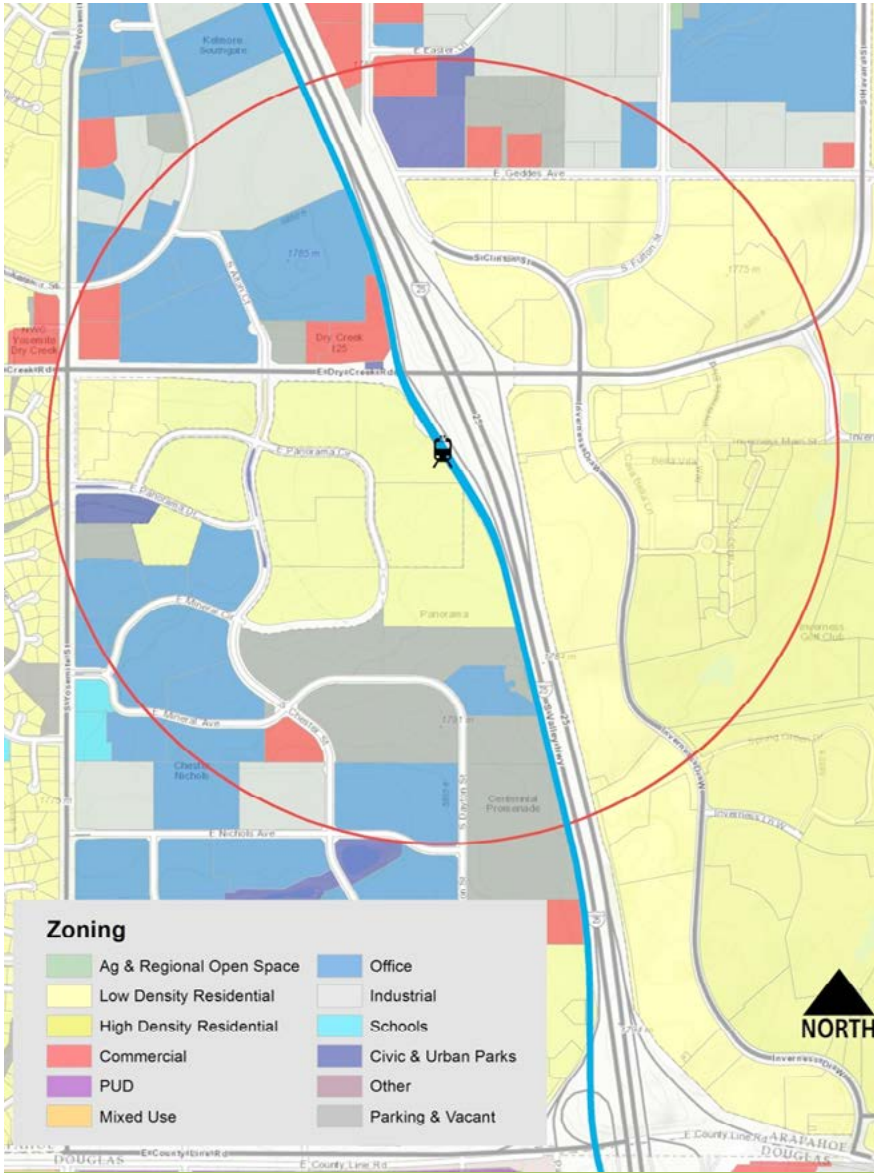
Plans and Regulations

There is no station or sub-area plan for Dry Creek Station. The City of Englewood has a Light Rail Corridor Plan identifies policy and regulatory changes needed to support TOD and an implementation strategy. However, Dry Creek station is not specifically included in the plan, which focuses on Englewood and Oxford Stations and the future Bates Station. Englewood's 2003 Comprehensive Plan includes housing and transportation priorities, however TOD is not central to this plan.

The City of Centennial's 2004 Comprehensive Plan lists TOD as a tool to meet the identified goals of improving transit access and service and to accommodate future development. The plan does not emphasize TOD or provide a specific implementation plan for TOD.

New Development

Metropolitan Homes completed two residential and one mixed-use TOD projects in 2008 and 2009 on Inverness Blvd and Inverness Drive W. Vallagio at Inverness includes 272 apartments and Vallagio South includes 240 condominiums and the cost totaled $156,000,000. The mixed-use, $38,000,000 project, Vallagio North, includes 90 condominiums, 19,250 retail square feet and 24,000 office square feet. The Vallagio project is well integrated with Dry Creek Station and located directly off of the pedestrian bridge from the station. Three other residential projects were completed in 2008 and 2009 by different developers. Mountain View Homes built a 249 unit condominium at a cost of $60,000,000, Embrey Development built 309 apartment units at a cost of $30,000,000 on E. Dry Creek Road, and Fairfield Residential LLC., built 219 apartment units on S. Clinton Street at a cost of $34,000,000. Maggiano's Little Italy restaurant was completed in 2008 with 17,500 retail square feet and an of-



fice project, Panorama Corporate Center IV was completed in 2006 on E. Panorama Cir., with 137,288 office square feet.

Zoning

Current zoning at Dry Creek Station is predominantly low density residential with small pockets of commercial, office and industrial zoning, as well as some parking and vacant land.

This is also reflected in the City of Centennial's zoning map where Dry Creek Station is covered. Permitted uses around the station include business zones B5 (business regional), B1-PUD, BP (business park) and residential zone NC (neighborhood conservation). While a mix of land uses exists around the station, there is no TOD specific zone or emphasis on TOD within a station area plan.

Employment

There are a total of 12,436 employees in the transit zone working at 747 business establishments. Finance and Insurance industry employs the most people with 20 percent of jobs and it is the third highest type of business in the transit zone at 11 percent. Retail trade accounts for the second highest share of employees and businesses at 11 percent. The top five industries below accounts for 62 percent of all jobs and 54 percent of all businesses.

Commuter

Among workers residing in the transit zone, 97 percent are employed outside of the zone. The majority of workers go northwest, north and west to their place of employment and 51 percent work less than 10 miles away, while 34 percent work between 10 and 24 miles away. Seven percent work 25 to 50 miles away and 8 percent work greater than 50 miles away. Ninety-nine percent of those employed in the transit zone live outside of the zone, primarily northwest and north of Dry Creek station. Sixty-six percent live less than 10 miles away and 34 percent live between 10 and 24 miles away.

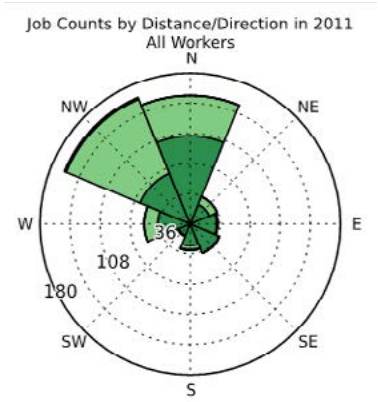
Employment Businesses and Jobs by Industry

Largest Industries by Share of Businesses & Jobs

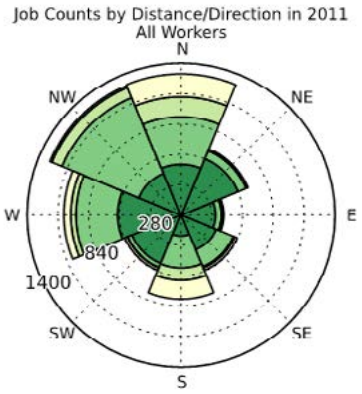
Rank	Businesses by Industry	No.	%	Jobs by Industry	No.	%
1	Professional, Scientific and Technical Services	93	12%	Information	2,495	20%
2	Retail Trade	81	11%	Retail Trade	1,424	11%
3	Finance and Insurance	81	11%	Professional, Scientific, and Technical Services	1,358	11%
4	Health Care and Social Assistance	80	11%	Finance and Insurance	1,344	11%
5	Construction	69	9%	Accommodation and Food Services	1,093	9%
	Subtotal Businesses in top industries	404	54%	Subtotal Jobs in top industries	7,714	62%
	All Businesses in Transit Zone	**747**	**100%**	**All Jobs in Transit Zone**	**12,436**	**100%**

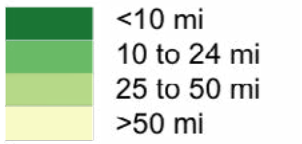
Commuter Distance and Direction

Home to Work

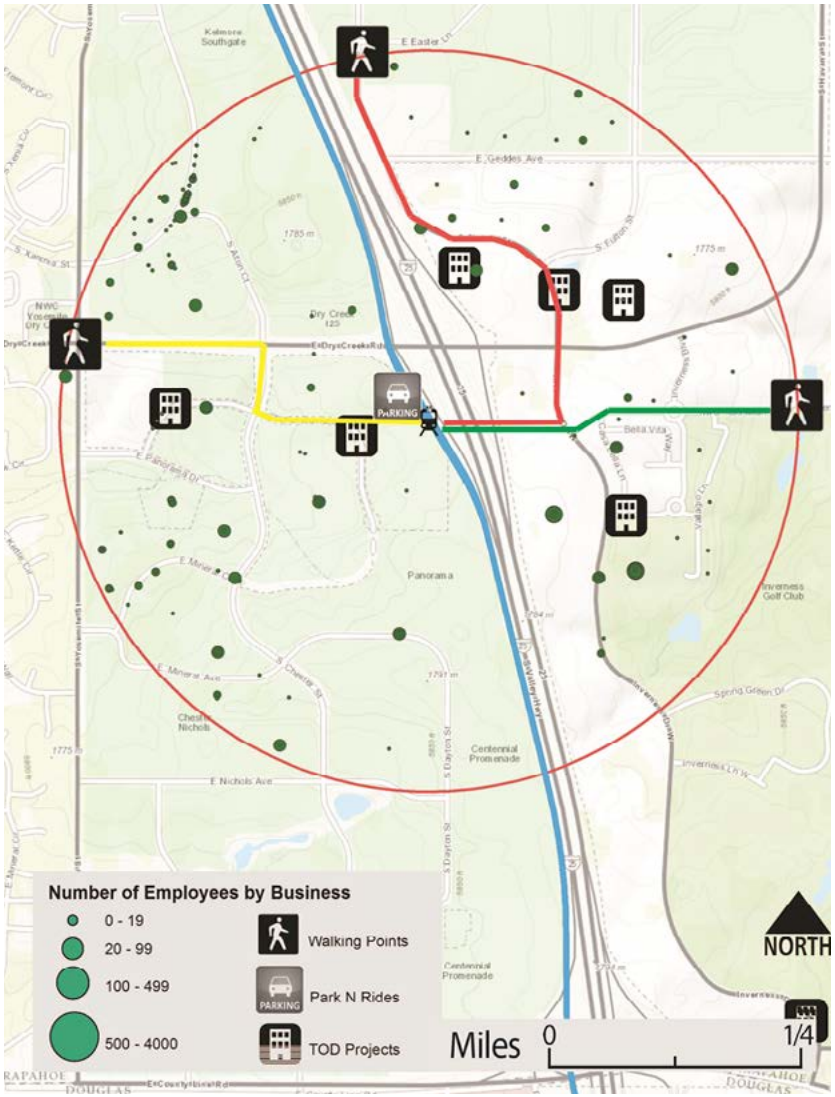


Work to Home





Walkability Analysis from 3 half-mile Points		
Starting Point	**Time (min.)**	**Walking Environment**
1. S. Clinton St. and E Easter Ln.	16 min	Commercial
2. S Yosemite St. and E Dry Creek Rd.	12 min	Commercial, residential mix
3. Inverness Main St. and Inverness Dr. East	10 min	Residential commercial mix



Accessibility

Dry Creek is a park-n-ride station with 235 parking spaces in a two-level parking garage. The station is also accessible by foot and bicycle, however difficulty navigating across the highway and up a level from the parking lot may cause accessibility barriers. There are six bicycle racks at the station, however, no bus routes are accessible from the station or the immediate surrounding area.

Route #1 This route was long due to the highway bridge crossing and curved streets. It was not visually appealing and the sense of security was low due to low lighting, a lack of other pedestrians and the route runs parallel to the highway making for a loud and unfriendly pedestrian experience. The sidewalks are continuous and in good condition, with minimal cracks and obstructions.

Route #2. A few long street lights added to the time on this route. It is visually appealing with well-maintained sidewalks, greenery and landscaping along the office park properties abutting the sidewalks, which are continuous, attached and 3 to 5 feet. The sense of security was a 3 out of 5 because of the fast paced traffic and lack of other pedestrians and low lighting if walking after dark.

Route #3. This was a pleasant walking experience with a direct route off of the pedestrian bridge into a single and multi-family residential development with some ground floor retail. The sidewalks are of very good quality, continuous and detached with appealing landscaping throughout the route. The development is well integrated with the station; the bridge crossing leads directly into the development. A score of 4 out of 5 was assigned for sense of security; the residential and mixed-use section of the route felt safe, however lighting could be improved for walking after dark and the sense of security on the long bridge crossing is not high.

Bike: No bicycle infrastructure was found and no bicyclists were present during the station and area visit.

ADA: The first walking route had poor accessibility for people with disabilities with a score of 2 out of 5. While the sidewalks are in good condition, they are not continuous and sections of the route required walking along the side of the road that was often slightly slanted. The accessibility is better on the other two walking routes, scored a 4 out of 5. Good quality sidewalks with ramps and surface changes at intersections are found in these areas.

Community Services & Parks:
The transit zone is predominantly private property and there are no pubic parks in the transit zone.

Evaluation

Affordable Housing

Seventy-seven percent of Dry Creek Station area residents are renters. Despite high median income, the affordable housing score is low

given the high share of renters (77 percent), uneven spread of incomes and over 30 percent of households that may 30 percent or more of their income on housing. Typical household housing costs account for 29 percent of residents' income, three percent higher than the Denver transit region. The population has grown significantly since 2000 from only 11 households to 1,013 and there is a high share of children under age 18 among the residents , suggesting young families have moved into the area.

- **Opportunity:** Affordable housing for the growing population with significant young families will be important as the area continues to develop and orient toward TOD. Updated zoning that provides for increased density may support this priority. Recent residential TOD projects in Dry Creek Station transit zone do not include affordable housing units.

Accessibility

Accessibility at Dry Creek Station is moderate and most convenient for vehicles. The parking utilization rate is high at 87 percent and well connected to the station despite being a level above. There is limited access to public spaces and parks from Dry Creek Station. There are no bus connections, however a call-n-ride is available. Inconsistent pedestrian and bicycle access is a challenge at the station and throughout the transit zone. Pedestrian and bicycle access and the overall environment of the TOD development along Inverness Main Street was excellent.

- **Opportunity:** Mirror the strengths of the aforementioned development's accessibility features in adjacent TOD developments. There is also a need to improve pedestrian infrastructure along the first and third walking routes, where sidewalks where discontinuous, lighting and accessibility features were poor.

Economic Development

There is a substantial amount of jobs and businesses in the transit zone and the mix of industries is relatively good. Commercial and mixed-use TOD projects have recently been completed in the area, another indicator of a growing TOD oriented area. Median income in the transit zone is well above the median for the Denver transit zone and 45 percent of residents have median incomes of more than $75,000.

- **Opportunity: While** the vast majority of residents work outside of the transit zone, an opportunity exists to ensure the range of industries is maintained in the transit zone to accommodate the income and education levels of residents and to attract more people to the growing TOD oriented transit zone.

Site Development

The transit zone is transitioning toward an area supportive of TOD. There is limited bus connectivity and limited destinations within walking distance. However, it is noteworthy that several recent TOD projects have been completed or proposed at Dry Creek Station and this indicates the area is in transition toward a stronger TOD future. The mixed-use TOD development observed on walking route 3 (the Vallagio project) was very well integrated with the station and provides a vibrant and attractive pedestrian environment with ground floor retail, restaurants and office space. Opportunity: Establish a station area plan that builds upon recent TOD success and plans for the future, including policy and zoning changes to attract TOD.

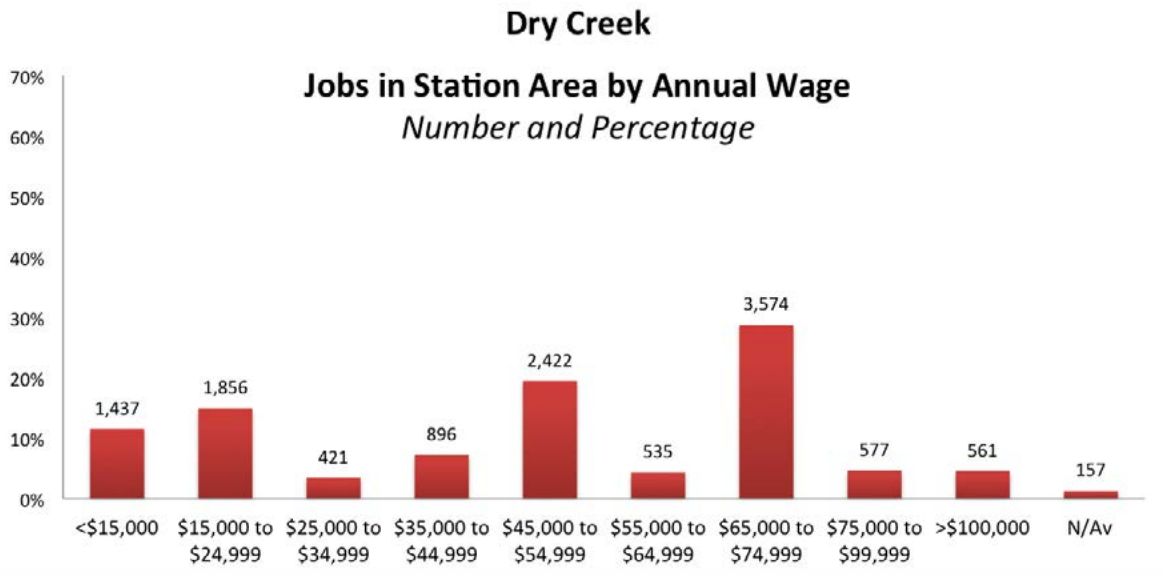
Jobs, Housing, and Wages

The following table presents the eight criteria used to score station areas on affordable housing. Each criterion is worth .5 to 1 point for a total possible score of 5. The criterion measure affordability for existing residents, e.g. through housing expenditure burden and income, as well as opportunity for others to live in the area, e.g. through availability of rental housing and subsidized units, as well as density.

Dry Creek Housing Score (out of 5 points)

Housing Data	% Households earning <$20K	% Households earning $20K-$49,999	% Households earning $50K-$74,999	% Households earning >=$75K	% Renter occupied	% w/a mortgage paying >30% of income	Number of subsidized units	Residental density score*	Total Dry Creek Housing Score
Value	14.1	23.5	17.6	44.8	77%	32%	43	2	
Scoring Criteria	If households earning <$19K are at least 15%, then 0.5 pts.	If households earning $20-$49K are at least 20%, then 0.5 pts.	If households earning $50K-$74.9K are 30% +/- 5%, then 0.5 pts.	If households earning >$75K are <30%, then 0.5 pts.	If % rental housing is 40%-75%, then 1 pt.	If % of households paying >30% of income is <30%, then 0.5 pts.	If number of subsidized units > 80, then 1 pt.	If density score >=2, then 0.5 pts.	
Score	0	0.5	0	0	0	0	0	0.5	1

*Net Residential Density Scores = (0 PTS: < 7 d.u/acre); (1 PT: >= to 7 d.u./acre and <12 d.u/acre); (2 PTS: >= to 12 d.u./acre and < 20 d.u./acre); (3 PTS: >= to 20 d.u./acre and < 30 d.u./acre); (4 PTS: > = to 30 d.u./acre and < 60 d.u./acre); (5 PTS: > or = to 60 d.u./acre)

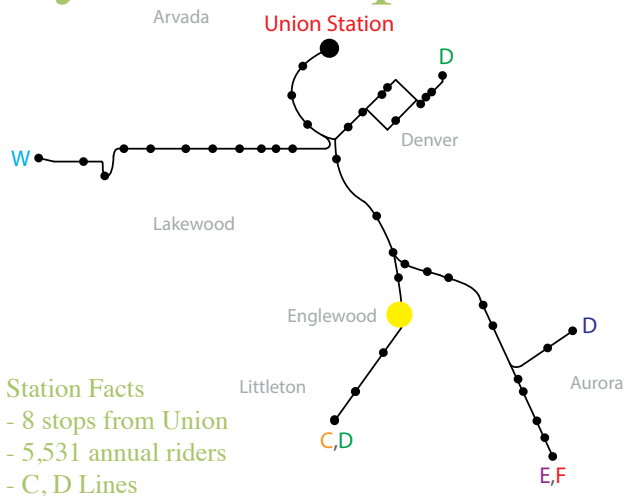


Englewood Station, City of Englewood

Overview

Englewood Town Center maintians a civic center, public amenties and mixed-use development. Residential density has increased in the area, including spaces for businesses and commercial establishments. While the area has capacity for economic expansion within the station area, the transit zoning is seems to be based on large commercial and retail stores that end up dominaning the transit zone both economically and spatially. Housing is the least dense use in the area and jobs use is more dense, meaning the transit zone is largely used as a professional office, business and commercial district. The station is located in an area with characteristics of a Suburban Town Center. Access to the station is possible by four bus gates, parking, and walking.

System Map



Station Facts
- 8 stops from Union
- 5,531 annual riders
- C, D Lines
- Opened in 2001
- Jefferson Ave. and Santa Fe Dr.

DEMOGRAHPICS
Pop.: 1,506(2000), 2,443 (2010)
Med. Income: $31,733 (2000), $34,567 (2010)
% HHS earning <$25K: 33.38%
% White alone: 62% (2010)

TRAVEL
Jobs: 4,243 (2002), 5,079 (2009)
Commute by Public Transit (2009): 11%
Avg. Vehicles/Household (2009): 1.65
Quality of Walk: 3/7 pts
Bicycle Infr.: 2/3 pts
Avg. Daily Riders (Jan. 2014): 5,531
Station Ridership Rank: 10 of 45

PLACE CHARACTERISTICS
Major Destinations: Englewood Town Center
Avg. Block Size (2010): 6.36 acres
Housing Units (2010): 1,578
Net Residential Density: (2010): 4.37du/acre
Job Density (Esri & Info Group 2012): 10.29/ acre
Business Density (2012)

Station Evaluation

Affordable Housing | Jobs & Economic Development | Accessibility | Site Development

Demographics

Transit Zone Demographics	Census 2000	Census 2010	ACS 2005-2009	% Change
Total households	826	1,417	1,135	41%
Median HH Income	$31,733	$34,567	$34,567	9%
% <$25,000	35%	n/a	35%	n/a
%>$75,000	n/a	n/a	16%	n/a
% <18 y.o.	18%	15%	19%	-17%
% >59 y.o	21%	n/a	n/a	n/a
% Bachelor's or higher	26%	21%	34%	n/a
% White Alone	78%	62%	87%	-21%
% Black or African American alone	1%	2%	1%	1%
% American Indian and Alaska Native alone	1.2%	0.6%	1.1%	-50%
% Asian alone	0.0%	2.7%	1.7%	0.4%
% Native Hawaiian and Other Pacific Islander alone	0.0%	0.0%	0.0%	0.0%
% Some Other Race alone	0.0%	0.04%	2.5%	0.0%
% Two or More Races	2%	3%	7%	44%
% Hispanic or Latino	17%	29%	n/a	42%

Residents

The number of households in the zone increased by almost 3,000 residents between 2000 to 2010, from $31,733 to $34,567. This could be a result of the increase in residen5al development close to the transit sta5on. Compared to the region, there are generally young to older adults, being older than eighteen years but younger than sixty. Some jus5fica5on for the younger popula5on may be the number of young adults ren5ng apartments. The median household income in 2010 was $31,733. Only 20.99% of the residents living in the transit zone have a bachelor's degree or higher, which is below the regions. The low median income may be connected to the low percentage of individuals within the transit zone with bachelor degrees

Housing

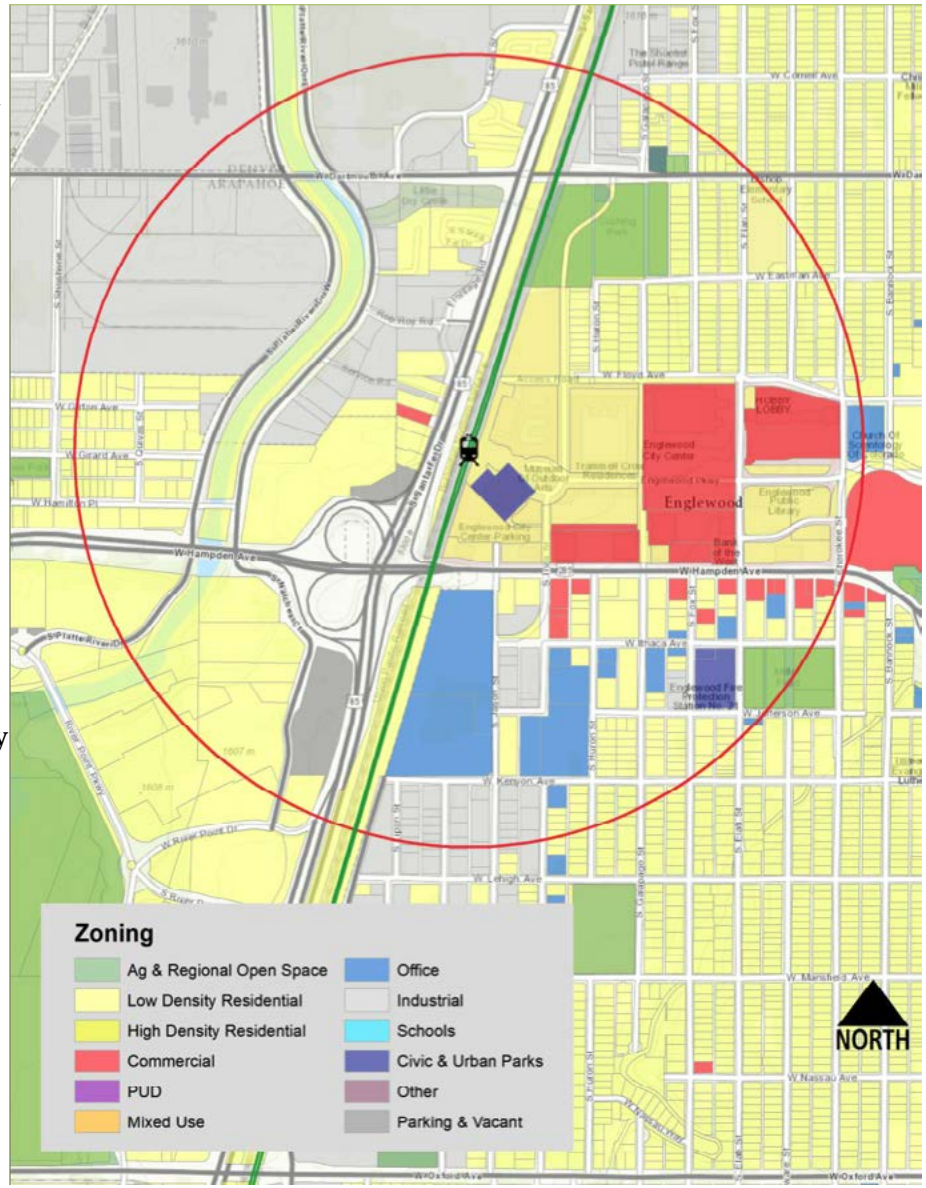
Housing character in the transit zone is largely rental units, par5cularly apartments. These rentals are targeted towards younger individuals. The transit zone has a total of 1,202 housing units, with 305 units owned and 897 units rented. The majority of the housing structures close to the sta5on are apartments and condos, mostly for rent. The main housing complex, built as a TOD, is a mixed-use district with commercial and business on the main level and housing on the upper levels. This creates a slightly higher housing density. Housing classified as single-family homes are located further from the sta5on and make up close to half of the housing units. The typical household is spending 19.88% of their income on housing, which is less than the regions. Englewood Comprehensive Plan is based on DRCOG principles and goals. Regional and local transit connectivity is a major goal mentioned in the plan. New connections are described as being integrated with new transportation alternatives and improved access for pedestrians and bikers.

Plans and Regulations

The City of Englewood produced an Englewood corridor plan to specifically address planning issues and target design goals for the Englewood Station and two additional stations that serve the City of Englewood. A major focus of the plan is on economic stimulation and providing higher density through mix-use development. Bates Station is a purposed transit stop that is located just inside the half-mile transit area. A study done in 2002 indicated the areas development potential. Barsocchi Real Estate Development Firm has identified the area as a valuable location, along the Santa Fe Blvd., that would include a town center and village to improve and integrate pedestrian connectivity . The area, as described by the firm, could include 600- 1,000 residential units, 50,000 to 100,000 square feet of office and retail space. The site development would require environmental remediation and the revitalization of surrounding neighborhoods.

New Development

There are two major TODs. One has been developed as Englewood Town Center, which was completed in 2002, and the other is the Bates Station, which is a proposed TOD. Part of the Bates Station Plan proposes a community and town



center development as part of a new station. The Bates Station is a mixed-use development that will be served by a new proposed station located just north of Englewood's Transit Zone. While the Town Center is zoned for higher density, the surrounding area is at considerably lower density.

Zoning

The transit zone has zoning districts that included mixed-use, high density residential, limited office, medium density single and multi-dwelling unit residential district, plus some single dwelling residential to accommodate for the long existing housing stock in the older neighbors close to the eastern rim of the transit zone. The area also includes mixed-use central business district. Close to I25 the dominant zone districts are industrial. The zoning within the transit zone varies from medium density to low density, depending on the proximity to the station.

Employment

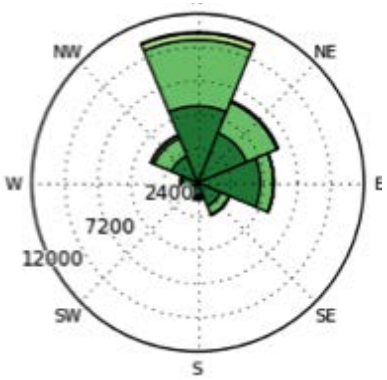
There are a total of 6,274 employees in the transit zone working at 449 business establishments. Seven two percent of the jobs are in six industries that are professional or service-oriented. The distribution of businesses highlights the trend of dominating professional service industry currently occupying the transit zones existing business and office space. There are also workers that travel from the north but generally, on average are traveling between twenty-five and fifty miles. During the weekday the number of employees flowing into the transit zone are well above the transit zone's population of almost two thousand.

Empolyment Businesses and Jobs by Industry

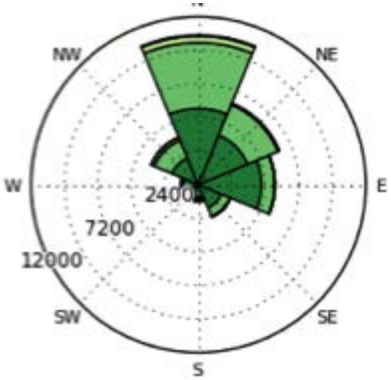
Largest Industries by Share of Businesses & Jobs						
Rank	Businesses by Industry	No.	%	Jobs by Industry	No.	%
1	Professional, Scientific, and Technical Services	88	20%	Public Administration	1,302	20%
2	Retail Trade	65	14%	Educational Services	884	14%
3	Finance and Insurance	64	14%	Health Care and Social Assistance	768	12%
4	Other Services (except Public Administration)	57	12%	Professional, Scientific, and Technical Services	747	12%
5	Health Care and Social Assistance	52	12%	Accommodation and Food Services	688	11%
	Subtotal Businesses in top industries	326	72%	Jobs in Top Industries	4,389	69%
	All business in Transit Zone	**449**	**100%**	**All jobs in transit zone**	**6,274**	**100%**

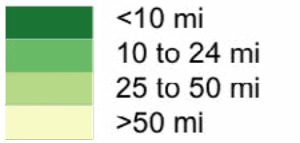
Commuter Distance and Direction

Home to Work



Work to Home

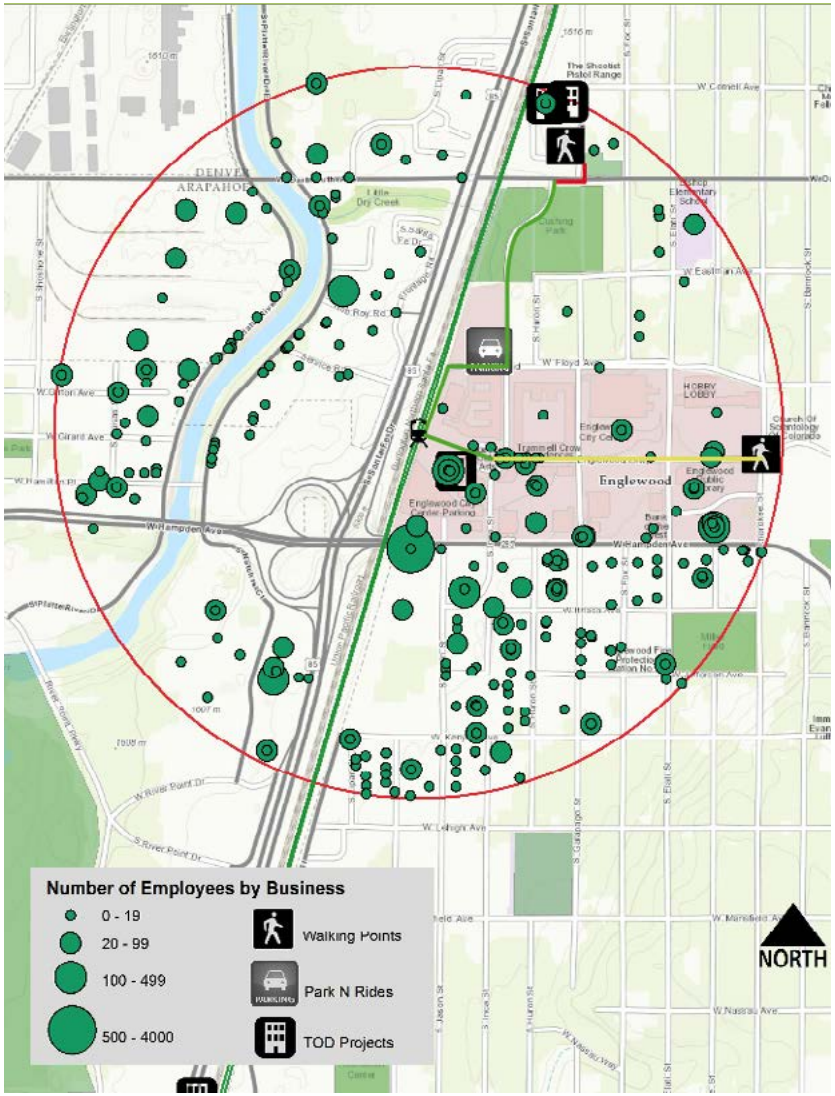




Commuter

Using the OnTheMap tool from Longitudinal Employer-Household Dynamics (LEHD), most employees working within the transit zone live outside of the zone. Only about 2.5% of the employees live within the zone. A large number of employees enter the transit zone during a weekend, doubling the transit zones population. The majority of the workers are between the ages of 30 to 54 and in general, are earning $1,250 to $3,333 a month. Most employees in the transit zone have a Associate degree or higher and --- traveling from the north metro area with the next highest number coming from the eastern metro area, such as Aurora and southeast Denver.

Walkability Analysis from 3 half-mile Points		
Starting Point	**Time (min.)**	**Walking Environment**
1. Bates Ave. and Galapago St.	13 min	Urban street grid, attached sidewalks, some landscaping
2. Englewood Parkway and Cherokee St.	12 min	Main Street to residential, narrow sidewalks
3. Inverness Main St. and Inverness Dr. East	10 min	Residential commercial mix



Accessibility

The routes chosen were generally of good infrastructure and in well lit areas. Both routes do not provide lanes dedicated to bikes. The pedestrian experience was interrupted by several crossings for Route 2 and the last several blocks of the first route was

Route #1 Walking Point One was chosen based on the location for the future Englewood's Bates Station. This point is located north of the light rail station, just under half a mile. The travel time to the station was 12 minutes and was made up of continuous sidewalks until about two blocks from the future station. While the walking point analysis was conducted during the day time, it was obvious that a pedestrian walking during evening hours may feel uneasy due to minimal lighting and large open areas (a large park n' ride and park) to pass through.

Route #2. Walking Point Two was chosen for its vicinity to major businesses in the area, along with several office buildings and a hospital located on the eastern rim of the transit zone. This point was also chosen for its alignment with the station, appearing to have direct access on foot within the half-mile transit zone. The route across several intersections

Bike: The station area has locker and bike rack availability but does not include the additional bike infrastructure to facilitate bike transportation. Roadways providing access to the station do not have bike lines. Nor does it provide

ADA: The station area provides ADA services but the connection with in the transit zone to the station area decreases as you move further from the station. An individual in need of ADA accessibility would be faced with several challenges traveling route two. Several intersections with parking entrances breaks part the routes access.

Community Services & Parks: Within the transit zone there exists two separate types of commercial and retail businesses. Businesses requiring less square footage are located along the Main Street corridor of the Town Center. The outer edge of the transit zone are mostly business and office uses, mainly medical and education related. There are several parks in the area but with minimal connection between Englewood's parks and open space, many of which are located outside of the transit zone.

Evaluation

Affordable Housing

With the potential of further development based on proposed projects, an increase in diversity of housing type could be important for the station and transit zone to maintain existing residents and attract future residents. Affordable housing should also been taking into consideration based on the median income and level of education in the surrounding area.

Accessibility

Over all the ADA facilities at this station are

well maintained and are in reasonable locations. Some obstacles do exist such as the high pedestrian bridge and the location of ramps being at the ends of the station platform. An elevator is located on the street level but operation failure would make access to the platform impossible. The sidewalks leading towards the town center are generally wide and contiguous. Some major intersections could cause hazards. Englewood Town Center and Main Street meet the basic ADA requirements but fail to make a fluid connection from the station to the outer rim of the transit zone.

Economic Development

Infrastructure exists in the area to include additional business, especially along the Englewood Town Center. Housing is the least dense use in the area and jobs use is more dense, meaning the transit zone is largely used as a professional office, business and commercial district. Future development of the Bates Station could cause competition between the TODs, further impact the economic viability of the Englewood Town Center.

Site Development

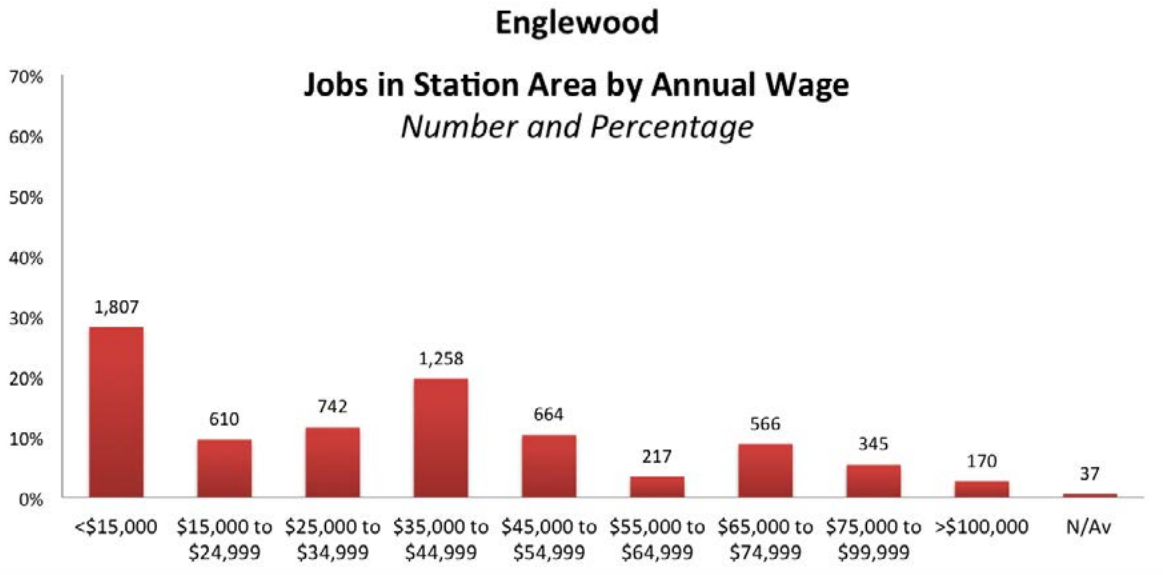
Connections to parks and access to areas across Santa Fe maybe critical in determining the success of the existing TOD and any new TOD in the area. Englewood Town Center could provide direct access to a number of the Englewood's parks but the lack of connectivity due to major intersections and unappealing pedestrian walkways cause a limited desire to travel by foot. At this time access to additional park amenities is limited.The successfulness of the existing TOD is affected by a mix of land uses which promote two different modes of transportation; one of care dependence and one of public transit. It appears at this time that the existing TOD, as far as services, is being out competed by large retail stores in the zone. Any opportunities may be realized when the area includes a transitional zone between the existing TOD and other land uses.

Jobs, Housing, and Wages

The following table presents the eight criteria used to score station areas on affordable housing. Each criterion is worth .5 to 1 point for a total possible score of 5. The criterion measure affordability for existing residents, e.g. through housing expenditure burden and income, as well as opportunity for others to live in the area, e.g. through availability of rental housing and subsidized units, as well as density.

Englewood Housing Score (out of 5 points)									
Housing Data	**% Households earning <$20K**	**% Households earning $20K-$49,999**	**% Households earning $50K-$74,999**	**% Households earning >=$75K**	**% Renter occupied**	**% w/a mortgage paying >30% of income**	**Number of subsidized units**	**Residental density score***	**Total Englewoood Housing Score**
Value	35.1	29.4	20.0	15.6	75%	28%	9	1	
Scoring Criteria	If households earning <$19K are at least 15%, then 0.5 pts.	If households earning $20-$49K are at least 20%, then 0.5 pts.	If households earning $50K-$74.9K are 30% +/- 5%, then 0.5 pts.	If households earning >$75K are <30%, then 0.5 pts.	If % rental housing is 40%-75%, then 1 pt.	If % of households paying >30% of income is <30%, then 0.5 pts.	If number of subsidized units > 80, then 1 pt.	If density score >=2, then 0.5 pts.	
Score	0.5	0.5	0	0.5	1	0.5	0	0.0	**3**

*Net Residential Density Scores = (0 PTS: < 7 d.u/acre); (1 PT: >= to 7 d.u./acre and <12 d.u/acre); (2 PTS: >= to 12 d.u./acre and < 20 d.u./acre); (3 PTS: >= to 20 d.u./acre and < 30 d.u./acre); (4 PTS: > = to 30 d.u./acre and < 60 d.u./acre); (5 PTS: > or = to 60 d.u./acre)

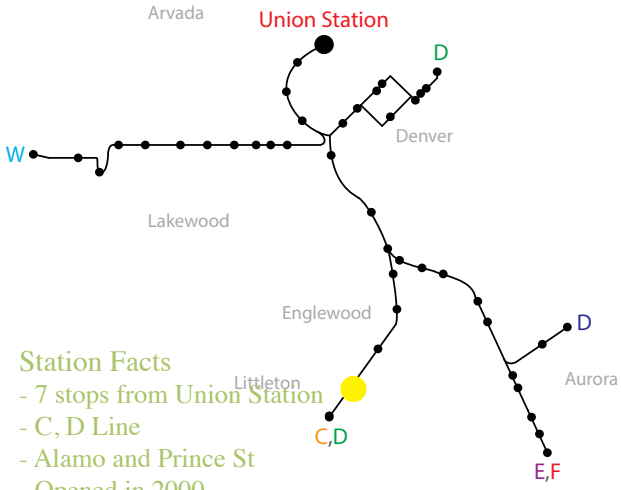


Evans Station, City of Denver

Overview

The Evans Station area is designated Urban Innovation by the Denver Transit Oriented Development Strategic Plan. The station area conforms to the urban designation with its grid and alley block pattern and mix of residential, commercial, and industrial uses. The Land Use Plan in the Evans Station Area Plan seeks to densify the neighborhood through rezoning of current single family residential to single family duplex and zoning for urban residential (one to two story low to medium density housing) along Evans. Access to the station is possible by 1 bus (route 21), and walking. There are no designated bike facilities in the station area—an issue acknowledged in Blueprint Denver. Evans is a "park-and-ride" station.

System Map



Station Facts
- 7 stops from Union Station
- C, D Line
- Alamo and Prince St
- Opened in 2000
- 1,781 Daily Riders.

DEMOGRAHICS
Pop.: 2,383 (2000), 2,282 (2010)
Med. Income: $42,741 (2000), $49,839 (2010)
% HHS earning <$25K: 18.12%
% White alone: 65.0% (2010)

TRAVEL
Jobs: 3,314 (2002), 4,102 (2009)
Commute by Public Transit (2009): 8.23%
Avg. Vehicles/Household (2009): 1.58
Quality of Walk: 4/7 pts
Bicycle Infr.: 1/3 pts
Avg. Daily Riders (Jan. 2014): 1,781
Station Ridership Rank: 27 of 45

PLACE CHARACTERISTICS
Major Destinations: South Broadway commercial district, South Platte River Trail, South Platte River Drive Employment Center
Avg. Block Size (2010): 52.16 acres
Housing Units (2010): 1,097
Net Residential Density: (2010): 4.05 du/acre
Job Density (Esri & Info Group 2012): 7.13/acre
Business Density (2012): .89/acre

Station Evaluation

Jobs & Economic Development | Site Development Accessibility | Affordable Housing

Demographics

Transit Zone Demographics	Census 2000	Census 2010	ACS 2005-2009	% Change
Total households	1,514	1,417	1,135	-6%
Median HH Income	$35,951	$37,394	$37,394	4%
% <$25,000	33%	n/a	33	n/a
%>$75,000	13%	n/a	19%	n/a
% <18 y.o.	17%	15%	19%	-2%
% >59 y.o	18%	23%	19%	5%
% Bachelor's or higher	26%	n/a	34%	n/a
% White Alone	94%	84%	89%	-10%
% Black or African American alone	1%	2%	3%	1%
% American Indian and Alaska Native alone	0.9%	0.8%	1.8	-0.1%
% Asian alone	1%	1%	3%	0%
% Native Hawaiian and Other Pacific Islander alone	0.0%	0.0%	0.0%	0.0%
% Some Other Race alone	1.3%	0.0%	2.0%	n/a
% Two or More Races	2%	3%	2%	1%
% Hispanic or Latino	n/a	9.1%	n/a	n/a

Residents

The number of households decreased 3% between 2000 and 2010 from 1,059 to 1,025. Compared to the region, the households have fewer people (average household size of 2.24 persons compared to 2.53 for the region); are more likely to be non-family households (54.1% compared to 37.8% for the region); and are more likely to be populated by those aged between 25 and 44 years old (13.8% compared to 8% for the region). Median household income in the zone is $11,457 lower than the region, largely due to proportional differences in lower-moderate income and upper income households. These income differences are likely due to lower educational attainment in the zone.

Housing

In 2010, 56.8% of households in the Evans transit zone were owner occupied, and 43.24% were renter occupied, representing a three percentage point decline in owner occupied housing and a three percentage point increase in renter occupied housing since 2000. These rates of homeownership and renting are seven percentage points lower and seven percentage points higher, respectively, than the Denver RTD region. The Urban Land Conservancy built 50 units of housing affordable to 30% - 60% of AMI households (Evans Station Lofts) in 2013. The Evans Station Area Plan up-zoned the station area residential areas to encourage a moderate increase in housing density.

Plans and Regulations

Several plans speak to facets of development, housing, access, and design for the station and its zone. For the Evans Station, these include the Comprehensive Plan 2000, Blueprint Denver 2002, Greenprint Denver 2006, the Transit-Oriented Development Strategic Plan 2006, and the Evans Station Area Plan (created by the City of Denver). The Evans Station Area Plan guides future development decisions around the Evans transit zone. The main components of the plan are: accessibility, reinvestment, and zoning. Accessibility primarily focuses on improving the pedestrian environment through streetscapes, pedestrian scale lighting, and pedestrian medians. Blueprint Denver suggested Evans Avenue be an enhanced bus corridor, which could provide further connections (and riders) to the station. A bike/ped bridge was envisioned in the Station Area Plan, which would improve connectivity to employment, recreation, and residences in the transit zone on the west side of Santa Fe. Reinvestment seeks to improve existing commercial, industrial, and residential uses in the neighborhood by attracting and guiding new development through up-zoning, bike/ped infrastructure, and/or improvements to public and open space.

New Development

According to the RTD TOD Database, there are only two major TOD developments in the area. The Evans Station Lofts, a jointly funded project between the Urban Land Conservancy and Medici Communities, which added 50 affordable (for

30% to 60% AMI households) housing units and 7,100 square feet of retail space in 2013. Currently, the retail space is not being utilized. This may be due to the lower ridership of the station combined with the availability of older, less expensive real estate along Broadway and South Delaware. The Lumberyards, a private TOD project, is expected to be completed by 2020. Currently, this parcel is an active business. If built to plan, this project will add 500 apartments, 500 condominiums, 150,000 square feet of retail space, and 250,000 square feet of office space to the transit zone when completed.

Zoning

The zoning for the station area includes four residential types (Mixed Use, Urban, Single Family Duplex, and Single Family). This zoning is intended to moderately increase residential density and housing product types. Mixed Use Employment and Mixed Use Commercial are zoned to accommodate and grow these existing uses.

Employment

There are a total of 3,584 employees in the transit zone working at 449 business establishments. The top three industries with the most businesses are Retail Trade (21%), Other Services (except Public Administration (14%), and Construction (12%). The top three industries with the most employees are Manufacturing (13%), Retail Trade (13%), and Construction (12%). (1,038 employees, 17% of jobs). These top two employers represent the city government and Arapahoe Community College.

Commuter

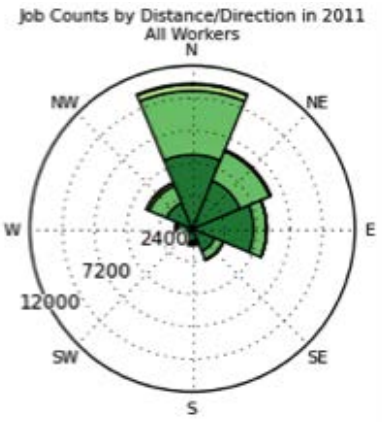
Forty-six percent of residents are employed outside the transit zone, with 70.4% of total primary jobs located within ten miles of the transit zone, though in multiple directions--some of which are served by by direct transit routes, some requiring connections. Sixty-seven percent of workers employed in the transit zone live outside the transit zone; of those workers, approximately 52.6% live within ten miles of the station and from the direction of a light rail transit route (north, south, and southeast). Based on the distance and direction workers and residents are travelling to and from the transit zone, this station has potential for increased ridership. Enhanced bus service on Evans, could aid this increase.

Employment Businesses and Jobs by Industry

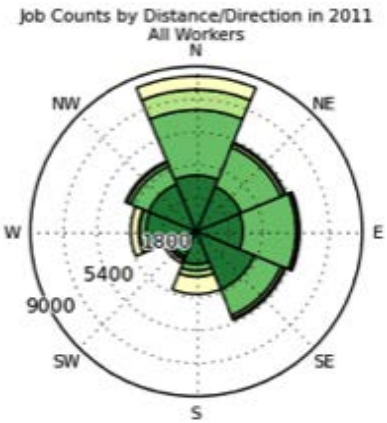
Largest Industries by Share of Businesses & Jobs						
Rank	Businesses by Industry	No.	%	Jobs by Industry	No.	%
1	Professional, Scientific, and Technical Services	123	17%	Public Administration	1,652	26%
2	Retail Trade	92	12%	Educational Services	1,038	17%
3	Finance and Insurance	64	9%	Health Care and Social Assistance	642	10%
4	Other Services (except Public Administration)	56	8%	Professional, Scientific, and Technical Services	635	10%
5	Health Care and Social Assistance	53	7%	Accommodation and Food Services	368	6%
	Subtotal Businesses in top industries	388	53%	Jobs in Top Industries	4,335	69%
	All business in Transit Zone	**738**	**100%**	**All jobs in transit zone**	**6,274**	**100%**

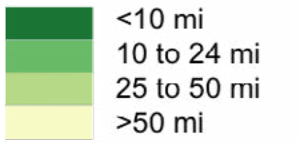
Commuter Distance and Direction

Home to Work

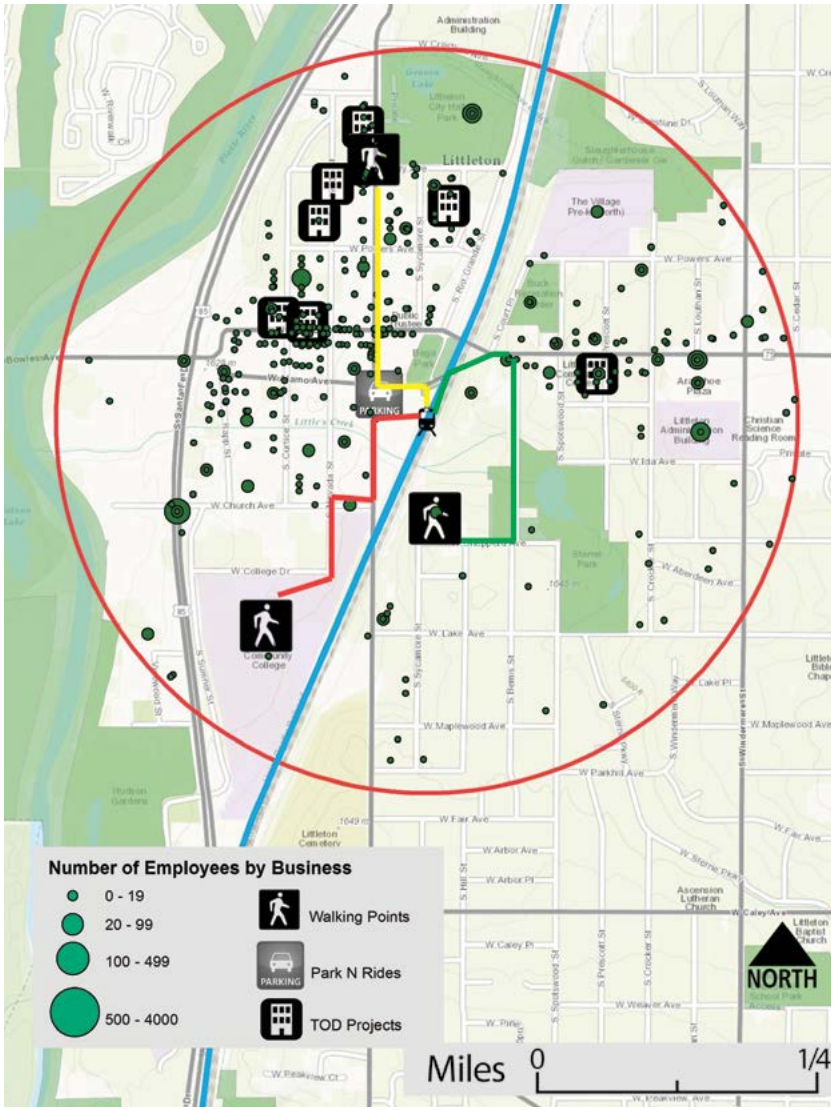


Work to Home





Walkability Analysis from 3 half-mile Points		
Starting Point	**Time (min.)**	**Walking Environment**
1. Arapahoe Community College	9 min	Urban street grid, attached sidewalks, some landscaping
2. Littleton City Hall Park	13 min	Main Street to residential, narrow sidewalks
3. Littleton Center for the Blind	13 min	Residential route with poor pedestrian and bike infrastructure



Accessibility

The walking routes in the transit zone varied in quality and accessibility.

Route #1. I approached the station from the intersection of Broadway and Evans. Though this walking route ran through the middle of the transit zone, it largely served as a connector to a frequent service bus route (0-South Broadway), and industrial employment opportunities (Evans and South Platte Dr). The attached sidewalks were well lit, greater than five feet wide, and ADA compliant. This route had some wayfinding pointing to the station, though not to surrounding attractions.

Route #2. The second walking route followed Cherokee from its intersection with Yale and ran through the primary residential area of the transit zone. The sidewalks were continuous, three to five foot wide, and in deteriorating condition. The volume and speed of traffic along the route was low—creating a non-intimidating walking environment.

Route #3. The third route began at the intersection of South Platte River Dr. and Evans. This route connected the station to the South Platte River trail and large employers. Though the latter is technically outside of the transit zone, pedestrians were seen making this connection during the observation. The attached sidewalks were greater than five feet wide, ADA compliant, and well lit. The route had little wayfinding pointing either to the station or surrounding attractions. Though the pedestrian/bicycling infrastructure was in good condition, the route was adjacent to high volume arterial roads making for an uncomfortable experience.

Bike: The zone lacks dedicated bike infrastructure, though Denver does designate route three as shared ped/bike infrastructure. Blueprint Denver identified this transit zone as one missing bicycle linkages; this may prioritize development of bicycling facilities in the transit zone. At the station, sufficient bike racks were available, based on observed use.

ADA: The zone had inconsistent ADA compliant infrastructure. Recent improvements along West Evans created compliant sidewalks, while residential areas were poor quality and non-ADA compliant. The pedestrian signal on route one (Broadway & Evans) did not provide sufficient time for the less abled to cross: a pedestrian was seen caught in the crosswalk when the vehicular signals turned green. These conditions could be a barrier to the station for less abled transit riders.

Community Services & Parks: There are no community services in the area. There are several park and recreational opportunities in the zone (South Platte River Trail, Grant Frontier Park, Pasquinel's Landing, and the Overland Golf Course), and one just outside of it (Harvard Gulch Park). However, parks and open space did not seem to play as large a role as it could in the zone: wayfinding connecting riders to these amenities was absent, and few riders were seen

making these connections.

Evaluation

Affordable Housing

In 2010, 56.8% of households in the Evans transit zone were owner occupied, and 43.24% were renter occupied. According to CTOD, household costs in the transit zone are approximately five percentage points less than the region. This is likely due to the prevalence of older, and poorer quality, housing stock that provides unintentional affordable housing. The Evans Station Lofts added fifty units of housing affordable to those earning 30% - 60% of AMI to the zone in 2013. This increased the amount of quality affordable housing in the zone. The median home price, according to the 2005-2009 ACS, was $238,805. Using the ACS median home price, 62.6% of residents could afford homes at this price. However, the transit zone is experiencing the same housing pressures as other Denver neighborhoods, and sales prices are rapidly increasing. The neighborhood is both ripe for reinvestment and vulnerable to unintentional displacement. Given the greater housing affordability in the zone, strategies that stem displacement may be necessary.

Accessibility

The Evans station was accessible by one bus route, had no dedicated biking infrastructure, and providing varying levels of pedestrian and ADA accessibility. Arterial roads (Broadway, Evans, and Santa Fe) impact access and perceptions of comfort and safety for pedestrians. According to the CTOD database, 8.23% of residents in the zone take public transportation; and 13.03% take public transportation, bike, or walk to work. Given the proximity and direction of residents' jobs from the transit zone, per the LEHD analysis, proximity of the regional bike trail, and identification of Evans as an enhanced bus corridor, these percentages could be increased.

Economic Development

Household income in the transit zone is approximately $10,000 below the region—likely due to the lower educational attainment of residents. Compared to the Denver region, the transit zone had more residents with less than a high school diploma (41.4% versus 32.7%), less with an associates degree (23.53% versus 28.06%), and less with a bachelor's degree (20.18% versus 25.13%), and equal proportions of residents with graduate or professional degrees. However, the transit zone offers opportunities for connections to employment opportunities through proximity to the South Broadway commercial district, the South Platte Drive employment center, and the mixed used industrial spaces on South Delaware. Identifying ways of leveraging these job and economic development resources for the benefit of the zone's region could be beneficial.

Site Development

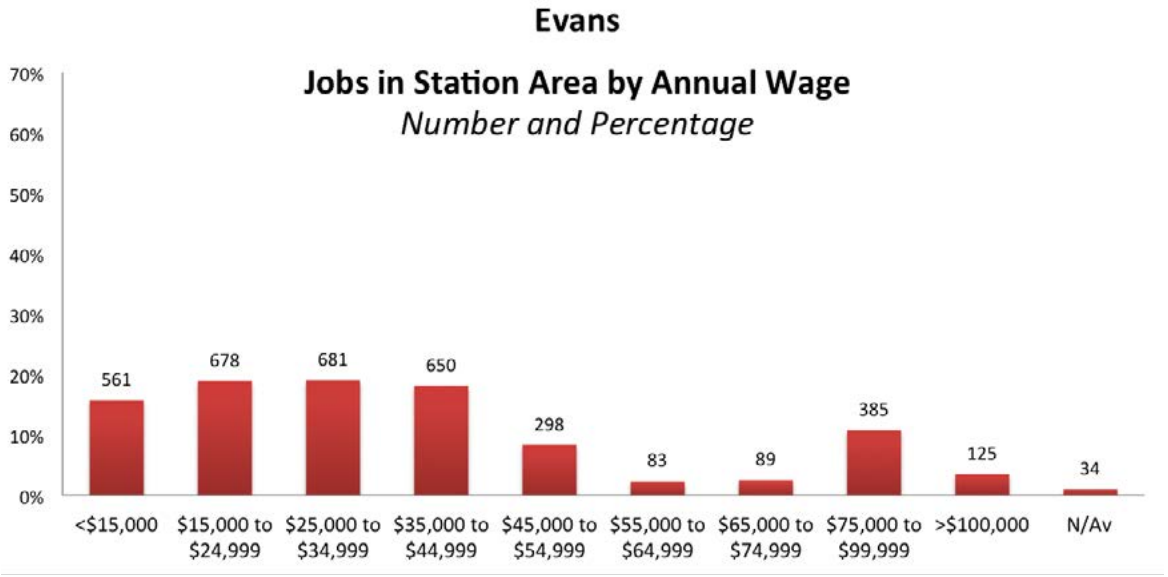
The Evans Station Area Plan identifies the need to attract greater residential density and commercial and industrial uses to the transit zone and has set zoning to do so. To date, only two TOD projects are logged in the RTD TOD database. One is completed and provides 50 units of high quality affordable housing. The second has not begun construction. However, the ground-floor retail associated with the completed project is under-utilized. This demonstrates a challenge to the planned revitalization—ensuring market demand exists so that underutilized and/or vacant properties don't inhibit growth of the region. Additionally, resident resistance to densification of the transit zone requires modest densification strategies, such as up-zoning to duplex and the limitation of mixed use-residential developments to one and two stories.

Jobs, Housing, and Wages

The following table presents the eight criteria used to score station areas on affordable housing. Each criterion is worth .5 to 1 point for a total possible score of 5. The criterion measure affordability for existing residents, e.g. through housing expenditure burden and income, as well as opportunity for others to live in the area, e.g. through availability of rental housing and subsidized units, as well as density.

Evans Housing Score (out of 5 points)									
Housing Data	**% Households earning <$20K**	**% Households earning $20K-$49,999**	**% Households earning $50K-$74,999**	**% Households earning >=$75K**	**% Renter occupied**	**% w/a mortgage paying >30% of income**	**Number of subsidized units**	**Residental density score***	**Total Evans Housing Score**
Value	18.1	38.2	20.2	23.6	43%	40%	0	0	
Scoring Criteria	If households earning <$19K are at least 15%, then 0.5 pts.	If households earning $20-$49K are at least 20%, then 0.5 pts.	If households earning $50K-$74.9K are 30% +/- 5%, then 0.5 pts.	If households earning >$75K are <30%, then 0.5 pts.	If % rental housing is 40%-75%, then 1 pt.	If % of households paying >30% of income is <30%, then 0.5 pts.	If number of subsidized units > 80, then 1 pt.	If density score >=2, then 0.5 pts.	
Score	0.5	0.5	0	0.5	1	0	0	0.0	**2.5**

*Net Residential Density Scores = (0 PTS: < 7 d.u/acre); (1 PT: >= to 7 d.u./acre and <12 d.u/acre); (2 PTS: >= to 12 d.u./acre and < 20 d.u./acre); (3 PTS: >= to 20 d.u./acre and < 30 d.u./acre); (4 PTS: > = to 30 d.u./acre and < 60 d.u./acre); (5 PTS: > or = to 60 d.u./acre)

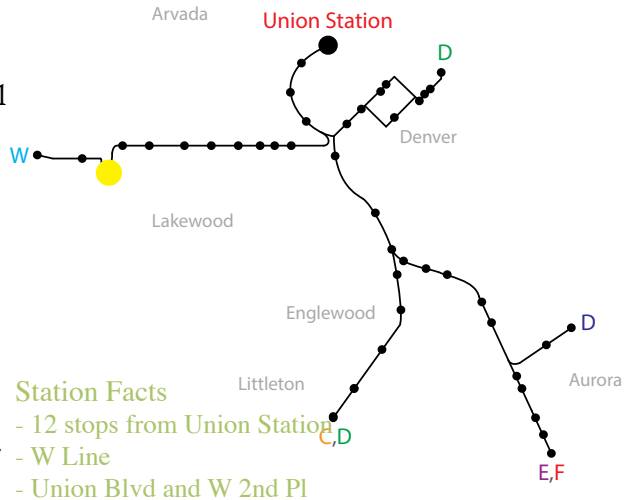


Federal Center Station, City of Lakewood

Overview

By 2025, the average weekday ridership for this station is projected to be 5,2001, 3,719 more riders than the current level. The zoning has recently been updated to increase residential density as well as increase the variety of retail, commercial, and office uses. It has two major employment centers, the Denver Federal Center and St. Anthony's Hospital. It is easily accessible by bus, vehicle, and foot. There is abundant parking, in addition to ten bus routes and bicycle amenities directly accessible from the station. The surrounding streets have wide sidewalks, making it pedestrian-accessible. The station's main challenge is it's expansive surface parking lot, which separates it from surrounding development both physically and visually.

System Map



Station Facts
- 12 stops from Union Station
- W Line
- Union Blvd and W 2nd Pl
- Opened in 2011
- 1,481 Daily Riders.

DEMOGRAPHICS
Pop.: 738 (2000), 679 (2010)
Med. Income: $45,917 (2000), $41,276 (2010)
% HHS earning <$25K (2009): 25%
% White alone (2010): 75%

TRAVEL
Jobs: 5,177 (2002),4,758 (2009)
Commute by Public Transit (2009): 2.68%
Avg. Vehicles/Household (2009): 1.45
Quality of Walk: 5/7 pts
Bicycle Infr.: 1/3 pts
Avg. Daily Riders (Jan. 2014): 1,481
Station Ridership Rank (2014): 21 of 45

PLACE CHARACTERISTICS
Major Destinations: Denver Federal Center, St. Anthony's Hospital
Avg. Block Size (2010): 21.6 acres
Housing Units (2010): 365
Net Residential Density: (2010): 0.69
Job Density (ESRI & Info Group 2012): 9.58
Business Density (2012): 1.25

Station Evaluation

Site Development
Affordable Housing
Accessibility
Jobs & Economic Development

Demographics

Transit Zone Demographics	Census 2000	Census 2010	ACS 2005-2009	% Change
Total households	365	342	1,236	-6%
Median HH Income	$45,917	$41,276	$41,276	-10%
% <$25,000	17%	n/a	25%	n/a
%>$75,000	15%	n/a	17%	n/a
% <18 y.o.	15%	18%	18%	-27%
% >59 y.o	4%	7%	7%	43%
% Bachelor's or higher	41%	n/a	35%	n/a
% White Alone	86%	75%	90%	-13%
% Black or African American alone	1%	3%	2%	66%
% American Indian and Alaska Native alone	1%	0%	1%	0%
% Asian alone	6%	5%	2%	-17%
% Native Hawaiian and Other Pacific Islander alone	0%	0%	0%	0%
% Some Other Race alone	4%	0%	5.4%	n/a
% Two or More Races	4%	2%	1%	-50%
% Hispanic or Latino	7%	15%	12%	54%

Residents

There were 342 households in 2010, down from 365 in 2000. The median household income in the area is $41,276 down 11% from the median income of $45,917 in 2000. This is significantly lower than the median income of the Transit Region at $61,296. About a quarter of households in the transit zone make less than $25,000 a year. This is surprising due to the prevalence of office space, but may be due to low-paying food-service or retail jobs. Only about a third of residents in the area have a bachelor's degree or higher, which is comparable to the Region. The area has less diversity than the Transit Region and is predominantly white at 75%.

Housing

There is very little housing in the station area, with only 365 total units in 2010, down from 400 units in 2000. Of these, only 342 were occupied in 2010, predominantly by renters (312). This reflects the feel of the area as a mostly commercial and institutional environment. The only housing observed in the transit zone area was a 3-story condominium development and an area of multifamily apartments. There are wide sidewalks and pedestrian crossings from this housing to the station, although crossing the four lanes of Union Boulevard could be a mental barrier.

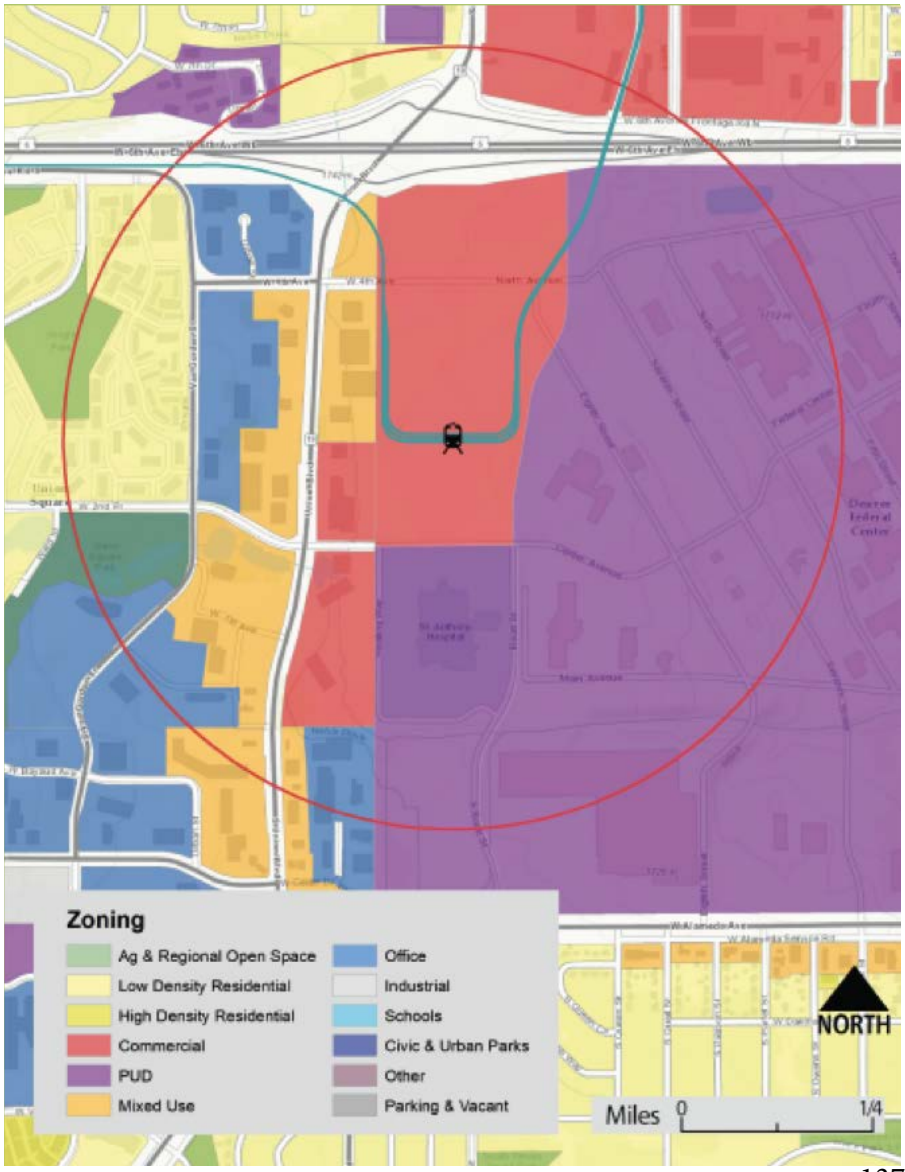
Plans and Regulations

Several plans by the City of Lakewood have addressed the surrounding development, housing, access, and design of this station, including the Lakewood Comprehensive Plan and the Union Boulevard Corridor Plan. Specific to this station, Lakewood adopted the Union Corridor Station Area Plan in 2006.

The Union Corridor Station Area Plan was created with the overall vision to transform the area along Union Boulevard and adjacent to the light rail station into a mixed-use urban corridor. The goals of the plan are for the area to be one of the City's urban centers and Lakewood's mid- and high-rise development area by building on the office development that already exists. The station area was divided into three sub-areas in order to improve visual appeal and the pedestrian environment, and densify retail, office, and multi-family residential. These Sub-Areas are Station Core, Commercial, and Office. This plan had intended for the station to have a parking garage, but instead a surface parking lot was built.

New Development

According to the RTD TOD Database, there are five existing or planned transit-oriented developments in the station area. The two major developments are the Denver Federal Center, which contains 100,000 SF of retail, 800,000 SF of office, and 50,000 SF of convention space and St. Anthony West Hospital, which contains 250,000 SF of office and 900,000 SF of Medical with 300 beds. There are two retail developments: Plaza on Union, which is an 11,000 SF retail development which contains the Old Chicago and Chipotle restaurants and the Westerra Plaza, which contains 16,700 SF of both retail and office. Lastly, there is one planned residential development, Union West, which is planned for 267 luxury apartment units. Construction is expected to be



finished late summer 2015.

Zoning

In Blueprint Denver, the site is an area of change as well as an enhanced regional transit corridor. The zoning primarily falls under five categories: commercial, mixed-use, high and low density residential, and PUD's. Most of the land in the Transit Zone is residential with a commercial core surrounding Welton and Downing Streets.

Employment

There are a total of 10,133 jobs in the area and 631 businesses or organizations. While Professional, Scientific, and Technical organizations outnumber Health Care and Social Assistance organizations, health care is the largest sector for employment by far, making up more than a third of total jobs in the area. This is primarily due to St. Anthony's Hospital, as well as multiple other small vision and dental clinics in the area. Professional, Scientific, and Technical is next for employment with 1,652 jobs. Accommodation and Food Services; Real Estate, Rental, and Leasing; and Utilities are also large sectors of employment. The high number of Accommodation and Food Service workers may explain the high percentage of people making less than $25,000 a year. Businesses are located on the west side of the station area, concentrated on either side of Union Boulevard. The Federal Center and St. Anthony Hospital take up the entire east side.

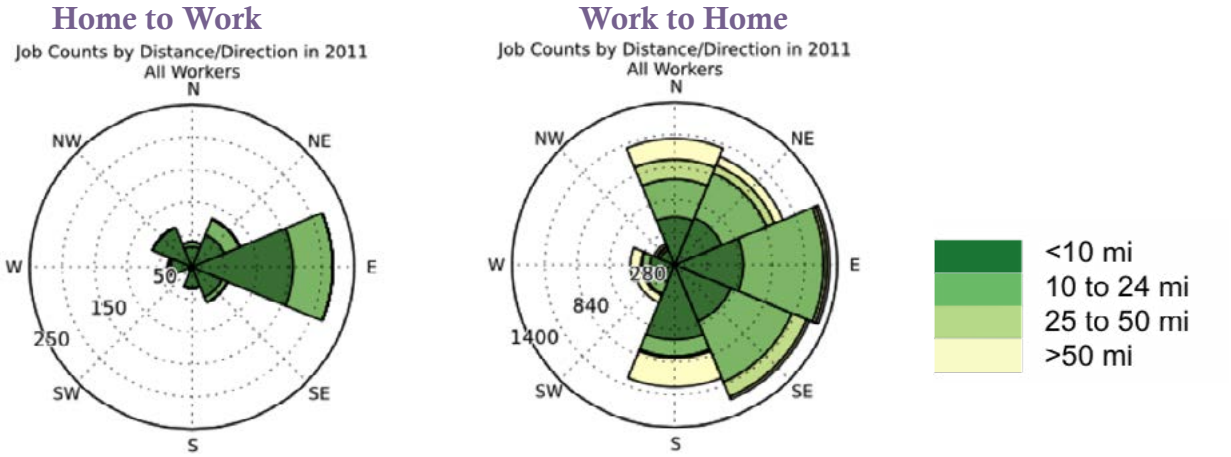
Commuter

In 2009, only 2.68% of people used public transportation. The number of people taking public transit actually dropped from 2000 to 2009, from 3.77 to 2.68. The majority of residents (65.4%) travel less than ten miles to get to work. Residents are mainly traveling east to work, most likely to downtown Denver. Nearly all workers employed in the transit zone live outside the transit zone (99.7%). Workers coming to the station area come from all over, except the west. Forty-five percent are traveling less than 10 miles and 36.1% are traveling 10-24 miles. Those that are coming from either the north or south are traveling further (OntheMap.gov).

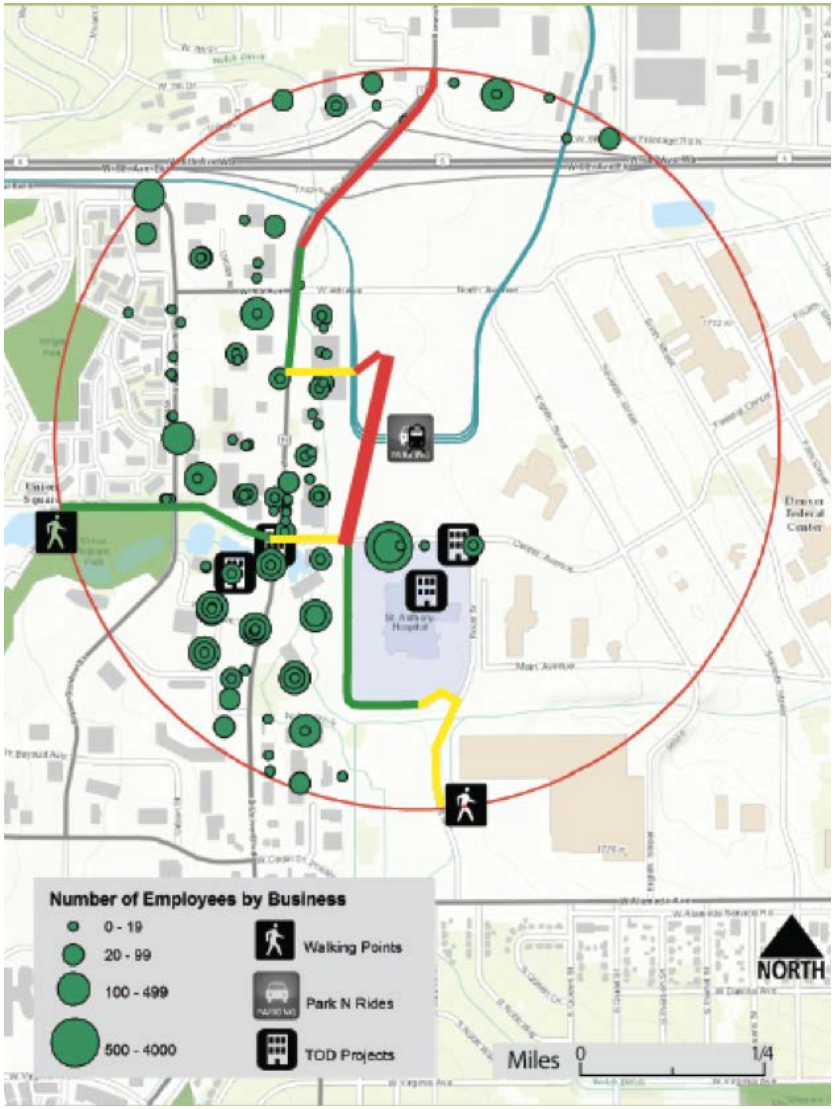
Employment Businesses and Jobs by Industry

Largest Industries by Share of Businesses & Jobs						
Rank	Businesses by Industry	No.	%	Jobs by Industry	No.	%
1	Professional, Scientific, and Technical	146	23%	Health Care and Social Assistance	3,332	33%
2	Health Care and Social Assistance	96	15%	Professional, Scientific, and Technical	1696	17%
3	Finance and Insurance	85	14%	Accommodation and Food Services	1063	11%
4	Real Estate Rental and Lending	45	7%	Real Estate Rental and Lending	669	7%
5	Public Administration	45	7%	Utilities	618	6%
	Subtotal Businesses in top industries	417	66%	Jobs in Top Industries	7,378	73%
	All business in Transit Zone	**631**	**100%**	**All jobs in transit zone**	**10,133**	**100%**

Commuter Distance and Direction



Walkability Analysis from 3 half-mile Points		
Starting Point	**Time (min.)**	**Walking Environment**
1. West 2nd Place and Ward	13 min	Commercial/ Residential mix to park
2. 6th and Simms	15 min	Suburban office feel, then highway
3. Routt St., south of St. Anthony's	10 min	Parking lot, then around hospital



Accessibility

Access to the station is possible by 10 bus routes with a total of 246 stops a day. The station includes a 1,000 space Park'n'Ride with a 58% utilization rate, a Green Mountain Call'n'Ride and a SportsRide (BuffRide). The pedestrian infrastructure is safe and comfortable. The major barriers to walking in the area were the expansive surface parking lot with no shade at the station and Union Boulevard, a wide road with 8 lanes in some spots

Route #1. The route to Union Square Park was comfortable and enjoyable once Union Boulevard was crossed. It felt safe due to wide sidewalks and pedestrian crossing signals and was also aesthetically pleasing, with ample trees and nice views of a small lake.

Route #2. The route to a restaurant near the entrance to Highway 6 varied. The path along Union Boulevard was pleasant and shaded at first, but was not very interesting as it only led past suburban office developments. Near the highway, pedestrian infrastructure was unpleasant and felt unsafe with poor crossing signals and rushing traffic

Route #3. The third location was the rear entrance to the hospital. The roads are wide and quiet, and there is a nice trail that pedestrians or cyclists can take. The sidewalks are all very well maintained. There is no connection between the hospital and the station or signage encouraging people to take the light rail and very little shade or amenities.

Bike: The majority of roads around the transit zone have wide shoulders but no formal bike infrastructure. Cyclists were seen along many of the side roads, near the hospital, and near the condominiums in the western part of the transit zone, but none were seen on the main strip of Union Boulevard. There was also no formal bike infrastructure leading directly to the station, but the road had little traffic and appeared safe for biking. The station had plenty of bike racks and lockers and people were observed taking their bike onto the train.

ADA: The transit zone was fairly accessible but the path was cracked in many places. Most intersections had signals and auditory crossings, however crossing time needs to be increased for mobility-impaired citizens. A great feature in the area were ramps for wheelchairs along Union Boulevard leading to bus loading stops.

Community Services & Parks: There was a lack of community resources in this station area. However, there are two parks, Union Square Park and Wright Park, that are within or very close to the half-mile buffer. Union Square Park is located across from a housing development. The park includes a playground for children and a running trail, which was being used by multiple runners at the time of visit. The area around St. Anthony's Hospital was also open to the public and included a multi-use trail.

Evaluation

Affordable Housing

Ninety-one percent of housing units in the transit zone are rented, which is significantly higher than the transit region at 36%. According to 2009 data from CTOD, housing and transportation costs as a percentage of income for the transit zone are lower than the Denver Transit Region. The Federal Center Station typical household housing costs are 22% plus transportation costs at 21% for a total of 43% of the typical household income. The Denver Transit Region is approximately 27% for housing and 22% for transportation, for a total of 49% of the typical household income. According to CTOD, 8% of workers take public transportation, bicycle or walk to work, the same percent as the overall Denver transit region.

- **Opportunities:** The amount of housing should be increased both in amount of units and in density. With only two housing developments in the half-mile zone around the station, the station is losing an opportunity to capitalize on the otherwise "central" feel of the area and increase ridership not only to the station but away from the station to downtown Denver, Golden, etc. Affordable family housing and community services need to be considered. The new development, Union West, will provide an increase in residential density, however all of the units are luxury apartments. Mixed-income developments provide an opportunity to preserve some of the existing affordability while capitalizing on the growing energy around the area by bringing in more residents.

Accessibility

Overall, the Federal Center station and transit zone has good accessibility by most modes of transportation. There are sidewalks, trails, bus stops, and ample parking. In fact, the station area and the station itself is severely over parked, detracting from the appeal of the area.

- **Opportunities:** Large areas of impervious concrete near development must be utilized to not only improve the economic health of the neighborhood but also the environmental health. Crossing time on Union Blvd should be increased. Cycling infrastructure should be developed as most people currently use the shoulder of the road. A shared parking structure between the station and surrounding commercial should be strongly considered so that the surface parking lot can instead be used for commercial development.

Economic Development

The average household size for the transit zone is 1.99, and approximately 68% of the households have an annual income less than $50,000. According to the MIT Living Wage Calculator, the living wage in Denver for one adult and two children is $25.65 per hour, which is an annual income of $53,354 before taxes.

- **Opportunity:** For this station to be a successful TOD for current residents, it is important to recruit employment that provides living wages and work force development accessible to the residents. Increasing the density of the commercial and office areas will help to stimulate the increase of more living wage jobs.

Site Development

The Federal Center Station Area Plan describes a vision for the area that includes mid- and high-rise development, and an increase in the density of retail, office and residential. New development demonstrates Lakewood's commitment to improving the aesthetic appeal of the area in order to create an "urban center" feel.

- **Opportunities:** Continued focus on implementing the form-based zoning standards will help to create a more interesting and appealing area. Shared parking garages between office developments would help to minimize the space used on surface parking lots and increase density. Increasing the mix of uses by adding single and multi-family residential will also help to balance out the uses of the area.

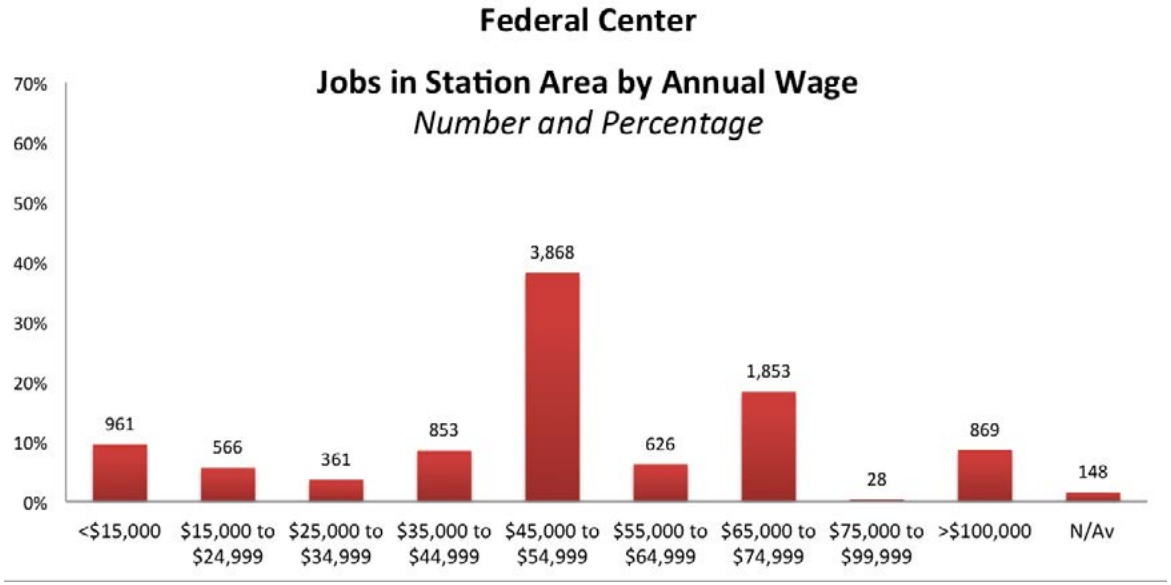
Jobs, Housing, and Wages

The following table presents the eight criteria used to score station areas on affordable housing. Each criterion is worth .5 to 1 point for a total possible score of 5. The criterion measure affordability for existing residents, e.g. through housing expenditure burden and income, as well as opportunity for others to live in the area, e.g. through availability of rental housing and subsidized units, as well as density.

Federal Center Housing Score (out of 5 points)

Housing Data	% Households earning <$20K	% Households earning $20K-$49,999	% Households earning $50K-$74,999	% Households earning >=$75K	% Renter occupied	% w/a mortgage paying >30% of income	Number of subsidized units	Residental density score*	Total Federal Center Housing Score
Value	25.5	42.0	15.5	17.1	91%	39%	255	1	
Scoring Criteria	If households earning <$19K are at least 15%, then 0.5 pts.	If households earning $20-$49K are at least 20%, then 0.5 pts.	If households earning $50K-$74.9K are 30% +/- 5%, then 0.5 pts.	If households earning >$75K are <30%, then 0.5 pts.	If % rental housing is 40%-75%, then 1 pt.	If % of households paying >30% of income is <30%, then 0.5 pts.	If number of subsidized units > 80, then 1 pt.	If density score >=2, then 0.5 pts.	
Score	0.5	0.5	0	0.5	0	0	1	0.0	**2.5**

*Net Residential Density Scores = (0 PTS: < 7 d.u/acre); (1 PT: >= to 7 d.u./acre and <12 d.u/acre); (2 PTS: >= to 12 d.u./acre and < 20 d.u./acre); (3 PTS: >= to 20 d.u./acre and < 30 d.u./acre); (4 PTS: > = to 30 d.u./acre and < 60 d.u./acre); (5 PTS: > or = to 60 d.u./acre)



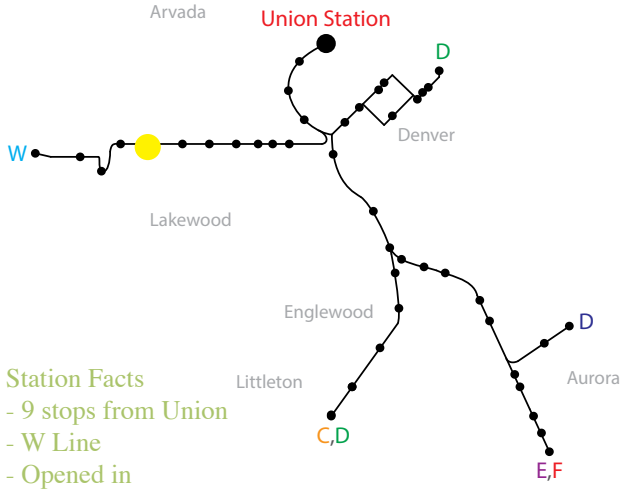
Garrison Station, City of Lakewood

Overview

This station could been categorized as an "urban station" according to Denver's TOD Strategic Plan typology. The Garrison Station is characterized lower-scale "walk-up" station that provide transit access to adjacent neighborhoods.

The Garrison Station serves the W line in the City of Lakewood, a city of 142,980 residents. From this station, Denver Union station is 29 minutes and 8.6 miles northeast. By 2025, the average weekday ridership for this station is projected to be at 1,001 riders. The ridership projection is an additional 388 riders than the current ridership. While the station currently appears to be underutilized, it has potential to grow into a highly successful TOD zone.

System Map



Station Facts
- 9 stops from Union
- W Line
- Opened in
- 13th Avenue and Garrison St.

DEMOGRAPHICS
Pop.: 2,935 (2000) 2,751 (2010)
Med. Income: $42,921 (2000), $35,984 (2010)
% HHS earning <$25K (2009): 52%
% White alone (2010): 75%

TRAVEL
Jobs: 1,572 (2002),1,355 (2009) (ESRI & IG)
Commute by Public Transit (2009): 12.84%
Avg. Vehicles/Household (2009): 1.41
Quality of Walk: 4/7 pts
Bicycle Infr.: 2/3 pts
Avg. Daily Riders & Rank (Jan. 2014): 712, #40 of 45

PLACE CHARACTERISTICS
Major Destinations: James Richey Park, Safeway, Natural Grocers
Avg. Block Size (2010): 9.50 acres
Housing Units (2010): 1,280
Net Residential Density: (2010): 7.56 du/acre
Job Density (ESRI & Info Group 2012): 5.64/acre
Business Density (ESRI & Info Group 2012): 0.76/acre

Station Evaluation

Affordable Housing — Site Development — Accessibility — Jobs & Economic Development

Demographics

Transit Zone Demographics	Census 2000	Census 2010	ACS 2005-2009	% Change
Total households	1,188	1,191	1,291	9%
Median HH Income	42,921		35,984	-n/a
% <$25,000	23%		52%	n/a
%>$75,000	20%		20%	n/a
% <18 y.o.		22%	36%	n/a
% >59 y.o		20%	15%	n/a
% Bachelor's or higher	17%		17%	0
% White Alone	84%	75%	70%	-11%
% Black or African American alone	2%	3%	4%	44%
% American Indian and Alaska Native alone	1%	1%	0	0%
% Asian alone	1%	2%	3%	50%
% Native Hawaiian and Other Pacific Islander alone	<1%	<1%	0	0%
% Some Other Race alone	<1%	<1%	0	0%
% Two or More Races	1%	2%	<1%	<1%
% Hispanic or Latino	10%	18%	22%	55%

Residents

TThe number of households in the zone decreased slightly from 2000 to 2010, from 2251 to 2234. Compared to the region, the households have fewer children, are more likely to be between 25 and 39 years old, and less likely to be over 60. Some of the drop may have been the housing turnover from families and elderly to singles or couples aged 25-39 without children. The median household income in the 2005-2009 ACS was $10,000 greater than the region's. This appears to be due to the high education levels, 66% have a bachelor's degree or higher, compared to 39% in the region. The area is predominantly White, with other races making up less than 30% of the transit zone.

Housing

The transit zone is slightly more owner- occupied single family residential. According to the CTOD data from the city, there are a total of 1,191 units 600 are owned (50.4%) and 591 are rented (49.6%). Rentals are slightly higher than the Denver region, at 36% renter-occupied and 64% owner-occupied. The amount of renter-occupied units has decreased from 61% in 2000, and the owner-occupied has increased from 39%. According to the CTOD database, residents in this transit zone spend 17% of their income on housing. This is lower than the Denver region at 22%.
and improved access for pedestrians and bikers.

Plans and Regulations

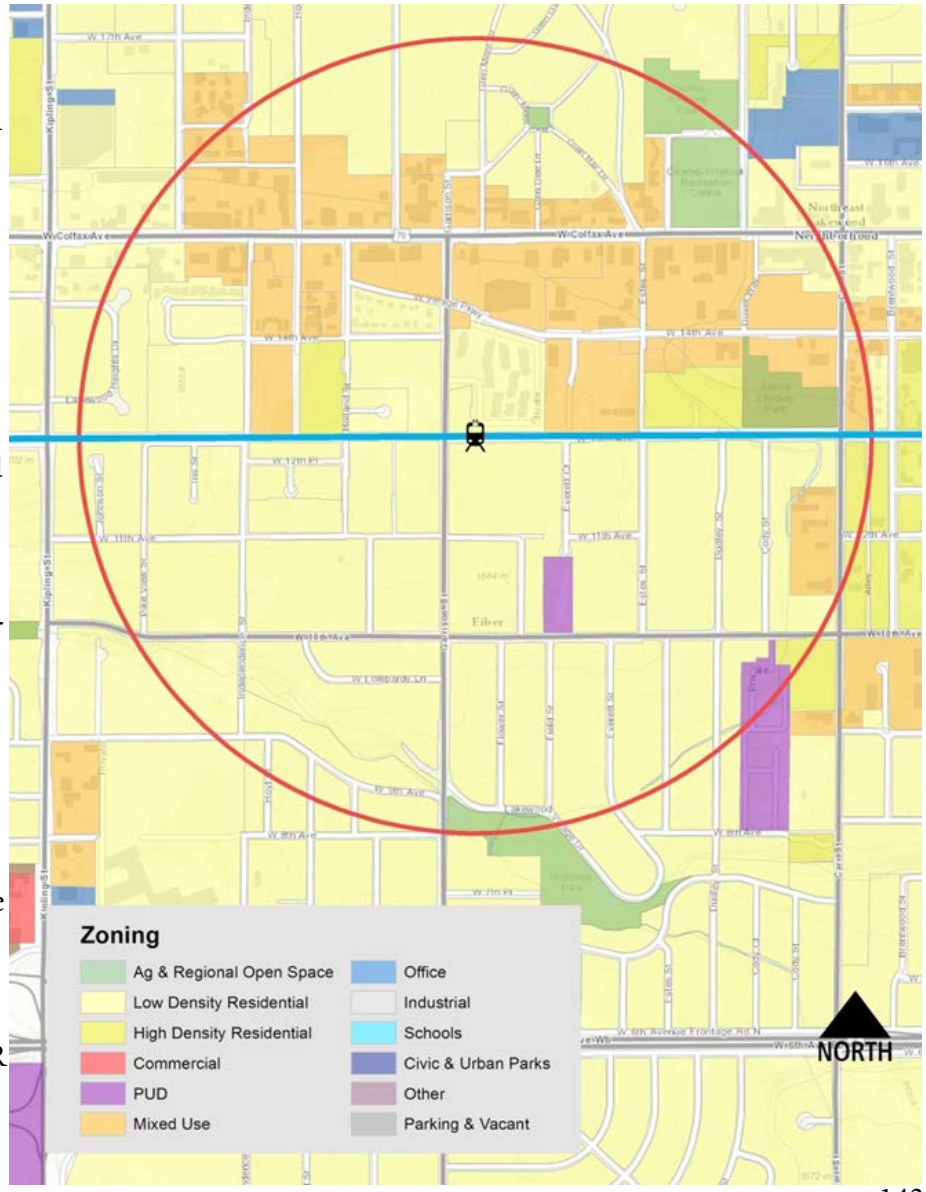
This area is considered an "Area of Change" by Blueprint Denver and the West Colfax Corridor Transportation Study. This transit zone falls into the West Colfax-West TOD sub-area. As Blueprint Denver describes: the closeness of this area to the light rail line calls for main street designs that may be integrated into the larger TOD district. Single family/duplex and urban residential land-use types surround two of the four TODs of the West Corridor.

Garrison Station Area Plan:

- Planning, building and maintaining Lakewood bikeways and pedestrian pathways to encourage connections and usage of mass transit
- Promote infill development
- Promote sustainable economic development
- Promote a multi-modal transit system integrated with the regional transit system
- Seek to balance the impacts to the surrounding community when altering transportation systems

The Garrison Station Area Plan supports the vision from the Eiber Neighborhood Plan from 2001. These goals were:

- Preserve and strengthen low-density, 1-R and 2-R zoned residential properties within the neighborhood
- Maintain the current residential land use along the West 13th Avenue light rail corridor
- Promote improvement of the appearance and quality of commercial and multi-family properties



New Development

There are two new TOD development projects in the transit zone. Both are part of the environmental services company Weston Solutions' two phase project, Garrison Station. Phase 1, was completed in 2011, which consists of Weston Solutions 32,000 square foot office headquarters. It features a GreenGrid roof for stormwater management and other energy efficient features. Phase 2, was completed in 2013 and is a larger, mixed-use building that will include retail shops and restaurants on the ground floor and office space on the upper floors. Both were pre-certified as LEED-GOLD.

Zoning

According to the Blueprint Denver map, there isn't much TOD supportive zoning present in this corridor. The area is mostly designated "Urban Residential" and park and open space. For the transit zone to support their TOD goals, increasing TOD supportive zoning will be required.

Employment

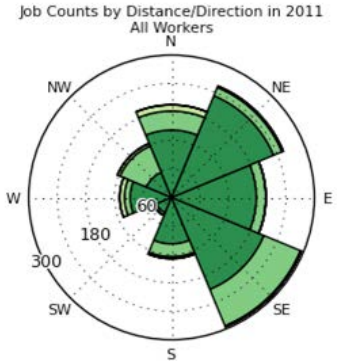
There are a total of 2,281 employees in the transit zone working at 380 business establishments. Seventy two percent of the jobs are in five industries that are professional, health or service-oriented: Retail Trade (18%), Other Services except Public Administration (17%), Health Care and Social Assistance (17%), Retail Trade (12%), and Professional, Scientific, and Technical Services (8%). The distribution of businesses highlight the commercial areas immediately surrounding the station. Although the retail trade is differentiated in NAICS code data, combined retail employment constitutes 30% of the employment in the transit zone.

Employment Businesses and Jobs by Industry

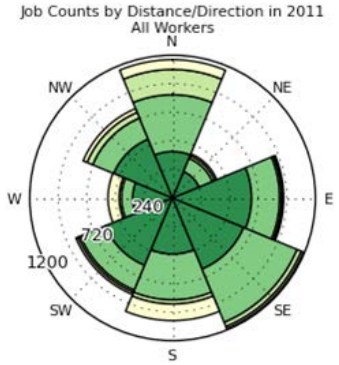
Largest Industries by Share of Businesses & Jobs						
Rank	Businesses by Industry	No.	%	Jobs by Industry	No.	%
1	Other Services except Public Admin	55	14%	Retail Trade	495	18%
2	Health Care and Social Assistance	54	14%	Other Services except Public Admin	486	17%
3	Retail Trade	45	12%	Health Care & Social Assistance	474	17%
4	Professional, Scientific, and Technical Services	38	10%	Retail Trade	338	12%
5	Retail Trade	31	8%	Professional, Scientific, and Technical Services	225	8%
	Subtotal Businesses in top industries	223	58%	Jobs in Top Industries	2018	72%
	All business in Transit Zone	**380**	**100%**	**All jobs in transit zone**	**2,281**	**100%**

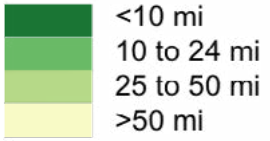
Commuter Distance and Direction

Home to Work



Work to Home

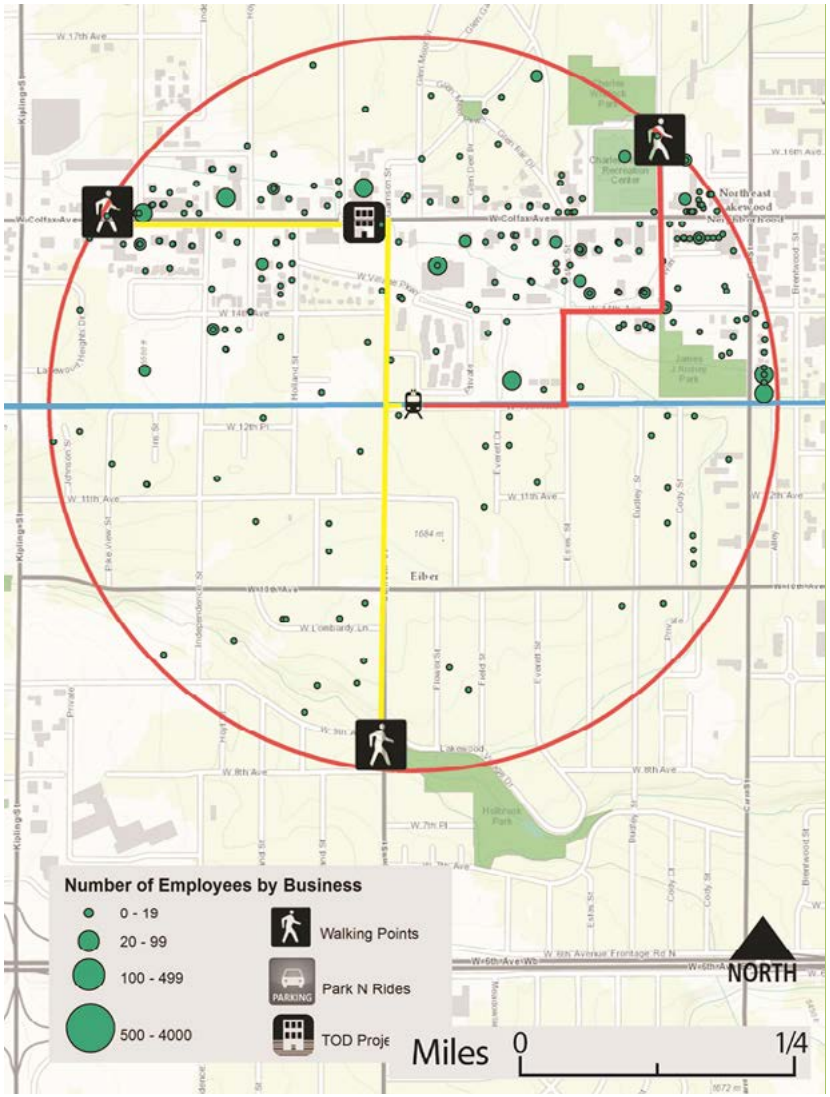




Commuter

Using the OnTheMap tool from Longitudinal Employer-Household Dynamics (LEHD), most employees living in transit zone don't travel more than 10 miles to reach their places of work. 70% of the workers who live within the transit zone work less than 10 miles from the station. They mostly travel northeast and southeast. 56% of the workers who work within the transit zone, travel less than 10 miles from the station. These workers travel from all directions, with those traveling furthest coming from north and south.

Walkability Analysis from 3 half-mile Points		
Starting Point	**Time (min.)**	**Walking Environment**
1. Colfax Ave and Iris	10 min	Long stretches of pavement and fast traffic along Colfax
2. 16th and Dover	12 min	Retail destinations along walk, lacks continuous sidewalk
3. Garrison and Lakewood Village	10 min	Low density residential



Accessibility

This area was fairly accessible by bike and foot. The only bus connection is the Belmar Call-n-Ride, which has no regular scheduled arrivals.

Route #1 Colfax and Iris:
This route had inconsistent qualities. The walk from the station north on Garrison Street bears a sign announcing this areas participation in the "Sustainable Neighborhoods Network" and various wayfinding signs. The sidewalks are mostly detached, with some areas without sidewalks. The moderate walk time was due to the relatively direct route.

Route #2 16th and Dover:
This route required walking east along 13th Avenue. Parallel to the station, 13th Avenue lacks a sidewalk, and walking up Estes Street the sidewalk is narrow and attached. The walk passes several pedestrian-accessible retail destinations along Colfax. This walk time was higher than the rest due to poor sidewalk conditions and a non-continuous route.

Route #3 Garrison and Lakewood Village:
This route was primarily low-density residential, but featured mostly good sidewalk conditions. Detached sidewalks lined the east side of Garrison Street heading south, but west side of the street lack sidewalks altogether. Low walk time was due to direct walk down Garrison Street.

Bike: There is a striped bike lane along Garrison Avenue, that provides excellent bike access to the station. There is no official RTD bike parking at the station, but some public bike parking is near by on 13th Avenue.

ADA: This transit zone has inconsistent ADA compliant infrastructure. The immediate area around the station is adequate, but the non continuous sidewalks throughout the transit zone pose a problem. There is adequate ramps and changed sidewalk grade around the station.

Community Services & Parks: This transit zone featured a large amount of parks and open space. Directly near the station there are two parks, Charles Whitlock Recreation Park and James J Richey Park. Holbrook Park is near walking route #3. Idlewild Park is near walking point #1, just south of Colfax Avenue. According to ESRI and Infogroup business data, there is one community service facility on Colfax Avenue and Dover Way, Marriah Youth Programs.

Evaluation

Affordable Housing

The transit zone fares moderately well on housing costs. According to our housing score, the region gets a 2 meaning, only middle income residents can afford housing in the region. The median home value is at market rate, there is more than 30% rental in the region and and least 20% of the housing is below market rate.

The region barely has more owners than renters

with renters (49%) and owners (51%). The transit zones population spends only 16.97% of their income on housing, compared to the 26.86% of income spent by the rest of the region. Transportation costs are also on par for the rest of the region spending 21.86% of their income on transportation, as compared to 21.94% for the region.

- **Opportunities:** Adjacent to the station is the Timberleaf Apartments, that are not subsidized housing, but have income limits and comply with a HUD Tax Credit program. No other available affordable housing seems to be present in the transit zone, based on the active listings on the Low Income Housing US site. The area should continue to encourage this type of development, and increase affordable housing units within the transit zone to promote TOD.

Accessibility

Garrison station is accessible by no regular RTD bus line other than the Belmar Call-n-Ride service. However just two blocks north, the 16 and the 16L run on Colfax Avenue. There is a great striped bike lane that runs along Garrison directly to the station though, and wide inviting sidewalks at least along Garrison.

- **Opportunity:** Improve the pedestrian experience south of 13th on Garrison and along Colfax Avenue north of the station. Also increased transit to this station could help increase ridership, as not all residents in the transit zone could easily access the station via walking.

Economic Development

The average household size for the transit zone is 2.23, and approximately 52% of the households have an annual income less than $25,000. According to the MIT Living Wage Calculator, the living wage in Lakewood for one adult and two children is $25.65 per hour, which is an annual income of $53,354 before taxes. This shows that a commitment to economic and job development in the transit zone region is crucial.

- **Opportunity:** For this station to be a successful TOD for current residents, it is important to recruit employment that provides living wages and work force development accessible to the residents.

Site Development

The Garrison Station Area Plan describes a vision that promotes infill development that interacts well with the adjoining neighborhoods. Continuation of the “area stability” south of 13th as mentioned in the Station Area plan should continue to preserve the current housing, and help encourage infill along the surrounding areas.

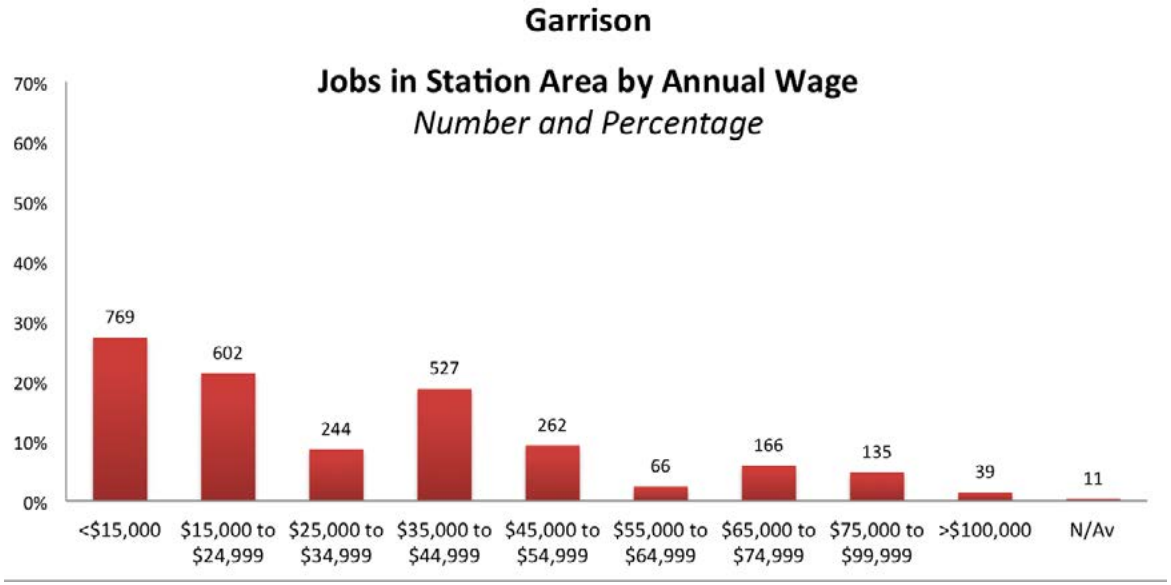
- **Opportunity:** The zone should focus preservation of affordable, mixed-income, and subsidized housing and increasing pedestrian access to the commercial development along Colfax Avenue.

Jobs, Housing, and Wages

The following table presents the eight criteria used to score station areas on affordable housing. Each criterion is worth .5 to 1 point for a total possible score of 5. The criterion measure affordability for existing residents, e.g. through housing expenditure burden and income, as well as opportunity for others to live in the area, e.g. through availability of rental housing and subsidized units, as well as density.

Garrison Housing Score (out of 5 points)									
Housing Data	**% Households earning <$20K**	**% Households earning $20K-$49,999**	**% Households earning $50K-$74,999**	**% Households earning >=$75K**	**% Renter occupied**	**% w/a mortgage paying >30% of income**	**Number of subsidized units**	**Residental density score***	**Total Garrison Housing Score**
Value	51.8	16.5	12.0	19.7	50%	53%	68	0	
Scoring Criteria	If households earning <$19K are at least 15%, then 0.5 pts.	If households earning $20-$49K are at least 20%, then 0.5 pts.	If households earning $50K-$74.9K are 30% +/- 5%, then 0.5 pts.	If households earning >$75K are <30%, then 0.5 pts.	If % rental housing is 40%-75%, then 1 pt.	If % of households paying >30% of income is <30%, then 0.5 pts.	If number of subsidized units > 80, then 1 pt.	If density score >=2, then 0.5 pts.	
Score	0.5	0	0	0.5	1	0	0	0.0	**2**

*Net Residential Density Scores = (0 PTS: < 7 d.u/acre); (1 PT: >= to 7 d.u./acre and <12 d.u/acre); (2 PTS: >= to 12 d.u./acre and < 20 d.u./acre); (3 PTS: >= to 20 d.u./acre and < 30 d.u./acre); (4 PTS: > = to 30 d.u./acre and < 60 d.u./acre); (5 PTS: > or = to 60 d.u./acre)

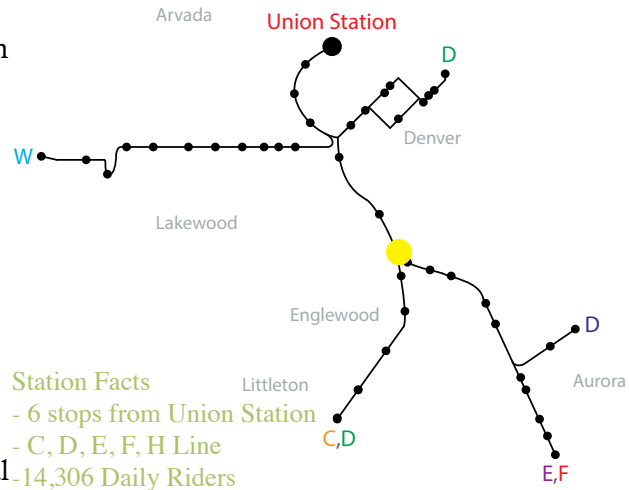


I-25 Station, City of Denver

Overview

The I-25/Broadway Station is the second busiest station, with the majority of riders arriving to the station by car. Denver zoning identifies this station for TOD development and several projects are underway or recently completed. The station is six stops from Union Station and can be accessed by 330 bus stops per day. The park and ride has a 1,248 space capacity and is known for its high utilization rate. The former Gate Rubber Plant is a catalytic site adjacent to the park and ride, and is currently undergoing remediation for contamination. The area is mixed-use and high density residential to the north and south, and east side of the station. To the west of the station density decreases as land uses transition to more industrial and commercial uses.

System Map



Station Facts
- 6 stops from Union Station
- C, D, E, F, H Line
- 14,306 Daily Riders
- Opened in 1994
- I-25 and Broadway

DEMOGRAPHICS
Pop.: 1,686 (2000), 1,941 (2010)
Med. Income: $53,958 (2000), $71,479 (2010)
% HHS earning <$25K (2009): 26%
% White alone (2010): 76%

TRAVEL
Jobs: 5,063 (2002), 5,113 (2009)
Commute by Public Transit (2009): 8.64%
Avg. Vehicles/Household (2009): 1.35
Quality of Walk: 5/7 pts
Bicycle Infr.: 1/3 pts
Avg. Daily Riders (Jan. 2014): 14,306
Station Ridership Rank (2014): 2 of 45

PLACE CHARACTERISTICS
Major Destinations: N/A
Avg. Block Size (2010): 7.36 acres
Housing Units (2010): 1,203
Net Residential Density: (2010): 8.16 du/acre
Job Density (ESRI & Info Group 2012): 4.95 jobs/acre
Business Density (2012): 0.66 businesses/acre

Station Evaluation

Site Development Accessibility | Affordable Housing | Jobs & Economic Development

Demographics

Transit Zone Demographics	Census 2000	Census 2010	ACS 2005-2009	% Change
Total households	937	1,072	1,203	14%
Median HH Income	$42,451	n/a	$47,462	n/a
% <$25,000	29%	n/a	26%	n/a
%>$75,000	22%	n/a	27%	n/a
% <18 y.o.	11%	12%	12%	1%
% >59 y.o	10%	10%	10%	0%
% Bachelor's or higher	32%	n/a	40%	7%
% White Alone	84%	86%	83%	2%
% Black or African American alone	2%	2%	4%	0%
% American Indian and Alaska Native alone	1%	<1%	2.6%	-0.5%
% Asian alone	.1%	1.4%	3.5%	0.5%
% Native Hawaiian and Other Pacific Islander alone	<1%	n/a	n/a	n/a
% Some Other Race alone	8%	6%	4%	-2%
% Two or More Races	3%	4%	2%	1%
% Hispanic or Latino	16%	18%	45%	2%

Residents

The number of households in the transit zone increased 14% from 2000 to 2010, from 937 to 1,203. According to the 2010 Census, 3.6 percent of residents are of Hispanic or Latino ethnicity. When compared to the City and County of Denver, the station area is much less diverse. The median income of this area, at $47,462, is much lower than the Denver region, at $61,269. However, this is an area in transition and income levels from 2000 have risen 10%. With the additional construction of high-end apartments, the tend of rising incomes is anticipated to continue. Residents are young. Only 10% of the population in the zone is over 59. This area has a large population of young professionals.

Housing

The transit zone is predominately renter-occupied residential. According to the CTOD database, there are a total of 1,254 occupied units of which 427 are owned (34 percent) and 827 are rented (66 percent). The housing stock is a mix of single-family residential and high-density apartment rentals. The residential housing density is 8.16 and this number should increase substantially as additional four to seven story multi-unit rentals are completed. Neighborhoods are organized on the grid system. All of the development is occurring to the east of the station.

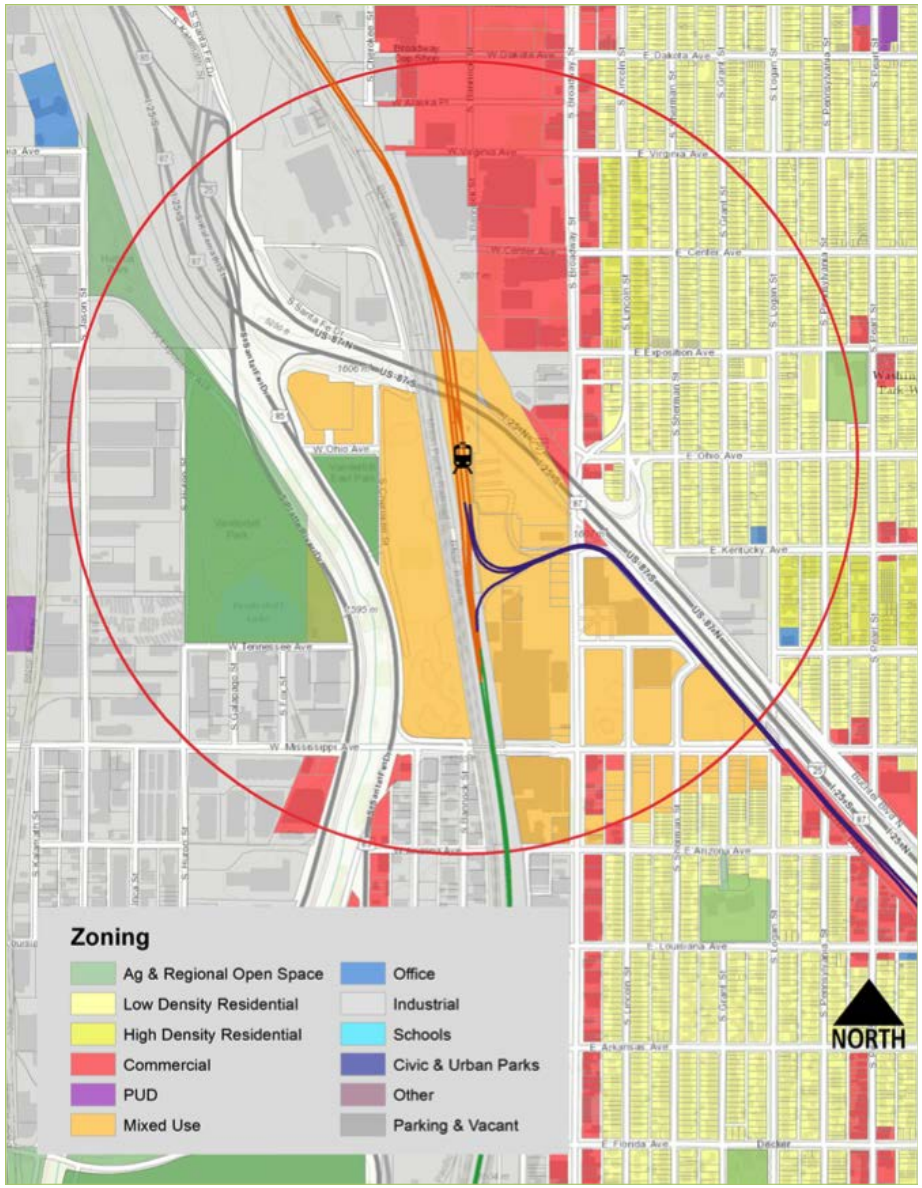
Plans and Regulation

The site visit confirmed the evolving nature of this area. To the north east of the station the area is well-established neighborhoods and commercial. To the southeast the area is emerging as a high-density mixed-used corridor. To the west of the station the area is industrial, with high vacancy rates and some single-family homes. Pedestrian amenities are the highest quality and most consistent to the northeast and decrease by both measures to the southeast and west of the station.

Plans and Regulations: The Transit Oriented Development Strategic Plan 2014 identifies this area the area surrounding this station as one with "high market readiness" and "high development potential" (35). The TOD characteristics are noted as medium. The action plan includes addressing the amount of surface parking through joint development opportunities (67). The very large surface parking lot is currently a barrier to existing, ongoing and future TOD and decreasing the amount of RTD surface parking will be critical to creating a vibrant TOD neighborhood. The plan also generally addresses the infrastructure needs and roles of other agencies in supporting TOD in the area. Blue Print Denver identifies the former Gates Rubber Plant, and some of the surrounding parcels, in the areas of change for this station. This plan also lays out conceptual land uses and allots over 35% of the land use in the transit zone to TOD and an additional 15% is designated as town center. Industrial uses, to the west of the Platte River, still account for about 30% of land uses within the transit zone.

New Development

Currently, there are several high-density housing projects in the transit zone. From 2000 to 2010 the number of housing units in the transit zone



increased from 987 to 1,254, with rentals seeing a greater increase than owned units (ACS, CTOD). New development in this area promotes walkability and TOD. These multi-story developments have ground floor retail with entrances accessible to pedestrians. Parking is off of the street and on street parking is being reintroduced. With each new development the sidewalk conditions are improving. At this time these developments are not adjacent to the I-25 lightrail station.

Zoning

The Denver Blue Print envisioned this area as a "town center" and "transit oriented development." The zoning is for special industrial, which offers a great deal of flexibility in uses and reflects the nature of the transit zone. There is also a main street overlay district, which allows for higher densities. Other zoning includes multi-unit, single-units and mixed-use specific zones. The zoning is well suited for the desired development vision for the area. Zoning surrounding the tranist oriented development is considered an area of change by the Blueprint Denver plan.

Employment

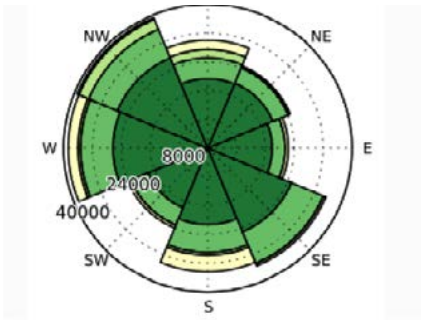
There are a total of 5,243 employees in the transit zone working at 267 business establishments. The distribution of businesses highlights the mix of commercial, industrial and offices businesses in the area. When considering the number of employees it becomes apparent this is skewed towards healthcare related businesses.

Employment Businesses and Jobs by Industry

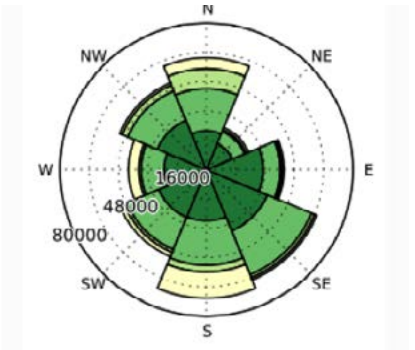
Largest Industries by Share of Businesses & Jobs						
Rank	Businesses by Industry	No.	%	Jobs by Industry	No.	%
1	Retail & Wholesale Trade	40	15%	Health Care & Social Services	1,840	34%
2	Professional, Scientific & Technical Services	35	13%	Retail Trade	748	14%
3	Construction	28	11%	Construction	509	9%
4	Other Services	26	10%	Professional, Scientific and Technical Services	433	8%
5	Wholesale Trade	24	9%	Wholesale Trade	419	7%
	Subtotal Businesses in top industries	153	58%	Jobs in Top Industries	3,949	69%
	All business in Transit Zone	**672**	**100%**	**All jobs in transit zone**	**5,243**	**100%**

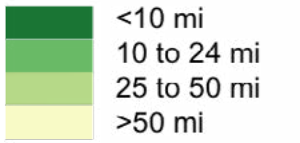
Commuter Distance and Direction

Home to Work



Work to Home

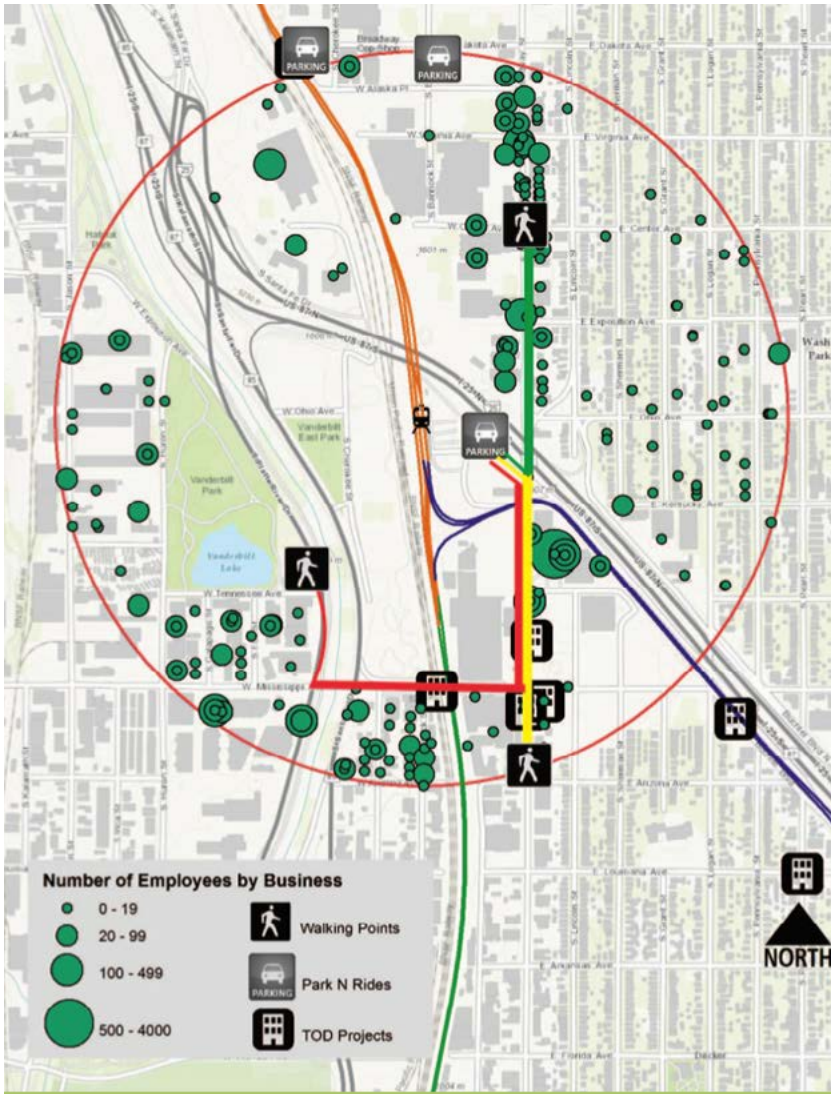




Commuter

Using the OnTheMap tool from Longitudinal Employer-Household Dynamics (LEHD), LEHD data shows that 9,047 workers commute from outside of the transit zone to the area and 1,706 residents leave the transit zone for work outside. Forty eight employees live and work in the transit zone. The majority of residents in the transit zone who commute out for work go to Denver, followed by Glendale. Approximately 50% of residents travel less than 10 miles to work. These routes are largely accessible by lightrail.

Walkability Analysis from 3 half-mile Points		
Starting Point	**Time (min.)**	**Walking Environment**
1. Broadway & Arizona	10 min	Mixed-Use, Residential
2. Broadway & Center	13 min	Commercial
3. Vanderbilt Park	21 min	Industrial, Commercial



Accessibility

The pedestrian paths to the station varied greatly by cardinal direction. Direct access to the station is also accessible by four bus routes the 0, 0L, 11 and 14, 12 bicycle racks and 8 bike lockers. The routes were chosen with as potential routes for getting to existing amenities in the area. For all routes we began by navigating out of the station and parking area. The current layout, with large surface parking and fencing, creates a disconnection between the neighborhood and station.

Route #1 We began north along Broadway past the vacant Gates Rubber Plant site. The sidewalk was consistent, with amenities dependent on recent construction or not. Some areas offered clean, wide sidewalks with trees while others were narrow, cracked and littered with debris. Businesses and housing do have access directly to this route, allowing for pedestrians to easily navigate to amenities and services.

Route #2. We followed Broadway north. The road is busy with high speeds, but the detached, wide sidewalk and on-street parking protect pedestrians and create a safe environment. The feel is commercial. Sidewalks connect to many of the business fronts, allowing for easy and safe pedestrian access.

Route #3. The purpose of the final route was to access areas to the west of the station. We went north up Broadway to Mississippi then west ending at Vanderbilt Park. The sidewalk disappears along Platte River Drive. Prior to that the sidewalk was narrow, poorly lit even in daylight and had glass and trash throughout. This route felt unsafe and was very indirect due to navigating physical barriers.

Bike: The station offers bike lockers and racks. However, there are no bike lanes leading to the station. The surroundings streets and neighborhoods do not offer adequate space for bikers without taking a lane. The speeds of vehicles and heavy road usage along the main arterial roadway, Broadway Ave., makes this area unsafe for bikers. Bikers were seen using sidewalks frequently in this area.

ADA: This station offers a large protected area from buses and vehicles. The handicap parking is adequately located for users, they do not have to navigate an elevation change from the parking lot to the station and routes are unobstructed and protected from traffic. The audio on the ticket machines is very poor quality, making it difficult to understand how to use. It is also a very slow interface that takes a considerable amount of time to navigate to purchase a ticket. The trains are not announced until they are present, which may not allow enough time for a visually impaired ADA rider to identify the correct train and board.

Community Services & Parks:
According to the ESRI and IG Data, there are five churches in the transit zone. There is also an early education facility and the French Consulate. Vanderbilt Park and Habitat Park in the west

quadrant of the transit zone, and not easily accessible. East-West connections are only available at Alameda and Mississippi. Vanderbilt Park is 28 acres offering a lake, baseball field and restrooms. Habitat park is 7.7 acres and does not offer any additional park amenities. The South Platte River trail does connect these parks to the regional system of trails, but this trail is also difficult to access from the station.

Evaluation

Affordable Housing

Sixty-one percent of housing units in the transit zone are rented, which is significantly higher than the transit region at 36%. According to 2009 data from CTOD, housing and transportation costs as a percentage of income for the transit zone are lower than the Denver Transit Region. The The I-25/Broadway Station typical household housing costs are 20% plus transportation costs at 19% for a total of 40% of the typical household income. The Denver Transit Region is approximately 27% for housing and 22% for transportation, for a total of 49% of the typical household income. According to CTOD, 8% of workers take public transportation, bicycle or walk to work, compared to the transit region with eight percent.

- **Opportunities:** The number of affordable units is lagging far behind market rate. Providing density bonuses for developers who include affordable housing can help tilt this shift and ensure that the population who most needs access to transportation is living near this service.

Accessibility

Overall, the I-25/Broadway station and transit zone has good accessibility for pedestrians and vehicles to the east of the station. To the west access is good for vehicles only. There are robust bus route options serving this station. The surface parking is needed for riders who arrive by car, but is a large barrier for other users. Bike accessibility is poor in all directions. Multiple bikers were seen using sidewalks along Broadway to access the station.

- **Opportunity:** As development changes the layout of the area the city should add in bike infrastructure. Bike connections to the station could be put in the current area being used for surface parking. Additional connections along residential streets could also be made. Pedestrian access to the west should be improved with consistent sidewalks, improved lighting and better maintenance of current infrastructure.

Economic Development

The average household size for the transit zone is 1.81, and approximately 53% of the households have an annual income less than $50,000. According to the MIT Living Wage Calculator, the living wage in Denver County for one adult and one child is $20.95 per hour, which is about $45,000 before taxes.

- **Opportunity:** This station offers a robust selection of jobs and employment sectors. Offering opportunities for the employees in these sectors to find affordable housing within the transit zone will be beneficial for families and residents wishing to live near work. The ground floor retail that is being developed will also offer additional employment opportunities.

Site Development

Site development is robust in this area, but completion of the former Gates Rubber Plant and conversion of the large surface parking is key to transforming the area into a great TOD neighborhood.

- **Opportunity:** Continue the high density and mixed-use development of the area. Focus resources on completion of remediation and development of the Former Gates Rubber Plant and work with the developer to convert surface parking into structure parking for residents and commuting rider. This will greatly improve accessibility for the entire neighborhood.

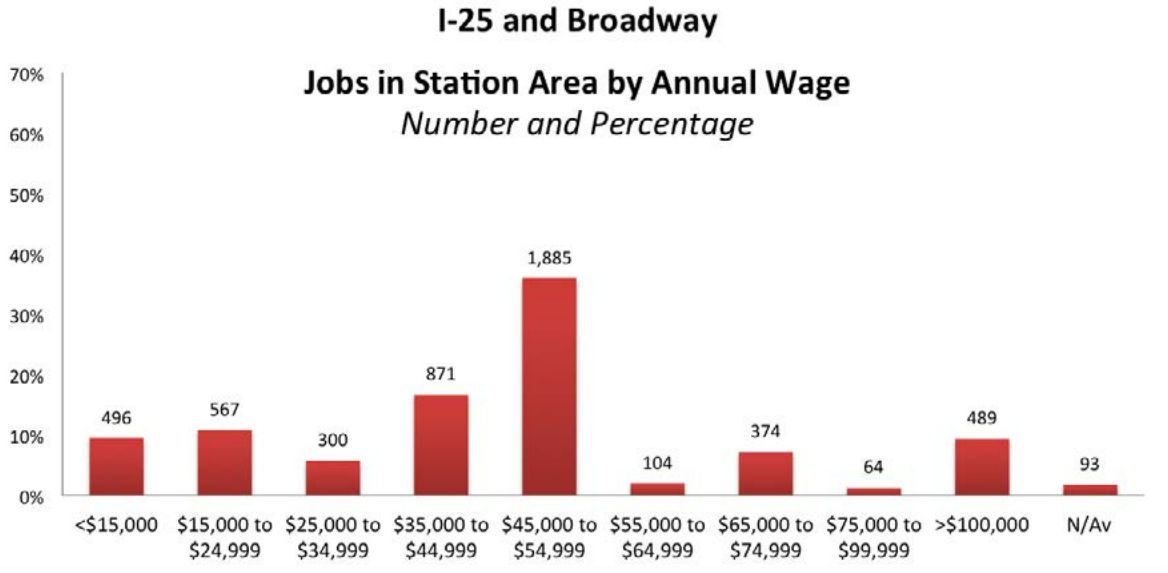
Jobs, Housing, and Wages

The following table presents the eight criteria used to score station areas on affordable housing. Each criterion is worth .5 to 1 point for a total possible score of 5. The criterion measure affordability for existing residents, e.g. through housing expenditure burden and income, as well as opportunity for others to live in the area, e.g. through availability of rental housing and subsidized units, as well as density.

I-25 & Broadway Housing Score (out of 5 points)

Housing Data	% Households earning <$20K	% Households earning $20K-$49,999	% Households earning $50K-$74,999	% Households earning >=$75K	% Renter occupied	% w/a mortgage paying >30% of income	Number of subsidized units	Residental density score*	Total I-25 & Broadway Housing Score
Value	26.1	27.4	19.7	26.9	60%	38%	56	2	
Scoring Criteria	If households earning <$19K are at least 15%, then 0.5 pts.	If households earning $20-$49K are at least 20%, then 0.5 pts.	If households earning $50K-$74.9K are 30% +/- 5%, then 0.5 pts.	If households earning >$75K are <30%, then 0.5 pts.	If % rental housing is 40%-75%, then 1 pt.	If % of households paying >30% of income is <30%, then 0.5 pts.	If number of subsidized units > 80, then 1 pt.	If density score >=2, then 0.5 pts.	
Score	0.5	0.5	0	0.5	1	0	0	0.5	3

*Net Residential Density Scores = (0 PTS: < 7 d.u/acre); (1 PT: >= to 7 d.u./acre and <12 d.u/acre); (2 PTS: >= to 12 d.u./acre and < 20 d.u./acre); (3 PTS: >= to 20 d.u./acre and < 30 d.u./acre); (4 PTS: > = to 30 d.u./acre and < 60 d.u./acre); (5 PTS: > or = to 60 d.u./acre)



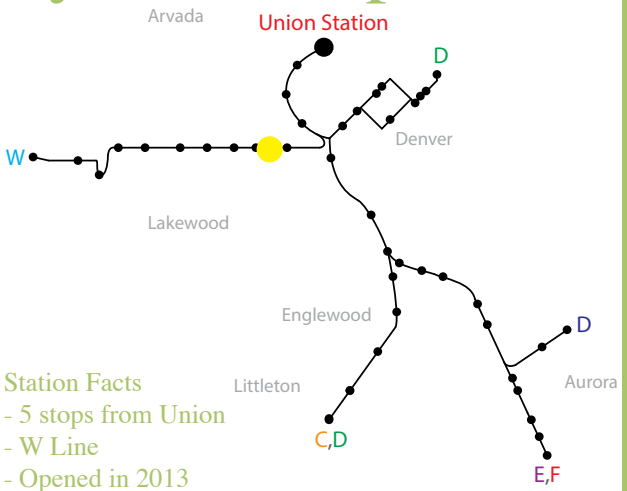
Knox Station, City of Denver

Overview

According to Denver's TOD Strategic Plan, Knox Station has been categorized as an "urban station". These rail stations are lower-scale "walk-up" stations that provide transit access to existing neighborhoods. These transit zones are primarily characterized by single-unit and two-unit residential units, small-scale multi-unit residential uses and embedded commercial areas. These urban stations typically have a strong multi-modal transportation network as well.

Compared to other stations, the station has low ridership at just 480 total revenue riders a day, as of May 2014. According to RTD's projected ridership, by 2025, the average weekday ridership for this station is projected to be 1,2001, 720 more riders than the current level.

System Map



Station Facts
- 5 stops from Union
- W Line
- Opened in 2013
- 12th Avenue and Knox Court

DEMOGRAPHICS
Pop.: 8,263 (2000), 7,036 (2010)
Med. Income: $27,306 (2000), $27,493 (2010)
% HHS earning <$25K (2009): 47%
% White alone (2010): 28%

TRAVEL
Jobs: 540 (2002), 447 (2009) 471 (ESRI & IG)
Commute by Public Transit (2009): 15.94%
Avg. Vehicles/Household (2009): 1.43
Quality of Walk: 2/7 pts
Bicycle Infr.: 2/3 pts
Avg. Daily Riders & Rank (Jan. 2014): 480, #43 of 45

PLACE CHARACTERISTICS
Major Destinations: Lakewood Gulch/ Sanchez Park
Avg. Block Size (2010): 5.08 acres
Housing Units (2010): 2,386
Net Residential Density: (2010): 6.10 du/acre
Job Density (ESRI & Info Group 2012): 94.2
Business Density (ESRI & Info Group 2012): 15.8

Station Evaluation

Accessibility
Site Development
Jobs & Economic Development
Affordable Housing

Demographics

Transit Zone Demographics	Census 2000	Census 2010	ACS 2005-2009	% Change
Total households	2,410	2,386	2,494	<1%
Median HH Income	$27,306		$27,493	n/a
% <$25,000	46%		47%	n/a
%>$75,000	8%		12%	n/a
% <18 y.o.	40%		23%	n/a
% >59 y.o	13%		15%	n/a
% Bachelor's or higher	6%		8%	n/a
% White Alone	23%	29%	28%	6%
% Black or African American alone	5%	6%	6%	17%
% American Indian and Alaska Native alone	1%	1%	3%	0%
% Asian alone	3%	2%	<1%	-1%
% Native Hawaiian and Other Pacific Islander alone	<1%	<1%	0	0%
% Some Other Race alone	<1%	<1%	0	0%
% Two or More Races	2%	1%	0%	-50%

Residents

The number of households in the zone decreased slightly from 2000 to 2010, from 2,410 to 2,386. The median household income in the 2005-2009 ACS was $33,803 less than the region's. This appears to be due to the low education levels, 8.4% have a bachelor's degree or higher, compared to 25.1% in the region. The area is predominantly Hispanic or Latino; people of other races and ethnicities comprise less than 30% of the area.

Housing

The transit zone is predominately renter-occupied single family residential. According to the CTOD data from the City of Denver, there are a total of 2,386 units. 801 are owned (34%) and 1,585 are rented (66%). This is much higher than the Denver region, at 36% renter-occupied and 64% owner-occupied. The amount of renter-occupied units has increased from 2000 to 2010. In 2000, 39% of units were owner-occupied and 61% were renter-occupied. Residents in this transit zone spend 17% of their income on housing. This is lower than the Denver region at 22%.

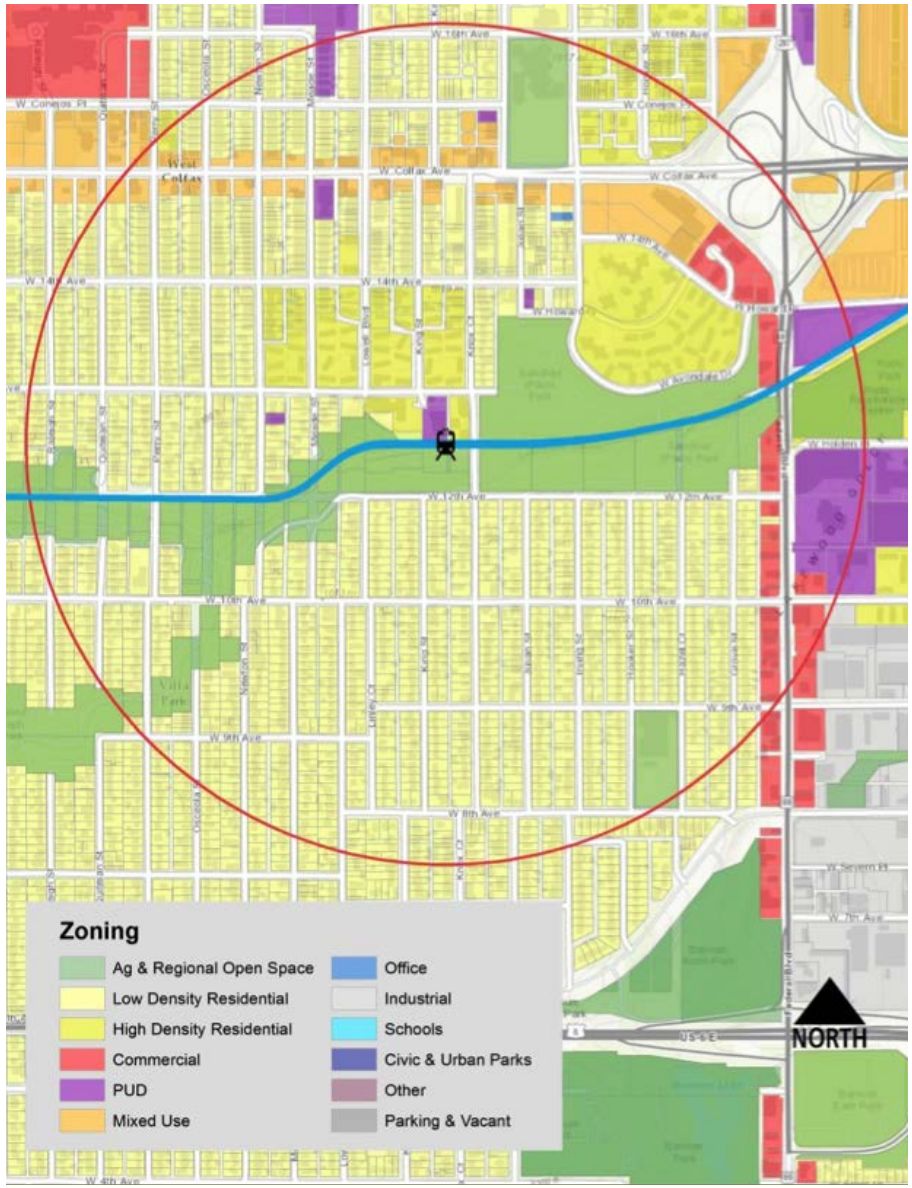
Plans and Regulations

This area is considered an "Area of Change" by Blueprint Denver and the West Colfax Corridor Transportation Study. This transit zone falls into the West Colfax-West TOD sub-area. As Blueprint Denver describes: the closeness of this area to the light rail line calls for main street designs that may be integrated into the larger TOD district. Single family/duplex and urban residential land-use types surround two of the four TODs of the West Corridor.

In Blueprint Denver designated "Areas of Change", have guiding principles to achieve the land use and transportation vision of Blueprint Denver and the 2000 Denver Comprehensive Plan. These principles are:

- Contribute to the urban design vision by paying attention to orientation to the street, building alignment, building scales, and transition to adjacent areas.
- Respect valued attributes of the area by creating and protecting economic generators, having a diversity of housing types and prices, and protect existing buildings (especially those with distinctive character and identity).
- Contribute to the area's economic vision by providing a balance of uses, transportation access and economic opportunity.
- Expand transportation choice with street system continuity (sidewalks streets, bikeways), transit ridership and pedestrian/bicyclist safety and comfort.
- Improve environmental quality by providing a tree canopy, permeable open space, parks and parkways, site lighting and noise/vibration/odor mitigation.

West Colfax has also been identified by Blueprint Denver as being an area for possible Bus Rapid Transit or other innovative transportation tools.



New Development

According to the RTD TOD Database, there are only two major TOD developments in the area. The Osceola Street Townhomes are proposed for 2015, and will be a 16,000 square feet mixed use development with 5 townhomes.

Mile High Vista is the other major TOD development in this area that resulted from a partnership with the City of Denver, the Urban Land Conservancy and Del Norte Housing (a nonprofit developer). The plan includes the New Westside Public Library (28,000 sq. ft.), residential mixed-use housing (80 units of workforce housing and 10,000 square feet of community space.) and commercial building along Colfax Avenue. 65 permanent and 125 temporary construction jobs will be created from this project.

Zoning

This region is mostly low density residential, with some higher density residential development closer to the station. Commercial development in the transit zone is along Federal Boulevard and Colfax Avenue.

Employment

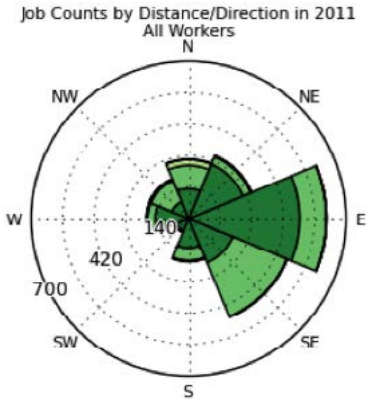
There are a total of 471 employees in the transit zone working at 79 business establishments. Seventy-eight percent of the jobs are in six varied industries: Other Services (Except Public Administration) (17%), Accommodation and Food Services (16%), Educational Services (15%), Health Care and Social Assistance (12%), Real Estate Rental and Leasing (10%) and Retail Trade (8%). During the weekday the number of employees flowing into the transit zone are well above the transit zone's population of almost two thousand.

Employment Businesses and Jobs by Industry

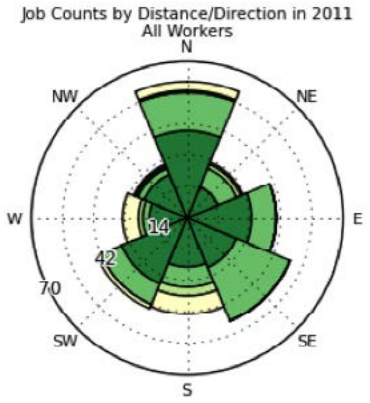
Largest Industries by Share of Businesses & Jobs						
Rank	Businesses by Industry	No.	%	Jobs by Industry	No.	%
1	Other Services (Except Public Administration)	19	24%	Other Services (Except Public Administration)	80	17%
2	Real Estate and Rental and Leasing	11	14%	Accommodation and Food Services	74	16%
3	Finance and Insurance	9	11%	Educational Services	70	15%
4	Retail Trade	9	11%	Health Care & Social Assistance	56	12%
5	Health Care and Social Assistance	6	8%	Real Estate and Rental and Leasing	47	10%
	Other Services (Except Public Administration)	54	68%	Jobs in Top Industries	327	70%
	All business in Transit Zone	**79**	**100%**	**All jobs in transit zone**	**471**	**100%**

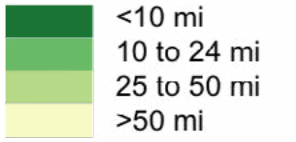
Commuter Distance and Direction

Home to Work



Work to Home

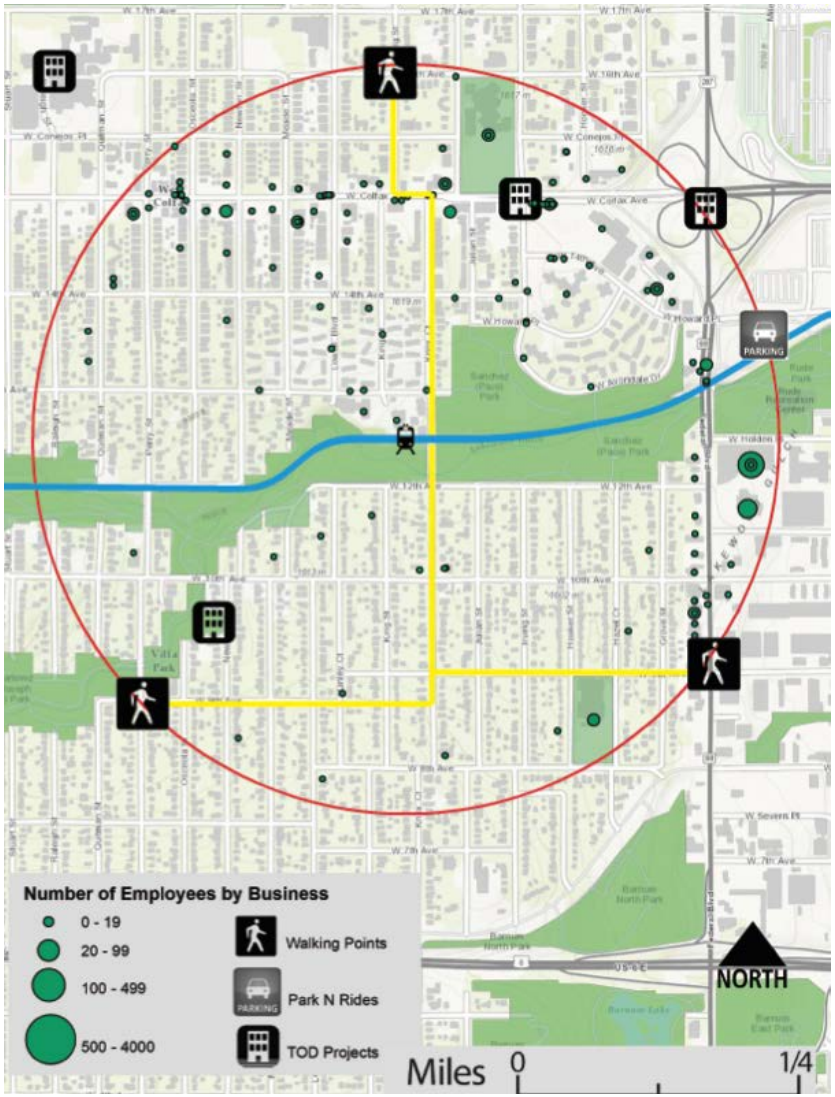




Commuter

Using the OnTheMap tool from Longitudinal Employer-Household Dynamics (LEHD), most employees living in transit zone, commute less than 10 miles to work. 66% of these workers living in the transit zone travel less than 10 miles to work. They travel mostly in the east and southeast direction, probably towards downtown. 62% of the workers who work in the transit zone, travel less than 10 miles to work. They are mostly coming from directly north and some directions south (southwest, south, southeast).

Walkability Analysis from 3 half-mile Points		
Starting Point	**Time (min.)**	**Walking Environment**
1. 9th and Federal	12 min	Residential grid, no sidewalks in majority of zone
2. 16th and King	9 min	Inconsistent sidewalk conditions, shade
3. 9th and Perry	10 min	Majority of zone lacked sidewalk



Accessibility

All of the walking points in this transit zone were relatively pleasant, safe, and had some pedestrian amenities and took under 15 minutes to reach the station. The sidewalks that did exist however, were in good condition and many were detached and lined with trees. Near some of the major intersections there were pedestrian crossing and some traffic calming devices. There was little foot traffic or pedestrian activity during our walks, but this could have been due to it being afternoon hours.

Route #1 9th and Federal
This route passed through some commercial zones on Federal. This area had very low foot traffic and lots of pawn shops and vacant buildings along Federal. The residential areas seem very well integrated into the transit zone though, and highlights the Lakewood Gulch open space.

Route #2 16th and King
This walking point took us through the West Colfax neighborhood in which the station is located. There seemed to be other transit available nearby and bike sharrows on Knox Ct near the station. The sidewalk was continuous and detached on Knox, but the other surrounding streets had no continuous sidewalk or very narrow attached sidewalks.

Route #3: 9th and Perry
The last walking route was also mostly through well integrated low-density residential. Most of the route, was through an easy to navigate grid system, but a majority of the streets lacked sidewalks completely or had poor sidewalk conditions.

Bike: Knox Court had a great striped bike lane, but the rest of the transit zone was lacking in bike infrastructure. At the transit stop there were multiple bicycle racks.

ADA: The transit zone has inconsistent ADA compliant infrastructure. The immediate area around the station is adequate, but the non continuous sidewalks throughout the transit zone pose a problem. There is adequate ramps and changed sidewalk grade around the station.

Community Services & Parks: In the transit zone there are two community service establishments: Catholic Charities and the Sunshine House. The Catholic Charities' Sun Valley location is on 9th Avenue in the transit zone and provides assistance with child care assistance, homelessness, emergency assistance, housing, counseling, and women center services. The Sunshine House provides childcare assistance.

The parks in the transit zone are: Sanchez Park, Rude Park, and Lakewood/Dry Gulch Park.

Evaluation

Affordable Housing

In 2010, 34% of the residents in the transit zone owned their homes, while 66% of residents rent-

ed. In the Denver region, 67% own and 33% rent. The transit zone spends 19% of their income on housing while the Denver region spends 22% of their income on housing. This is probably due to older housing stock in the West Colfax neighborhood that provides a degree of affordability.

- **Opportunities:** A vision for this transit zone would be to continue to protect the single-family residential neighborhood of West Colfax, but to encourage more multiple-family develop and encourage affordable housing.

Accessibility

The transit zone does moderately well in terms of accessibility. The station is accessible by 1 bus route and there is no RTD parking. Knox Court has a great striped bike lane and detached sidewalks. The rest of the transit zone did not have continuous sidewalks, and lacked other bike infrastructure.

- **Opportunity:** There exists an opportuntiy for the region is the expansion of multimodal access through expanding sidewalks throughout the neighborhood and expanding bicycle facilities. The area could be extremely walkable with its small block size and proximity to Colfax amenities if sidewalks were continuous. Also, in the West Colfax Transportation Study, on the of the recommendations is for the installation of pedestrian "countdown" signal indications at Knox Court. This could be also be a great improvement to pedestrian amenities in the transit zone.

Economic Development

In 2010, the median household income was 33,803 below the region, likely due to very low educational attainment in the area. Compared to Denver, the transit zone, had more residents with a high school diploma or less (70% compared to 33%)), 17% had some college or an Associates degree, (compared to 28%), 8% had Bachelors degree (compared to 25%) and 4% had graduate or professional degrees (compared to 14%).
The residents of this region do adequate access to employment though, with there being 0.89 jobs per acre in 2009. This is compared to 0.46 jobs per acre in the Denver region.

- **Opportunities:** There is an opportunity for this area to continue to promote educational and employment resources to the transit zone.

Site Development

There are two major TOD developments in the area. The Osceola Street Townhomes are proposed for 2015, and will be a 16,000 square feet mixed use development with 5 townhomes. Mile High Vista is the other major TOD development in this area that resulted from a partnership with the City of Denver, the Urban Land Conservancy and Del Norte Housing (a nonprofit developer). The plan includes the New Westside Public Library (28,000 sq. ft.), residential mixed-use housing (80 units of workforce housing and 10,000 square feet of community space.) and commercial building along Colfax Avenue. 65 permanent and 125 temporary construction jobs will be created from this project.

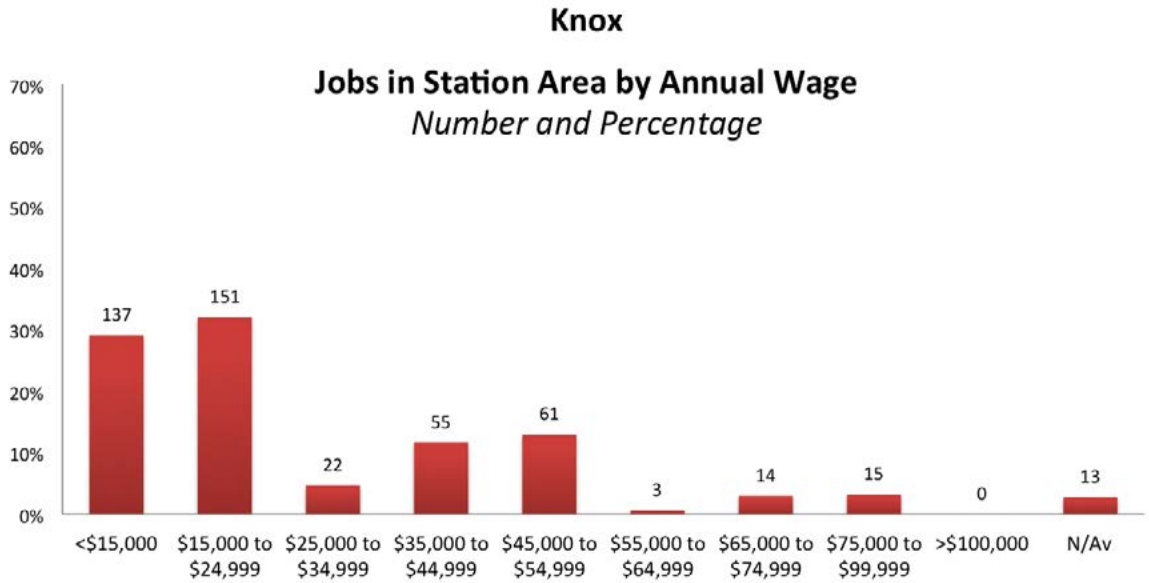
- **Opportunity:** As outlined in Blueprint Denver, a diversity of housing types and prices is a core principle for "Areas of Change" such as the Knox Station corridor. Continued support for TOD that generates affordable, mixed-income, and subsidized housing should be a priority.

Jobs, Housing, and Wages

The following table presents the eight criteria used to score station areas on affordable housing. Each criterion is worth .5 to 1 point for a total possible score of 5. The criterion measure affordability for existing residents, e.g. through housing expenditure burden and income, as well as opportunity for others to live in the area, e.g. through availability of rental housing and subsidized units, as well as density.

Knox Housing Score (out of 5 points)									
Housing Data	**% Households earning <$20K**	**% Households earning $20K-$49,999**	**% Households earning $50K-$74,999**	**% Households earning >=$75K**	**% Renter occupied**	**% w/a mortgage paying >30% of income**	**Number of subsidized units**	**Residental density score***	**Total Federal Center Housing Score**
Value	46.7	21.9	19.2	12.2	66%	55%	110	0	
Scoring Criteria	If households earning <$19K are at least 15%, then 0.5 pts.	If households earning $20-$49K are at least 20%, then 0.5 pts.	If households earning $50K-$74.9K are 30% +/- 5%, then 0.5 pts.	If households earning >$75K are <30%, then 0.5 pts.	If % rental housing is 40%-75%, then 1 pt.	If % of households paying >30% of income is <30%, then 0.5 pts.	If number of subsidized units > 80, then 1 pt.	If density score >=2, then 0.5 pts.	
Score	0.5	0.5	0	0.5	1	0	1	0.0	**3.5**

*Net Residential Density Scores = (0 PTS: < 7 d.u/acre); (1 PT: >= to 7 d.u./acre and <12 d.u./acre); (2 PTS: >= to 12 d.u./acre and < 20 d.u./acre); (3 PTS: >= to 20 d.u./acre and < 30 d.u./acre); (4 PTS: > = to 30 d.u./acre and < 60 d.u./acre); (5 PTS: > or = to 60 d.u./acre)

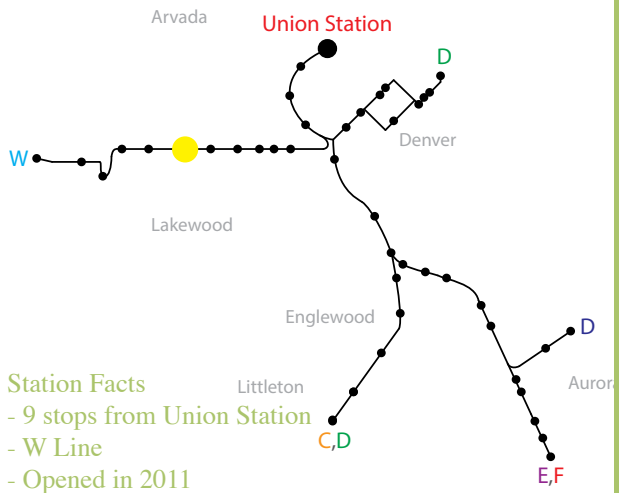


Wadsworth Station, City of Lakewood

Overview

By 2025, the average weekday ridership for the Wadsworth Station is projected to be 7,000. The station seems to be fairly utilized, and has potential to grow into an extremely successful TOD zone. The station is beautifully designed and is highly visible. The zoning has been updated to inlcude residential, retail, and commercial uses. Development around the station is primarily a mix of single-family housing and big-box retail. The transit zone is supported by the City of Lakewood's planning efforts to encourage economic development. This station is easily accessible by bus, vehicle, and foot. There is abundant parking, four bus routes and a shuttle to a regional shopping center directly from the station.

System Map



Station Facts
- 9 stops from Union Station
- W Line
- Opened in 2011
- 13th Avenue and Wadsworth

DEMOGRAPHICS
Pop.: 4,904 (2000), 4,402 (2010)
Med. Income: $32,342 (2000), $32,228 (2010)
% HHS earning <$25K (2009): 46%
% White alone (2010): 54%

TRAVEL
Jobs: 2,330 (2002), 2,958 (2009)
Commute by Public Transit (2009): 16.57%
Avg. Vehicles/Household (2009): 1.29
Quality of Walk: 4/7 pts
Bicycle Infr.: 2/3 pts
Avg. Daily Riders (Jan. 2014): 2,914
Station Ridership Rank (2014): 19 of 45

CHARACTERISTICS
Major Destinations: Big-box stores
Avg. Block Size (2010): 7.71 acres
Housing Units (2010): 2,269
Net Residential Density: (2010): 3.95
Job Density (ESRI & Info Group 2012): 5.89
Business Density (2012): 0.83

Station Evaluation

Jobs & Economic Development → Site Development → Affordable Housing Accessibility

Demographics

Transit Zone Demographics	Census 2000	Census 2010	ACS 2005-2009	% Change
Total households	2,306	1,985	1,744	-14%
Median HH Income	$32,342	$32,228	$32,228	->1%
% <$25,000	38%	n/a	46%	n/a
%>$75,000	11%	n/a	17%	n/a
% <18 y.o.	20%	22%	22%	10%
% >59 y.o	18%	18%	18%	0%
% Bachelor's or higher	17%	n/a	25%	n/a
% White Alone	83%	54%	75	-45%
% Black or African American alone	1%	3%	5%	66%
% American Indian and Alaska Native alone	4%	1%	1%	-75%
% Asian alone	1%	1%	0%	0%
% Native Hawaiian and Other Pacific Islander alone	0%	0%	0%	0%
% Some Other Race alone	6%	0%	14%	n/a
% Two or More Races	6%	2%	5%	-66%
% Hispanic or Latino	16%	39%	30%	59%

Residents

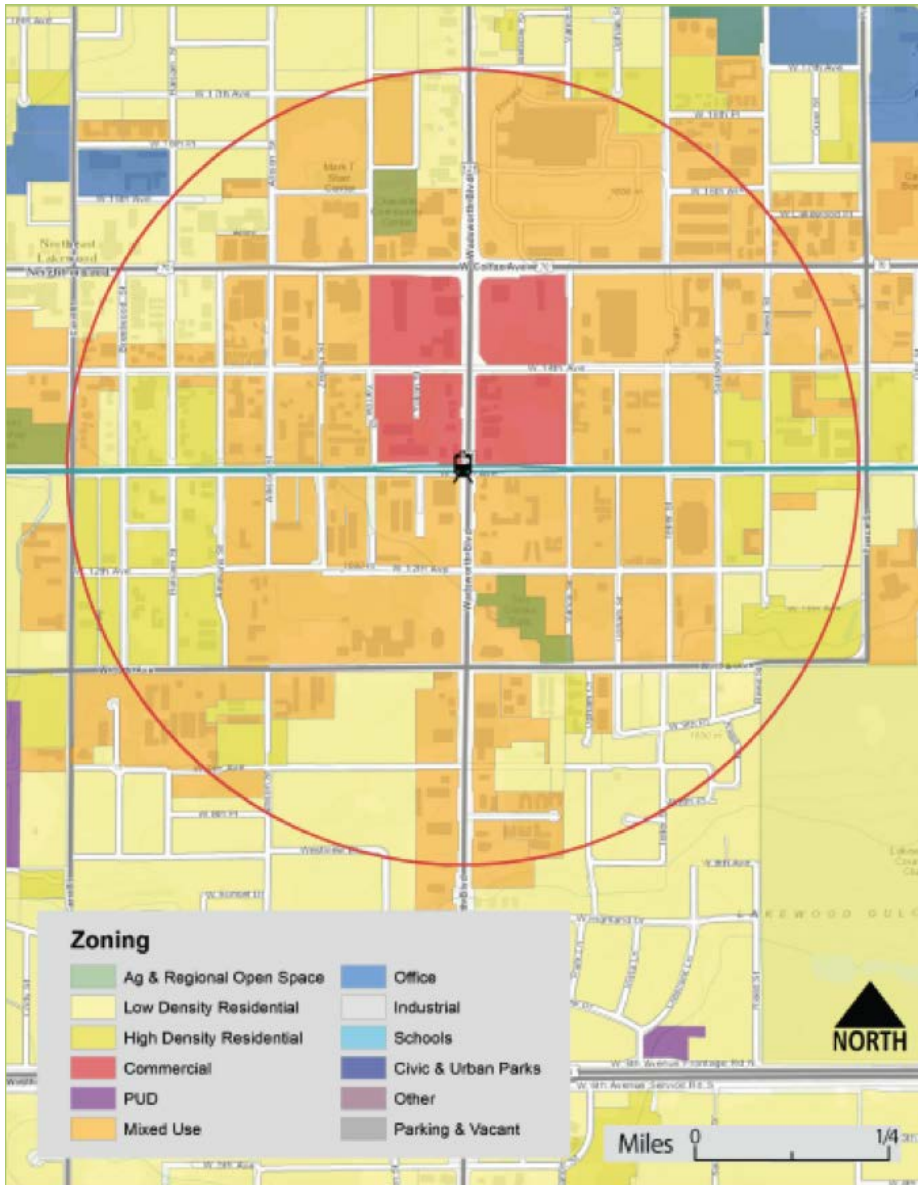
The number of households decreased almost 14% from 2000 to 2010, from 2,306 to 1,985. The median household income in the area is $32,228, also down from the median household income of $32,342 in 2000. This is significantly lower than the median household income of Lakewood at $55,792 and the Denver Transit Region at $61,296. Only 24.75% of the population holds a bachelor's degree or higher compared to 39% in the Transit Region and almost half of households make below $25,000 a year, which may be due to the low educational attainment. The area is significantly more racially diverse, compared to the City of Lakewood, though still predominantly White. Seventy-five percent of people in the station area identified as white compared to 88.5% in the City of Lakewood.

Housing

The area is primarily renter occupied. According to the CTOD Database, 1,550 of the 1,985 total occupied housing units in 2010 were rented and 434 were owned. There are a variety of housing types in the area, including multi-family residential, townhomes, single-family detached, and senior housing. Most of the housing stock appears older, especially the multi-family apartments, but some newer development was seen. The multi-family ranges from 2-5 stories. A substantial amount of housing was located very close to the light rail line and station. Some single-family homes were blocked from the light rail tracks by a large wall that seemed to cause ire with the residents, according to signs against it in their front yards.

Plans and Regulations

The site visit projected the feel of an auto-oriented shopping center surrounded by older neighborhoods. There was a good balance of uses in the area, with plenty of retail, commercial, and residential offerings. The neighborhoods were well connected to the center and the area was fairly easy to navigate despite the copious amounts of car traffic. The housing appeared older, but there was a nice mix of single- family homes, townhomes, multi-family apartments, and senior housing. Several plans by the City of Lakewood have addressed the surrounding development, housing, access, and design of this station, including the Lakewood Comprehensive Plan and the North Wadsworth Boulevard Corridor Plan. Specific to this station, Lakewood adopted the Wadsworth Boulevard Station Area Plan in 2006. The Wadsworth Boulevard Station Area Plan was created with the overall vision of creating a dense urban center transitioning to residential on the outskirts. The goals of the plan are to densify commercial offerings along Colfax Avenue by surrounding the station with retail, office, and multi-family residential. while continuing to provide a mix of housing. The station area was divided into five sub-areas in order to improve visual appeal and the pedestrian environment, and further the plan's goals. These Sub-Areas are Station Core, Commercial, Higher Density Residential, Medium Density Residential, and Lower Density Residential.



New Development

There are approximately 3,651 jobs in the area and 420 businesses/organizations. Health Care and Social Assistance is one of the largest industries, by both number of organizations and number of employees. Professional, Scientific, and Technical Services make up a large portion on employment in the area, as well as Retail Trade, which is apparent by the land use and feel of the area. Other major sectors include Construction and Other Services. This diversity of employment highlights the mix of uses at this station area.

Zoning

Lakewood adopted a new semi form-based zoning code in April 2013 in order to improve the pedestrian environment and visual appeal of the area. The center of the station area is zoned Regional Commercial, surrounded by Mixed Use. Along the outskirts of the half-mile radius is a mix of high density and low density residential. The observed environment at the Lakewood Wadsworth Station does align with the zoning in the Lakewood Comprehensive Plan.
trial.

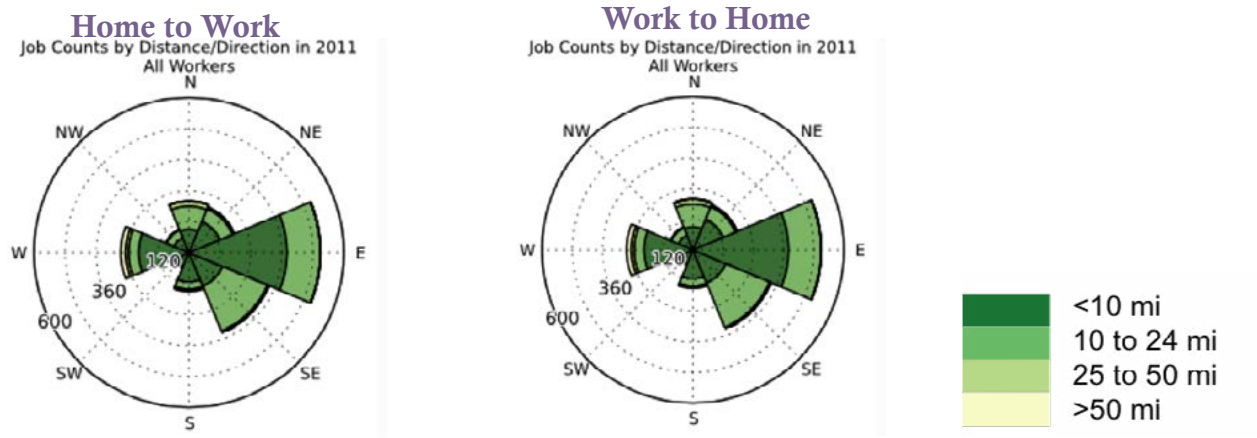
Employment

There are approximately 3,651 jobs in the area and 420 businesses/organizations. Health Care and Social Assistance is one of the largest industries, by both number of organizations and number of employees. Professional, Scientific, and Technical Services make up a large portion on employment in the area, as well as Retail Trade, which is apparent by the land use and feel of the area. Other major sectors include Construction and Other Services. This diversity of employment highlights the mix of uses at this station area.

Employment Businesses and Jobs by Industry

Largest Industries by Share of Businesses & Jobs						
Rank	Businesses by Industry	No.	%	Jobs by Industry	No.	%
1	Other Services (except Public Admin.)	60	14%	Health Care and Social Assistance	945	26%
2	Health Care and Social Assistance	49	12%	Accommodation and Food Services	403	11%
3	Professional, Scientific, and Technical	46	11%	Professional, Scientific, and Technical	377	10%
4	Retail Trade	45	11%	Retail Trade	373	10%
5	Construction	37	9%	Other Services (except Public Admin.)	313	9%
	Subtotal Businesses in top industries	237	56%	Jobs in Top Industries	2,411	66%
	All business in Transit Zone	**420**	**100%**	**All jobs in transit zone**	**3,651**	**100%**

Commuter Distance and Direction

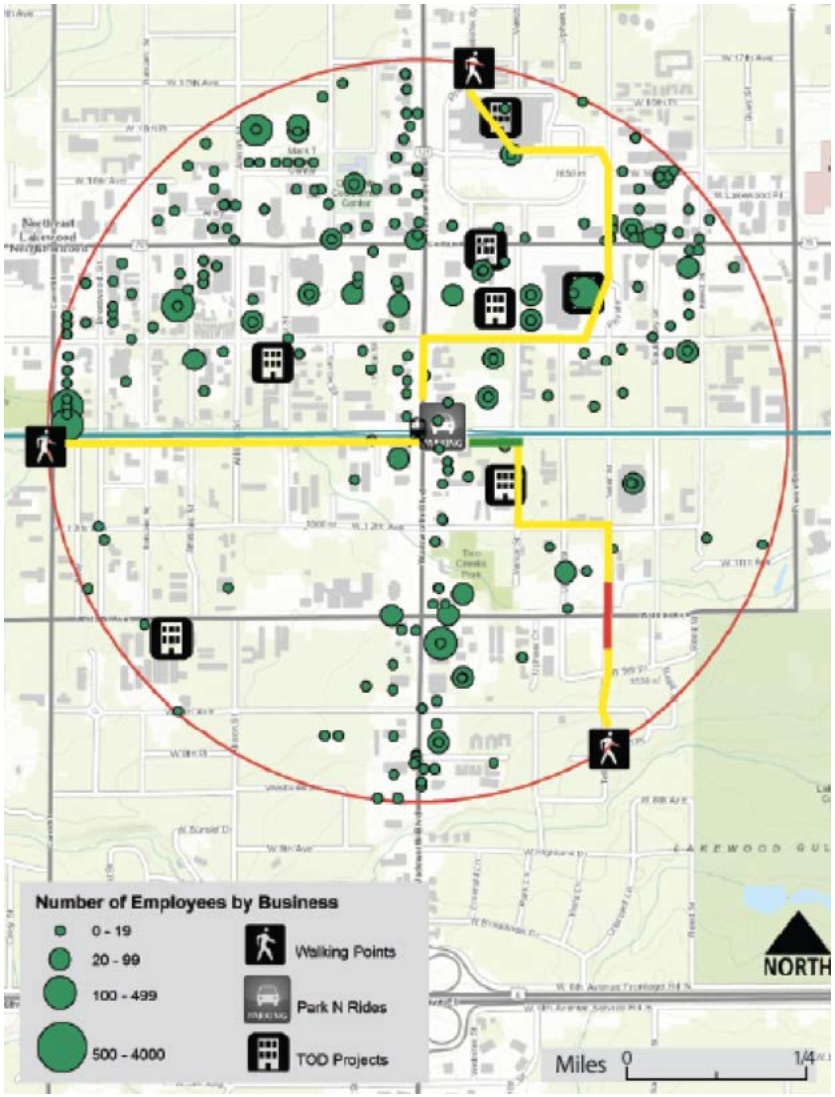


Commuter

Using the OnTheMap tool from from Longitudinal Employer-Household Dynamics (LEHD), the station has a high percentage of people who take alternative transit to work, at 16.57%. This number increases to 18.56% if you add in biking or walking. This percentage almost doubled from 2000 to 2009. Nearly all workers employed in the transit zone live outside the transit zone (98.5%).

Ninety-eight percent of those residents who live in the area are employed outside of the area. Sixty-three percent travel less than ten miles to get to work. Most go east, presumably to downtown Denver. Of those coming in to work in the Wadsworth Station Area, most come from the north and south, and some travel over 50 miles to get to work.

Walkability Analysis from 3 half-mile Points		
Starting Point	**Time (min.)**	**Walking Environment**
1. Wal-Mart	15 min	Big-box commercial, aesthetically unpleasant
2. Carr and 13th	10 min	Mixed type housing with varying sidewalk conditions
3. Teller and W. 8th Place	12 min	Residential, inconsistent infrastructure



Accessibility

Overall, the pedestrian paths to the station felt safe, but were not very pleasant. Access to the station is also possible by 4 bus routes with 201 stops daily, a 1,000 space Park'n'Ride (30.2% utilization), and a bicycle/pedestrian trail that runs parallel to the line. There is also a free shuttle to Belmar.

Route #1. Our first walk from the station to Wal-Mart was along wide 3-5' sidewalks next to wide 4-lane arterials in a big-box commercial area. Despite clear crossing signals with a pedestrian countdown, the walk felt uneasy due to the high volume and speeds of traffic.

Route #2. The westward walk to Carr and 13th was along the bicycle/pedestrian bridge parallel the light rail tracks in a very quiet residential neighborhood. The bridge was well-maintained and lit, however there were only two access points and no visitors were observed. The surface road, W. 13th, that ran parallel to the bridge did not have sidewalks or lighting.

Route #3. Pedestrian infrastructure on the walk to the elementary school at Teller and W. 8th varied widely. The first part along the bicycle/pedestrian bridge felt very safe. Once the bridge ended at W. 13th and Vance, the sidewalks were spotty to non-existent. Despite low car traffic, the obstructions and then disappearance of the sidewalk on Teller forced pedestrians into the street and would challenge those with limited mobility, such as seniors in the vicinity.

Bike: The station was friendly to cyclists with plenty of racks and bicycle trees. The transit zone was not conducive to biking in the commercial areas due to heavy traffic and lack of infrastructure. The residential neighborhoods had slow traffic speeds, but no formal bike infrastructure. The bicycle/pedestrian trail parallel to the light rail tracks connected the surrounding residential neighborhoods to the east and west but was not well marked for the light rail.

ADA: The transit zone varied on ADA measures. The bicycle/pedestrian bridge provides access for those with limited mobility, but would only be beneficial if traveling to the edge of the half mile radius to the west. However, it did end right at a Senior Living center on the east side. Sidewalk conditions varied immensely. Near the commercial areas, the sidewalks were wide, well-maintained, and had ramps and textured crossings, but in the neighborhoods, there was often no sidewalk or it was in disrepair.

Community Services & Parks:
The area contains some community and public services, mostly focused on senior citizens. There are multiple senior centers and home care facilities, including the Clements Community Center, which hosts activities and provides services for seniors 55 and older. There are a few schools, including the Jefferson County Open School, St. Bernadette Catholic School, and a preschool. The area significantly lacks open space and parks. The only green space is the James J. Richey Park northwest of the station and an area of open

space southeast of the station. Both areas are poorly maintained with a lack of programming.

Evaluation

Affordable Housing

Seventy-eight percent of housing units in the transit zone are rented, which is significantly higher than the transit region at 34%. According to 2009 data from CTOD, housing and transportation costs as a percentage of income for the transit zone are slightly lower than the Denver Transit Region. The Lakewood-Wadsworth Station typical household housing costs are 22% plus transportation costs at 24% for a total of 46% of the typical household income. The Denver Transit Region is approximately 27% for housing and 22% for transportation, for a total of 49% of the typical household income. According to CTOD, 19% of workers take public transportation, bicycle or walk to work, compared to the transit region with eight percent.

- **Opportunity:** Opportunities for affordable housing are available as evidenced by the two planned TOD sites that include 60 affordable rental units and a Public Housing project. The area seems to have a fair amount of market-rate affordable housing, however it is run-down. Preservation and renovation of the affordable housing stock is crucial to maintaining the diversity in this area. Mixed income developments could allow for economic development in the area while allowing current residents an opportunity to stay as the area gentrifies.

Accessibility

Overall, the Lakewood-Wadsworth station and transit zone has good accessibility by some modes of transportation and poor accessibility by others. There are sidewalks, bus stops, and ample parking. Although cycling would feel safe in the surrounding residential neighborhoods due to low traffic and low traffic speeds, there is no cycling infrastructure in the commercial center. Although sidewalks are well-maintained in the commercial section surrounding the station, the pedestrian environment is unpleasant due to heavy, fast-moving traffic. The residential neighborhoods are sorely lacking in quality pedestrian infrastructure.

- **Opportunity:** Pedestrian access needs to be improved in the residential neighborhoods with paths or sidewalks and signage directing them to the station. There is a high percentage of seniors living in the station area, who would be greatly served by having safe access to the station. Landscaping and adding pedestrian medians would go far in improving the pedestrian experience on Wadsworth Boulevard as well as enforcing setback maximums. Cycling infrastructure should be incorporated on the streets parallel to Wadsworth Boulevard to increase access to the commercial core.

Economic Development

The average household size for the transit zone is 2.23, and approximately 69% of the households have an annual income less than $50,000. According to the MIT Living Wage Calculator, the living wage in Denver for one adult and two children is $25.65 per hour, which is an annual income of $53,354 before taxes.

- **Opportunity**: For this station to be a successful TOD for current residents, it is important to recruit employment that provides living wages. Densifying the commercial core by increasing office space, light industrial and entertainment uses could help provide jobs other than low-paying big-box retail.

Site Development

The Wadsworth Boulevard Station Area Plan describes a vision for the area that includes a central commercial core surrounded by mixed-density housing. The balance of uses in this station area is excellent, however the surface parking lots detract from an interesting walking environment.

- **Opportunity:** Form based zoning standards and landscaping requirements must be enforced as new commercial development comes in. The plan for the balance of uses in the area should continue to be implemented.

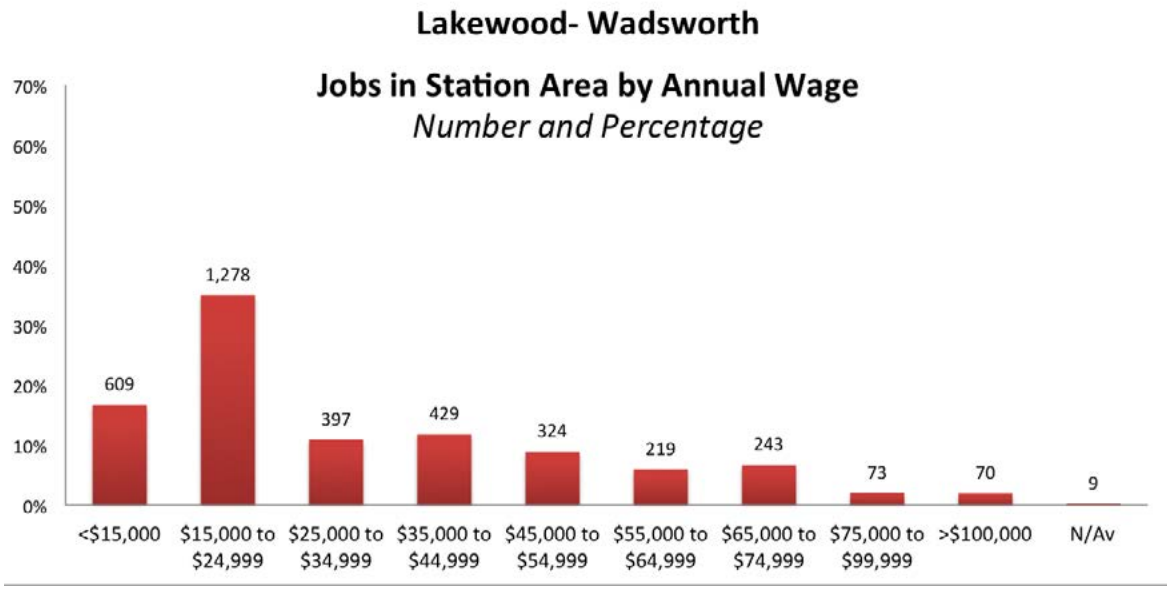
Jobs, Housing, and Wages

The following table presents the eight criteria used to score station areas on affordable housing. Each criterion is worth .5 to 1 point for a total possible score of 5. The criterion measure affordability for existing residents, e.g. through housing expenditure burden and income, as well as opportunity for others to live in the area, e.g. through availability of rental housing and subsidized units, as well as density.

Lakewood-Wadsworth Housing Score (out of 5 points)

Housing Data	% Households earning <$20K	% Households earning $20K-$49,999	% Households earning $50K-$74,999	% Households earning >=$75K	% Renter occupied	% w/a mortgage paying >30% of income	Number of subsidized units	Residental density score*	Total Lakewood-Wadsworth Housing Score
Value	45.9	22.9	14.7	16.6	78%	49%	110	1	
Scoring Criteria	If households earning <$19K are at least 15%, then 0.5 pts.	If households earning $20-$49K are at least 20%, then 0.5 pts.	If households earning $50K-$74.9K are 30% +/- 5%, then 0.5 pts.	If households earning >$75K are <30%, then 0.5 pts.	If % rental housing is 40%-75%, then 1 pt.	If % of households paying >30% of income is <30%, then 0.5 pts.	If number of subsidized units > 80, then 1 pt.	If density score >=2, then 0.5 pts.	
Score	0.5	0.5	0	0.5	0	0	1	0.0	**2.5**

*Net Residential Density Scores = (0 PTS: < 7 d.u/acre); (1 PT: >= to 7 d.u./acre and <12 d.u/acre); (2 PTS: >= to 12 d.u./acre and < 20 d.u./acre); (3 PTS: >= to 20 d.u./acre and < 30 d.u./acre); (4 PTS: > = to 30 d.u./acre and < 60 d.u./acre); (5 PTS: > or = to 60 d.u./acre)



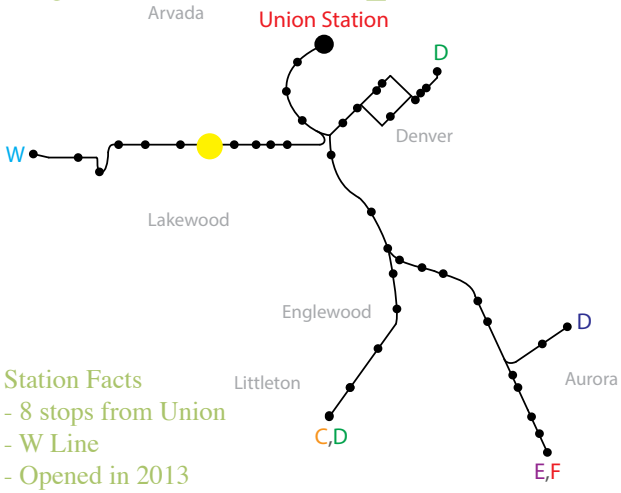
Lamar Station, City of Lakewood

Overview

The Lamar Station could been categorized as an "urban station" according to Denver's TOD Strategic Plan typology. These rail stations are lower-scale "walk-up" stations that provide transit access to existing neighborhoods. These transit zones are primarily characterized by small-scale multi-unit residential uses, embedded commercial areas and typically have a strong multi-modal transportation network as well.

Compared to other stations, the station has low ridership at just 731 total revenue riders a day, as of May 2014. By 2025, the average weekday ridership for this station is projected to be 3,001, with 431 more riders than the current level.

System Map



Station Facts
- 8 stops from Union
- W Line
- Opened in 2013
- Lamar Street and 13th Avenue

DEMOGRAPHICS
Pop.: 4,124 (2000), . 4,195 (2010)
Med. Income: $32,980 (2000), $30,976 (2010)
% HHS earning <$25K (2009): 52%
% White alone (2010): 59%

TRAVEL
Jobs: 1,613 (2002), 2,213 (2009) 2,678
Commute by Public Transit (2009): 17.24%
Avg. Vehicles/Household (2009): 1.28
Quality of Walk: 0/7 pts
Bicycle Infr.: 1/3 pts
Avg. Daily Riders & Rank (May. 2014): 731, #39 of 45

PLACE CHARACTERISTICS
Major Destinations: Rocky Mountain College of Art and Design
Avg. Block Size (2010): 9.07 acres
Housing Units (2010): 1,783
Net Residential Density: (2010): 31.73 du/acre
Job Density (ESRI & Info Group 2012): 5.36/acre
Business Density (ESRI & Info Group 2012): 0.76/acre

Station Evaluation

Accessibility
Site Development
Affordable Housing
Jobs & Economic Development

Demographics

Transit Zone Demographics	Census 2000	Census 2010	ACS 2005-2009	% Change
Total households	1,769	1,733	1,709	-2%
Median HH Income	$32,980		$30,976	-6%
% <$25,000	27%		41.2	n/a
%>$75,000	12%		14.7	n/a
% <18 y.o.		23%	12%	n/a
% >59 y.o		15%	15%	n/a
% Bachelor's or higher	13%		13%	n/a
% White Alone	66%	58%	56%	-13%
% Black or African American alone	2%	2%	2%	0%
% American Indian and Alaska Native alone	2%	1%	<1%	-50%
% Asian alone	1%	1%	<1	0%
% Native Hawaiian and Other Pacific Islander alone	<1	0	0	0%
% Some Other Race alone	<1	<1	N/A	0%
% Two or More Races	2%	2%	7%	0%
% Hispanic or Latino	6%	9%		33%

Residents

The number of households in the zone decreased slightly from 2000 to 2010, from 1,734 to 1,733. The median household income in the 2005-2009 ACS was $30,320 less than the region's. This appears to be due to the low education levels, 12.6% have a bachelor's degree or higher, compared to 25.1% in the region. The area is slightly more predominantly Hispanic of Latino at 47.2%; people of other races and ethnicities comprise less than 53% of the area.

Housing

The transit zone is predominately renter-occupied single family residential. According to the CTOD data from the city, there are a total of 1,733 units 496 are owned (29%) and 1,237 are rented (71%). However, the projects in the RTD TOD Database such as Lamar Station Crossing and 40 West Residences suggest the new housing being added is mostly multi-family. 519 housing units have mortgages and 83.9 do not have mortgages. Approximately, 53% of the households in the area with mortgages and 14% of the households without mortgages are spending more than 30% of their income on housing.

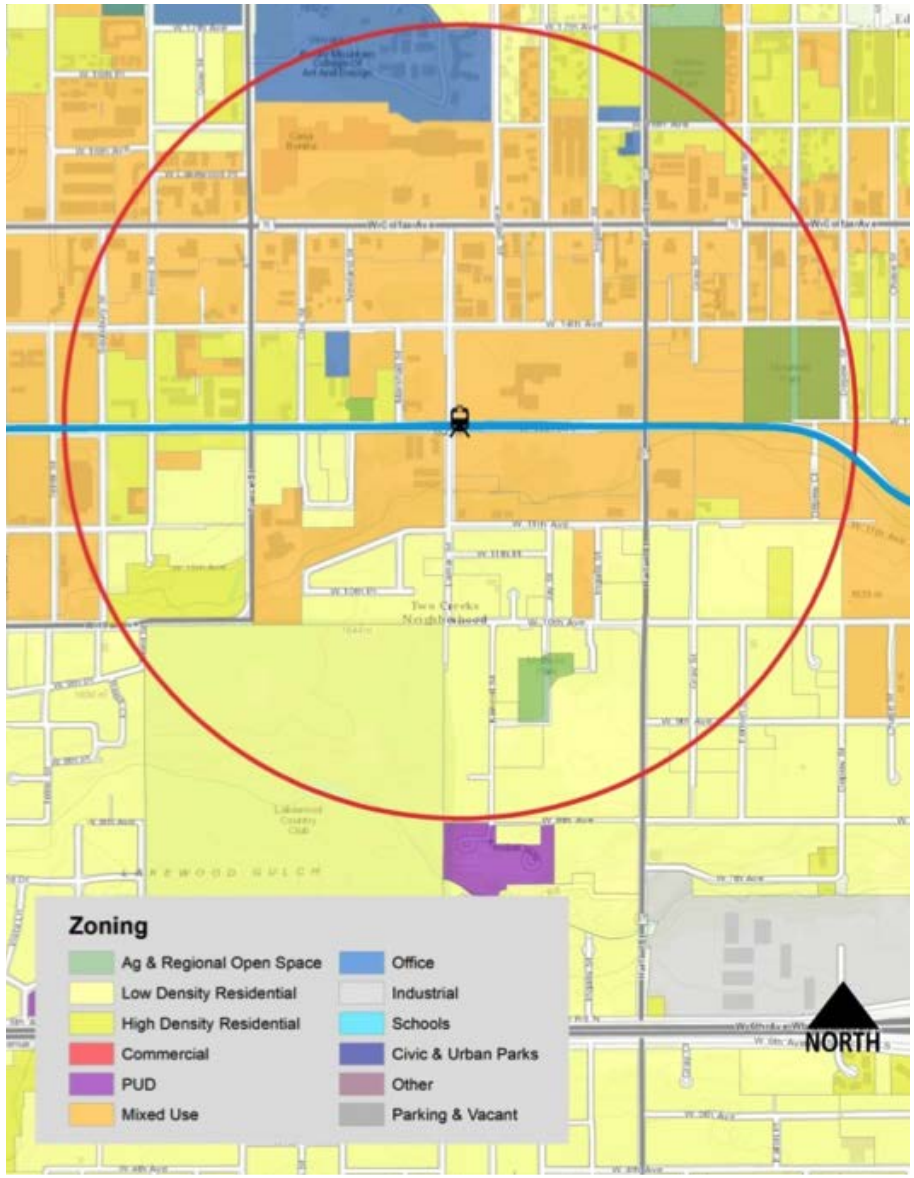
Plans and Regulations

Several plans by the City of Denver have addressed the surrounding development, housing, access, and design of this station, including the Comprehensive Plan 2000, Blueprint Denver 2002; Greenprint Denver 2006, and the Transit-Oriented Development Strategic Plan 2006. Specific to this station, Lakewood created the Lamar Street Station Area Plan. This is the guiding document for future development and reflects the Lakewood Comprehensive Plan. The main components of the plan are as follows:

- Connections: An emphasis on multi-modal and pedestrian/cyclist enhancements, as well as connecting neighborhood destinations and the community.
- West 14th Avenue: Making this avenue vibrant, active and pedestrian-friendly. Streetscapes should include benches, trees, art work, and a mix of buildings.
- Streetscapes: Way-finding signs, banners, art, pedestrian lighting, and planters should be incorporated along West 14th Avenue, Lamar and Kendall streets.
- Parking: Parking should not be the dominant feature for development
- Sustainability: Design and construction of energy efficient buildings should be demonstrated.
- Design: Design and construction of energy efficient buildings should be demonstrated. Density and/or height bonuses for developments that include sustainable practices should be considered.
- Land Use: Should accommodate higher density residential and mixed-use zoning.

New Development

According to the RTD TOD Database, there are only two major TOD developments in the area. Lamar Station Crossing, was developed and is managed by Metro West Housing Solutions. It is



a 5.34 acre Brownfield, infill site with 176 rental units (75% affordable to households under 60% of AMI and 25% market rate. There is a Community Resource Center equipped with business center, communal kitchen, and multi-purpose rooms for social events, classes, etc. There's also an indoor fitness rom accessible 24/7 for residents, and a community garden, trails, playground and open space. 40 West Residences is the other TOD project soon to be constructed by Archway Housing Development Corporation. This new construction community will provide 60 units of housing geared towards serving veterans, and other single persons, including seniors.

Zoning

Outside of the immediate station area, the zoning is M-N-T or Mixed-Use-Neighborhood-Transit. According to the City of Lakewood, M-N-T zoning is intended to accommodate a mix of lower-intensity neighborhood-scale commercial and residential uses. The Transit context reflects the most pedestrian-oriented environment. Parallel to the station is Colfax Avenue which is zoned M-G-U or Mixed-Use-General-Urban. Mixed-Use-General-Urban is intended to provide for mixed-use and community commercial development generally along arterial streets (such as Colfax) and in transit areas. The Urban context reflects a more pedestrian-oriented environment, and requires that buildings be located within a short distance of adjacent public streets, with parking located behind or to the side of the buildings.

Employment

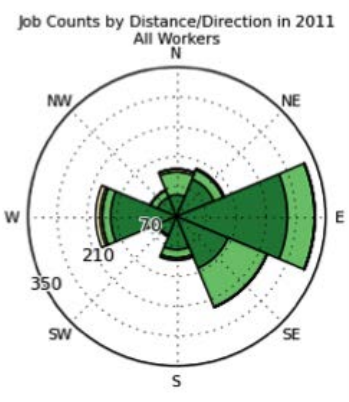
There are a total of 2,678 employees in the transit zone working at 309 business establishments. Seventy percent of the jobs are in five industries that are health-care, service or trade-oriented: Health Care and Social Assistance (31%), Accommodation and Food Services (14%), Educational Services (10%), Retail Trade (8%), and Construction (7%)

Empolyment Businesses and Jobs by Industry

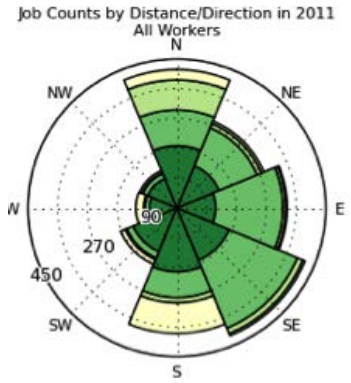
Largest Industries by Share of Businesses & Jobs						
Rank	Businesses by Industry	No.	%	Jobs by Industry	No.	%
1	Mining, Quarrying, and Gas Extraction	55	14%	Health Care & Social Assistance	829	31%
2	Professional, Scientific, and Technical Services	54	14%	Accommodation and Food Services	370	14%
3	Finance and Insurance	49	12%	Educational Services	279	10%
4	Utilities	36	10%	Retail Trade	213	8%
5	Real Estate and Rental and Leasing	35	8%	Construction	180	7%
	Subtotal Businesses in top industries	243	79%	Jobs in Top Industries	1,871	70%
	All business in Transit Zone	**380**	**100%**	**All jobs in transit zone**	**2,678**	**100%**

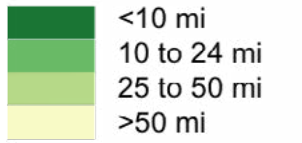
Commuter Distance and Direction

Home to Work



Work to Home

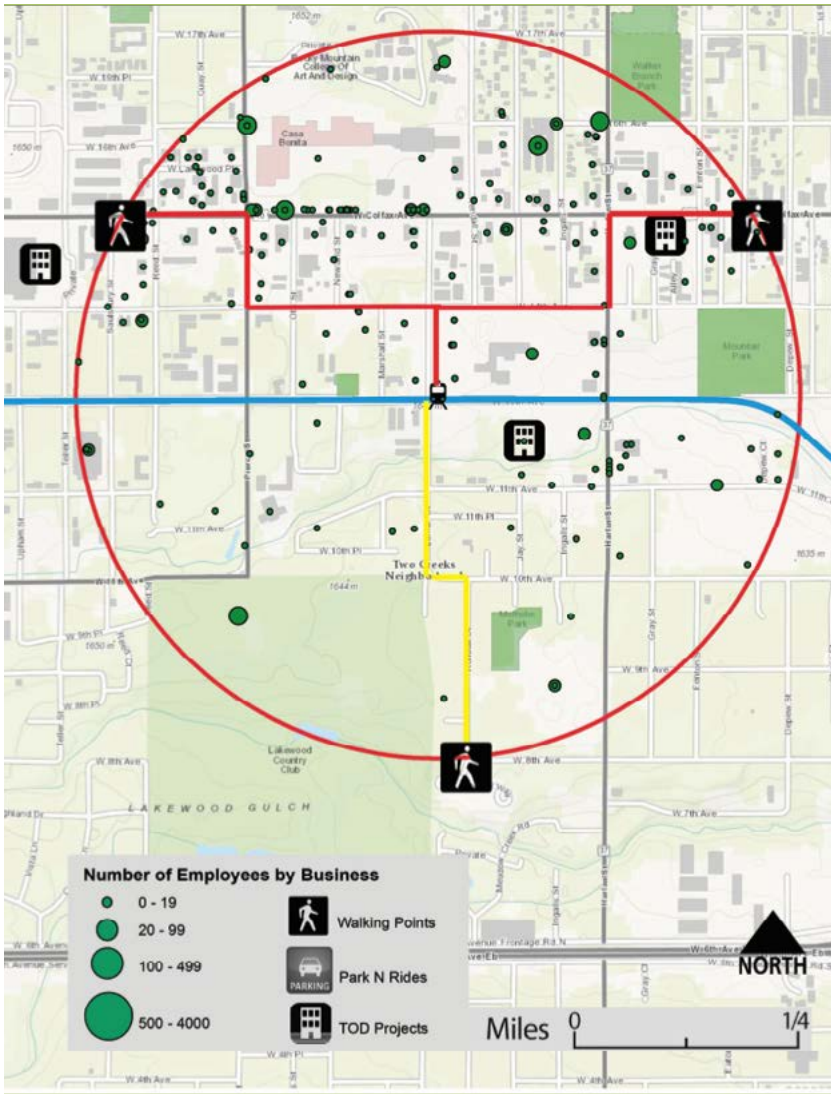




Commuter

Most employees living in transit zone travel less than 10 miles to reach their places of work (70%). They mostly travel East, with some traveling west. This is probably due to the West line heading east to downtown. 50% of the workers who work within the transit zone, travel less than 10 miles from the station. While 30% of those traveling to work in the transit zone travel 10-24 miles. These workers travel from all directions, with the majority of the farther traveling workers coming from north and south.

Walkability Analysis from 3 half-mile Points		
Starting Point	**Time (min.)**	**Walking Environment**
1. Colfax and Eaton	12 min	Poor sidewalk conditions
2. Reed and Lakewood	15 min	Long stretches of broken pavement along Colfax
3. Kendal and 8th	11.5 min	Suburban corridor, no continuous sidewalk



Accessibility

All of the walking points in this transit zone were not very pedestrian oriented and took over 11 minutes to reach the station. This seemed to be due to longer suburban blocks (9.07/acre) and pedestrian barriers. The final score for the walks were 0 of 7 points. Direct access to the station is also possible by 1 bus route (9). All of the routes to the transit station had relatively poor pedestrian amenities. The transit zone featured mostly attached cracked and uneven sidewalks, or no sidewalks at all in many areas.

Along 14th Avenue, one of the highlighted action areas in the Lamar Station Area plan had a detached sidewalk on the north side of the avenue and no sidewalk at all on the south side of the avenue. The commercial development is oriented towards cars and pedestrians find themselves on long stretches of sidewalks lined with motels and high-speed traffic. There is ample open space and parks in the area, but there are many barriers to the pedestrian to access these areas. Walking times were all over eleven minutes.

Route #1 Colfax and Eaton
This walking point took us near Mountair Park, but the sidewalk conditions were also very poor and many areas lacked sidewalks altogether.

Route #2 Reed and Lakewood
This walking point took us through the commercial district in the Edgewood neighborhood near Rocky Mountain College of Art and Design. The sidewalk was broken and cracked for most of the walk along Colfax, and the high traffic of Colfax makes for an unappealing walk**.**

Route #3 Kendal and 8th
This walking point took us near Molholm Park and through the suburban neighborhood Two Creeks which featured little to no sidewalk infrastructure. Adjacent to the station was modern transit-oriented development housing, Lamar Station Crossing.

Bike: There is no official RTD bike parking at this station, but some other bike parking on 13th Avenue. There is also a bike path east of Lamar Street and north of 13th Avenue.

ADA: With a large percentage of the transit zone being without sidewalks, the ADA conditions could be greatly improved. The sidewalks that did exist were in need of repair, narrow and attached. However, most of the existing sidewalks did have ramps.

Community Services & Parks: Community Services & Parks: Parks and Open Space play a big role in the transit zone. Molholm Park was located in the southern part of the transit zone, Newland Square Park in the western half, and Mountair Park in the northwest section of the transit zone.

Evaluation

Affordable Housing

With the potential of further development based on proposed projects, an increase in diversity of housing type could be important for the station and transit zone to maintain existing residents and attract future residents. Affordable housing should also been taking into consideration based on the median income and level of education in the surrounding area.

Accessibility

Given the stated goals of connections, streetscape and a vibrant 14th Avenue corridor, the Lamar Street Station still has some room for improvement on meetings its goals. The station itself features great bicycle amenities and public art, but the surrounding area proves challenging for the pedestrian. Further progress in the Lamar Station Area Plan could be achieved by continuing to focus on the revitalization of 14th Avenue and streetscaping along Lamar Street and Colfax Avenue.

- **Opportunities:** An immediate action item might be for a continuous sidewalk to be added on Lamar Street so transit riders might be able to walk to the station from the Edgewood neighborhood or walk from the station to access the commercial district on Colfax Avenue, other transit, and the Rocky Mountain College of Art and Design. The lack of pedestrian access to the station might be a large contributing factor to the relatively low ridership of the station.

Economic Development

This transit zone has a high amount of jobs per acre (4.41 in 2009) and has increased in overall employment from 2002-2009 by 600 jobs. The median household income however has lowered by $2,000 from 2002-2009, so the quality of jobs available might have not improved.

- **Opportunity:** Although the area fares relatively well with jobs and economic development, the area should continue to encourage employment that provides living wages and work force development accessible to the residents.

Site Development

The Lamar Street Station Area Plan encourages high quality infill and redevelopment projects such, as the new TOD development in the transit zone, Lamar Station Apartments. This is and the 40 West Residences are only TOD developments in the transit zone. The plan encourages this high quality infill redevelopment to interact well with the characters of adjoining neighborhoods as well, which is important in “areas of change”.

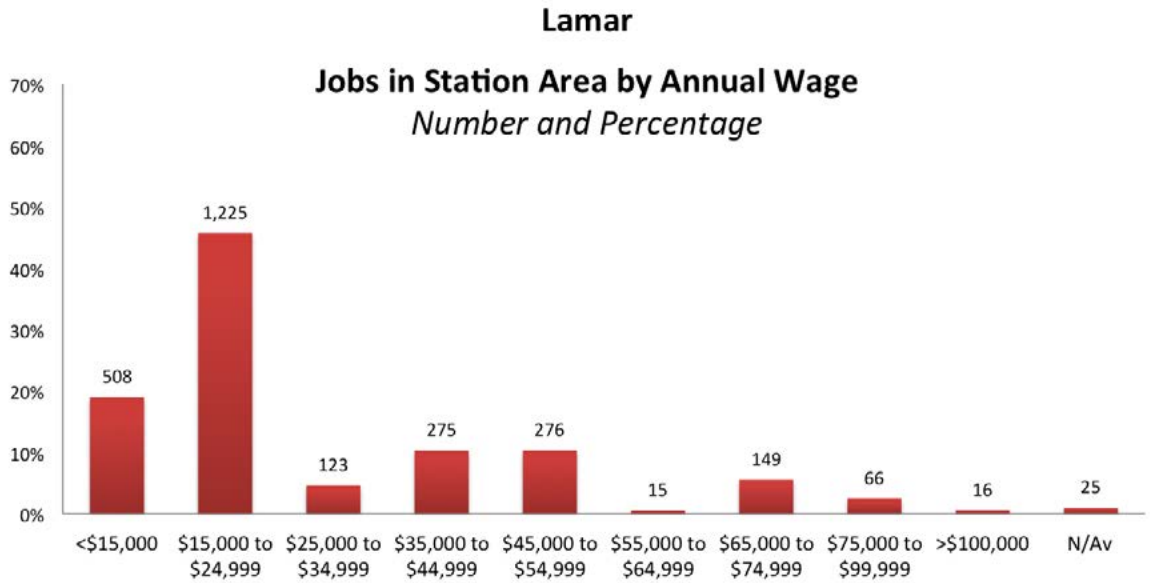
- **Opportunity:** As outlined in Blueprint Denver, a diversity of housing types and prices is a core principle for “Areas of Change” such as the Lamar Station corridor. Continued focus on affordable, mixed-income, and subsidized housing is important as the station and surrounding neighborhoods as development continues.

Jobs, Housing, and Wages

The following table presents the eight criteria used to score station areas on affordable housing. Each criterion is worth .5 to 1 point for a total possible score of 5. The criterion measure affordability for existing residents, e.g. through housing expenditure burden and income, as well as opportunity for others to live in the area, e.g. through availability of rental housing and subsidized units, as well as density.

Lamar Housing Score (out of 5 points)									
Housing Data	**% Households earning <$20K**	**% Households earning $20K-$49,999**	**% Households earning $50K-$74,999**	**% Households earning >=$75K**	**% Renter occupied**	**% w/a mortgage paying >30% of income**	**Number of subsidized units**	**Residental density score***	**Total Lamar Housing Score**
Value	41.2	31.3	12.7	14.7	71%	53%	221	0	
Scoring Criteria	If households earning <$19K are at least 15%, then 0.5 pts.	If households earning $20-$49K are at least 20%, then 0.5 pts.	If households earning $50K-$74.9K are 30% +/- 5%, then 0.5 pts.	If households earning >$75K are <30%, then 0.5 pts.	If % rental housing is 40%-75%, then 1 pt.	If % of households paying >30% of income is <30%, then 0.5 pts.	If number of subsidized units > 80, then 1 pt.	If density score >=2, then 0.5 pts.	
Score	0.5	0.5	0	0.5	1	0	1	0.0	**3.5**

*Net Residential Density Scores = (0 PTS: < 7 d.u/acre); (1 PT: >= to 7 d.u./acre and <12 d.u/acre); (2 PTS: >= to 12 d.u./acre and < 20 d.u./acre); (3 PTS: >= to 20 d.u./acre and < 30 d.u./acre); (4 PTS: > = to 30 d.u./acre and < 60 d.u./acre); (5 PTS: > or = to 60 d.u./acre)



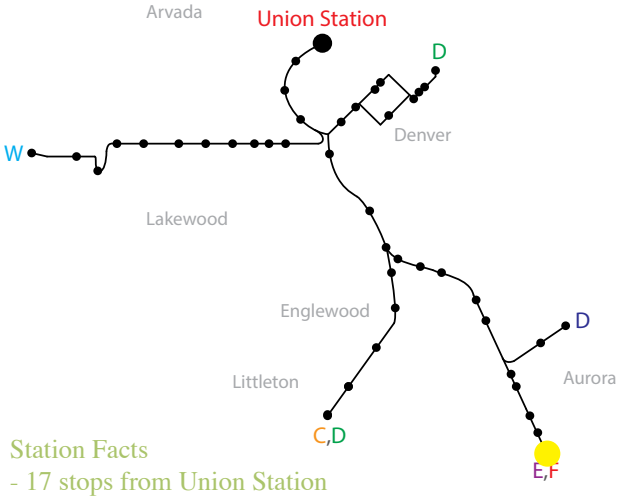
Lincoln Station, City of Lone Tree

Overview

Lincoln Station is a Community Center TOD type. The transit zone is characterized as a sub-urban area with a few high volume centers and streets combined with lower volume areas. The station is accompanied by a large RTD parking structure with some street parking available throughout the transit zone and bus connectivity at the station.

Lincoln Station is located at the end of the E and F lines southeast of Denver in the City of Lone Tree. As the last station on the line, Lincoln Station likely serves commuters continuing their trip by another form of transportation. The southeast line is expanding and will include three additional stations south of Lincoln Station to RidgeGate Parkway.

System Map



Station Facts
- 17 stops from Union Station
- E, F Line
- Lincoln Ave. & I-25

DEMOGRAPHICS
Pop.: 76 (2000), 2,303 (2010)
Med. Income: $98,026, (2000) $66,942 (2010)
% HHS earning <$25K: 13%
% White alone: 72% (2010)

TRAVEL
Jobs: 3,567 (2002), 7,589 (2009)
Commute by Public Transit (2009): 2.48%
Avg. Vehicles/Household (2009): 1.66
Quality of Walk: 3/7 pts
Bicycle Infr.: 1/3 pts
Avg. Daily Riders & Rank (Jan. 2014): 4,860; #13 of 45
Approx. % Walking to Station5 (2011): N/AV

PLACE CHARACTERISTICS
Major Destinations: Predominantly private commercial and residential
Avg. Block Size (2010): 19.26acres
Housing Units (2010): 1,281
Net Residential Density: (2010): 5.13 du/acre
Job Density (Esri & Info Group 2012): 0.37
Business Density (2012): 0.37

Station Evaluation

Accessibility Site Development
Jobs & Economic Development
Affordable Housing

Demographics

Transit Zone Demographics	Census 2000	Census 2010	ACS 2005-2009	% Change
Total households	23	1,215		5,183%
Median HH Income	$98,021		$66,942	-32%
% <$25,000	10%		13%	n/a
%>$75,000	65%		43%	n/a
% <18 y.o.	34%	18%	41%	-48%
% >59 y.o	6%	4%	6%	-33%
% Bachelor's or higher	52%		36%	n/a
% White Alone	86%	72%	85%	-17%
% Black or African American alone	5%	4%	3%	-20%
% American Indian and Alaska Native alone	0%	0%	0%	0%
% Asian alone	0%	13%	7%	n/a
% Native Hawaiian and Other Pacific Islander alone	3%	0%	0%	n/a
% Some Other Race alone	0%	0%	4%	0%
% Two or More Races	2%	2%	2%	0%
% Hispanic or Latino	3%	9%		66%

Residents

The number of households residing at Lincoln Station has increased from 23 in 2000 to 1,215 in 2010. The white population has decreased from 80 percent in 2000 to 72 percent and the Asian population, which did not reside in the area in 2000, increased to 13 percent. The difference between years is likely exaggerated given the very small population in 2000. Median income is slightly above the Denver transit region at $66,942 and 43 percent of residents have a median income of more than $75,000. Compared to the Denver transit zone, Lincoln Station residents have higher educational attainment, and a much higher share of Lincoln Station residents are between the ages of 25 to 34 (41 percent compared to 23 percent in the Denver transit region)

Housing

Eighty-seven percent of residents live in renter-occupied housing units. Residents pay a higher share of their income toward typical household housing costs than the Denver transit region; Lincoln Station residents pay 35 percent of their income on housing costs compared to 27 percent for the Denver transit region as a whole. There are 1,281 housing units in the transit zone.

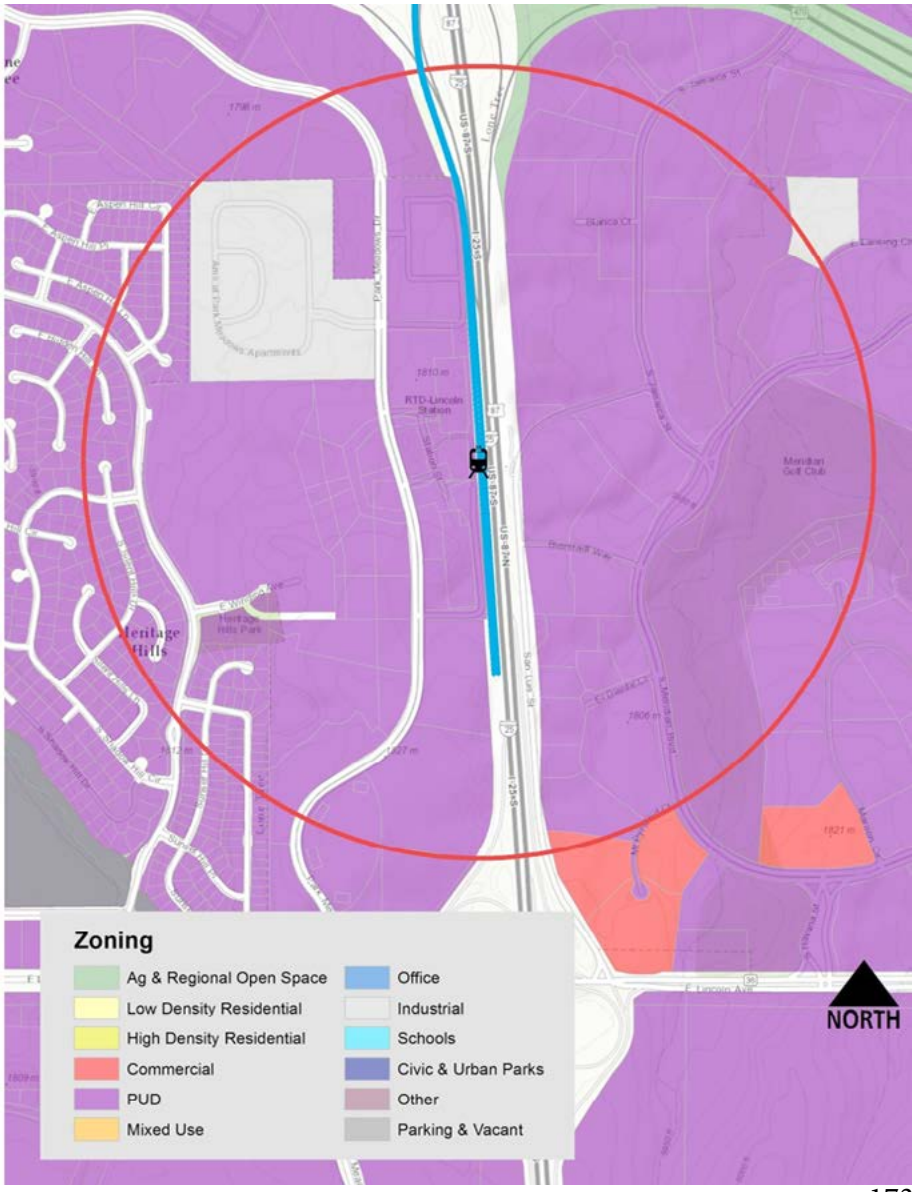
Plans and Regulations

There is no sub-area plan for Lincoln Station. The City of Lone Tree's 2008 Comprehensive Plan prepares for intensification over the next several years and prioritizes enhancing the city's multimodal transportation system, increasing mixed-uses and improving pedestrian orientation in order to facilitate living and working within a close distance. TOD is included in the plan with the following objective:

"Encourage transit use and create community hubs, by incorporating a lively mix of development around transit stations, by orienting development toward the pedestrian, by providing adequate and safe multimodal access, and by ensuring quality design. Policies will emphasize increased density, mixed use, multi-model transportation alternatives, pedestrian oriented street design and limits to excessive parking."

New Development

According to the RTD TOD database, there are seven residential TOD projects, two mixed-use, five office, one hotel and two medical projects by Kaiser Permanente at Lincoln Station. Eleven of the 18 TOD projects have been completed and the remainder are proposed or expected in 2015 and 2016. A few examples include two residential projects by Tramell Crow Residential completed in 2006, Metropolitan at Lincoln Station, for $54,000,000 on Park Meadows Drive with 431 apartment units and another project, Lincoln Square Lofts, for $16,799,000 on Park Meadows Drive with 140 condominiums. Westfield Development completed three office projects, two with a cost of $17,500,000 and one at a cost of $35,000,000 in 2008 and two residential and one mixed-use projects are expected in the near future.



Zoning

Current zoning in the transit zone is almost entire Planning Unit Development with a small section of commercial at the southern edge and an industrial section at the northwest end. This reflects the City of Lone Tree's current zoning map which has Planned Development zoning in the area surrounding the station. The station and area visit confirmed the large residential developments west of the highway; these areas Planned Development areas according to the City of Lone Tree's zoning map.

PUD zoning supports a mix of land uses, building types and densities favorable to TOD.

Employment

There are a total of 4,898 employees in the transit zone working at 186 business establishments. Sixty-one percent of jobs are concentrated in two industries, Professional, Scientific, and Technical Services (38 percent) and Finance and Insurance (23 percent). These two industries also account for the largest shares of the businesses in the transit zone with 20 percent for Professional, Scientific, and Technical Services and 18 percent for Finance and Insurance.

Commuter

Ninety-seven percent of workers residing in the transit zone work outside of the transit zone; 45 percent work less than 10 miles away and 37 percent work between 10 and 24 miles away. The most common directions for employment are north and northwest.

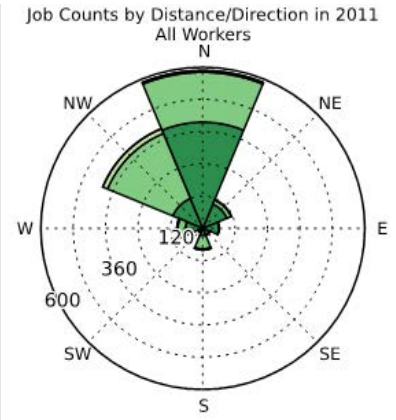
Ninety-nine percent of those employed in the transit zone live outside, the vast majority of whom live north and northwest. Fifty-eight percent live less than 10 miles away and 39 percent live between 10 and 24 miles away. Only two percent live further away, between 25 to 50 miles from the transit zone

Employment Businesses and Jobs by Industry

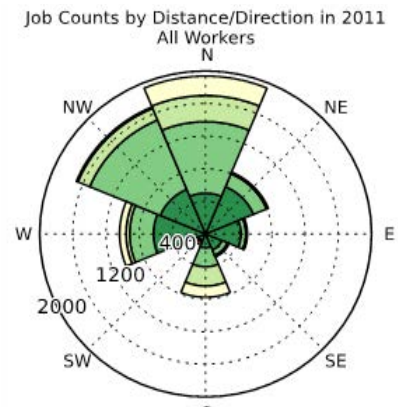
Largest Industries by Share of Businesses & Jobs						
Rank	Businesses by Industry	No.	%	Jobs by Industry	No.	%
1	Professional, Scientific, and Technical Services	38	20%	Professional, Scientific, and Technical Services	1,843	38%
2	Finance and Insurance	33	18%	Finance and Insurance	1,146	23%
3	Real Estate and Rental Leasing	23	12%	Health Care and Social Assistance	499	10%
4	Health Care and Social Assistance	17	9%	Accommodation and Food Services	434	9%
5	Accommodation and Food Services	14	6%	Information	308	6%
	Subtotal Businesses in Top Industry	125	65%	Subtotal Jobs in Top Industries	4,230	86%
	All Businesses in Transit Zone	**186**	**100%**	**All Jobs in Transit Zone**	**4,898**	**100%**

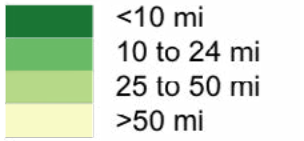
Commuter Distance and Direction

Home to Work

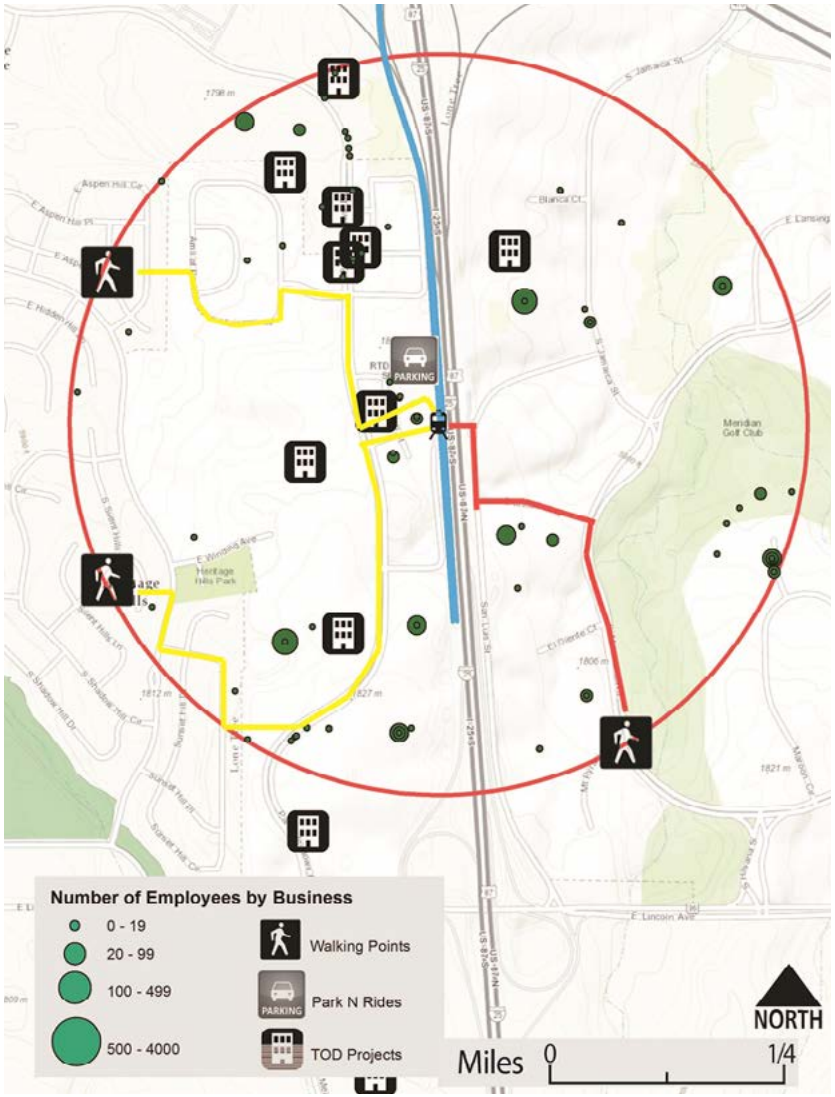


Work to Home





Walkability Analysis from 3 half-mile Points		
Starting Point	**Time (min.)**	**Walking Environment**
1. E. Aspen Hill Lane and E Aspen Hill Place	15 min	Commercial, residential
2. Maroon Cir. and S. Meridian Blvd.	18 min	Business park
3. S Silent Hills Dr. and E Silent Hills Place	14 min	Commercial, residential



Accessibility

Lincoln Station is easily accessible by car and it features a 5-level parking garage with 1,734 spaces. There are two bus routes accessible at the station (403 and 410) as well as the Lone Tree and Meridian Call-n-Ride service. Accessibility is also possible by foot or bicycle, although more difficult due to the location along highway 25. There are 8 bicycle racks and 16 bicycle lockers.

Route #1. The route 15.36 minutes due to the curvy streets in the residential portion and indirect pathway from the station. Sidewalks are 3 to 5 feet, detached with minimal cracks and obstructions but the sidewalks are not continuous throughout residential segments of the route. The route is visually appealing and the neighborhood is well maintained, particularly in the residential community, and a 4 out of 5 was assigned for sense of security.

Route #2. The route was indirect following the curving design of the golf course. Adjacent to the golf course is an office park. The sidewalks are detached with a few cracks and obstructions. A 2 out of 5 was assigned for sense of safety due to the lack of pedestrians, poor lighting and streets with multiple lane crossings and discontinuous sidewalks. The relationship to the station is poor and there are no public spaces or services along the route.

Route #3. The route was relatively direct and very visually appealing with good maintenance in the neighborhood. The sidewalks are detached, good quality, but not continuous in the residential section of the route. A4 out of 5 was assigned for sense of security; lighting could be improved, but overall the route felt safe. There are no public spaces or services along the route and there is an inconsistent relationship between the station and the neighborhood.

Bike: There is no bicycle infrastructure along the routes from Lincoln Station.

ADA: The first and third routes received a 4 out of 5 for friendliness to those with disabilities. Good quality sidewalks and ramps are present, however segments of discontinuous sidewalks affected the overall rating. Along the second route the score assigned was 2 out of 5 due to additional cracks and obstructions observed, the discontinuous sidewalks and some missing ramps.

Community Services & Parks:
The transit zone is predominantly private. Green space visible on the map above is private golf course and park space within gated community.

Evaluation

Affordable Housing

The median income is $66,942, similar to the median for the Denver transit region, however overall affordability is a challenge due to the high share of renter-occupied households (87 percent), 32 percent of households paying more than 30 percent of their income on their mortgage and

relatively uneven distribution of income. Lincoln Station residents pay 58 percent of their income on typical household housing and transportation costs, nine percent higher than the Denver transit region. The transit zone has experienced substantial population growth since 2000 when there are only 23 households and it now has a high share of children and a growing Asian and Hispanic or Latino population.

- **Opportunity:** Given shifting demographics and high housing costs, the demand for affordable housing is likely growing; as the transit zone grows and TOD development continues, an opportunity exists to ensure the long-term affordability of housing in the area. PUD zoning is a positive step; additional incentives to build and preserve affordable housing should be prioritized.

Accessibility

Vehicle accessibility is good at Lincoln Station, there is a large parking garage and the utilization rate is 67 percent. Similar to other RTD stations located along a highway, accessibility is lower for pedestrians and bicycles due to the highway bridge crossing required. Infrastructure at the station for those with disabilities is adequate with minimal barriers, however accessibility to the surrounding area by foot, bicycle or wheelchair was relatively difficult in all directions due to the suburban street design, missing accessibility features and bicycle infrastructure and car oriented environment. There are two bus routes accessible at the station (403 and 410) as well as the Lone Tree and Meridian Call-n-Ride service.

- **Opportunity:** Improve bicycle and pedestrian infrastructure, add bicycle paths, crosswalks, ramps and continuous sidewalks where they are missing.

Economic Development

A number of office, retail and mixed-used TOD projects have recently been completed or proposed at Lincoln Station. This, an addition to the current range and number of jobs and businesses in the transit zone, is a positive development for the area's economic development and TOD growth.

- **Opportunity:** To improve the range of employment opportunities for all income ranges and that provide a living wage to residents.

Site Development

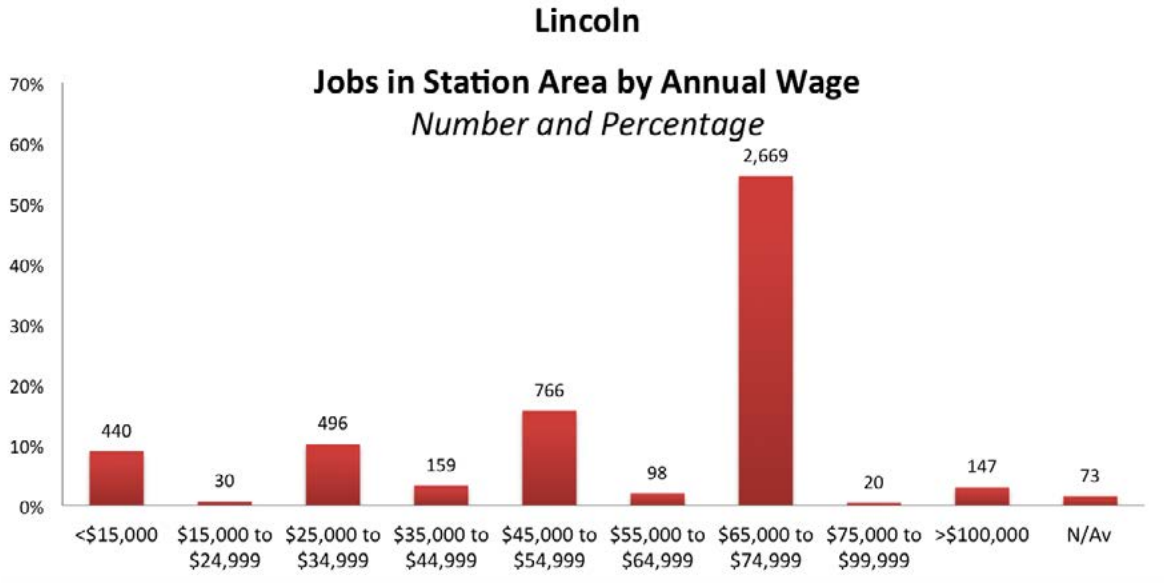
The transit zone currently supports TOD moderately; there are some bus connections and destinations within walking distance and flexible PUD zoning throughout the area. Opportunity: To establish a station plan with an emphasis on TOD. Despite the lack of station and sub-area planning, a number of residential, mixed-use and commercial TOD projects have been developed or are proposed at Lincoln Station. Lincoln Station has a large RTD parking structure with a current utilization rate of 67 percent. With the upcoming extension of the southwest line beyond Lincoln Station, it will no longer serve as an end of line station. This may provide an opportunity to repurpose underutilized parking space for TOD.

Jobs, Housing, and Wages

The following table presents the eight criteria used to score station areas on affordable housing. Each criterion is worth .5 to 1 point for a total possible score of 5. The criterion measure affordability for existing residents, e.g. through housing expenditure burden and income, as well as opportunity for others to live in the area, e.g. through availability of rental housing and subsidized units, as well as density.

Lincoln Housing Score (out of 5 points)									
Housing Data	**% Households earning <$20K**	**% Households earning $20K-$49,999**	**% Households earning $50K-$74,999**	**% Households earning >=$75K**	**% Renter occupied**	**% w/a mortgage paying >30% of income**	**Number of subsidized units**	**Residental density score***	**Total Lincoln Housing Score**
Value	12.5	20.0	24.4	43.0	87%	32%	86	0	
Scoring Criteria	If households earning <$19K are at least 15%, then 0.5 pts.	If households earning $20-$49K are at least 20%, then 0.5 pts.	If households earning $50K-$74.9K are 30% +/- 5%, then 0.5 pts.	If households earning >$75K are <30%, then 0.5 pts.	If % rental housing is 40%-75%, then 1 pt.	If % of households paying >30% of income is <30%, then 0.5 pts.	If number of subsidized units > 80, then 1 pt.	If density score >=2, then 0.5 pts.	
Score	0	0.5	0	0	0	0	1	0.0	**1.5**

*Net Residential Density Scores = (0 PTS: < 7 d.u/acre); (1 PT: >= to 7 d.u./acre and <12 d.u/acre); (2 PTS: >= to 12 d.u./acre and < 20 d.u./acre); (3 PTS: >= to 20 d.u./acre and < 30 d.u./acre); (4 PTS: > = to 30 d.u./acre and < 60 d.u./acre); (5 PTS: > or = to 60 d.u./acre)

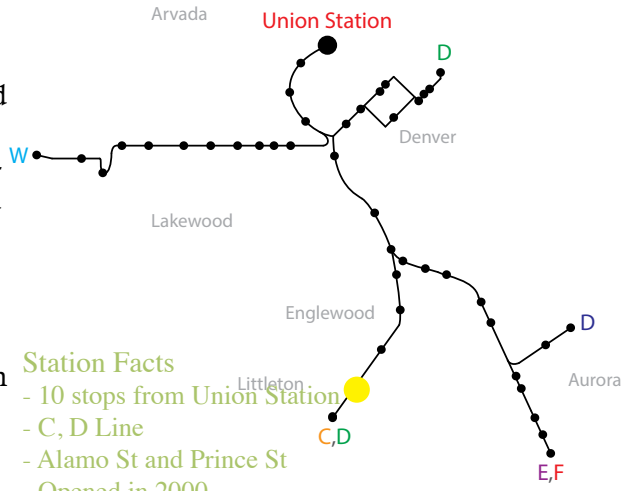


Littleton Downtown Station, City of Littleton

Overview

The Littleton-Downtown Station is within the city designated Littleton-Downtown Neighborhood area. The City of Littleton originally overlaid a Transit Impact Zoning (TIZ) on the ½ mile around the station area; this required additional review and guidelines for redevelopment of historic buildings within the transit zone. The TIZ was removed in 2012 due to redundancy: the subsequently passed Main Street district and historic preservation ordinance provide the protection the TIZ aimed for, while removing review and permitting delays. In 2012, the station area was designated an Urban Center by DRCOG. The station was easily accessible by bus, vehicle, foot, and bicycle. The parking is over capacity, however.

System Map



Station Facts
- 10 stops from Union Station
- C, D Line
- Alamo St and Prince St
- Opened in 2000
- 3,755 Daily Riders.

DEMOGRAHICS
Pop.: 2,829(2000), 2,480 (2010)
Med. Income: $35,951 (2000), $37,394 (2010)
% HHS earning <$25K: 33.38%
% White alone: 84.1% (2010)

TRAVEL
Jobs: 7,135 (2002), 6,977 (2009)
Commute by Public Transit (2009): 9.11%
Avg. Vehicles/Household (2009): 1.35
Quality of Walk: 3/7 pts
Bicycle Infr.: 3/3 pts
Avg. Daily Riders (Jan. 2014): 3,755
Station Ridership Rank: 17 of 45

PLACE CHARACTERISTICS
Major Destinations: Historic downtown Littleton
Avg. Block Size (2010): 6.67 acres
Housing Units (2010): 1,578
Net Residential Density: (2010): 4.37du/acre
Job Density (Esri & Info Group 2012): 12.7/acre
Business Density (2012): 1.49/acre

Station Evaluation

Jobs & Economic Development
Affordable Housing
Site Development
Accessibility

Demographics

Transit Zone Demographics	Census 2000	Census 2010	ACS 2005-2009	% Change
Total households	1,514	1,417	1,135	-6%
Median HH Income	$35,951	$37,394	$37,394	4%
% <$25,000	33%	n/a	33	n/a
%>$75,000	13%	n/a	19%	n/a
% <18 y.o.	17%	15%	19%	-12%
% >59 y.o	18%	23%	19%	22%
% Bachelor's or higher	26%	n/a	34%	n/a
% White Alone	94%	84%	89%	-11%
% Black or African American alone	1%	2%	3%	50%
% American Indian and Alaska Native alone	0.9%	0.8%	1.8	-12%
% Asian alone	1%	1%	3%	0%
% Native Hawaiian and Other Pacific Islander alone	0.0%	0.0%	0.0%	0.0%
% Some Other Race alone	1.3%	0.0%	2.0%	n/a
% Two or More Races	2%	3%	2%	33%
% Hispanic or Latino	n/a	9.1%	n/a	n/a

Residents

The number of households in the transit zone decreased by 6.4 percentage points between 2000 and 2010, from 1,514 to 1,417 units. In 2010, median household income was $37,394, an increase of four percentage points. The proportion of white residents decreased during this time period by 9.9 percentage points, to 89.0%; and Hispanic residents comprised 9.1% of the zone's population in 2010. Residents aged 60 or older increased in proportion by 4.6 percentage points, while residents aged 18 or younger decreased by 2.2 percentage points since 2000. Thirty-four percent of the zone's residents have a bachelor's degree or higher, 8.7 percentage points lower than the citywide proportion. This may explain the transit zone's lower median household income.

Housing

The transit zone is predominately renter-occupied multi-family residential housing. According to the CTOD data for the transit zone, there are a total of 1,417 housing units of which 397 are owned (28%) and 1,020 are rented (72%). Housing tenure in the zone is dissimilar to the City of Littleton, which has a homeownership rate of 68%. According to the RTD TOD Database, four projects have been completed in the zone, collectively adding 103 apartments and 45 condominiums. These developments contribute to the disproportion of renters to homeowners in the zone. Additionally, despite the growth in proportion of ageing residents, none of the TYOD projects provide senior housing.

Plans and Regulations

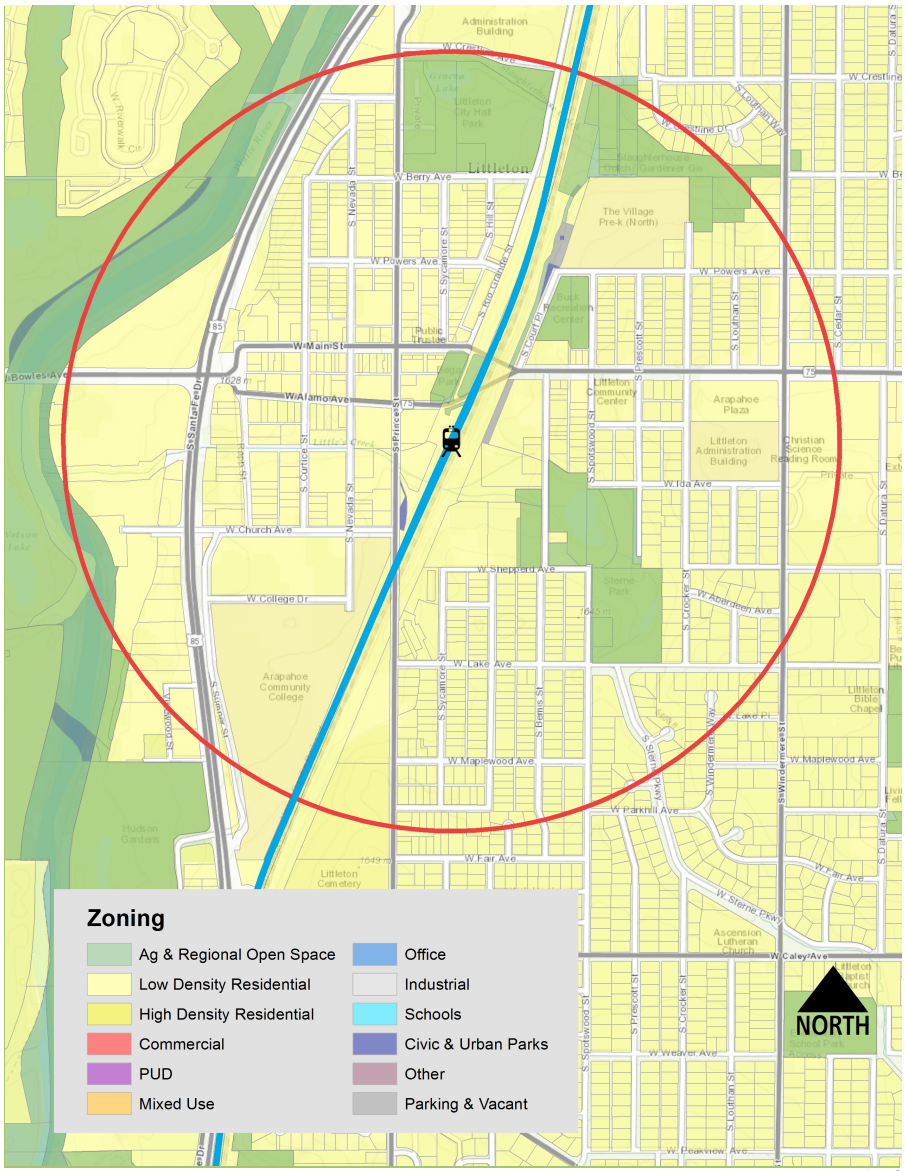
The Littleton Downtown Light Rail Station Area Study was funded by DRCOG in the FY14-15 cycle and is not yet completed. The Downtown Neighborhood Plan, part of the City of Littleton Comprehensive Plan, prioritizes way finding to and from the station, Main Street District, and Arapahoe Community College; improved pedestrian and bicycle infrastructure; and attraction of employers to the zone. Historic preservation and design are also goals for the transit zone.

New Development

There are seven TOD projects in the transit zone. Four of these are residential developments adding a total of 148 housing units (apartments and condominiums). Office (10,000 square feet) and retail space (13,481 square feet) have also been added to the zone. During the site visit, the most recent TOD project, Nevada Place (completed in 2013) still had vacancies. Nevada Place is a luxury apartment community with one and two bedroom units that rent from $1,695 per month to $2,800 per month.

Zoning

The current zoning for the station area includes two types of residential zones (multi-family and planned development), three types of business zones (community, planned development overlay, and general), a central area multiple use district, a parks and open space district, and a heavy industrial district. The Downtown Neighborhood Plan created a simplified framework intended to guide future land use decisions. The Framework uses a Main Street District (which includes the station area), an Old



Town neighborhood district, a residential mixed-use district, government and education campuses, industrial use district, and parks and open space district. The Littleton Downtown Light Rail Station Area Study may recommend zoning changes.

Employment

There are a total of 738 businesses in the transit zone employing 6,274 employees. The professional, scientific, and technical services industry has the largest number (123) and proportion (17%) of businesses, followed by Retail Trade, with 92 and 12%, respectively. The remaining three top industries (finance & insurance, other services except public administration, and health care and social assistance) each represent seven to nine percent of the transit zone businesses. The public administration industry had the greatest number (1,652) and proportion (26%) of employees in the zone, followed by educational services (1,038 employees, 17% of jobs). These top two employers represent the city government and Arapahoe Community College.

Commuter

Using the OnTheMap tool from Longitudinal Employer-Household Dynamics (LEHD), 85.5 percent of residents are employed outside the transit zone, with approximately 63.9% of total primary jobs located within ten miles of the transit zone and in the direction of a light rail transit route (north). Eighty-eight percent of workers employed in the transit zone live outside the transit zone; of those workers, approximately 54.5% live within ten miles of the station and from the direction of a light rail transit route (north). Based on distance and direction workers are travelling to and from the transit zone, this station has potential for increased ridership. A gap analysis of the multi-modal routes to the station may inform how best to improve ridership.

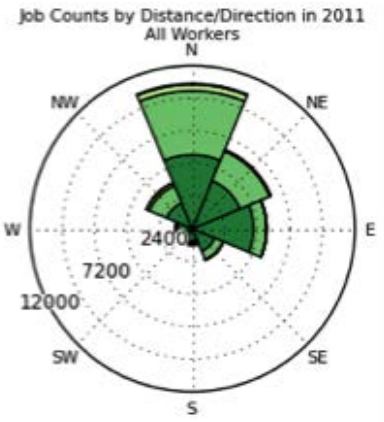
Employment Businesses and Jobs by Industry

Largest Industries by Share of Businesses & Jobs

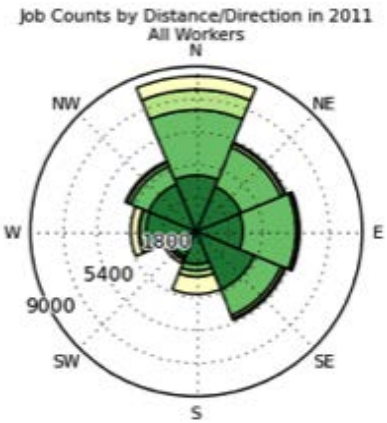
Rank	Businesses by Industry	No.	%	Jobs by Industry	No.	%
1	Professional, Scientific, and Technical Services	123	17%	Public Administration	1,652	26%
2	Retail Trade	92	12%	Educational Services	1,038	17%
3	Finance and Insurance	64	9%	Health Care and Social Assistance	642	10%
4	Other Services (except Public Administration)	56	8%	Professional, Scientific, and Technical Services	635	10%
5	Health Care and Social Assistance	53	7%	Accommodation and Food Services	368	6%
	Subtotal Businesses in top industries	388	53%	Jobs in Top Industries	4,335	69%
	All business in Transit Zone	**738**	**100%**	**All jobs in transit zone**	**6,274**	**100%**

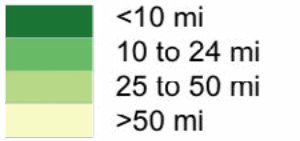
Commuter Distance and Direction

Home to Work

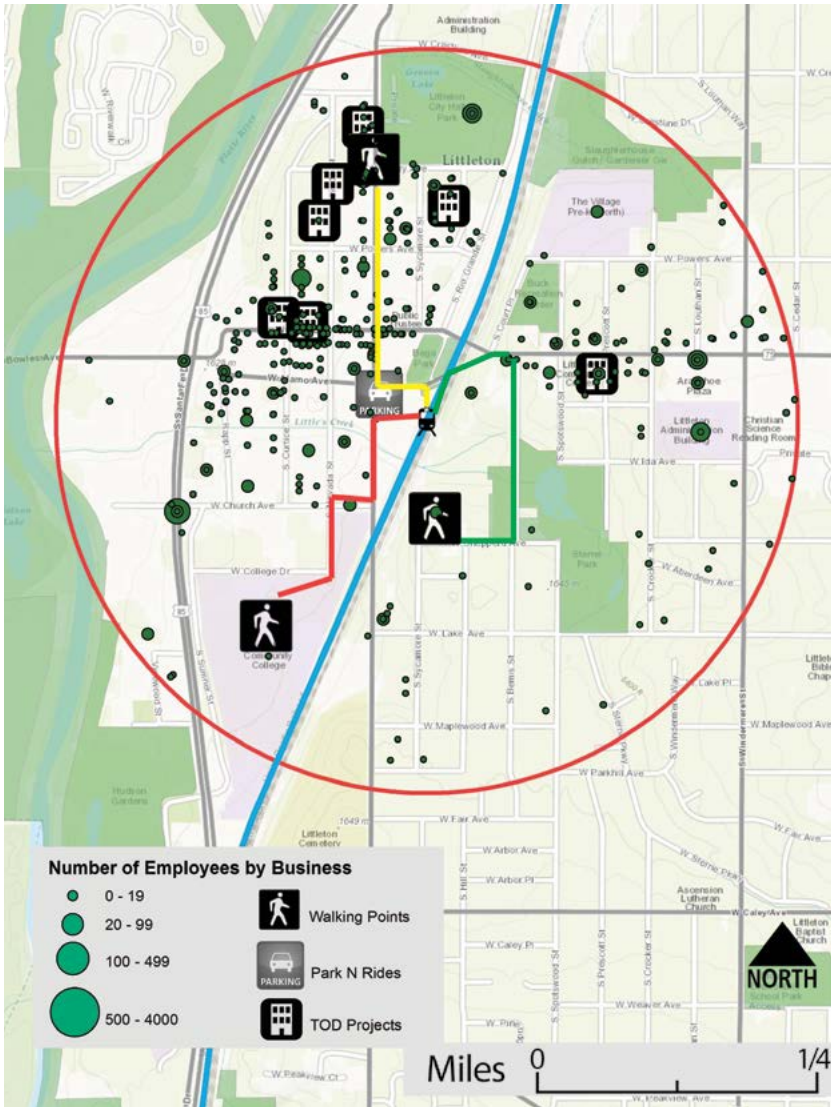


Work to Home





Walkability Analysis from 3 half-mile Points		
Starting Point	**Time (min.)**	**Walking Environment**
1. Arapahoe Community College	9 min	Urban street grid, attached sidewalks, some landscaping
2. Littleton City Hall Park	13 min	Main Street to residential, narrow sidewalks
3. Littleton Center for the Blind	13 min	Residential route with poor pedestrian and bike infrastructure



Accessibility

Overall, the first and second pedestrian paths to the station were safe and pleasant. The third route had narrow, discontinuous sidewalks in degraded condition, with poor lighting. Access to the station is possible by six bus routes (29, 36, 36L, 59, 66, and 67) as well as by the South JeffCo Call-n-Ride. The park-n-ride services offers 361 spaces (100 of which are off-site). There are 28 bicycle racks and 10 bike lockers for cyclists. The Park-n-ride is over capacity and presents a challenge to riders.

Route #1. The first route connected to the main campus of Arapahoe Community College by following Prince Street to Church Ave to Nevada. This route had excellent connectivity, including traffic calming devices, and wide, ADA compliant, and well-lit sidewalks.

Route #2. The second route followed Nevada Street north to Berry Ave and the Littleton City Hall Park. This route passed the most recent TOD, Nevada Place. This route had inconsistent pedestrian paths. Sections of the route that passed through the Main Street District were wide and well maintained and lit. However, sidewalks disappeared, narrowed, and degraded quickly as the walk continued north.

Route #3. The third route sought to explore the connection the light rail station offered to the Colorado Center for the Blind. Though directly across and visible from the light rail station, access was difficult. The pedestrian route, which also connected to Sterne Park, was circuitous and poor in condition: sidewalks were missing, no ADA compliant features were in place, lighting was poor, and drivers did not consistently obey traffic laws or yield to pedestrians.

Bike: Route two had dedicated bike infrastructure in the form of sharrows and bike parking. Neither of the other two routes had any bike infrastructure. Despite this, the bike racks at the station area were receiving moderate use.

ADA: The transit zone had inconsistent ADA compliant features. The first walking route provided an excellent example of ADA compliant features with wide sidewalks, audible crosswalk signals, and textured ramps. The second and third routes did not have these features, and in some sections, had no features at all. Ironically, the third route was chosen to connect to an agency serving a population that would benefit from a quality, ADA compliant pedestrian infrastructure. That route was found to have the least amount of ADA compliant features.

Community Services & Parks: There are several community and public services in the transit zone, including a government campus, The Colorado Center for the Blind, Sterne Park, the War Memorial Rose Garden, Arapahoe Community College, an assisted living facility, senior housing, and a county mental health clinic.

Evaluation

Affordable Housing

Seventy-two percent of housing units in the transit zone are rented, which is significantly higher than the transit region, at 34 percent. According to 2009 data from CTOD, housing costs, as a percentage of household income, are approximately seven percentage points lower for residents of the transit zone than the Denver Transit Region; transportation costs are roughly similar. New multi-family residential developments are adding luxury apartments, which may increase the housing cost proportion in the future. Additionally, the new housing products represent unaffordable housing to the median household in the transit zone, whose income is $37,394. The proportion of residents aged 60 and older increased by almost five percentage points between 2000 and 2010. None of the residential developments in the TOD database offer senior housing.

Accessibility

The accessibility to the station varied according to route. Despite this, the station ranks 17th (out of 45) for ridership. If parking were less constrained, it is likely that the ridership would increase, given the auto-dependent development patterns of this part of the region. Improvements to pedestrian paths are needed, to provide continuity and consistency in form and design. ADA compliance is lacking on all but the first route, despite the fact that the Colorado Center for the Blind is nearby.

Economic Development

The average household size for the transit zone is 1.75, .74 less than the Denver region. The station area has approximately 61% of households with an annual income of less than $50,000. According to the MIT Living Wage Calculator, the living wage in Denver for one adult and one child is $20.95 per hour, which is an annual income of $43,567, before taxes. For this station to be a successful TOD for current residents, it is important to recruit employment that provides living wages and work force development accessible to the residents.

Site Development

A focus of the Downtown Neighborhood Plan is to preserve the historic nature and structures of the transit zone. It is likely that the station area planning process currently under way will adhere to these principles while also seeking to create uniformity and opportunity in the land uses around the station. Given the current parking constraints, future development in the region will need to be able to provide an adequate supply of spaces, which may impede certain forms of development in the zone, such as affordable housing to very low income and lower households. The Main Street District, which encompasses the station area but has its heart two blocks north, provides a good base from which continued economic development can occur. However, given the estimation of living wage needed to afford to live within the transit zone, continuing to develop and attract retail and/or accommodation and food service industries will not address that need. http://livingwage.mit.edu/counties/08031

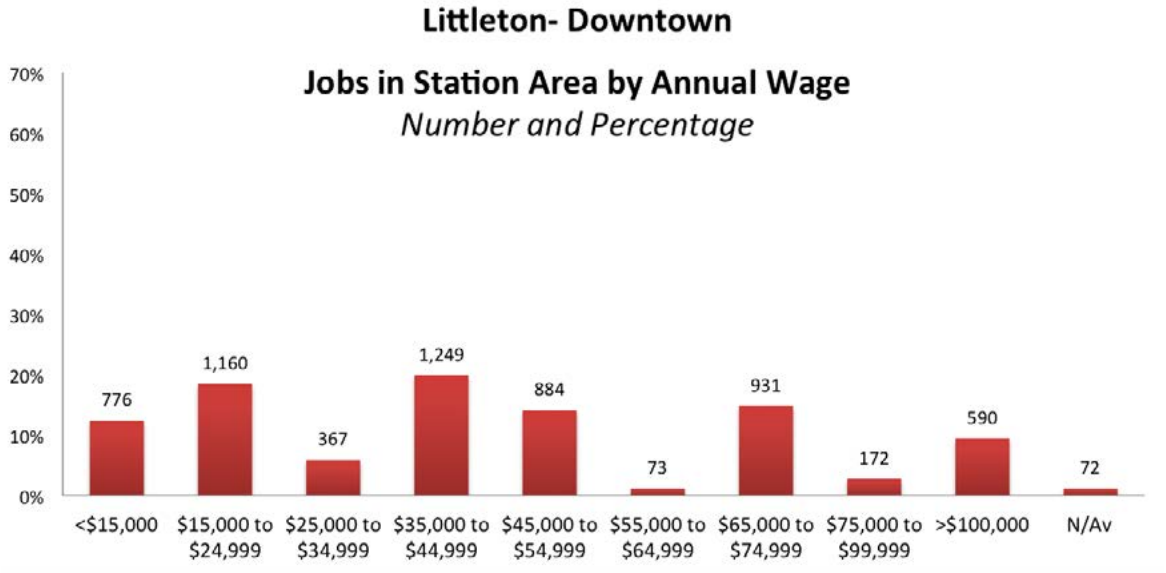
Jobs, Housing, and Wages

The following table presents the eight criteria used to score station areas on affordable housing. Each criterion is worth .5 to 1 point for a total possible score of 5. The criterion measure affordability for existing residents, e.g. through housing expenditure burden and income, as well as opportunity for others to live in the area, e.g. through availability of rental housing and subsidized units, as well as density.

Littleton Downtown Housing Score (out of 5 points)

Housing Data	% Households earning <$20K	% Households earning $20K-$49,999	% Households earning $50K-$74,999	% Households earning >=$75K	% Renter occupied	% w/a mortgage paying >30% of income	Number of subsidized units	Residental density score*	Total Littleton Downtown Housing Score
Value	33.4	27.1	20.4	19.1	72%	40%	0	0	
Scoring Criteria	If households earning <$19K are at least 15%, then 0.5 pts.	If households earning $20-$49K are at least 20%, then 0.5 pts.	If households earning $50K-$74.9K are 30% +/- 5%, then 0.5 pts.	If households earning >$75K are <30%, then 0.5 pts.	If % rental housing is 40%-75%, then 1 pt.	If % of households paying >30% of income is <30%, then 0.5 pts.	If number of subsidized units > 80, then 1 pt.	If density score >=2, then 0.5 pts.	
Score	0.5	0.5	0	0.5	1	0	0	0.0	**2.5**

*Net Residential Density Scores = (0 PTS: < 7 d.u/acre); (1 PT: >= to 7 d.u./acre and <12 d.u/acre); (2 PTS: >= to 12 d.u./acre and < 20 d.u./acre); (3 PTS: >= to 20 d.u./acre and < 30 d.u./acre); (4 PTS: > = to 30 d.u./acre and < 60 d.u./acre); (5 PTS: > or = to 60 d.u./acre)

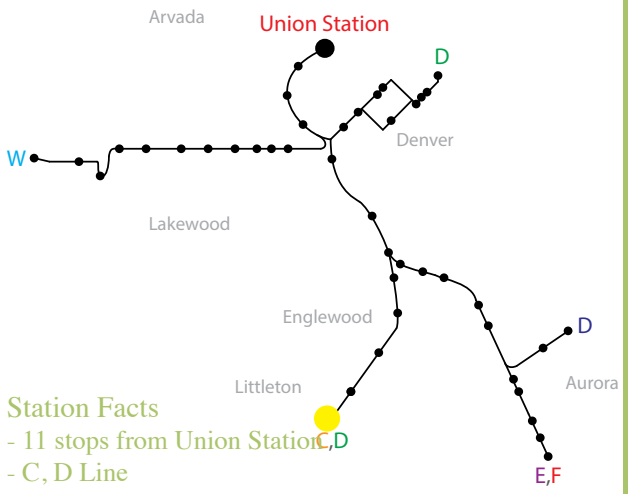


Littleton/Mineral Station, City of Littleton

Overview

The Littleton-Mineral station is designated by the City of Littleton has as an urban center. The station does not currently have a subarea plan, though the City of Littleton Citywide and Small Area Plans place a high priority for the creation of one. The Aspen Grove shopping complex represents a type of the urban form called for in the Citywide Plan and by the Urban Land Institute's (ULI) Technical Advisory Panel (TAP) (2014). Both the City and the ULI determine that any redevelopment of RTD surface parking lots at the station must use structured parking. The South Platte River Trail is a major regional attraction to the transit zone. The station is also served by bus, and has pedestrian infrastructure connecting to nearby residential areas.

System Map



Station Facts
- 11 stops from Union Station
- C, D Line
- S Santa Fe and Mineral
- Opened in 2000
- 4,826 Daily Riders.

DEMOGRAHICS
Pop.: 1,997 (2000), 2,034 (2010)
Med. Income: $67,312 (2000), $68,982 (2010)
% HHS earning <$25K: 10.83%
% White alone: 90.7% (2010)

TRAVEL
Jobs: 94.13 (2002), 341 (2009)
Commute by Public Transit (2009): 4.14%
Avg. Vehicles/Household (2009): 1.9
Quality of Walk: XX#/7 pts
Bicycle Infr.: XX#/3 pts
Avg. Daily Riders (Jan. 2014): 4,826
Station Ridership Rank: 14 of 45

PLACE CHARACTERISTICS
Major Destinations: Aspen Grove, South Platte River Trail
Avg. Block Size (2010): 21.46 acres
Housing Units (2010): 1,004
Net Residential Density: (2010): 5.12 du/acre
Job Density (Esri & Info Group 2012): 2.63/acre
Business Density (2012): .23/acre

Station Evaluation

Affordable Housing
Site Development
Accessibility
Jobs & Economic Development

Demographics

Transit Zone Demographics	Census 2000	Census 2010	ACS 2005-2009	% Change
Total households	900	1,004	656	12%
Median HH Income	$67,312	$68,982	$68,892	3%
% <$25,000	11%	n/a	11%	n/a
%>$75,000	42%	n/a	46%	n/a
% <18 y.o.	21%	18%	19%	-15%
% >59 y.o	18%	29%	31%	48%
% Bachelor's or higher	47%	n/a	52%	n/a
% White Alone	95%	91%	90%	-5%
% Black or African American alone	1%	1%	0%	0%
% American Indian and Alaska Native alone	0.2%	0.3%	0.2%	33%
% Asian alone	1%	2%	3%	50%
% Native Hawaiian and Other Pacific Islander alone	0.1%	0.1%	0%	0%
% Some Other Race alone	1%	0%	2%	n/a
% Two or More Races	1%	1%	5%	0%
% Hispanic or Latino	n/a	5%	n/a	n/a

Residents

The number of households in the transit zone increased twelve percent from 2000 to 2010, from 900 to 1,004. According to the 2010 Census, 90 percent of residents are White, approximately eight percentage points more than Citywide; and Hispanic residents are one-third lower in proportion than citywide. Population growth is lower in the transit zone: 1.9% versus 6.1% citywide. Compared to the city, the transit zone had similar rates of educational attainment, and higher median household income, home ownership rates, and median value of owner-occupied housing units. The City designated the station area as an "Activity Area" with goals of improving arterial connections, introducing TOD, and attracting an employment center—all while protecting existing residential areas.

Housing

The transit zone is predominately owner-occupied multi-family residential. According to the CTOD database, there are a total of 1,004 occupied units of which 840 are owned (84 percent) and 92 are rented (9 percent). Much of the residential units in the transit zone are multi-family. According to the 2010 Census, household residential density was 5.12- which is one unit higher than the Denver Transit Region. Of the new developments, only one added housing to the transit zone--a 280 unit luxury apartment development.

Plans and Regulations

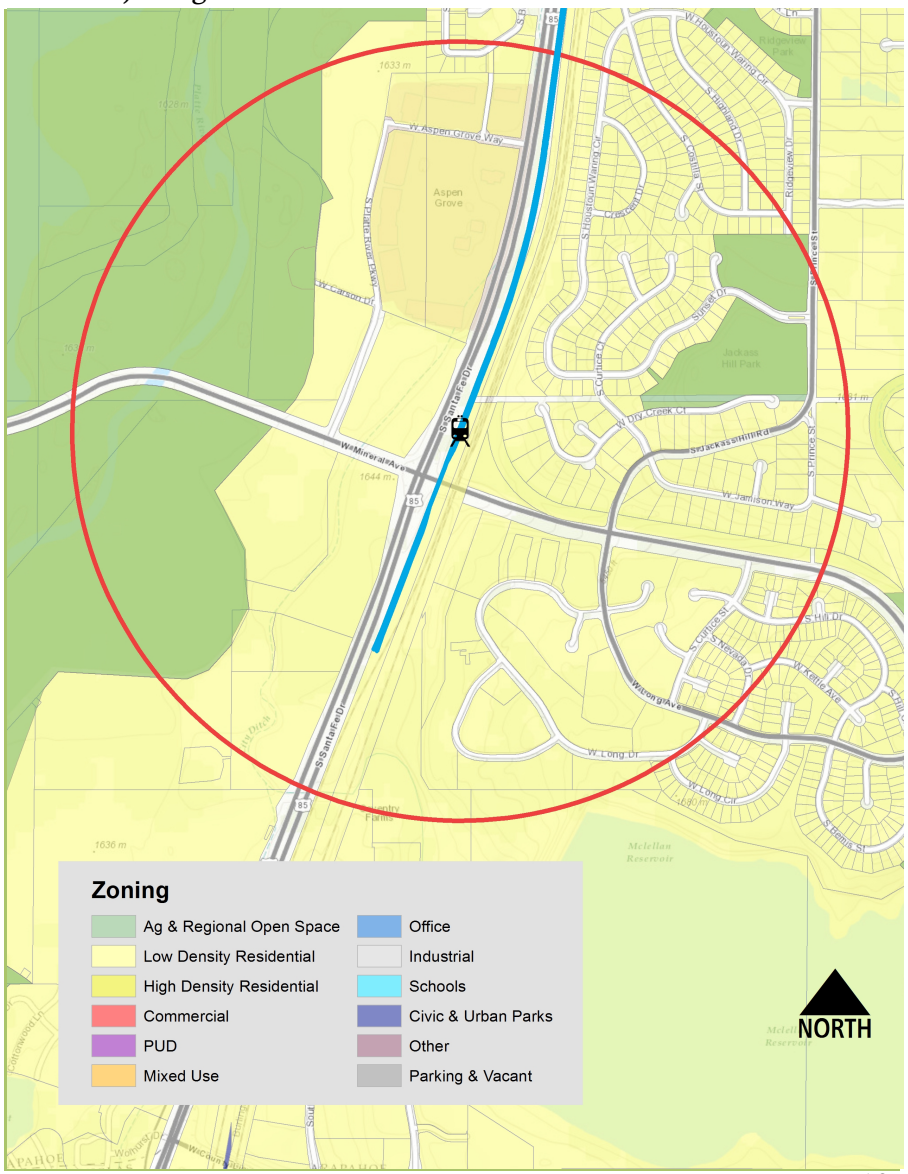
There is currently no station area plan, though the City's Comprehensive Plan (2013) creates goals for the station area and calls for a small area plan. The identified goals for the South Santa Fe Corridor (which includes the transit zone) are: improve automobile access and circulation, improve bike/ped access and connections, preserve and enhance the South Platte River, and promote TOD within a quarter mile of the station. The ULI TAP for the station area recommended redeveloping the RTD surface parking lots for mixed use (residential and retail) using an urban grid form that emphasized pedestrian and bicycle connectivity and flow.

New Development

Two transit oriented development projects have been completed in the transit zone. Aspen Grove, was completed in 2000 by DDR Corp. The 25 acre development added 190,600 square feet of retail space and 1,318 parking spaces to the transit zone. The second TOD development, Berkshire Aspen Grove, was completed in 2011 by Wood Partners. Berkshire Aspen Grove is a 280 unit luxury apartment development ranging in size from one to three bedrooms at 695 to 1,491 square feet.

Zoning

The City of Littleton Unofficial Zoning Map shows all land within the transit zone is zoned for Planned Development-Commercial, -Industrial, and –Residential. Planned Development (PD) zoning may allow for mixed uses, though the City's current designation of PD associated land uses seems to restrict this. Any small area planning that is undertaken as an outcome of the Comprehensive Plan and the ULI TAP will need to re-visit



these current specifications on land uses to ensure maximum potential for TOD exists. Changes to existing zoning may be difficult since the ULI TAP noted historic resistance to densification by Littleton residents as a potential barrier to TOD.

Employment

There are a total of 1,305 employees in the transit zone working at 116 businesses. The industry with the most businesses and employees is Retail Trade, with 48% of all businesses and 59% of all jobs. Accommodation and Food Service is second largest business sector and employer, representing 9% of all businesses and 22% of all jobs in the transit zone. The median household income of the transit zone at $68,892 represents a mismatch between household income and transit zone employment opportunities.

Commuter

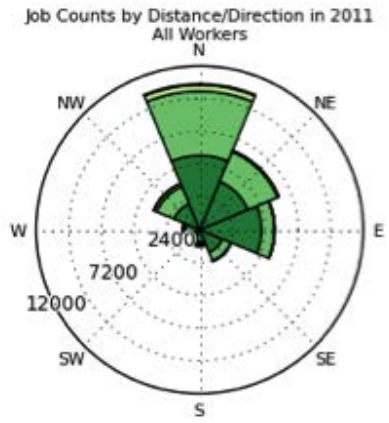
Using the OnTheMap tool and the Longitudinal Employer-Household Dynamics (LEHD), 85.5 percent of residents are employed outside the transit zone, with 63.9% of total primary jobs located within ten miles of the transit zone and in the direction of a light rail transit route (north). Similar to the proportion of residents, 87.7% of workers employed in the transit zone live outside the transit zone; of those workers, 54.5% live within ten miles of the station and from the direction of a light rail transit route (north). Based on distance and direction workers are travelling to and from the transit zone, this station's strength for ridership (14 out of 45 stations, and Littleton's busiest station) can be seen in these data.

Employment Businesses and Jobs by Industry

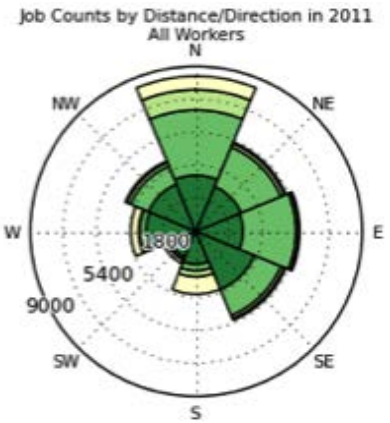
Largest Industries by Share of Businesses & Jobs						
Rank	Businesses by Industry	No.	%	Jobs by Industry	No.	%
1	Retail Trade	56	48%	Retail Trade	766	59%
2	Accommodation and Food Service	11	9%	Accommodation and Food Service	286	22%
3	Other Services (Except Public Administration)	8	7%	Other Services (Except Public Administration)	56	4%
4	99	7	6%	Health Care and Social Assistance	52	4%
5	Construction	6	5%	Information	33	3%
	Subtotal Businesses in top industries	88	76%	Jobs in Top Industries	1,193	91%
	All business in Transit Zone	**116**	**100%**	**All jobs in transit zone**	**1,305**	**100%**

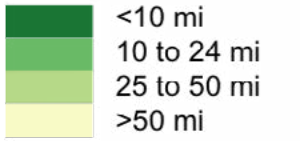
Commuter Distance and Direction

Home to Work

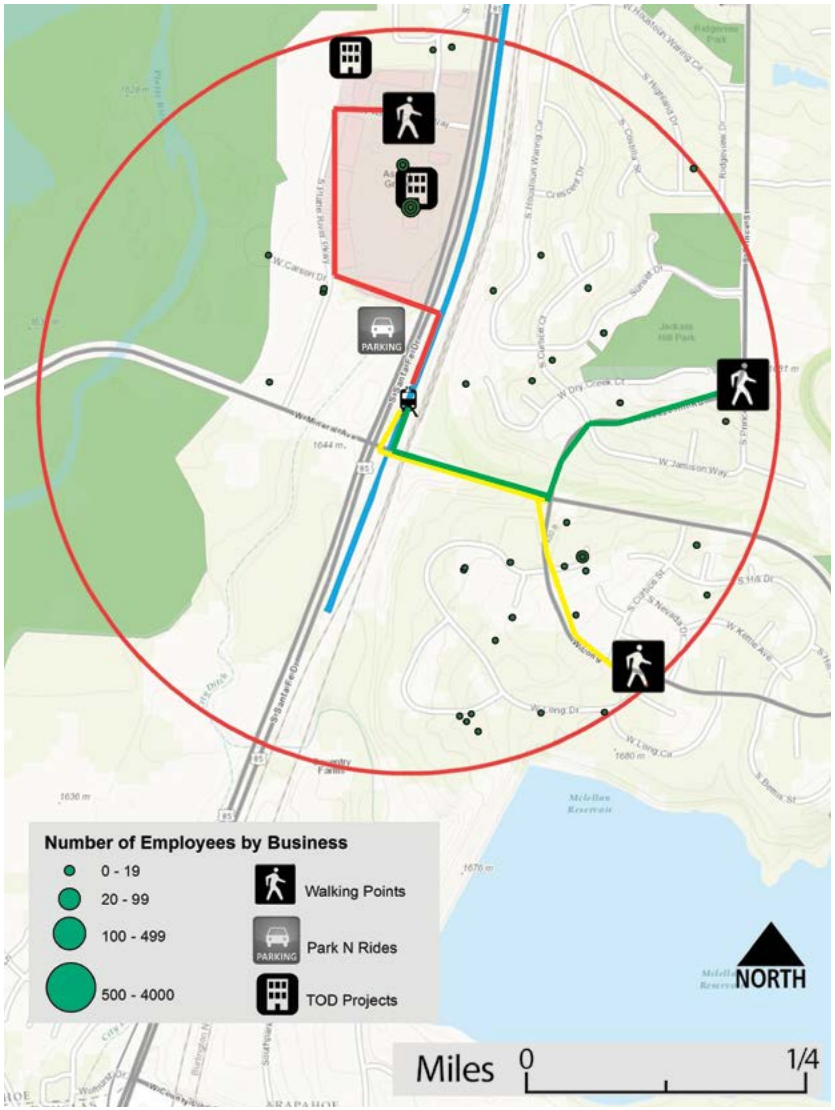


Work to Home





Walkability Analysis from 3 half-mile Points		
Starting Point	**Time (min.)**	**Walking Environment**
1. Aspen Grove	6 min	Mixed Use
2. Long & Curtice	6 min	Suburban Residential
3. Jackass Hill & Prince	11 min	Suburban Residential



Accessibility

The pedestrian infrastructure to the station (sidewalks and bridge) were modern and in good condition, though circuitous and (for points two and three) up-hill. The WalkScore for the zone is 33 out of 100 points. Direct access to the station is also possible by four bus routes (77, 401, 402L, and the 403) with 157 stops daily, a park-n-ride with 1,200 spaces, 10 bicycle racks and 30 bike lockers. All but the 402L bus line primarily operate during commuting hours. The Park-n-ride is over capacity.

Route #1. I turned north on the South Platte Parkway by using the pedestrian bridge from the station, and traversing the large surface parking lots. I turned east on West Carson Drive into the Aspen Grove retail complex. Though the complex abuts the station area, there was no direct access to it from the station.

Route #2. I walked east on Mineral to Long Ave, crossed Mineral to follow Long south to its intersection with Curtice. The attached sidewalks along Long Ave were in excellent condition, though uphill. Drivers were not obeying traffic laws or yielding to pedestrians at the intersection of Long and Mineral. Within the multi-family residential area (along Long), the landscaping was pleasant and well lit, though sidewalks were in poorer condition (than along Mineral).

Route #3. The third route began similarly to Route #2, except I turned north on Jackass Hill Rd from Mineral, entering a single family residential area I followed this east to its intersection with Prince., which was adjacent to a park (Jackass Hill). This route was steeply uphill though in good condition.

Bike: Mineral Ave has striped bike lanes, though neither residential area (on route #2 and #3) had dedicated bike infrastructure. The Mary Carter Greenway Trail is adjacent and easily accessible from the station. Several cyclists were observed using the light rail to form a loop for their bike trip. The station has bicycle racks and lockers.

ADA: The transit zone had a mixture of ADA measures. Two of the three routes had traffic calming device. All three had acceptable sidewalk widths and street lights. Sidewalk ramps varied in conditions, texture, and ramp direction. Sidewalks in the residential area of route two were in need of repair and removal of steps and other barriers to be wheelchair accessible.

Community Services & Parks: There were no community services in the transit zone. However, the transit zone was rich in parks and open space. The Mary Carter Greenway Trail is a regional bike path and offers riders a connection to the region's bike trails, as well as to Chatfield State Park. Additionally, Jackass Hill Park (at the intersection of Jackass Hill and Prince) connects to the Highline Canal trail, which travels east and south.

Evaluation

Affordable Housing

Eighty-three percent of housing units in the transit zone are owner occupied, which is significantly higher than the transit region at 64.8%. Need to add data here from the housing research team. According to 2009 data from CTOD, housing and transportation costs for the transit zone, as a percentage of income, are similar to the Denver Transit Region, with housing costs being slightly lower and transportation costs slightly higher (one to two percentage points each) for the transit zone, compared to the Denver Transit Region. Rents for the Berkshire Alta Vista apartments (the only transit oriented housing development in the transit zone to date) range from $1,122 to $2,600 per month. Given the median household income of $68,892 and the average household size of 2.02 (2010 Census), a two bedroom and three bedroom unit would use approximately 38% and 45% of the median household income, respectively. Both units consume more than the 28% typical household costs as percent of income (ACS 2009) for the transit zone. The proportion for the zone is likely lower due to the combination of higher median household income, and year of housing structure construction: 37% of all housing units were built between 1980 and 1989, and 28% between 1990 and 1999 (ACS 2009). Aged housing stock typically offers greater housing affordability, though not always in good condition or care.

Accessibility

Disability features varied in condition across the transit zone, with the most deteriorated conditions found in the multi-family residential area south of Mineral (along route two). According to CTOD, 3.44% of workers take public transportation, bicycle or walk to work, compared to the transit region at eight percent, despite decent sidewalk and bicycle facilities. Observations found bicycle commuting to the station but also recreational use of the station by cyclists. If recreational use was also captured by the ACS, the proportion of bicyclists using the station may be higher. Though the Littleton-Mineral station and transit zone has good accessibility by all modes of transportation, the automobile is the mode of choice by transit riders—necessitating the large surface parking lots. The planned extension of the rail line to Highlands Ranch, 2.5 miles south, may alleviate parking demand at this station.

Economic Development

The average household size for the transit zone is 2.02, a reduction of .20 since the 2000 Census. Approximately 46% of the households in the transit zone earn more than $75,000 per year. Given the dominant industry (retail) and the LEHD data demonstrating over 80% of workers leave the zone for work, economic development in the zone may require attraction of higher skilled employers and/or improved transit connections for lower wage workers commuting into the transit zone for work.

Site Development

The City of Littleton is beginning its planning process for the station area and utilized ULI to conduct an assessment and craft recommendations. The vision emerging form this work is one of transit oriented, mixed use development at the station. Given the current suburban context, densification at the station may be the appropriate next step as it is separated from current residential uses and therefore less likely to receive resistance from existing residents. However, maintaining existing parking and providing additional spaces for new uses will complicate any developments from the high cost of structured parking.

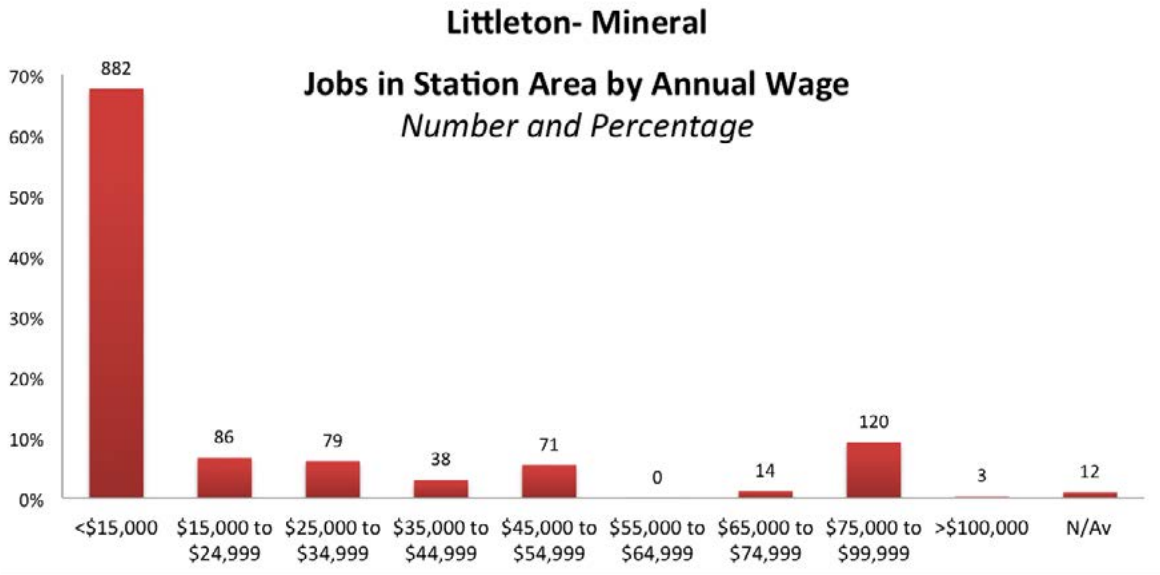
Jobs, Housing, and Wages

The following table presents the eight criteria used to score station areas on affordable housing. Each criterion is worth .5 to 1 point for a total possible score of 5. The criterion measure affordability for existing residents, e.g. through housing expenditure burden and income, as well as opportunity for others to live in the area, e.g. through availability of rental housing and subsidized units, as well as density.

Littleton-Mineral Housing Score (out of 5 points)

Housing Data	% Households earning <$20K	% Households earning $20K-$49,999	% Households earning $50K-$74,999	% Households earning >=$75K	% Renter occupied	% w/a mortgage paying >30% of income	Number of subsidized units	Residental density score*	Total Littleton-Mineral Housing Score
Value	10.8	24.4	18.8	45.9	16%	36%	4	0	
Scoring Criteria	If households earning <$19K are at least 15%, then 0.5 pts.	If households earning $20-$49K are at least 20%, then 0.5 pts.	If households earning $50K-$74.9K are 30% +/- 5%, then 0.5 pts.	If households earning >$75K are <30%, then 0.5 pts.	If % rental housing is 40%-75%, then 1 pt.	If % of households paying >30% of income is <30%, then 0.5 pts.	If number of subsidized units > 80, then 1 pt.	If density score >=2, then 0.5 pts.	
Score	0	0.5	0	0	0	0	0	0.0	**0.5**

*Net Residential Density Scores = (0 PTS: < 7 d.u/acre); (1 PT: >= to 7 d.u./acre and <12 d.u/acre); (2 PTS: >= to 12 d.u./acre and < 20 d.u./acre); (3 PTS: >= to 20 d.u./acre and < 30 d.u./acre); (4 PTS: > = to 30 d.u./acre and < 60 d.u./acre); (5 PTS: > or = to 60 d.u./acre)

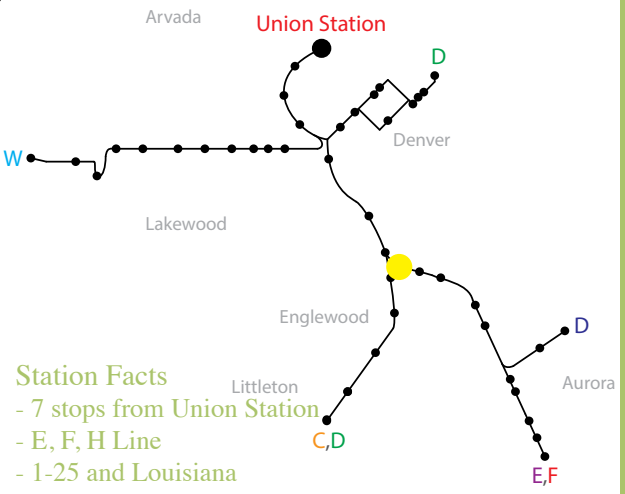


Louisiana Pearl Station, City of Denver

Overview

The Louisiana & Pearl Station is a categorized as a neighborhood center serves three lines, E/F/H in the City and County of Denver. From this station, Denver Union Station is 16 minutes and 4.5 miles north. According to a ridership study conducted in January 2014, the Louisiana & Pearl Station in Denver accommodates approximately 7,314 revenue riders a day ranking it 32nd out of a total of 46 stations for daily ridership. While the ridership rankings are and the percentage of residents who commute via public transit are rather low given the context of the station. Underlying zoning and policies have encouraged transit-oriented development.

System Map



Station Facts
- 7 stops from Union Station
- E, F, H Line
- 1-25 and Louisiana
-Opened in 2006
-7,314 Daily Riders.

Station Evaluation

Affordable Housing | Jobs & Economic Development | Site Development Accessibility

DEMOGRAHICS
Pop.: 4,359 (2000), 4,448 (2010)
Med. Income: $53,958 (2000), $71,479(2010)
% HHS earning <$20K: 12% (2005-2009)
% White alone: 89% (2010)

TRAVEL
Jobs: 1,249 (2002), 1,196 (2009)
Commute by Public Transit (2009): 4.87%
Avg. Vehicles/Household (2009): 1.65
Quality of Walk: 6/7 pts
Bicycle Infr.: 2/3 pts
Avg. Daily Riders (Jan. 2014): 7,314
Station Ridership Rank: 32 out 46

PLACE CHARACTERISTICS
Major Destinations: Historic Pearl Street
Avg. Block Size (2010): 4.28 acres
Housing Units (2010): 1,783
Net Residential Density: (2010): 5.69 du/acre
Job Density (Esri & Info Group 2012): 5.15
Business Density (2012): 0.68

Demographics

Transit Zone Demographics	Census 2000	Census 2010	ACS 2005-2009	% Change
Total households	2,251	2,246	2,234	0
Median HH Income	$53,958	n/a	$71,479	32%
% <$25,000	19%	n/a	12%	n/a
%>$75,000	30%	n/a	49%	n/a
% <18 y.o.	n/a	14%	n/a	n/a
% >59 y.o	n/a	13%	n/a	n/a
% Bachelor's or higher	n/a	66%	n/a	n/a
% White Alone	92%	89%	96%	-14%
% Black or African American alone	1%	1%	>1%	0%
% American Indian and Alaska Native alone	1%	0%	>1%	-100%
% Asian alone	1%	2%	>1%	100%
% Native Hawaiian and Other Pacific Islander alone	0%	0%	>1%	0%
% Some Other Race alone	2.5%	0%	>1%	-250%
% Two or More Races	2%	2%	>1%	0%
% Hispanic or Latino	7%	6%	n/a	-15%

Residents

The number of households in the zone decreased slightly from 2000 to 2010, from 2,251 to 2,234. Compared to the region, the households have fewer children, are more likely to be between 25 and 39 years old, and less likely to be over 60. Some of the drop may have been the housing turnover from families and elderly to singles or couples aged 25-39 without children. The median household income in the 2005-2009 ACS was $10,000 greater than the region's. This appears to be due to the high education levels; 66% have a bachelor's degree or higher compared to 39% in the region. The area is predominantly White; people of other races and ethnicities comprise less than 11% of the area.

Housing

The transit zone is predominately owner occupied single family residential. According to the CTOD data and data from the city, there are a total of 2,246 units 1,393 are owned (62%) and 853 are rented (38%). Data from the city suggests that approximately 63% of all of the units are single family. However, the projects in the RTD TOD Database suggest the new housing being added is mostly multi-family.

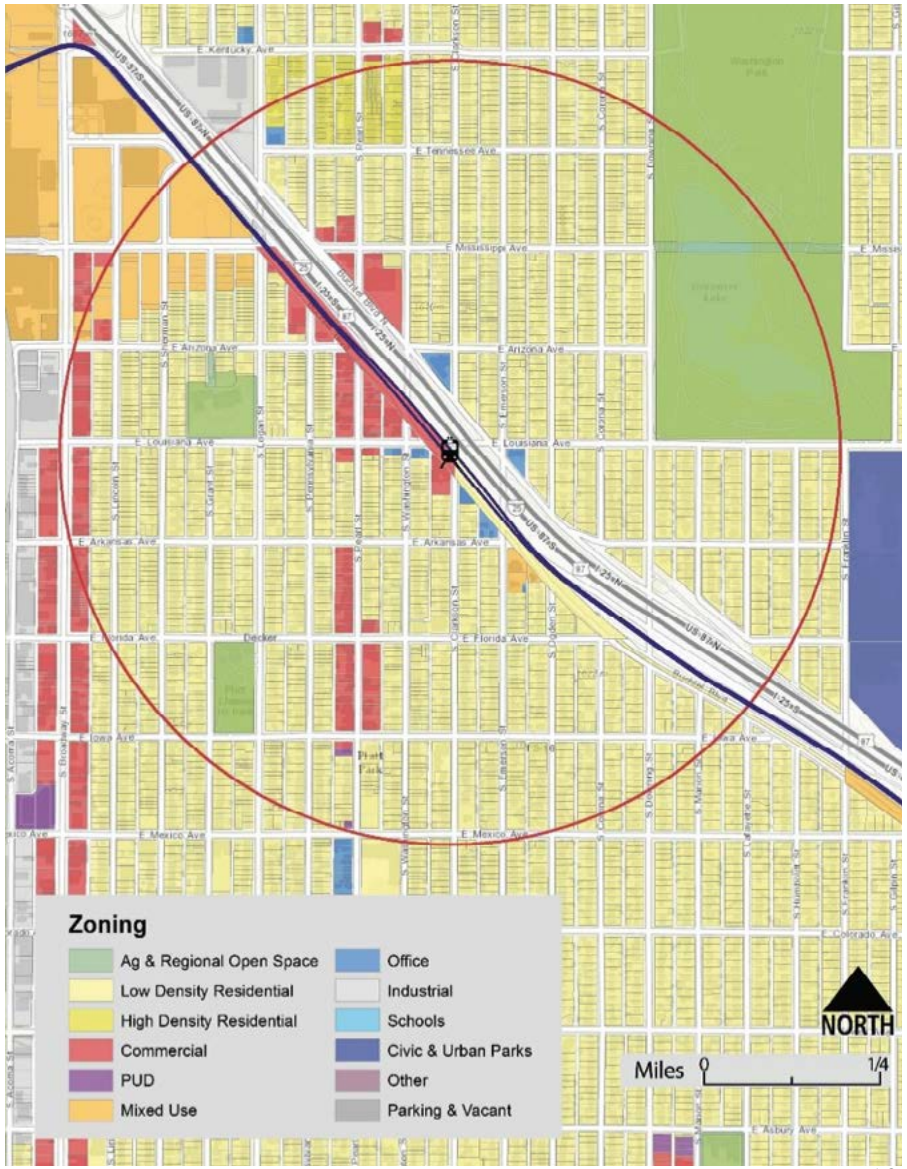
Plans and Regulations

As noted in the introduction, several plans by the City of Denver have addressed the surrounding development, housing, access, and design of this station, including Comprehensive Plan 2000, Blueprint Denver 2002; Greenprint Denver 2006, and the Transit-Oriented Development Strategic Plan 2006. Specific to this station, Denver wrote the Louisiana Pearl Station Area Plan. The Louisiana Pearl Station Area Plan is the guiding document for future development decisions around the transit zone. The main components of the plan are as follows:

- Access: An emphasis on multi-modal and pedestrian/cyclist enhancements.
- Mobility: Special attention to streetscaping to improve the pedestrian experience as well as an expansion of the bicycle lane network.
- Reinvestment: Provide a sound framework for mixed-use buildings that respect the scale and character of the Louisiana Pearl Neighborhood.
- Design: The need for superior design considerations to fit the contextual character of the surrounding older, established neighborhood in terms of building orientation, massing, scale, and quality of materials.
- Housing: Respecting the stability of the Platt Park and West Washington Park Neighborhoods.

New Development

According to the RTD TOD Database, there are only two major TOD developments in the area. The Louisiana Station Lofts, a 9 million dollar privately funded project, added 29 condos and 3,000 square feet of retail space. Washington Park Station, a private TOD project which is currently under construction, is expected to add 32 apartments and 2,800 square feet of retail space. According to the RTD TOD data, there are two other projects under construction, the Gates Li-



onstone I and II (see projects map below). On our transit zone visit, it appears that at least two or more projects have not been captured by RTD or DRCOG in the TOD Projects Database. One of the projects located at 1313 South Clarkson, has a total of 28 units with office space located on the ground floor. A search on real estate websites show that these units are generally two bedroom two bathroom condos selling between $280,000 and $300,000.

Zoning

The station is in the Washington Park neighborhood, surrounded primarily by single family housing, which consumes 64% of the transit zone. It is adjacent to the Main Street zoned Historic Pearl Street shopping area, lined with boutique shops, upscale restaurant, and professional services. This commercial area is important to the neighborhood but is just 8.4% of the land area. There is more park and open space in the zone, 13%, due to the presence of Washington and Platt Parks. Two-Unit, and Multi-Units, each account for 4%, and just 1.6% is zoned mixed-use.

Employment

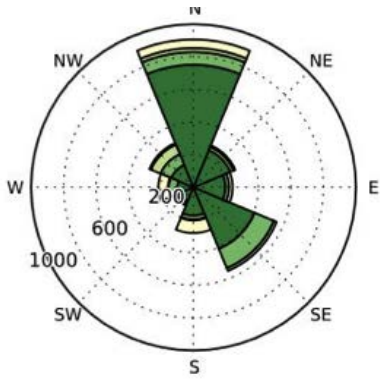
There are a total of 2,589 employees in the transit zone working at 341 business establishments. While there are only three Public Administration-oriented businesses, they account for 542 jobs meaning that there is a significant government office within the boundaries. Accommodation and Food Services is the second largest source of employment providing 503 jobs for the transit zone. The area that is primarily residential with a strong retail core with small scale professional services and a thriving restaurant scene.

Employment Businesses and Jobs by Industry

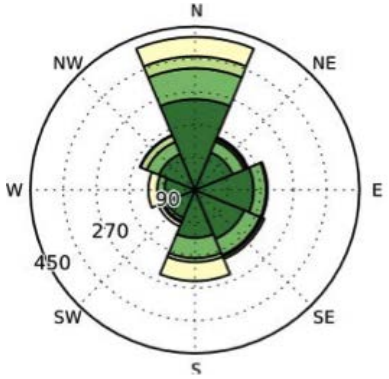
Largest Industries by Share of Businesses & Jobs						
Rank	Businesses by Industry	No.	%	Jobs by Industry	No.	%
1	Retail & Wholesale Trade	54	16%	Public Administration	542	21%
2	Professional, Scientific, and Technical Services	53	16%	Accommodation and Food Services	503	19%
3	Other Services except Public Admin	44	13%	Retail Trade & Wholesale Trade	393	15%
4	Health Care and Social Assistance	28	8%	Health Care and Social Assistance	235	9%
5	Subtotal Businesses in top industries	179	53%	Jobs in Top Industries	1,673	64%
	All business in Transit Zone	**341**	**100%**	**All jobs in transit zone**	**2,589**	**100%**

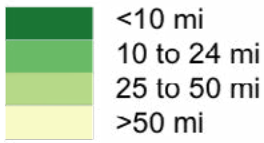
Commuter Distance and Direction

Home to Work



Work to Home

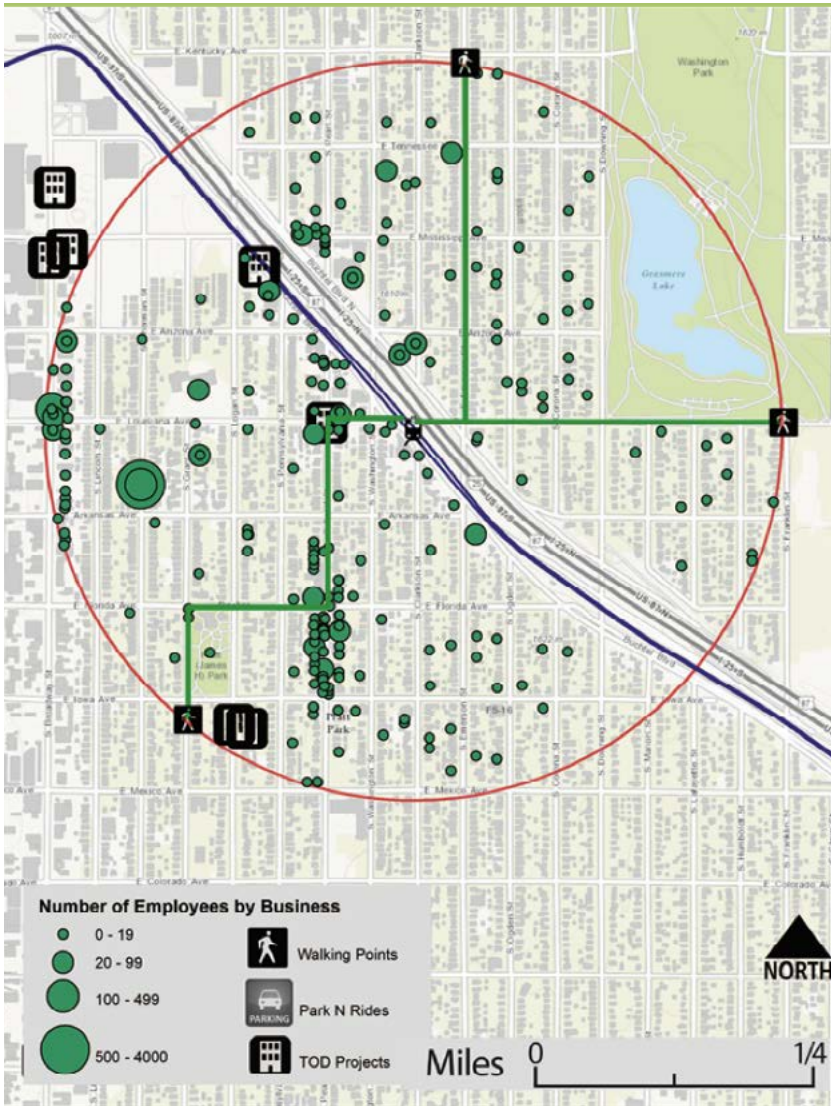




Commuter

According the LEHD data, the vast majority (72.9%) of workers travel less than ten miles to their primary jobs which makes sense given the transit zone's proximity to both the Denver Central Business District and other important employment centers such as the Denver Tech Center. 26% of all workers are traveling less than ten miles to the north (CBD) while 14.5% are traveling less than ten miles to the Southeast (Tech Center). Combined, these figures account for 40.5% of the workers in the transit area. southeast, and south.

Walkability Analysis from 3 half-mile Points		
Starting Point	**Time (min.)**	**Walking Environment**
1. Grant and Iowa Streets	8.5 min	Residential/Commercial Corridor
2. Franklin and Louisiana Streets	7 min	Residential
3. Emerson and Kentucky Streets	13 min	Residential



Accessibility

Overall, the pedestrian paths to the station were safe and pleasant. Direct access to the station is also possible by three bus routes (11, 12, 79). While there are no dedicated parking spots provided by RTD, there is a passenger drop-off zone and ample bicycle parking in the form of racks and lockers. The pedestrian experience could be improved by adding a crossing signal at the intersection of Pearl and Louisiana.

Route #1 We began at the intersection of Grant and Iowa and headed north past Platt Park. From here to the station, there is a grid street pattern with mostly detached, five foot sidewalks, textured curb cuts at intersections, and tree lined and lit residential streets.

Route #2. Following Louisiana Ave west to the station. This route had attached sidewalks on the north side and detached on the south that were both between three and five feet. The route passes by the southern edge of Washington Park, a popular recreation area. The route allows for a safe crossing over I-25 and has sharrows for bicycles.

Route #3. The final route followed Emerson Street south the intersection of Louisiana. Like the first route, this walk was pleasant with its tree lined residential streets with detached sidewalks and neighborhood scale lighting. Emerson Street is one-way going north with street parking on both curbs, a travel lane, and bicycle lane.

Bike: The plan identifies two designated bicycle routes through the transit zone (Logan and Florida) but other routes have been added since plan adoption. Emerson Street has a bicycle lane allowing for travel north and Louisiana has sharrows in both directions. GoogleMaps identifies Washington Street and Ogden Street as bicycle friendly. Many of the streets in the zone are residential collector streets wide enough to accommodate cyclists. However, greater connections to Washington Park and more traffic calming on Louisiana could improve the cyclist experience.

ADA: The transit zone fared well on ADA measures. All three routes had traffic calming devices, acceptable sidewalk widths, and street lights. All of the sidewalks had ramps and were textured at crossings but a few of the sidewalks were in need of repair.

Community Services & Parks:
According to the ESRI and IG Data, there are four churches and four schools in the transit zone. While the business data did not pick it up, from site visits we know that there is also a community center and library (Decker Library) within the transit zone. Parks and Open Space play a huge role in the transit zone. The southwestern corner of Washington Park is in the transit zone as well as all of Platt Park. Both of these green spaces are important anchors to the community and account for 13.4% of the transit zone land area.

Evaluation

Affordable Housing

In terms of affordable housing, the Louisiana Pearl Station has room for improvement. 58% of the housing units in the transit zone are owner occupied and 63% are single family, higher than the region as a whole. 49% of the households in the transit zone have incomes greater than $75,000, well above the median income for the region. With few multifamily units available, a hot real-estate market, and a majority of single family homes, it unsurprising that this area is largely unaffordable to many residents of the Denver Metro Region.

- **Opportunities:** The station area plan calls for renewed efforts to invest in multi-family and mixed-use development within blocks of the station. While these efforts will work to densify the transit zone, a preliminary study of the units coming online are geared towards young professionals and the luxury market. A greater emphasis should be put on mixed-income housing options, especially near the transit station.

Accessibility

Overall, the Louisiana Pearl Station and transit zone has good accessibility by all modes of transportation. There are sidewalks, trails, and bus stops. RTD strategically placed no onsite parking for the station which may be influencing the low ridership and low percentage of residents in the transit zone who use public transportation to commute (4.9%).

- **Opportunities:** While the transit zone is serves all modes well, there is room for improving the pedestrian and cyclist experience. Since the adoption of the station area plan, more bicycle infrastructure has been introduced on Louisiana (in the form of sharrows) and a bike lane on Emerson going north. With its grid setup and traditional neighborhood fabric, the transit zone could use more protective bicycle infrastructure such as a bicycle boulevard or cycle track. For the pedestrian experience, a pedestrian signal at the intersection of Louisiana and Pearl could provide safer access to the station and improve pedestrian scale development on Louisiana.

Economic Development

The average household size for the transit zone is 1.98 and the average household income was $71,500. According to the MIT Living Wage Calculator, the living wage in Denver for one adult and two children is $25.65 per hour, which is an annual income of $53,354 before taxes. The residents of the transit zone have higher incomes than the region as a whole but the it is important to look at the types of jobs available in the zone as well. Pearl Street is known for it's historic commercial corridor which provides numerous retail and food and beverage jobs, which notoriously provide incomes below the living wage. According to the LEHD data, very few residents both live and work in the transit area and many of the workers in the transit zones are coming from distances further than those commuting out further reinforcing the need for affordable housing within the zone.

Site Development

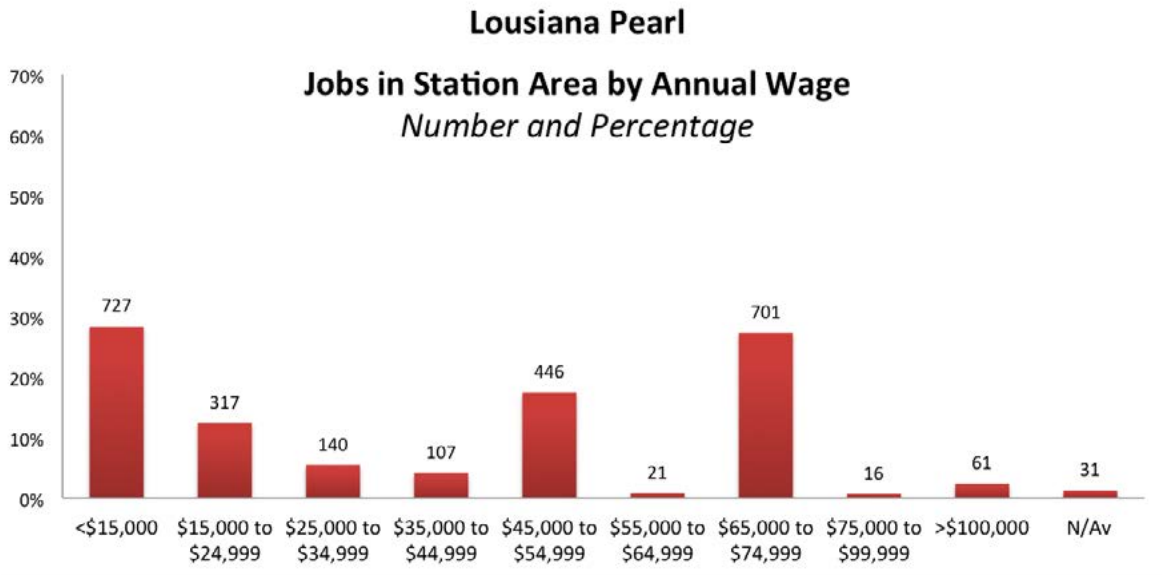
The Louisiana & Pearl Station Area Plan is well on it's way in terms of reaching its stated goals regarding access, mobility, design, housing, and reinvestment. While the neighborhood has remained relatively stable as predominately single family residential, a greater emphasis on development adjacent to the station and near the commercial core is evident with the addition of two TOD projects adding multiple residential units (Washington Park Station and 1313 S. Clarkson). The presence of a bicycle sharing station as well as ample bicycle parking at the station highlights its bike friendliness and ability to accommodate bicycle commuters.

Jobs, Housing, and Wages

The following table presents the eight criteria used to score station areas on affordable housing. Each criterion is worth .5 to 1 point for a total possible score of 5. The criterion measure affordability for existing residents, e.g. through housing expenditure burden and income, as well as opportunity for others to live in the area, e.g. through availability of rental housing and subsidized units, as well as density.

Louisiana Housing Score (out of 5 points)									
Housing Data	**% Households earning <$20K**	**% Households earning $20K-$49,999**	**% Households earning $50K-$74,999**	**% Households earning >=$75K**	**% Renter occupied**	**% w/a mortgage paying >30% of income**	**Number of subsidized units**	**Residental density score***	**Total Louisiana Housing Score**
Value	11.8	18.7	20.4	49.1	38%	28%	0	0	
Scoring Criteria	If households earning <$19K are at least 15%, then 0.5 pts.	If households earning $20-$49K are at least 20%, then 0.5 pts.	If households earning $50K-$74.9K are 30% +/- 5%, then 0.5 pts.	If households earning >$75K are <30%, then 0.5 pts.	If % rental housing is 40%-75%, then 1 pt.	If % of households paying >30% of income is <30%, then 0.5 pts.	If number of subsidized units > 80, then 1 pt.	If density score >=2, then 0.5 pts.	
Score	0	0	0	0	0	0.5	0	0.0	**0.5**

*Net Residential Density Scores = (0 PTS: < 7 d.u/acre); (1 PT: >= to 7 d.u./acre and <12 d.u/acre); (2 PTS: >= to 12 d.u./acre and < 20 d.u./acre); (3 PTS: >= to 20 d.u./acre and < 30 d.u./acre); (4 PTS: > = to 30 d.u./acre and < 60 d.u./acre); (5 PTS: > or = to 60 d.u./acre)



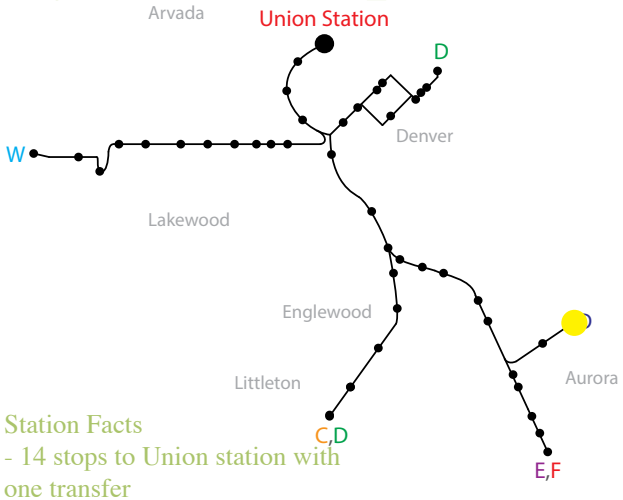
Nine Mile Station, City of Aurora

Overview

Nine Mile Station is an Urban Center TOD type with several high volume streets and surrounded by suburban residential areas. The station includes bus connectivity, multi-level garage RTD parking and street parking in the transit zone. Parking is also available in front of retail establishments along main streets leading from the station.

Nine Mile Station is the last station on the H line and serves commuters residing beyond the station transit area. The station is located at a busy intersection of S. Parker Road and Highway 225. There is substantial commercial activity along S. Parker Road.

System Map



Station Facts
- 14 stops to Union station with one transfer
- H Line
- I-225 & Parker Rd

DEMOGRAPHICS
Pop.: 2,778 (2000), 2,485 (2010)
Med. Income: $45,282, (2000) $45,924 (2010)
% HHS earning <$25K: 33% (2009)
% White alone: 54% (2010)

TRAVEL
Jobs: 2,501 (2002), 2,130 (2009)
Commute by Public Transit (2009): 6.29%
Avg. Vehicles/Household (2009): 1.48
Quality of Walk: 1/7 pts
Bicycle Infr.: 1/3 pts
Avg. Daily Riders & Rank (Jan. 2014): 6,983; # 7 of 45
Approx. % Walking to Station5 (2011): N/AV

PLACE CHARACTERISTICS
Major Destinations: Commercial, Cherry Creek State Park
Avg. Block Size (2010): 10.78 acres
Housing Units (2010): 1,322
Net Residential Density: (2010): 7.03 du/acre
Job Density (Esri & Info Group 2012): 6.14
Business Density (2012): 0.73

Station Evaluation

Accessibility
Jobs & Economic Development
Site Development
Affordable Housing

Demographics

Transit Zone Demographics	Census 2000	Census 2010	ACS 2005-2009	% Change
Total households	1,441	1,228		-15%
Median HH Income	$45,282	$45,924		1%
% <$25,000	23%		33%	n/a
%>$75,000	25%		26%	n/a
% <18 y.o.	18%	19%	17%	6%
% >59 y.o	21%	12%	25%	-43%
% Bachelor's or higher	41%		24%	n/a
% White Alone	83%	54%	77%	-45%
% Black or African American alone	4%	18%	10%	88%
% American Indian and Alaska Native alone	1%	0%	0%	-1%
% Asian alone	5%	12%	8%	59%
% Native Hawaiian and Other Pacific Islander alone	0%	0%	0%	0%
% Some Other Race alone	0%	0%	4%	0%
% Two or More Races	2%		4%	n/a
% Hispanic or Latino	5%	11%		55%

Residents

The number of households in the transit zone has decreased slightly from 1,441 in 2000 to 1,228 in 2010. Median income at Nine Mile station is $45,924, only a one percent increase from 2000 and lower than the Denver transit zone at $61,296. The white population has decreased by 29 percent from 83 percent in 2000 to 54 percent in 2009, with corresponding increases in black or African American, Asian and Hispanic or Latino communities. Compared to the Denver transit region, a higher share of the population at Nine Mile Station is between the ages of 25 and 34, however education levels are similar. Thirty-three percent of residents have median income of less than $25,000.

Housing

Sixty-three percent of residents reside in renter-occupied housing units. Nine Mile Station residents pay 19 percent of their income on typical household housing costs and 21 percent on typical household transportation costs, for a total of 40 percent of their income. This is lower than the Denver transit region average of a combined total of 49 percent and 29 percent on housing costs alone. However, 46 percent of households pay 30 percent or more of their income on housing. The transit zone has a relatively good spread of income levels.

Plans and Regulations

The City of Aurora promotes and plans for TOD development through its Comprehensive Plan. A TOD zoning district is available for use in Aurora. The district encourages compact development and identifies building height, form, density, parking, land use requirements to facilitate the development of mixed uses near current or future stations.

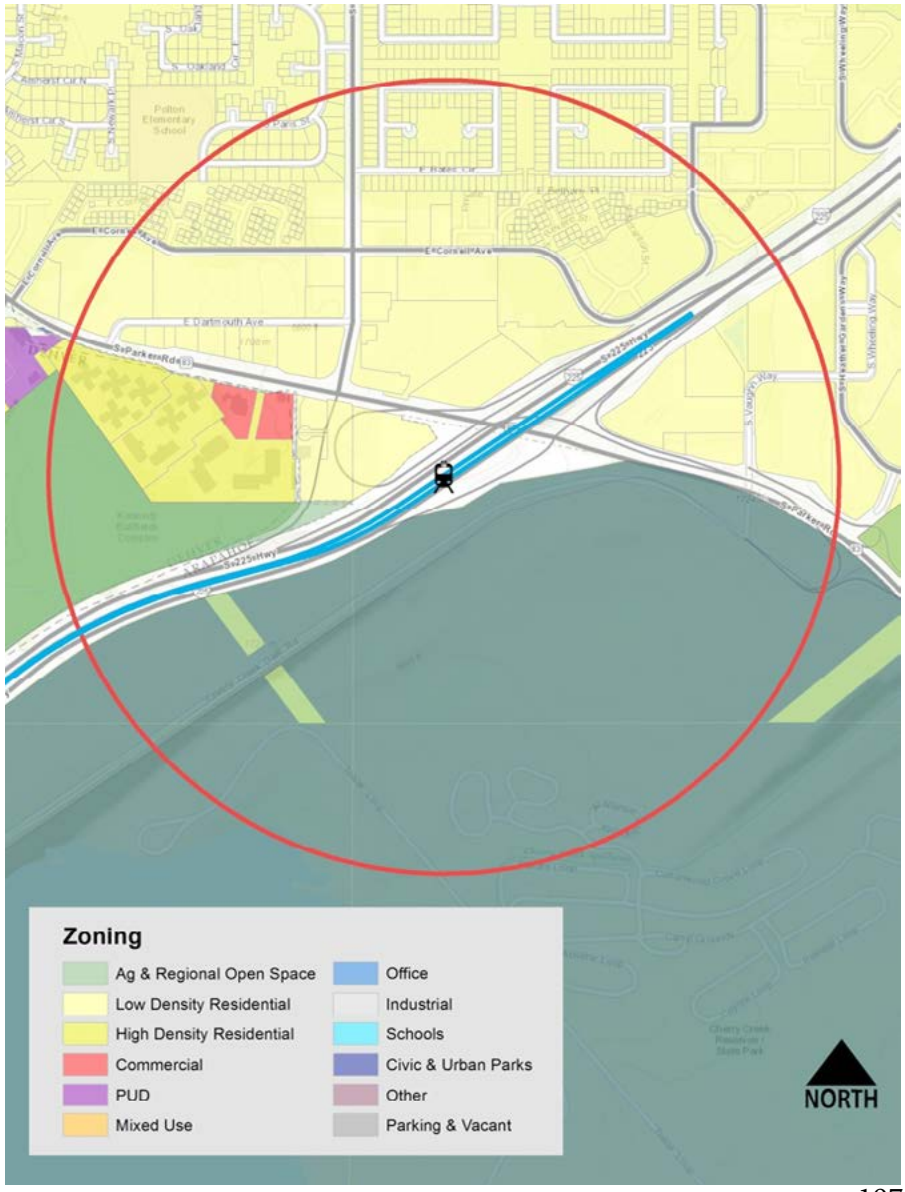
Nine Mile Station Plan

The station plan provides a framework for TOD development around the station by:

- Establishing a policy framework specific to TOD at Nine Mile station
- Identifying sites and improving access for pedestrian and bicycle access
- Identifying development and redevelopment opportunities around the station.
- Promoting mixed-use and higher density close to the station, and a "village-like" atmosphere, consistent scale of new development
- Transit-supportive housing and the creation of two pedestrian and bicycle bridges, across Parker Road and to connect the station to Cherry Creek State Park with the station.

New Development

According to the RTD TOD database, there are no proposed or recently completed TOD projects at Nine Mile station.



Zoning

The transit zone is currently zoned low density residential with small sections of high density residential and commercial. As noted in the station area plan, current zoning does not permit the mix of uses, intensity and height envisioned by the plan for TOD to be successful in the area. Three zone sub-districts are outlined in the station area plan, including the core sub-district (medium to high intensity commercial and residential), general sub-district (lower density mixed use, primarily commercial) and the transitional sub-district (a transition area between higher density buildings and low density residential). The station area plan proposes transforming the entire transit zone into a TOD zoning district and identifies areas for mixed-use redevelopment and intensification and needed policy and infrastructure changes.

Employment

There are a total of 3,070 employees in the transit zone working at 365 business establishment. Accommodation and Food Services account for the highest share of jobs and Professional, Scientific and Technical Services accounts for the highest share of businesses. The top five industries on the left side of Table 3 represent 58 percent of businesses in the transit zone and the top five industries on the right side of Table 3 represent 66 percent of jobs.

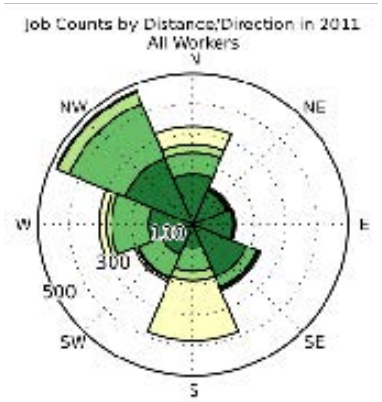
Employment Businesses and Jobs by Industry

Largest Industries by Share of Businesses & Jobs

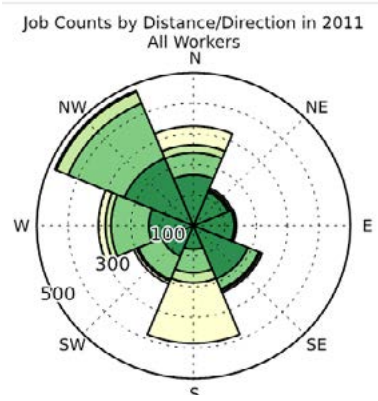
Rank	Businesses by Industry	No.	%	Jobs by Industry	No.	%
1	Professional, Scientific and Technical Services	56	15%	Accommodation and Food Services	664	22%
2	Finance and Insurance	51	14%	Administrative and Support and Waste Management and Remediation Services	387	13%
3	Health Care and Social Assistance	47	13%	Finance and Insurance	367	12%
4	Other Services (except public administration)	29	8%	Retail Trade	302	10%
5	Real Estate and Rental Leasing	28	8%	Health Care and Social Assistance	277	9%
	Subtotal Businesses in Top Industry	211	58%	Subtotal Jobs in Top Industries	1,997	66%
	All Businesses in Transit Zone	**365**	**100%**	**All Jobs in Transit Zone**	**3,070**	**100%**

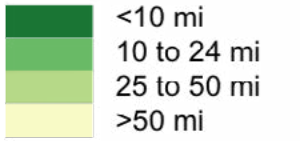
Commuter Distance and Direction

Home to Work



Work to Home



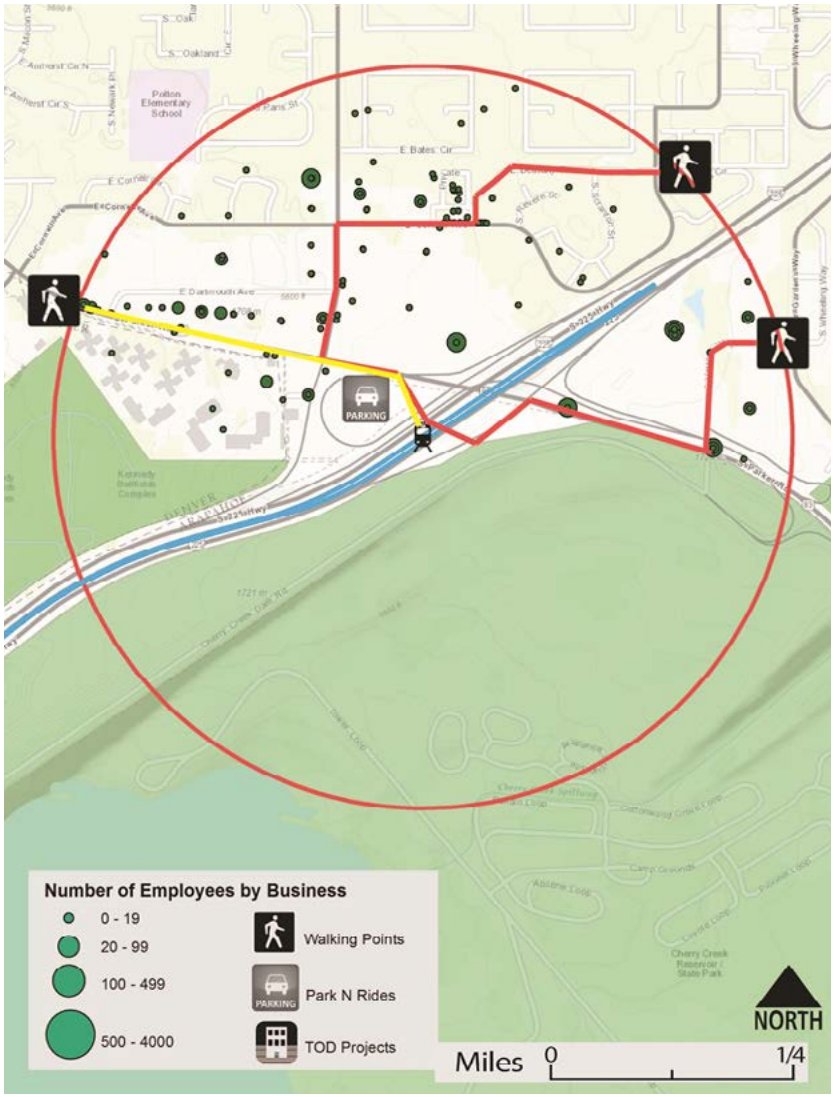


Commuter

Ninety-eight percent of workers residing in the transit zone work outside of the transit zone. Among them, 53 percent work within 10 miles of the transit zone and 27 percent work between 10 and 24 miles away. The largest share of workers go northwest to work and a substantial share also go south and north.

Ninety-nine percent of people employed in the transit zone live outside the zone, primarily northwest of the station. Eighty-four percent of workers employed in the transit zone live less than 10 miles from the station and 15 percent live between 10 and 24 miles of the station.

Walkability Analysis from 3 half-mile Points		
Starting Point	**Time (min.)**	**Walking Environment**
1. E. Bethany Place and S. Ursula Cir.	15 min	Commercial, residential
2. S. Parker Road and E. Dartmouth Ave.	11 min	Commercial, residential
3. S. Vaughan Way and S. Heather Garden Way	13 min	Commercial, residential



Accessibility

Nine Mile Station is easily accessible by car and bus. There are 1,225 parking spaces at the station in a three-level garage. A number of bus routes are accessible at the station (35, 79L, 83L, 121, 130, 131, 135, 139 and AT). There are 16 bike racks and 28 lockers, however it is difficult to access the station by bicycle and by foot.

Route #1. This walk too 15.34 minutes due primarily to the difficulty finding the tunnel from the station to bypass the off-ramp. S. Peoria is a very busy street with fast-paced vehicle traffic and few pedestrians. The sidewalks are attached with minimal cracks and obstructions; however the sidewalks are no continuous, particularly in the residential section of the route. Sidewalks attached, 3 to 5 feet and in fairly good condition. The route received a 1 out of 5 for visually appealing. The route received a low score of 2 out of 5 for sense of security due to the car-oriented streets, high flow of traffic, minimal pedestrians and low lighting.

Route #2. This walk was fairly direct along a very street with a high volume of vehicle traffic and attached 3 to 5 foot continuous sidewalks with minimal cracks and obstructions. It was also not visually appealing with a mix of commercial and residential found along the route. The sense of security along this route was also low for the same reasons as route one.

Route #3. This walk took 13.12 minutes due to the long street crossing required and the somewhat indirect route that was difficult to navigate, particularly while crossing I225. This route was no visually appealing and not oriented for pedestrians. It improved slightly in the residential area and the sidewalks are in good condition and continuous. A score of 1 out of 5 was assigned for the sense of security due to the difficultly navigating this route as a pedestrian, the very fast pace and high volume of traffic accessing or leaving the highway. Loitering and panhandling was found at busy intersections. The integration between the station and the three walking routes was low and there are no parks or public spaces are found in any of the walking routes.

Bike: No bicycle infrastructure was found and no bicyclists were present during the walking routes.

ADA: Accessibility on the walking routes is a challenge given the difficulty navigating from the station to the end points. Ramps and sidewalk quality could be improved to serve the needs of those with disabilities.

Community Services & Parks:
As the last station on the southeast line, Nine Mile likely attracts many commuters living beyond the station area. The station is located in proximity to the 4,200 acre Cherry Creek State Park, which attracts 1.5 million visitors each year (source –Nine Mile Station Plan).

Evaluation

Affordable Housing

There is a relatively good mix of incomes at the transit zone. The median income is $45,924, only a 1 percent increase since 2000 and lower than the Denver transit region, and 33 percent have median incomes below $25,000, however, typical household housing costs are also lower than average at 19 percent. With declining education levels, slow income growth and an influx of black or African American and Hispanic or Latino communities, there may be increased demand for affordable housing. The station area plan noted the demand for affordable housing opportunities around the station to improve livability for low income communities.

- **Opportunity:** To secure sites for affordable housing through policy and regulatory tools and in partnership with the Aurora Housing Authority. TOD zoning, as proposed in the station area plan, may help facilitate the development and preservation of affordable housing given the increased density and mix of uses it allows for

Accessibility

Nine Mile Station has a high daily ridership rank and is located in walking distance to many amenities and the area has a fairly good walkscore. Accessibility issues were found during the station and area visit, particularly navigating in all directions from the station, dangerous street crossings and busy roadways. Indirect walking routes were difficult to avoid given difficult street crossings and missing sidewalks in some sections. Bicycle infrastructure was absent throughout the transit zone.

- **Opportunity:** Accessibility difficulties are noted in the station area plan and work is being done to improve the pedestrian environment around the station, including the proposed pedestrian and bicycle bridge across Parker Road. An opportunity exists to continue building upon these proposed improvements, particularly to aid access to Parker Road and accessibility for families, the elderly and those with disabilities.

Economic Development

There is a fairly diverse range of businesses and jobs at the station area and there are more jobs in the transit zone than residents. The number of jobs in the transit zone decreased between 2000 and 2009, however the recession may account for at least some of this decline. Median income is low in the transit zone compared to the Denver transit region. According to the MIT Living Wage Calculator, the living wage in Aurora for one adult and two children is $25.65 per hour, which is an annual income of $53,354 before taxes.

- **Opportunity:** Ensuring residents achieve a living wage will be important as the area continues to develop as a TOD region. Attracting office and commercial TOD projects should be prioritized and the TOD zoning proposed in the station area plan may help achieve this.

Site Development

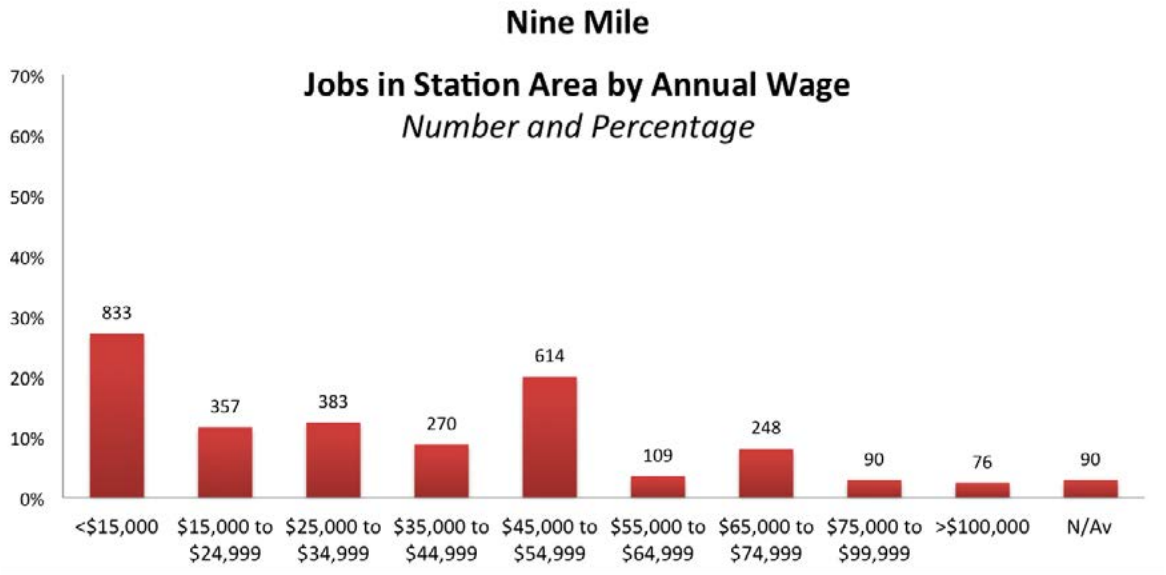
Currently, the transit zone moderately supports TOD; with several amenities within walking distance and bus connectivity at the station. There is substantial TOD development potential in the transit zone due to the urban center TOD type and location in proximity to high volume commercial corridors and extensive TOD site planning carried out in the station area plan. However, there are currently no TOD projects are listed in the RTD TOD database and an opportunity exists to make improvements to the pedestrian environment and attract TOD. This can be partially facilitated by making use of the City of Aurora's TOD zoning district.

Jobs, Housing, and Wages

The following table presents the eight criteria used to score station areas on affordable housing. Each criterion is worth .5 to 1 point for a total possible score of 5. The criterion measure affordability for existing residents, e.g. through housing expenditure burden and income, as well as opportunity for others to live in the area, e.g. through availability of rental housing and subsidized units, as well as density.

Nine Mile Housing Score (out of 5 points)									
Housing Data	**% Households earning <$20K**	**% Households earning $20K-$49,999**	**% Households earning $50K-$74,999**	**% Households earning >=$75K**	**% Renter occupied**	**% w/a mortgage paying >30% of income**	**Number of subsidized units**	**Residental density score***	**Total Nine Mile Housing Score**
Value	33.5	25.0	15.5	26.0	63%	46%	0	1	
Scoring Criteria	If households earning <$19K are at least 15%, then 0.5 pts.	If households earning $20-$49K are at least 20%, then 0.5 pts.	If households earning $50K-$74.9K are 30% +/- 5%, then 0.5 pts.	If households earning >$75K are <30%, then 0.5 pts.	If % rental housing is 40%-75%, then 1 pt.	If % of households paying >30% of income is <30%, then 0.5 pts.	If number of subsidized units > 80, then 1 pt.	If density score >=2, then 0.5 pts.	
Score	0.5	0.5	0	0.5	1	0	0	0.0	**2.5**

*Net Residential Density Scores = (0 PTS: < 7 d.u/acre); (1 PT: >= to 7 d.u./acre and <12 d.u/acre); (2 PTS: >= to 12 d.u./acre and < 20 d.u./acre); (3 PTS: >= to 20 d.u./acre and < 30 d.u./acre); (4 PTS: > = to 30 d.u./acre and < 60 d.u./acre); (5 PTS: > or = to 60 d.u./acre)

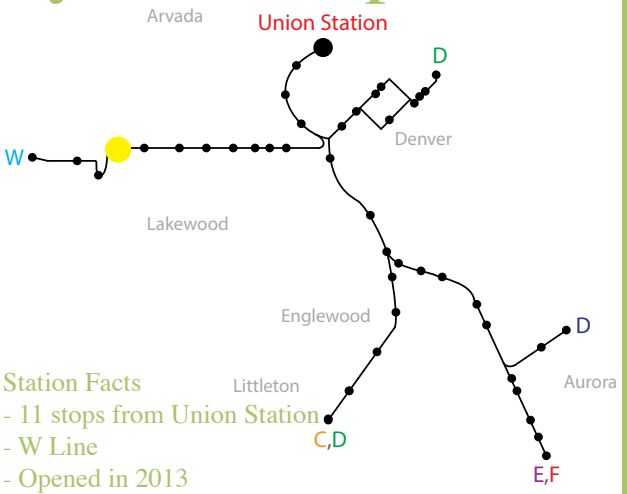


Oak Station, City of Lakewood

Overview

Oak Station is a Neighborhood Center TOD type with relatively low volume streets, suburban residential neighborhoods, industrial sections, and main street retail along W. Colfax Avenue. There are bus connections at Oak Station and an RTD parking lot. Street parking is available in the surrounding neighborhoods and in front of stores along W. Colfax Avenue. Pedestrian and bicycle infrastructure is available but could be improved. The station is located on the W line in Lakewood.

System Map



Station Facts
- 11 stops from Union Station
- W Line
- Opened in 2013
- Oak Street and 13th Avenue

DEMOGRAPHICS
Pop.: 1,589(2000), 1,430(2010)
Med. Income: $41,187, (2000) $44,835 (2010)
% HHS earning <$25K: 31% (2009)
% White alone: 68% (2010)

TRAVEL
Jobs: 4,044 (2002), 4,746(2009)
Commute by Public Transit (2009): 6.77%
Avg. Vehicles/Household (2009): 1.3
Quality of Walk: 2/7 pts
Bicycle Infr.: 2/3 pts
Avg. Daily Riders & Rank (Jan. 2014): 1,349; #33 of 45
Approx. % Walking to Station5 (2011): N/AV

PLACE CHARACTERISTICS
Major Destinations: Retail Stores on W. Colfax
Avg. Block Size (2010): 10.43 acres
Housing Units (2010): 719
Net Residential Density: (2010): 3.23du/acre
Job Density (Esri & Info Group 2012): 10.88
Business Density (2012): 0.72

Station Evaluation

Site Development → Accessibility → Affordable Housing, Jobs & Economic Development

Demographics

Transit Zone Demographics	Census 2000	Census 2010	ACS 2005-2009	% Change
Total households	663	657		-1%
Median HH Income	$41,187		$44,835	9%
% <$25,000	25%		31%	n/a
%>$75,000	14%		15%	n/a
% <18 y.o.	19%	21%	21%	10%
% >59 y.o	19%	17%	26%	-11%
% Bachelor's or higher	15%		18%	n/a
% White Alone	88%	68%		-22%
% Black or African American alone	2%	2%		0%
% American Indian and Alaska Native alone	1%	1%		0%
% Asian alone	1%	2%		50%
% Native Hawaiian and Other Pacific Islander alone	0%	0%		0%
% Some Other Race alone	0%	0%		0%
% Two or More Races	1%	2%		50%
% Hispanic or Latino	7%	25%		72%

Residents

The number of households in the transit zone decreased slightly from 663 in 2000 to 657 in 2010. Median income is $44,835, up 9 percent from 2000. Sixty-eight percent of the population is white, down 20 percent from 2000 and the Hispanic or Latino population increased from 7 percent in 2000 to 25 percent in 2009.

When compared to the Denver transit region, the Oak Station has lower home-ownership, lower median income and a lower educational attainment level. The age distribution at Oak Station is similar to that of the Denver transit region.

Housing

Sixty percent of Oak Station residents reside in renter-occupied housing units. Much of the transit zone is high and low density residential development.

Residents of Oak Station pay a lower share of their income on typical household housing and transportation costs than the Denver transit region (41 percent for Oak Station residents and 49 percent for the Denver transit region). The main difference is housing costs, where Oak Station residents spend only 19 percent of their income, compared to 27 percent for the Denver transit region.

Plans and Regulations

The Oak Station Area Plan, adopted by the City of Lakewood in 2006, guides development decisions in the transit zone. The Plan outlines key goals that reflect the guiding principles of the ***City of Lakewood Comprehensive Plan***:

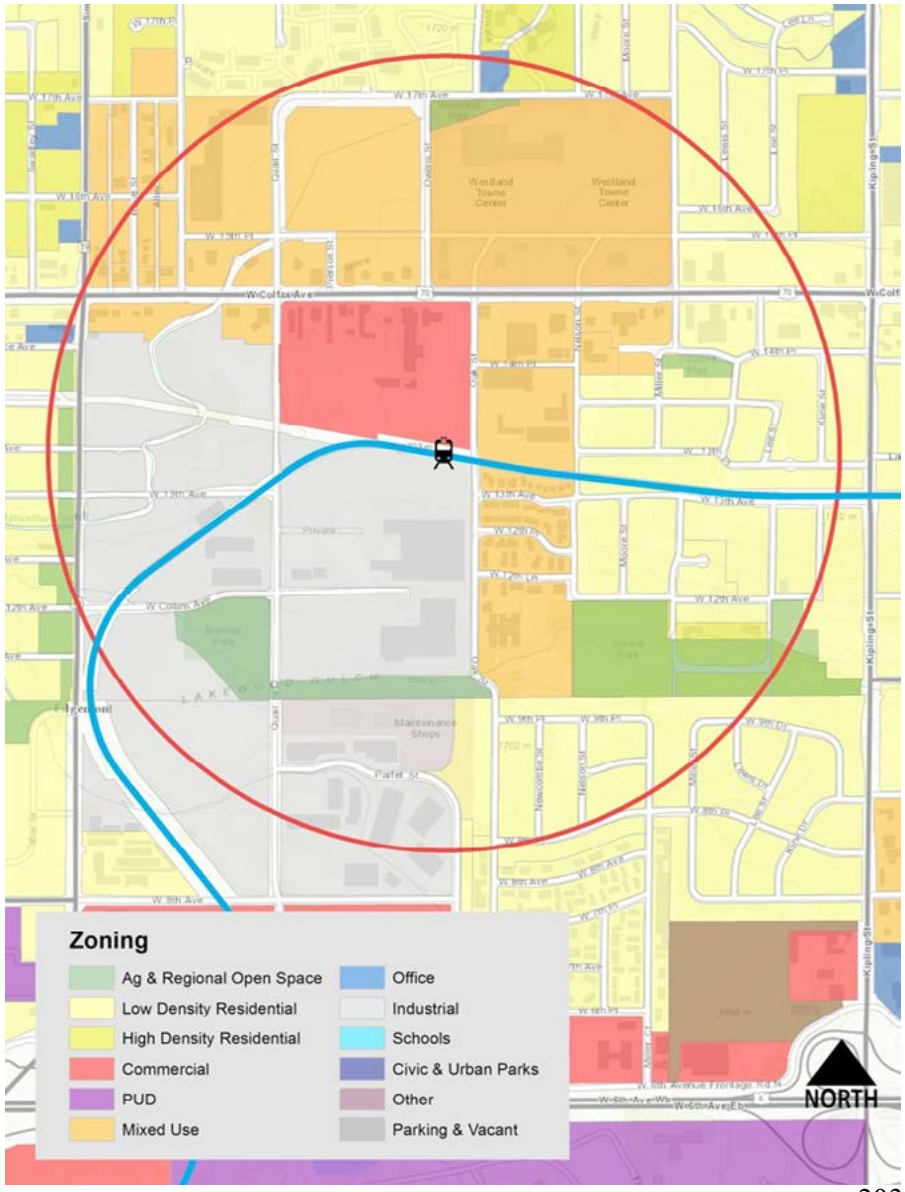
- Strengthen the livability of Lakewood, and promote the convenience of light rail and alternatives to single occupancy vehicles;
- Develop within urban growth boundaries and provide an integrated land use and transportation system;
- Ensure new development suits the character of surrounding; neighborhoods and meets the housing needs of the entire community;
- Provide compact land use patterns and mixed-use development, infill and redevelopment projects; and
- Create a positive business climate.

New Development

According to the RTD TOD database, there are two expected protects and one proposed TOD project at Oak Station. The proposed project is a 10-acre, 323 unit residential development on Owens Street. The expected TOD projects include a 9-acre, 208 unit residential development on Oak Street and a 7-acre office building on W. Collins Avenue with 125,000 office square footage, both of these projects are expected in 2014.

Zoning

According to the city's zoning codes, the surrounding area is zoned MCT (mixed-use core transit), MRU (mixed-use residential urban) and LIRD (light industrial, research and development). MCT zoning is intended to provide higher density mixed-use development in areas adjacent to light rail stations. MRU zoning provides for compact multifamily



residential development and office and retail uses. Along W. Colfax Avenue there are MGU (mixed-use general urban) and MGS (mixed-used general suburban) zones.

Zoning around the station is favorable to TOD development given the mixed of permitted uses and densities around the station. MCT zoning around the station suggests planning for TOD has been a priority in Lakewood at around Oak Station.

Current zoning in the transit zone, as reflected in the map on the previous page, is a mix of high and low density residential, commercial and industrial. Immediately surrounding the station is high density residential, commercial and industrial.

Employment

There are a total of 5,442 employees and 361 business establishments in the transit zone. Retail trade accounts for the largest share of businesses in the transit zone at 18 percent. Fifty-nine percent of all businesses in the transit zone fall into the top five industries in the left side of Table 3 below. The manufacturing industry employs the most people in the transit zone at 49 percent, followed by retail trade at 14 percent. Overall, 79 percent of employment in the transit zone falls in the five top industries on the right side of the table below.

Commuter

Ninety-three percent of workers residing in the transit zone are employed outside of the area. Among them, 52 percent work less than 10 miles away and 35 percent work between 10 and 24 miles away. The majority of workers go north, northeast, southeast and east to work.

Ninety-nine percent of those employed in the transit zone live outside; the vast majority live east of the transit zone, some live west and 82 percent live less than 10 miles away. Thirty-four people live and are employed in the transit zone.

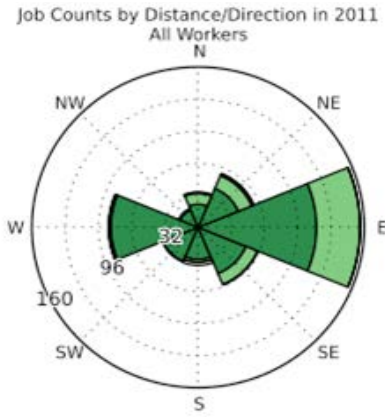
Employment Businesses and Jobs by Industry

Largest Industries by Share of Businesses & Jobs

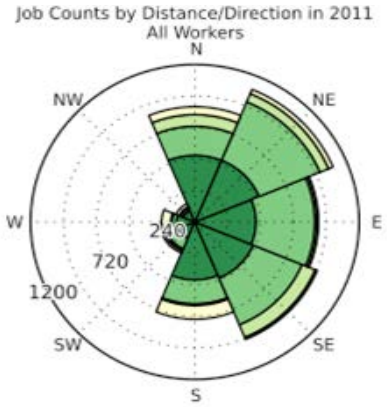
Rank	Businesses by Industry	No.	%	Jobs by Industry	No.	%
1	Retail Trade	66	18%	Manufacturing	2,668	49%
2	Other Services except Public Admin	46	13%	Retail Trade	787	14%
3	Professional, Scientific, and Technical Services	36	10%	Professional, Scientific, and Technical Services	358	7%
4	Finance and Insurance	32	9%	Accommodation and Food Services	284	5%
5	Construction	32	9%	Finance and Insurance	201	4%
	Subtotal Businesses in Top Industry	212	59%	Subtotal Jobs in Top Industries	4,298	79%
	All Businesses in Transit Zone	**361**	**100%**	**All Jobs in Transit Zone**	**5,442**	**100%**

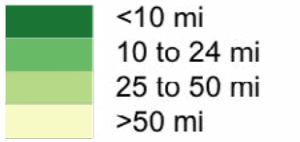
Commuter Distance and Direction

Home to Work

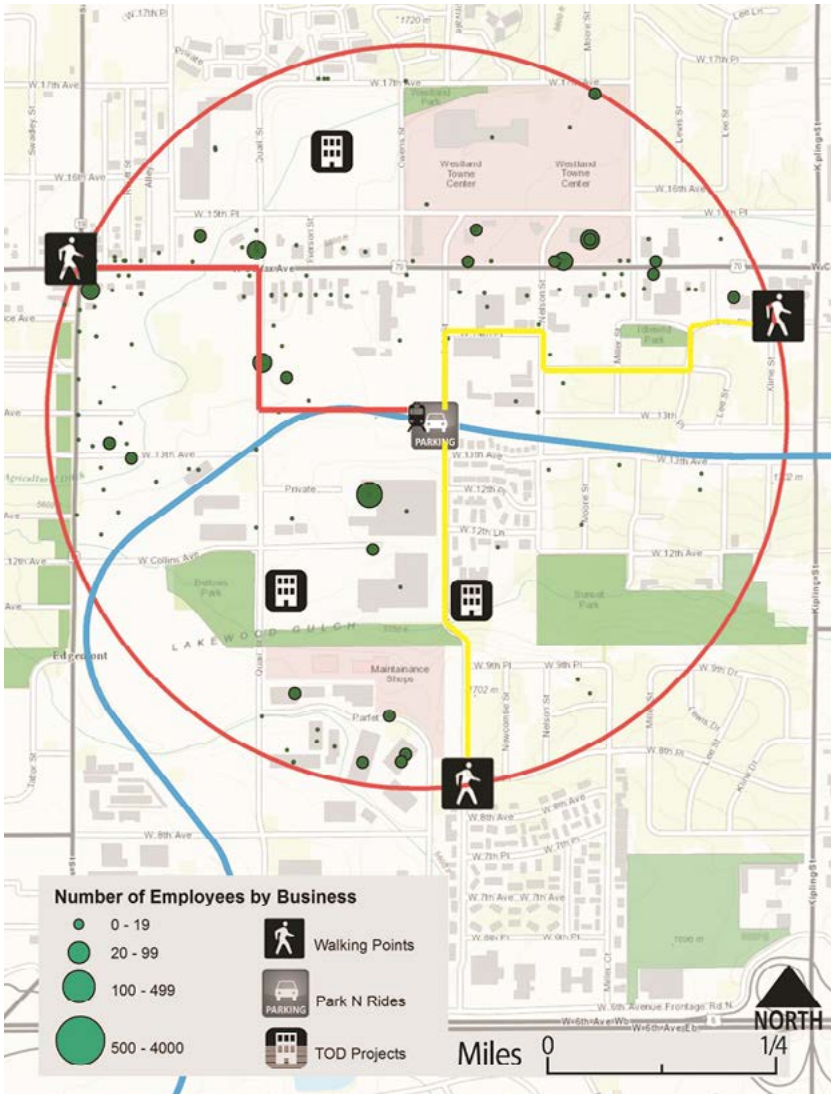


Work to Home





Walkability Analysis from 3 half-mile Points		
Starting Point	**Time (min.)**	**Walking Environment**
1. W. Colfax Avenue and Simms Street	13 min	Commercial, residential
2. Oak Street and W. 8th Place	10 min	Residential and park
3. W. 14th Place and Kline Street	12 min	Residential



Accessibility

Oak Station is easily accessible by bus and vehicle and somewhat accessible by foot and bicycle. Two bus routes stop at the station and it is a park-n-ride station with 200 surface level parking spots.

Route #1 This route followed grid streets with commercial and residential uses and 3-5 foot attached sidewalks when sidewalks were available. Although the route was relatively direct, it took 13.14 minutes due to dangerous pedestrian conditions, including the lack of sidewalks and very rough road on Quail Street and long street lights on W. Colfax.

Route #2. This route passed by Sunset Park, which includes bicycle and walking trails, followed by a predominately single-family residential neighborhood with less than 3-foot attached sidewalks. Sidewalks are not continuous on this route. There was low lighting along the open space area and medium lighting in the residential neighborhood, decreasing the sense of security as a pedestrian.

Route #3. This route began with commercial uses followed by a curved suburban street pattern, which resulted in the walking time of 11.53. Sidewalks along this route are not continuous and also less than 3 feet with noticeable cracks and obstructions. Lighting along this route was low

Bike: A striped bicycle lane was found along the second walking route to Oak Street and W. 8th Place. This route passed through Sunset Park, with a bicycle pathway. The station has four bicycle racks and bicycle lockers. No bicycle infrastructure was found in the suburban neighborhoods or along W. Colfax avenue or in front of commercial establishments along W. Colfax avenue and these routes are dangerous for bicyclists.

ADA: Overall, accessibility for persons with disabilities in the transit zone is poor. None of the routes had continuous sidewalks, consistently good quality ramps and sidewalks free of cracks and obstructions. The first route had an audio device at an intersection on W. Colfax avenue but it was very short.

Community Services & Parks:
There are two large parks and two small parks within the transit zone. Sunset Park has walking and bicycling trails.

Evaluation

Affordable Housing

The transit zone received a high affordable housing score due to the fairly even spread of incomes, however more than 30 percent of households pay more than 30 percent of their income on their mortgage. Two-thirds of the transit zone is renter-occupied and housing costs are lower around the station compared to the Denver transit region; residents spend 19 percent of their income on typical household housing costs compared to 27 percent for the Denver transit zone. However,

median income is $44,835 at Oak Station, almost $20,000 lower than the Denver transit region's median income and 31 percent of households have median incomes of less than $25,000. Median home value is also lower than the Denver transit region. The population has decreased slightly since 2000 and the share of older adults has grown since 2000; there may be increased demand for affordable housing among the aging population in the transit zone.

- **Opportunity:** Maintaining affordable housing options for the relatively low income population around Oak Station should be prioritized. The mixed use and density of zoning in the transit zone is encouraging as it may help ensure affordable housing options can be developed and maintained and residents can access what they need within walking distance. Housing density is relatively low at Oak Station at 3.23 units per acre, thus significant infill development is possible and additional stock may also help maintain affordability.

Accessibility

Access to the station by vehicle is good and there is ample parking, with a utilization rate of 65 percent. Bus access is also good from the station and bus routes along W. Colfax are easily accessible. However, access to and from the station by foot and bicycle is a challenge. Basic sidewalk and bicycle infrastructure is absent or in poor condition throughout the transit zone.

- **Opportunity:** Infrastructure improvements, such as sidewalk, crosswalk and ramp quality, along W. Colfax and surrounding streets particularly northwest of the station will vastly improve the pedestrian environment and attractiveness of the area for visitors and TOD.

Economic Development

The transit zone employs a large amount of people in comparison to the total population of the area and it received a high jobs and businesses score. The Oak Station Plan and the City of Lakewood identified research and development as an business and employment priority for the area and zoning has been tailored to allow for this. Half of all employees in the transit zone work in the manufacturing sector and the largest share of businesses is retail. Overall, zoning in the transit zone is conducive to a mix of employment options at various densities in proximity to the transit zone. The new office TOD project that has been proposed is another positive sign for local economic development.

- **Opportunity:** With relatively low median income and education levels, maintaining manufacturing and retail employment opportunities while also diversifying employment options in the transit zone will be important to ensure economic stability and growth.

Site Development

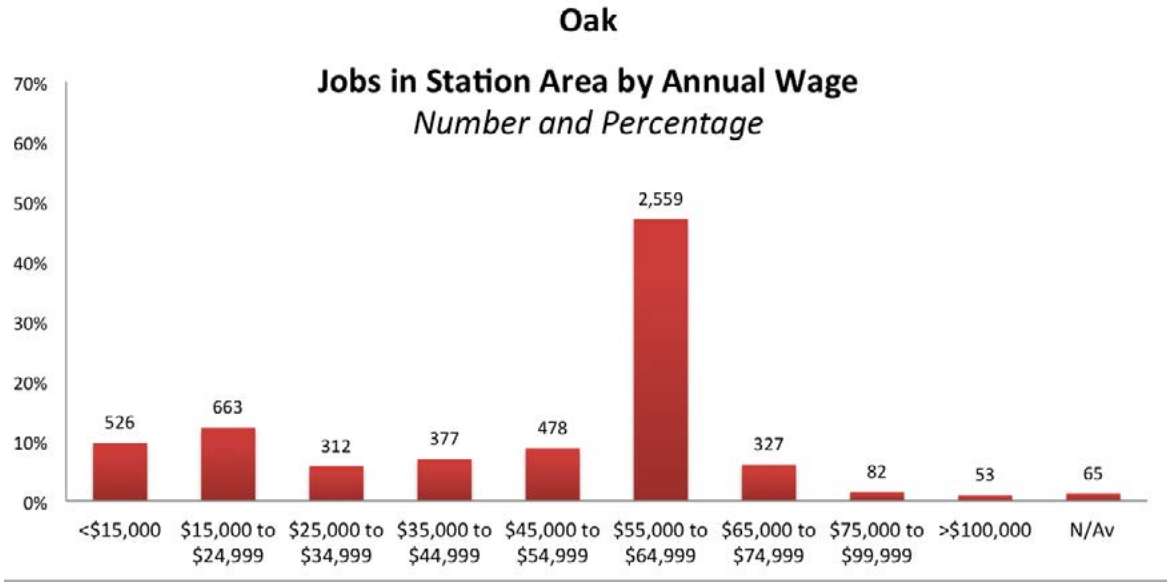
The Oak Station Area Plan advances a vision for the transit zone as a compact, pleasant pedestrian environment and a mixed-use center emphasizing research and development and retail opportunities. While the zoning is facilitating mixed-uses and proactive and detailed station area planning is present, improvements to the pedestrian environment will be needed to achieve this goal. Opportunity: Infill development and infrastructure improvements in the transit zone will improve the attractiveness of the area for future TOD. With relatively low parking utilization rate, an opportunity exists to consolidate parking and free up space for TOD adjacent to the station-stores in the zone. Any opportunities at this site may be realized by the already existing infrastructure based on TOD elements. Further revitalization may be realized when the area includes a transitional zone between the existing TOD and other land uses.

Jobs, Housing, and Wages

The following table presents the eight criteria used to score station areas on affordable housing. Each criterion is worth .5 to 1 point for a total possible score of 5. The criterion measure affordability for existing residents, e.g. through housing expenditure burden and income, as well as opportunity for others to live in the area, e.g. through availability of rental housing and subsidized units, as well as density.

Oaks Housing Score (out of 5 points)									
Housing Data	**% Households earning <$20K**	**% Households earning $20K-$49,999**	**% Households earning $50K-$74,999**	**% Households earning >=$75K**	**% Renter occupied**	**% w/a mortgage paying >30% of income**	**Number of subsidized units**	**Residental density score***	**Total Oaks Housing Score**
Value	31.1	25.0	29.4	14.5	60%	37%	0	0	
Scoring Criteria	If households earning <$19K are at least 15%, then 0.5 pts.	If households earning $20-$49K are at least 20%, then 0.5 pts.	If households earning $50K-$74.9K are 30% +/- 5%, then 0.5 pts.	If households earning >$75K are <30%, then 0.5 pts.	If % rental housing is 40%-75%, then 1 pt.	If % of households paying >30% of income is <30%, then 0.5 pts.	If number of subsidized units > 80, then 1 pt.	If density score >=2, then 0.5 pts.	
Score	0.5	0.5	0.5	0.5	1	0	0	0.0	**3**

*Net Residential Density Scores = (0 PTS: < 7 d.u/acre); (1 PT: >= to 7 d.u./acre and <12 d.u/acre); (2 PTS: >= to 12 d.u./acre and < 20 d.u./acre); (3 PTS: >= to 20 d.u./acre and < 30 d.u./acre); (4 PTS: > = to 30 d.u./acre and < 60 d.u./acre); (5 PTS: > or = to 60 d.u./acre)

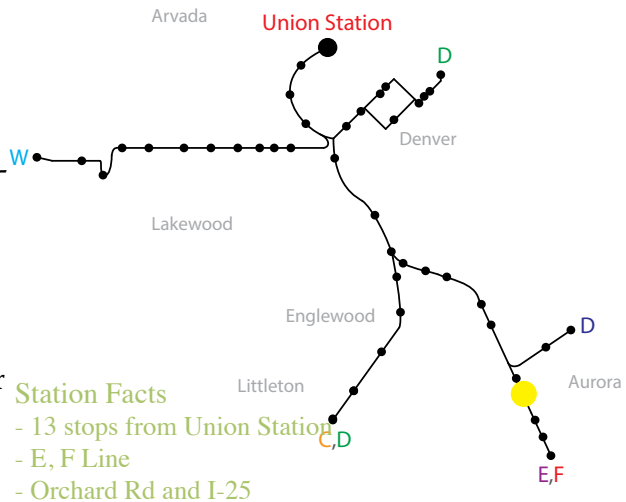


Orchard Station, City of Greenwood Village

Overview

Orchard station is located in the Denver Technical Center a large business park that is home to many corporations. The TOD type of this area is urban center because it includes a large number of businesses in a major regional center as well as restaurants and some multi-family residential property. Direct access to the station is possible by 3 bus lines, 48 park-n-ride spaces, and walking. The transit zone employs almost 25,000 people and has over 1,500 businesses. These businesses attract thousands to the zone, but they are largely not arriving by transit. Other than employment, no other attractions exist in this area that would necessarily attract transit users. It is also easily accessible by three bus lines, 48 park-n-ride spaces, and pedestrian walk sides.

System Map



Station Facts
- 13 stops from Union Station
- E, F Line
- Orchard Rd and I-25
- Opened in 2006
- 1,141 Daily Riders.

DEMOGRAHICS
Pop.: 157 (2000), 1,366 (2010)
Med. Income: $91,144 (2000), $74,134 (2010)
% HHS earning <$20K: 7%
% White alone: 92% (2010)

TRAVEL
Jobs: 17,662 (2002), 16,698 (2009)
Commute by Public Transit (2009): 22.49%
Avg. Vehicles/Household (2009): 1.74
Quality of Walk: 4/7 pts
Bicycle Infr.: 1/3 pts
Avg. Daily Riders (Jan. 2014): 1,141
Station Ridership Rank: 26 of 45

PLACE CHARACTERISTICS
Major Destinations: Denver Technical Center
Avg. Block Size (2010): 25.77 acres
Housing Units (2010): 973
Net Residential Density: (2010): 9.31 du/acre
Job Density (Esri & Info Group 2012): 33
Business Density (2012): 3

Station Evaluation

Jobs & Economic Development
Affordable Housing
Accessibility
Site Development

Demographics

Transit Zone Demographics	Census 2000	Census 2010	ACS 2005-2009	% Change
Total households	81.01	808	591	727%
Median HH Income	$91,114	n/a	$74,134	n/a
% <$25,000	7%	n/a	13%	n/a
%>$75,000	54%	n/a	46%	n/a
% <18 y.o.	n/a	13.50%	n/a	n/a
% >59 y.o	n/a	9.88%	n/a	n/a
% Bachelor's or higher	67%	n/a	65%	n/a
% White Alone	92%	72%	87%	-22%
% Black or African American alone	2%	4%	1%	50%
% American Indian and Alaska Native alone	0%	0%	0%	0%
% Asian alone	3%	11%	10%	73%
% Native Hawaiian and Other Pacific Islander alone	0%	0%	0%	0%
% Some Other Race alone	0%	0%	0%	0%
% Two or More Races	1%	3%	1%	66%
% Hispanic or Latino	3%	9%	n/a	66%

Residents

The number of households in the zone increased from 2000 to 2010, from 91 to 808. Compared to the region, the households have fewer children, are more likely to be between 25 and 39 years old, and less likely to be over 60. The median household income in the 2005-2009 ACS was $ $74,134. This is higher than the regional median and possibly may be due to the high education levels; 65% have a bachelor's degree or higher, compared to 39% in the region. The area is predominantly White, but less so than the region; people of other races and ethnicities comprise less than of the area.

Housing

Most of the housing located in this TZ is located in multi-family or apartment buildings. The number of houses increased from 96.10 units in 2000 to 973 units in 2010. In addition, just 139 units are owned, while 624 are for rent. This is much higher than the regional percentage of rental units (36%). Much of the new housing may have been built for speculation, because as of the 2010 census, 230 units were vacant, or 23%. Given the low vacancy rates in 2014, it is likely this high rate in this transit zone has since declined.

Plans and Regulations

RTD Transit Oriented Development Status Report, 2013

This status report outlines the progress thus far in RTD's FasTracks program through adding 122 miles of rail service, 18 miles of BRT, the addition approximately 60 new stations along six new corridors, and the extension of three existing rail lines. The report highlights the goals of creating the Southeast line, which is included in Orchard Station: Connect Denver to Lincoln Station in Douglas County; Promote multi-sector, and; Serve many different developments in this area. The summary also gives detailed figures of TOD investments along each rail so far and breaks it out by use.

Greenwood Village Comprehensive Plan

The Orchard Road Station designed for drop-off passengers, serves as a kiss-and-ride station. Parking at the station accommodates 49 vehicles. In addition, parking for bicycles exists, but the station does not feature lockers. Passengers board from an on-grade boarding platform located west of I-25. Additionally, a pedestrian walkway that crosses I-25 and leads to the offices east of the highway is provided. An advantage to the regional and sub-regional transportation, the RTD light rail project is sponsored by the Village in regard to coordinating the transportation efforts on local and regional levels. A goal of the Greenwood Village City Council is to preserve quality of life within the region, considering the concerns of residents to improve the Village, which include traffic congestion. This project presents new opportunities to redevelop and enhance existing land use as well as improve traffic patterns in the area, as traffic congestion neither begins nor ends at a city's border.

New Development

In this TZ, there are many large development projects that have been created since the opening of this station. Around the station, two major development projects "one mixed use and one residential use" were created by different investors for almost $160,000,000. One of them is The Landmark Project, which has created 271 condominiums and 168,000 SF retail spaces. However, the location of the station is isolated from the surrounding development and there is a large parking garage that supports the area's high demand for parking. The auto-oriented street pattern and ease of parking may help to explain why this station has just 2200 riders, but is surrounded by nearly 25,000 jobs.

Zoning

Because of the location of TZ in Greenwood Village, the zoning in this area is town center (T.C). The two most significant places located there are a business center and a new housing development.

Employment

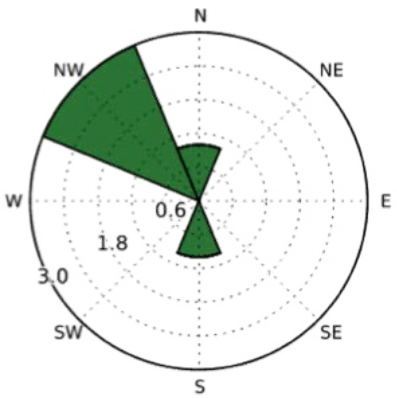
There are a total of 24,944 employees in the transit zone working at 1,516 business establishments. Twenty-three percent of the businesses and 14% of the jobs are in professional sectors, such as professional, scientific, or technical, or the FIRE industries, while the other top industries are those servicing these jobs through the finance, health care and information services. Also, most of the jobs in this transit zone require a high-knowledge or skillful background, so it might not be helpful for others to find jobs there easily.

Employment Businesses and Jobs by Industry

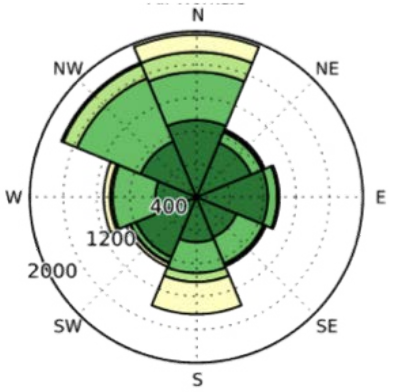
Largest Industries by Share of Businesses & Jobs						
Rank	Businesses by Industry	No.	%	Jobs by Industry	No.	%
1	Professional, Scientific, and Technical Services	346	23%	Finance and Insurance	12,218	49%
2	Finance and Insurance	313	21%	Professional, Scientific, and Technical Services	3,434	14%
3	Health Care and Social Assistance	137	9%	Information	1,429	6%
4	General Merchandise Stores	121	8%	Health Care & Social Assistance	1,245	5%
5	Retail Trade	88	6%	Accommodation and Food Services	1,181	5%
	Subtotal Businesses in top industries	1,005	67%	Jobs in Top Industries	19,507	78%
	All business in Transit Zone	**1,516**	**100%**	**All jobs in transit zone**	**24,944**	**100%**

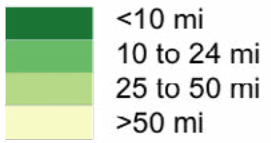
Commuter Distance and Direction

Home to Work



Work to Home

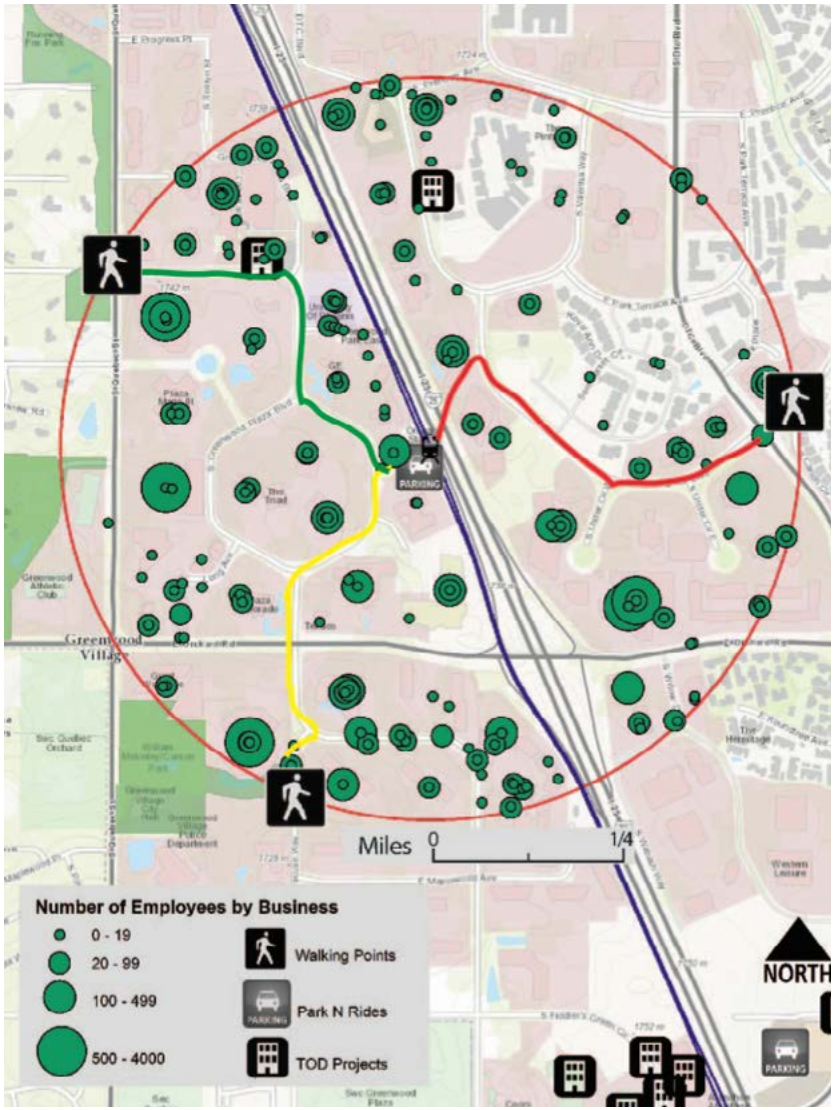




Commuter

Using the OnTheMap tool from Longitudinal Employer-Household Dynamics (LEHD), 100 percent of residents are employed outside the transit zone, with 100 percent of total primary jobs located within ten miles of the transit zone and in the direction of a light rail transit route (north, south, and northwest). Nearly all workers employed in the transit zone live outside the transit zone; of those workers, approximately 62 percent live within ten miles of the station and from all directions of a light rail transit route. Based on distance and direction workers are travelling to and from the transit zone, this station may have the potential for increased ridership.

Walkability Analysis from 3 half-mile Points		
Starting Point	**Time (min.)**	**Walking Environment**
1. DTC Blvd	12 min	Route confusing, lacked way finding, minimal ADA access
2. South Quebec street and East Berry	9 min	Aesthetically pleasing.
3. South Syracuse Way	10 min	Aesthetically pleasing; longer walk time is owed to large intersections without traffic aides



Accessibility

This TZ scored four out of seven for the level of pedestrian friendliness. The walking times are between 15 to 20 minutes, depending on the traffic signals, the availability of the sidewalks, and the design of neighborhood. The location of parking is close to the station area, so there is an effective connection between the station and parking, especially for ADA users. Also, there is a wonderful landscaping and open spaces that make the journey of pedestrian very interesting.

Route #1. This route begins from the pedestrian bridge and crosses I-25 to east side of the TZ. The walking environment for this route is confusing because it is isolated, and it's difficult for ADA users to find appropriate access.

Route #2. From station to the west of this TZ, this walking route exists on the other side with a nice design of pedestrian sidewalks, demonstrating a high-quality environment.

Route #3. The final walking route is located on the south side of this TZ to connect many businesses with sidewalks in both directions, but it is important to provide traffic aids in large intersections there to minimize the time periods.

Bike: There are no bike lanes in the station area or near the station, but there is a bikes facilities in the station area that serves users.

ADA: The disabled parking is located conveniently in the parking lots and relatively close to the platform. The platform itself has adequate ADA amenities that are adequately located.

Community Services & Parks: There are no public parks within the Belleville transit zone. However, there are several just outside the half mile radius, including Westlands Park, Orchard Hills Park, and William McKinley Carson Park. These parks provide an amenity to the residents who live here, and the parks are within walking distance of many residents' homes in the area. Additionally, workers in the zone have access to open or outdoor space through the public and private open space throughout Denver Technical Center provided by the businesses.

Evaluation

Affordable Housing

Seventy-two percent of housing units in the transit zone are rented, which is significantly higher than the transit region at 34 percent. According to 2009 data from CTOD, Housing and transportation costs as a percentage of income for the transit zone are lower than the Denver Transit Region. The Orchard Station typical household housing costs are 32percent plus transportation costs at 21 percent for a total of 53percent of the typical household income. The Denver Transit Region is approximately 27 percent for housing and 22 percent for transportation, for a total of 49 percent of the typical household income. According to CTOD, 11 percent of workers take public transportation, bicycle or walk to work,

compared to the transit region with eight percent. The Orchard Station transit area is already filled with prime commercial development with almost no land available for any new significant residential density. The zone includes some residential high priced units but affordable housing is not available.

- **Opportunities:** Affordable housing should be considered for what little available land remains, given the high number of service and retail jobs in the area that pay modest wages relative to the high priced residential units that have been constructed. Access to the jobs in the DTC and the light rail would both benefit residents of new affordable housing.

Accessibility

The major findings from the three walking routes are: 1. The lighting level is low. 2. There are several isolated places. 3. There are no bikes lanes. 4. One of most important street that connect to the station has a sidewalks on only one side, and it is not lit. All of these notes need to be addressed or solved in order for the station to provide high-quality service for users.

- **Opportunity:** The station could benefit to have improved pedestrian connections and way finding for workers to fully utilize the station to its maximum potential in an economic hub. The number of jobs and businesses provide ample opportunities for increased multi-modal commuting. Therefore, it may be worth studying how to redesign the entrance of this station to make it more accessible and easily found, and to and improve the sidewalk network to make it more effective for users.

Economic Development

The average household size for the transit zone is 1.52. Station Area with approximately 40 percent of the households in the area have an annual income less than $50,000. According to the MIT Living Wage Calculator, the living wage in Denver for one adult and two children is $25.65 per hour, which is an annual income of $53,354 before taxes.

- **Opportunity/Gap:** For this station to be a successful TOD for current residents, it is important to recruit employment that provides living wages and work force development accessible to the residents.

Site Development

The Orchard Station Area Plan describes a vision for the area that includes high rise mixed income housing, retail, office and entertainment-related development. The most recent TOD project is a good start. In addition to affordable housing units, the new TOD site offers retail and office space

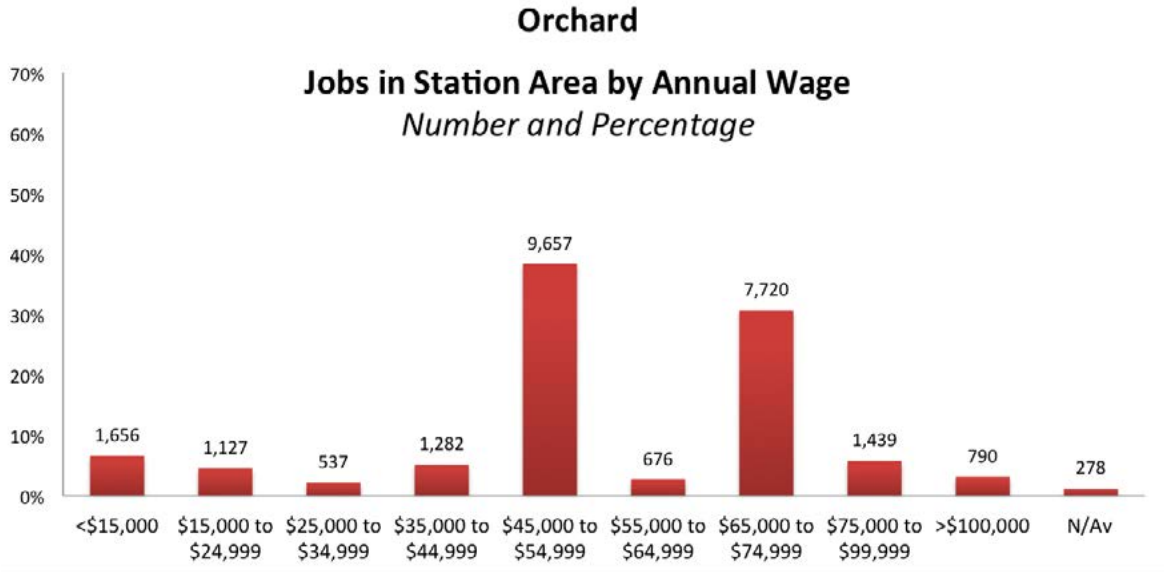
- **Opportunity:** Continued focus on affordable, mixed-income, and subsidized housing is important as the station and surrounding neighborhoods are ideally situated to feel the next wave of gentrification.

Jobs, Housing, and Wages

The following table presents the eight criteria used to score station areas on affordable housing. Each criterion is worth .5 to 1 point for a total possible score of 5. The criterion measure affordability for existing residents, e.g. through housing expenditure burden and income, as well as opportunity for others to live in the area, e.g. through availability of rental housing and subsidized units, as well as density.

Orchard Housing Score (out of 5 points)									
Housing Data	**% Households earning <$20K**	**% Households earning $20K-$49,999**	**% Households earning $50K-$74,999**	**% Households earning >=$75K**	**% Renter occupied**	**% w/a mortgage paying >30% of income**	**Number of subsidized units**	**Residental density score***	**Total Orchard Housing Score**
Value	13.4	26.2	14.2	46.3	73%	26%	0	0	
Scoring Criteria	If households earning <$19K are at least 15%, then 0.5 pts.	If households earning $20-$49K are at least 20%, then 0.5 pts.	If households earning $50K-$74.9K are 30% +/- 5%, then 0.5 pts.	If households earning >$75K are <30%, then 0.5 pts.	If % rental housing is 40%-75%, then 1 pt.	If % of households paying >30% of income is <30%, then 0.5 pts.	If number of subsidized units > 80, then 1 pt.	If density score >=2, then 0.5 pts.	
Score	0	0.5	0	0	1	0.5	0	0.0	**2**

*Net Residential Density Scores = (0 PTS: < 7 d.u/acre); (1 PT: >= to 7 d.u./acre and <12 d.u/acre); (2 PTS: >= to 12 d.u./acre and < 20 d.u./acre); (3 PTS: >= to 20 d.u./acre and < 30 d.u./acre); (4 PTS: > = to 30 d.u./acre and < 60 d.u./acre); (5 PTS: > or = to 60 d.u./acre)

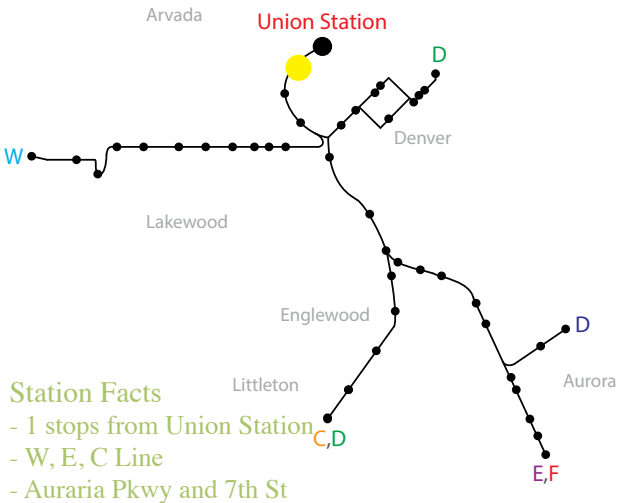


Pepsi Center Station, City of Denver

Overview

The Pepsi Center Station is classified as a urban neighborhood TOD type. By 2025, the average weekday ridership for this station is projected to be 9,9001, 7,700 more riders than the current level. The zoning is updated to support residential as well as mixed-use, commercial, and PUD. It has a major regional attraction, Pepsi Center, and located just on the boarder to downtown and Auraria Campus. The transit zone is also supported by recent City and Housing Authority planning efforts in the surrounding neighborhoods to encourage economic development and connect the neighborhood to the surrounding areas. It is not easily accessible by bus but, has a significant amount of parking for vehicles, convenient for pedestrians attending events or the academic area.

System Map



Station Facts
- 1 stops from Union Station
- W, E, C Line
- Auraria Pkwy and 7th St
- Opened in 2013
- 1,662 Daily Riders.

Station Evaluation

Site Development
Accessibility
Affordable Housing
Jobs & Economic Development

DEMOGRAHICS
Pop.: 4,359 (2000), 4,448 (2010)
Med. Income: $53,958 (2000), $64,062 (2010)
% HHS earning <$25K (2009): 80%
% White alone (2010): 87%

TRAVEL
Jobs: 1,249 (2009 (ESRI & IG)
Commute by Public Transit (2009): 8%
Avg. Vehicles/Household (2009): 1.41
Quality of Walk: 2/6pts
Bicycle Infr.: 1/3 pts
Avg. Daily Riders & Rank (Jan. 2014): 1,662, #29 of 45
Approx. % Walking to Station5 (2011): N/AV

PLACE CHARACTERISTICS
Major Destinations: Pepsi Center
Avg. Block Size (2010): 4.8 acres
Housing Units (2010): 1,774
Net Residential Density: (2010): 5.6 du/acre
Job Density (ESRI & Info Group 2012): 4.95
Business Density (ESRI & Info Group 2012): .66

Demographics

Transit Zone Demographics	Census 2000	Census 2010	ACS 2005-2009	% Change
Total households	1,774	3,036	3,036	171%
Median HH Income	$35,852	$62,676	$63,897	78%
% <$25,000	23%	n/a	23%	n/a
%>$75,000	46%	n/a	n/a	n/a
% <18 y.o.	2.8%	2.5%	2%	-.8%
% >59 y.o	70%	76%	7%	8%
% Bachelor's or higher	8%	n/a	12%	n/a
% White Alone	80%	82%	87%	3%
% Black or African American alone	4%	2.5%	1.3%	-1.5%
% American Indian and Alaska Native alone	1%	.3%	.4%	-70%
% Asian alone	8%	6%	6%	-25%
% Native Hawaiian and Other Pacific Islander alone	0%	0%	0%	0%
% Some Other Race alone	n/a	0%	1%	n/a
% Two or More Races	1%	2%	0%	50%
% Hispanic or Latino	5%	2.5%	3%	50%

Residents

The number of households in the transit zone increased 170% from 2000 to 2010, from 1,774 to 3,3036. According to the 2010 Census, seven percent of residents are of Hispanic or Latino ethnicity. When compared to the City and County of Denver, the only notable similarity is age groups. All other comparisons suggest this area is dissimilar to the city as whole with higher educational attainment, median income, and median value of owner-occupied housing units. The area does not have a strong ethnic identity that recent community plans have acknowledged as important increase.

Housing

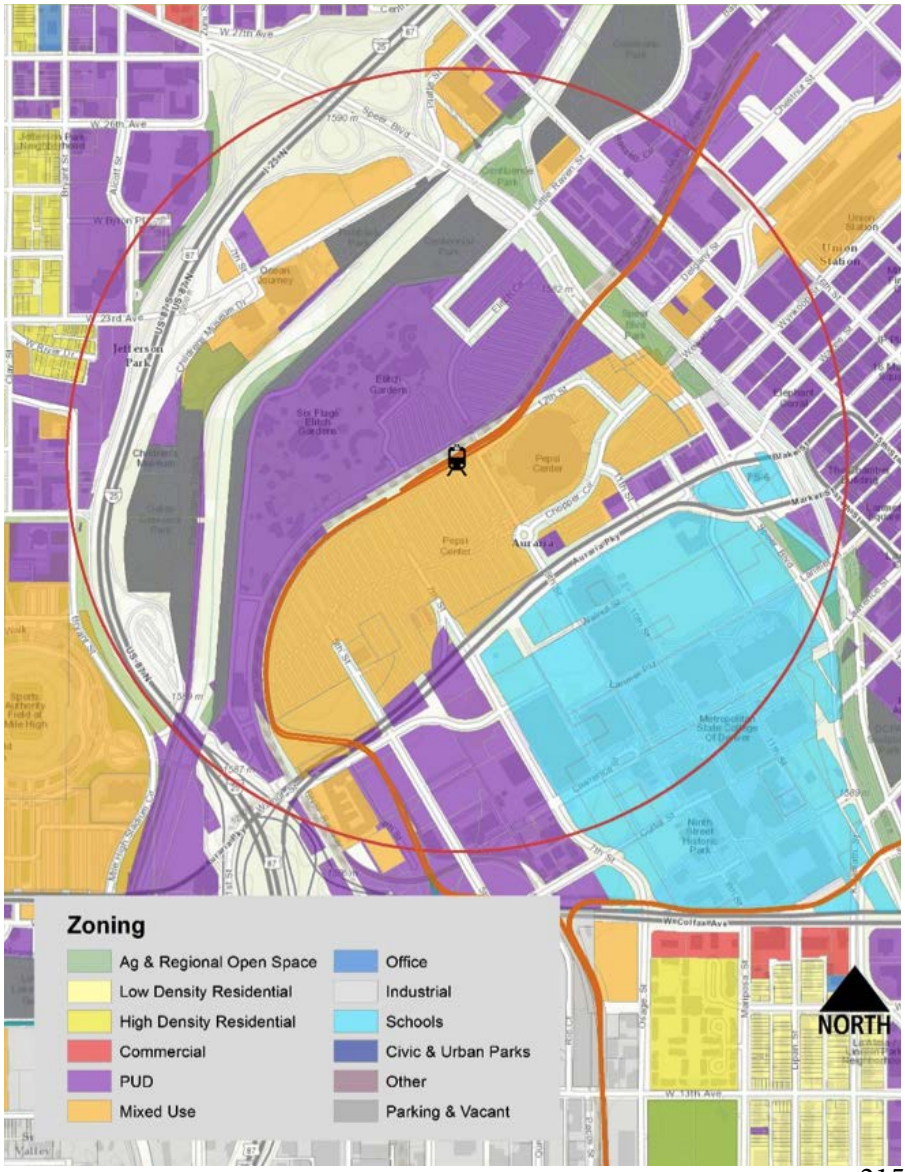
The transit zone is predominately renter-occupied multi-unit residential. According to the CTOD database, there are a total of 3,036 occupied units of which 1,393 are owned (62% percent) and 853 are rented (38 percent). Included in the renter-occupied units are the Acme Lofts and student housing related to the Auraria campus. Parcel data from the City and County of Denver suggests that approximately 60 percent of all of the units are multi-unit or mixed use. Additionally, the projects in the RTD TOD Database are mostly multi-family and mixed use.

Plans and Regulations

Several plans by the City of Denver address the surrounding development, housing, access, and design of this station, including Comprehensive Plan 2000, Blueprint Denver 2002, The Pepsi Station Comprehensive Plan, The Pepsi Station Subarea Plan, and Pepsi Station TOD Plan. Specific to this station, the Pepsi Station TOD Plan was adopted in 2012. This plan outlines Pepsi center as an entertainment transit hub located in an intensely used region with civic, entertainment, density residential, office and commercial. The downtown stations have the highest level of transit use since it is the center of the system. With the most pedestrian activity and bicycle facilities the Pepsi Center serve as entertainment stations. The TOD plan outlines the land use mix, street and block pattern, building placement/ height, and mobility will add to the development of transit oriented design foreseen by the City of Denver.

New Development

The level of density around the Pepsi center is focused on the main forms of entertainment for Denver. With the Pepsi station in-between both Elitches and Pepsi center the types of uses focus on entertainment and accommodating that type of mix. Surrounding the area is Auraria campus. The campus region is dense with buildings and facilities directly correlating with the college. The main two types in this transit zone is entertainment and educational with few residential and commercial uses. This region around the Pepsi Center is walkable, however, there are several large intersections and arterial streets that surround the area and are unavoidable to any pedestrian. This barrier makes it difficult for pedestrians to feel a complete sense of security and pedestrian friendly. With a projection of 118 roadway lanes in 2025 there is a need to handle the forecasted volume with each subarea of Denver. Pepsi center is able to accommodate



some of the future travel demand with increased parking for transit riders and increased light rail usage. Another subarea plan is to enhance the pedestrian crossings along this region. Enhancing these crossings will connect adjacent neighborhoods and all major attractions to downtown.

Zoning

In Blueprint Denver, the site is zoned C-MU-30, UO -1. The Urban Overlay district allows for special use to be placed over the existing zoning. This particular type consists of larger sites that accommodate multiple buildings oriented around a central use, the Pepsi Center which is categorized as entertainment use. The Urban multi-unit is categorized in this context as large scale multi-unit residential uses and commercial area that is in an urban context. Components of this are main arterial streets, detached sidewalks and corner stores. In the Pepsi center this zoning contributes to the Master Planned Context for large regions that will continue to develop in phases and extend its use and large scale context.

Employment

There are a total of 8,685 employees in the transit zone working at 441 business establishments.. The industry with the most businesses is Professional, Scientific, and Technical Services (22%), this same category employs the most workers (22 percent), in just 98 companies largely due to the Auraria campus employment.

Commuter

Forty-five percent of residents are employed inside the transit zone, with approximately 55 percent commuting to primary jobs within ten miles of the transit zone and in the direction of a light rail transit route (west, east, and southeast). Nearly all workers employed in the transit zone commute into the transit zone; of those workers, 90 percent live within ten miles of the station and from the direction of a light rail transit route (west, east, and northwest). Based on these distances and directions, the high commute share by transit even before the line was open as well as the walkability of the station area, it seems possible to increase ridership for work travel.

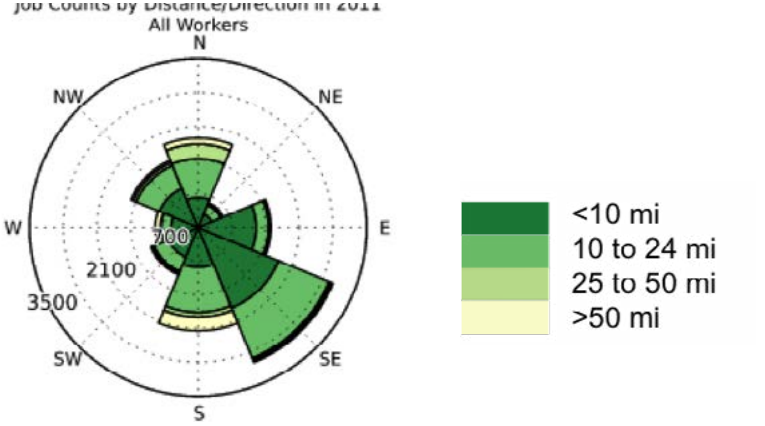
Employment Businesses and Jobs by Industry

Largest Industries by Share of Businesses & Jobs						
Rank	Businesses by Industry	No.	%	Jobs by Industry	No.	%
1	Professional, Scientific, and Technical Services	98	22%	Public Administration	1,286	27%
2	Retail Trade	35	8%	Construction, Manufacturing, Mining, Quarrying, & Oil & Gas Extraction	861	18%
3	Other Services except public Admin	39	9%	Health Care & Social Assistance	586	12%
4	Health Care and Social Assistance	37	8%	Retail and Wholesale Trade	549	12%
5	Accommodation and food assistance	37	10%	Information, Finance and Insurance, and Real Estate	294	6%
	Subtotal Businesses in top industries	246	57%	Jobs in Top Industries	3,576	75%
	All business in Transit Zone	**441**	**100%**	**All jobs in transit zone**	**4,731**	**100%**

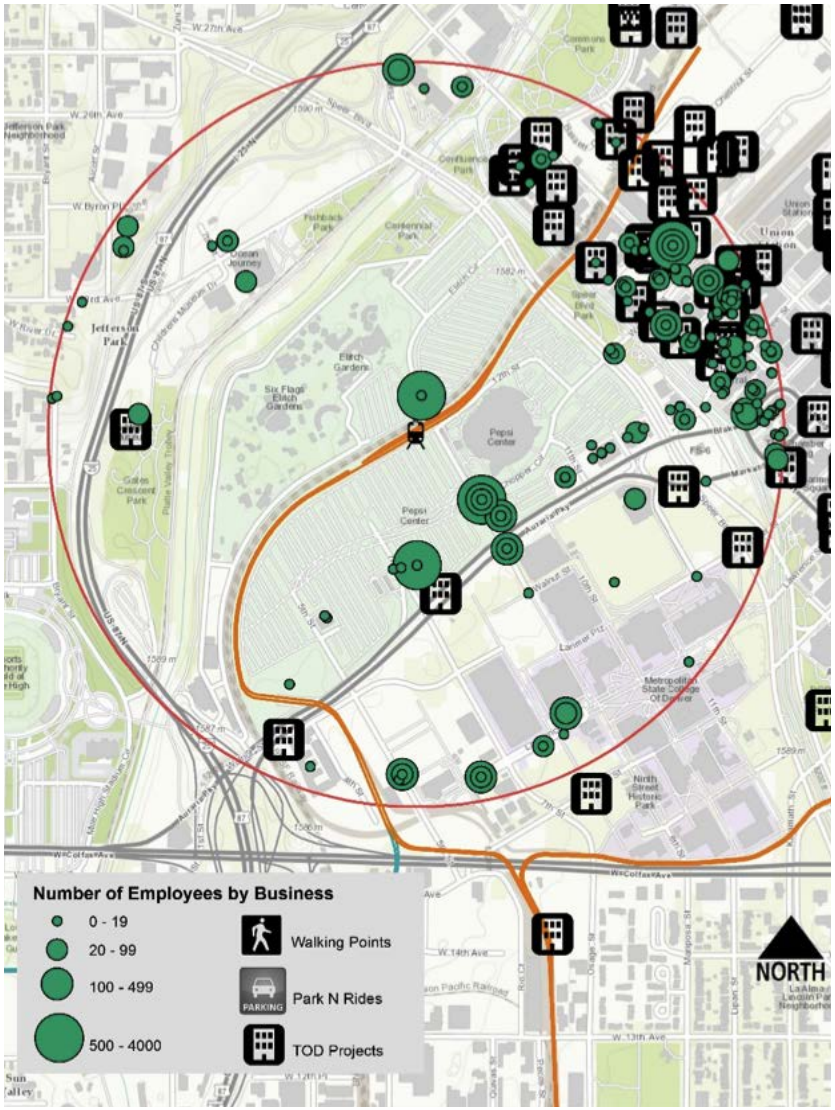
Commuter Distance and Direction

Home to Work

Work to Home



Walkability Analysis from 3 half-mile Points		
Starting Point	**Time (min.)**	**Walking Environment**
1. 15th and Speer	15 min	Busy streets and large intersections
2. Speer and Little Raven	16 min	Along busy streets, not friendly
3. Auraria Campus	12 min	Through the Auraria campus, easily navigated



Accessibility

Overall, the pedestrian paths to the station were safe and wide set, yet the final score for the walks was 2 of 6 points. Direct access to the station is not accessible by bus, 5 bicycle racks and 0 bike lockers. This station has very low daily ridership and is listed as a concern because of the decrease in ridership.

Route #1. We began along 15th and Speer Boulevard. This is mainly a curved grid system with attached sidewalks but run along major thoroughfares, which are not always pedestrian friendly but are three- to five' sidewalks, textured curb cuts at intersections, and street lighting.

Route #2. Speer and Little Raven followed the sidewalk starting from behind Elitches and followed around the back side of the Pepsi center. The route is not direct, as there are no direct paths to the Pepsi center from the north side which creates an unusually long travel time for walkers. This route is also along busy streets and large intersections creating potential safety issues.

Route #3. The final route traveled through the Auraria campus buildings across a major intersection to the Pepsi Center. The walk through the campus was very pedestrian and human scale friendly until the intersection where the sense of safety and scale are out of proportion.

Bike: From the station, there are no dedicated bike routes. Bikers are to use the sidewalks along side the pedestrians or on the road on major arterial streets. This is not conducive to a safe environment for bikers. The Pepsi Center also offers little to no bike infrastructure for commuters.

ADA: The transit zone fared well on ADA measures. All three routes had traffic calming devices, acceptable sidewalk widths, and street lights. All of the sidewalks had ramps and were textured at crossings but some of the sidewalks were in need of repair.

Community Services & Parks: According to the ESRI and IG Data, there are no community spaces outside of the Auraria Campus and Pepsi center. These two main attractions can be seen as community hubs, where all of Denver may located and enjoy time spent together. They are two separate institutions but are able to draw the city together.

The Pepsi Center transit zone does not contain any park or open space within the half mile radius. However, located in the Auraria campus are several open space regions which are considered to be public use.

Evaluation

Affordable Housing

In the Pepsi Center Transit zone there is only one location for affordable housing. The affordable housing is located the Monarch Mill condos. Located in Riverfront park is it a 69 unit condo, 56 fall under affordable housing. This means there is a salary restriction on buyers as well as a cap on the amount a unit can appreciate each year. The transit zone is predominately owner occupied single family residential. According to the CTOD data from the city, there are a total of 2,246 units 1,393 are owned (62%) and 853 are rented (38%). Data from the city suggests that approximately 63% of all of the units are single family. However, the projects in the RTD TOD Database suggest the new housing being added is mostly multi-family.

Accessibility

The Pepsi Center transit zone is located in a central location to many entertainment attractions but does not fully accommodate pedestrians or transit riders. Three walking points were picked along a half-mile radius of the transit zone to evaluate accessibility. These walking points located to the North, East, and South provided an understanding of accessibility to the transit zone from various regions and destination points. From the North there were many barriers regarding sidewalks that were not direct routes or it became more convenient to cross several parking lots for quick access. To the East the route was very dense crossing Speer Boulevard to reach the transit zone and not many pedestrians chose to use this route mainly due to the inconvenience of the location behind the Pepsi Center, which coming from central downtown with no bus routes or bike infrastructure is not easily accessible. From the South point located in the Auraria campus, the transit zone was more accessible than the previous points due to the sidewalk network around the school. However, the pedestrians once off the campus area have to cross a major arterial road not friendly to people. The primary impression from this transit zone is the obstacles that prevent a straight convenient path to the transit station. With no clear direct route to the station it creates excess way-finding and transit time. There is currently no development within a half-mile radius.

Economic Development

The average household size for the transit zone is 2.89, and approximately 72% of the households have an annual income less than $50,000. According to the MIT Living Wage Calculator, the living wage in Denver for one adult and two children is $25.65 per hour, which is an annual income of $53,354 before taxes.

- **Opportunity/Gap:** A vision for this transit zone would be to greatly increase the multimodal access to and from the station. Without any current bike infrastructure or bus routes, this station is limited to only park and drive riders. This station is located within the city core and should strive to be more accommodating to pedestrian riders. Investment in this station would bring more aesthetics, safety features, and drive up ridership rates.

- **Opportunity:** Continued focus on affordable, mixed-income, and subsidized housing is important as the station and surrounding neighborhoods are ideally situated to feel the next wave of gentrification.

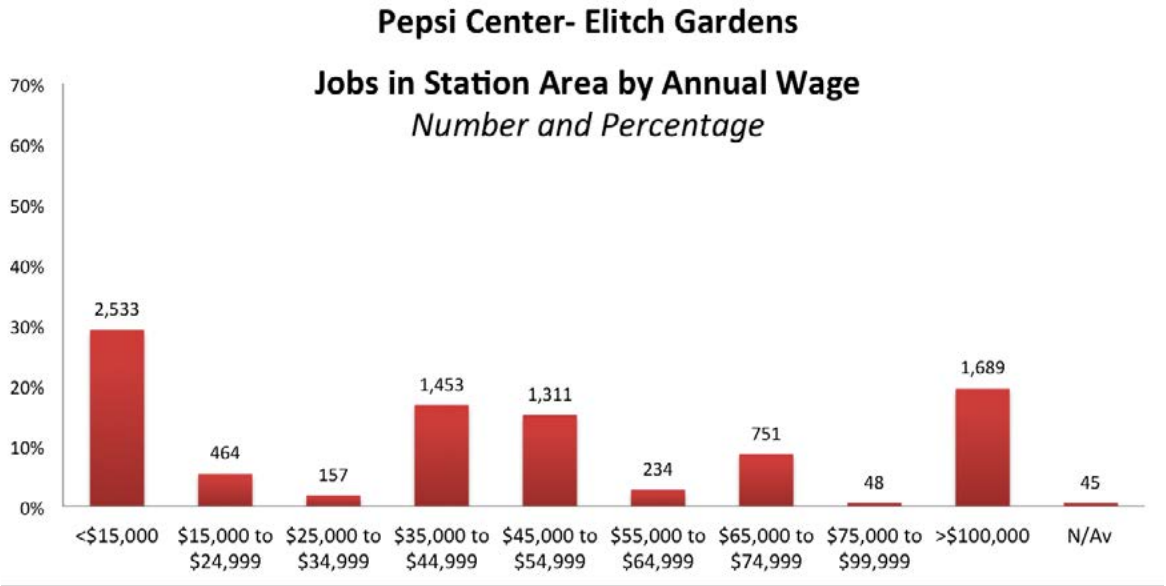
Jobs, Housing, and Wages

The following table presents the eight criteria used to score station areas on affordable housing. Each criterion is worth .5 to 1 point for a total possible score of 5. The criterion measure affordability for existing residents, e.g. through housing expenditure burden and income, as well as opportunity for others to live in the area, e.g. through availability of rental housing and subsidized units, as well as density.

Pepsi Center Elich Gardens Housing Score (out of 5 points)

Housing Data	% Households earning <$20K	% Households earning $20K-$49,999	% Households earning $50K-$74,999	% Households earning >=$75K	% Renter occupied	% w/a mortgage paying >30% of income	Number of subsidized units	Residental density score*	Total Pepsi Center Elich Gardens Housing Score
Value	23.9	15.8	14.0	46.4	53%	45%	550	1	
Scoring Criteria	If households earning <$19K are at least 15%, then 0.5 pts.	If households earning $20-$49K are at least 20%, then 0.5 pts.	If households earning $50K-$74.9K are 30% +/- 5%, then 0.5 pts.	If households earning >$75K are <30%, then 0.5 pts.	If % rental housing is 40%-75%, then 1 pt.	If % of households paying >30% of income is <30%, then 0.5 pts.	If number of subsidized units > 80, then 1 pt.	If density score >=2, then 0.5 pts.	
Score	0.5	0	0	0	1	0	1	0.0	**2.5**

*Net Residential Density Scores = (0 PTS: < 7 d.u/acre); (1 PT: >= to 7 d.u./acre and <12 d.u/acre); (2 PTS: >= to 12 d.u./acre and < 20 d.u./acre); (3 PTS: >= to 20 d.u./acre and < 30 d.u./acre); (4 PTS: > = to 30 d.u./acre and < 60 d.u./acre); (5 PTS: > or = to 60 d.u./acre)

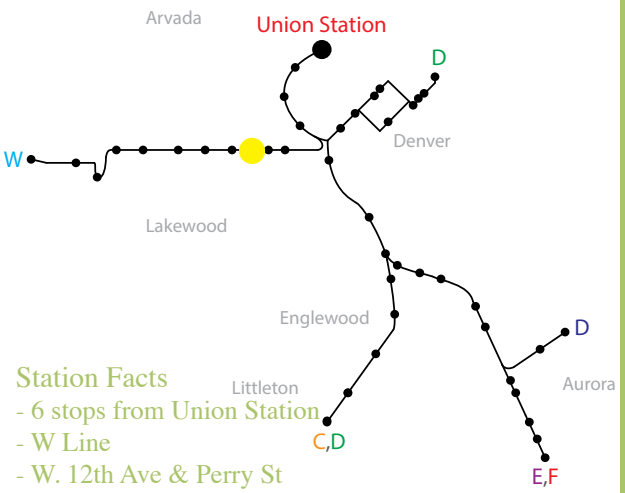


Perry Station, City of Denver

Overview

The Perry Station is defined as a Neighborhood Center. By 2025, the average weekday ridership for this station is projected to be 7001, only 12 more riders than the current level. The Perry Station is located in an urban neighborhood, and is not projected to achieve the densities of nearby stations such as Decatur-Federal. It has a strong regional attraction – Sloan's Lake – in addition to a major site redevelopment – SLOANS. It also has proximity to major activity centers like downtown and Auraria Campus. Furthermore, the transit zone has the support of recent planning efforts aimed at encouraging economic development, enhancing mobility for residents, and strengthening the mix of land uses.

System Map



Station Facts
- 6 stops from Union Station
- W Line
- W. 12th Ave & Perry St
- Opened in 2013
- 688 Daily Riders.

DEMOGRAHICS
Pop.: 8,803 (2000), 7,856 (2010)
Med. Income: $28,917 (2000), $29,424 (2010)
% HHs earning <$25K (2009): 45%
% White alone (2010): 24%

TRAVEL
Jobs: 879 (2002), 299 (2009)
Commute by Public Transit (2009): 11.17%
Avg. Vehicles/Household (2009): 1.40
Quality of Walk: 3/7 pts
Bicycle Infr.: 2/3 pts
Avg. Daily Riders (Jan. 2014): 688
Station Ridership Rank (2014): 42 of 46

PLACE CHARACTERISTICS
Major Destinations: Sloan's Lake Regional Park
Avg. Block Size (2010): 5.10 acres
Housing Units (2010): 2,847
Net Residential Density: (2010): 5.66 du/acre
Job Density (ESRI & Info Group 2012): 1.69
Business Density (2012): 0.29

Station Evaluation

Site Development
Accessibility
Jobs & Economic Development
Affordable Housing

Demographics

Transit Zone Demographics	Census 2000	Census 2010	ACS 2005-2009	% Change
Total households	2,615	2,847	2,557	9%
Median HH Income	$28,917	$29,424	$29,424	2%
% <$25,000	43%	n/a	45%	n/a
%>$75,000	9%	n/a	12%	n/a
% <18 y.o.	33%	29%	37%	-13%
% >59 y.o	11%	14%	11%	22%
% Bachelor's or higher	7%	n/a	14%	n/a
% White Alone	34%	24%	24%	-30%
% Black or African American alone	4%	3%	3%	-25%
% American Indian and Alaska Native alone	2%	2%	>1%	0%
% Asian alone	2%	1%	>1%	-50%
% Native Hawaiian and Other Pacific Islander alone	0%	<1%	0	0%
% Some Other Race alone	n/a	>1%	>1%	n/a
% Two or More Races	1%	1%	>1%	0%
% Hispanic or Latino	57%	68%	73%	17%

Residents

The number of households in the transit zone increased 9% from 2000 to 2010, from 2,615 to 2,847. According to the 2010 Census, 68% of residents are of Hispanic or Latino ethnicity. When compared to the City and County of Denver, the only notable similarity is age groups. All other comparisons suggest the area around the Perry Station is dissimilar to the city as whole with lower educational attainment, lower median income, lower home ownership rate, and lower median value of owner-occupied housing units. The area has a strong ethnic identity that recent community plans have acknowledged as important assets to preserve.

Housing

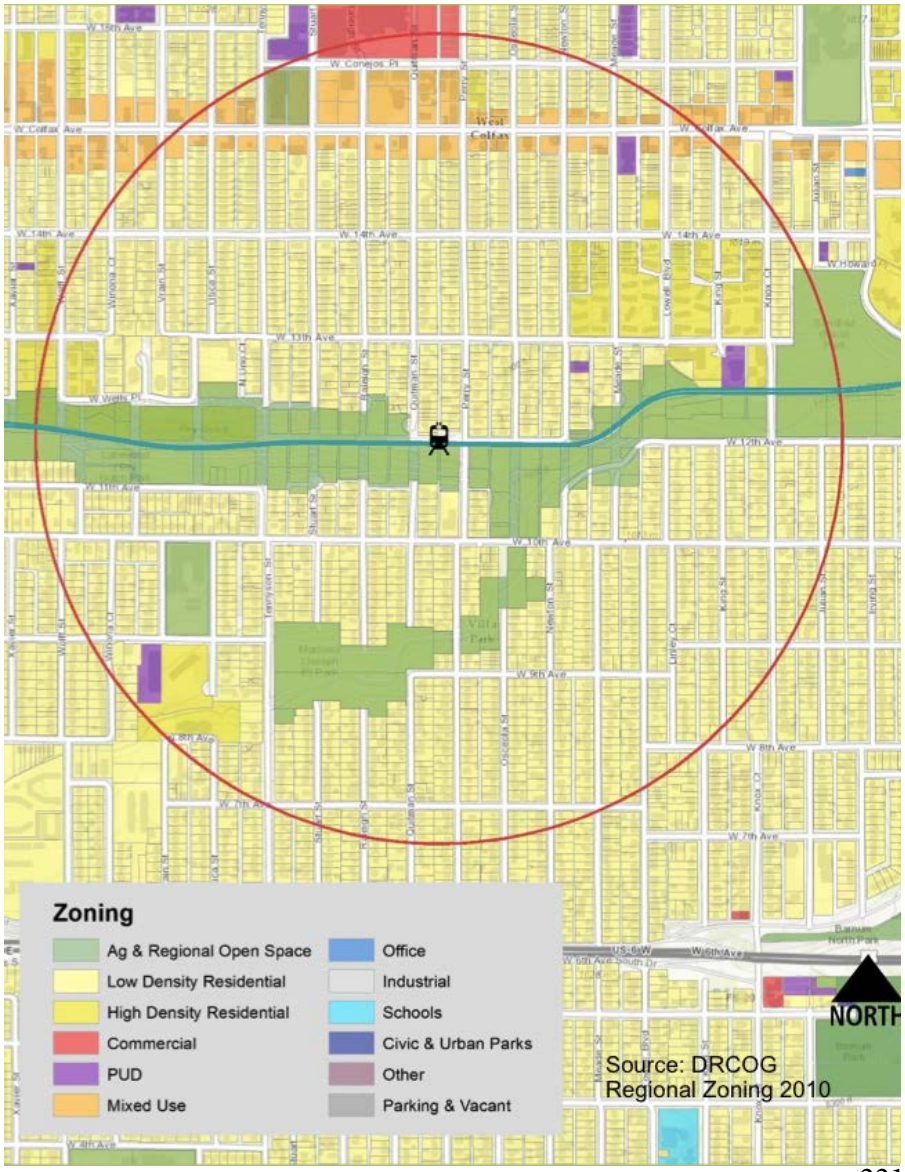
The transit zone is predominately renter-occupied single and multi-family residential. According to the CTOD database, there are a total of 2,847 households of which 930 (33%) own the housing unit and 1,917 households rent (67%), which is twice the regional average of 36%. Parcel data from the City and County of Denver suggests that approximately 80% of all of the units are residential, with the majority multi-unit residential. Additionally, the projects in the RTD TOD Database are mostly multi-family and mixed use.

Plans and Regulations

Several plans by the City of Denver address the surrounding development, housing, access, and design of this station, including Comprehensive Plan 2000, Blueprint Denver 2002, Greenprint Denver 2006, the Transit-Oriented Development Strategic Plans in 2006 and 2013, and Denver Moves 2011. Specific to this station, the West Colfax Plan was adopted in 2006 and included four primary goals for the West Colfax neighborhood. Many of the goals call out Perry Station as an asset to catalyze future development including: to improve the urban design; to strengthen the mix of land uses; to enhance the mobility option for residents; and to encourage economic development. Additionally, the West Colfax Transportation Study was released in 2010. Spurred by a meeting held in 2008 with the public and the West Colfax Business Improvement District, the 2010 Transportation Study was primarily conducted to explore neighborhood desires that were contrary to the recommendations from the previous study conducted in 1999 that discouraged accommodating multi-modal travel and on-street parking on West Colfax Avenue.

New Development

There is one major transit-oriented development near the Perry Station Transit Zone: St. Anthony Hospital Redevelopment. This large mixed use infill development is currently under construction at West 17th Avenue and Perry Street, just outside the half mile transit zone. The development was formally the location of St. Anthony Hospital, which was demolished in 2013. The proposed development, called SLOANS, is advertised as "a new sustainable urban neighborhood on the south shore of Denver's Sloan's Lake Park". The development will reintroduce the street grid and create seven new city blocks containing 370 apartments, 10,000 square feet of retail space, and 60,000 square feet



of office space. Additional housing in the zone could help to support this new commercial space. The current density is less than 8 du/acre, which is an accepted minimum for supporting higher frequency bus service and mixed-use.

Zoning

In Blueprint Denver, the site is an area of change: an area to have greater population, economic activity and investment. The zoning primarily falls under four categories: residential, open space/parks, mixed use, and main street. Nearly 80% of the land in the Transit Zone is multi-family, two-unit, and single-unit residential housing. However, in the last 10 years there has been little change in the number of homes, and the number of jobs may have declined. To achieve sufficient densities in this zone, a minimum of 8 du/acre, an additional 1,200 units are needed.

Employment

There are a total of 846 employees in the transit zone working at 146 business establishments. The industry with the most businesses is Retail and Wholesale Trade (18%), however, Arts, Entertainment, and Recreation employs the most workers (20%) in 22 businesses primarily along Colfax Street

Commuter

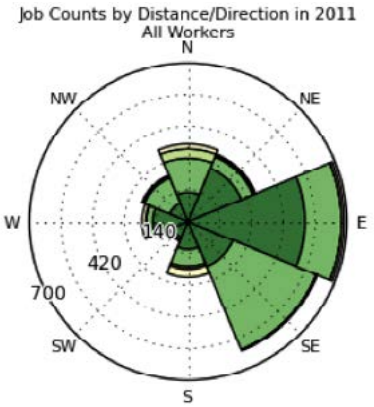
Using the OnTheMap tool from Longitudinal Employer-Household Dynamics (LEHD) data, greater than 99% of residents are employed outside the transit zone, with approximately 32% of total primary jobs located within ten miles of the transit zone and in the direction of a light rail transit route (west, east, and southeast). Nearly all workers employed in the transit zone live outside the transit zone; of those workers, approximately 18% live within ten miles and from the direction of a light rail transit route (west, east, and northwest). Based on these distances and directions, the high commute share by transit even before the line was open (11%), as well as the walkability of the station area, it seems possible to increase ridership for work travel. A survey of local employers may help to identify why more are not using the light rail to access jobs in the station area. Increasing the number of transit-oriented residential units and jobs in the zone would also help to increase ridership from the current 688 per day.

Employment Businesses and Jobs by Industry

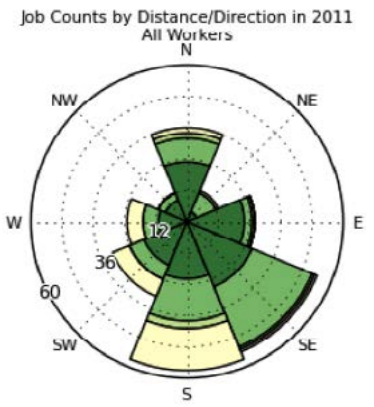
Largest Industries by Share of Businesses & Jobs						
Rank	Businesses by Industry	No.	%	Jobs by Industry	No.	%
1	Retail and Wholesale Trade	29	18%	Arts, Entertainment, and Recreation	167	20%
2	Arts, Entertainment, and Recreation	22	14%	Health Care and Social Assistance	142	17%
3	Public Administration	22	14%	Retail & Wholesale Trade	119	14%
4	Professional, Scientific, and Technical Services and Educational Services	20	13%	Accommodation and Food Services, Other Services (except Public Administration)	111	13%
5	Administrative and Support and Waste Management and Remediation Services	17	11%	Public Administration	99	12%
	Businesses in top industries	70	70%	Jobs in Top Industries	638	75%
	All business in Transit Zone	**146**	**100%**	**All jobs in transit zone**	**846**	**100%**

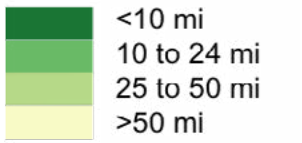
Commuter Distance and Direction

Home to Work

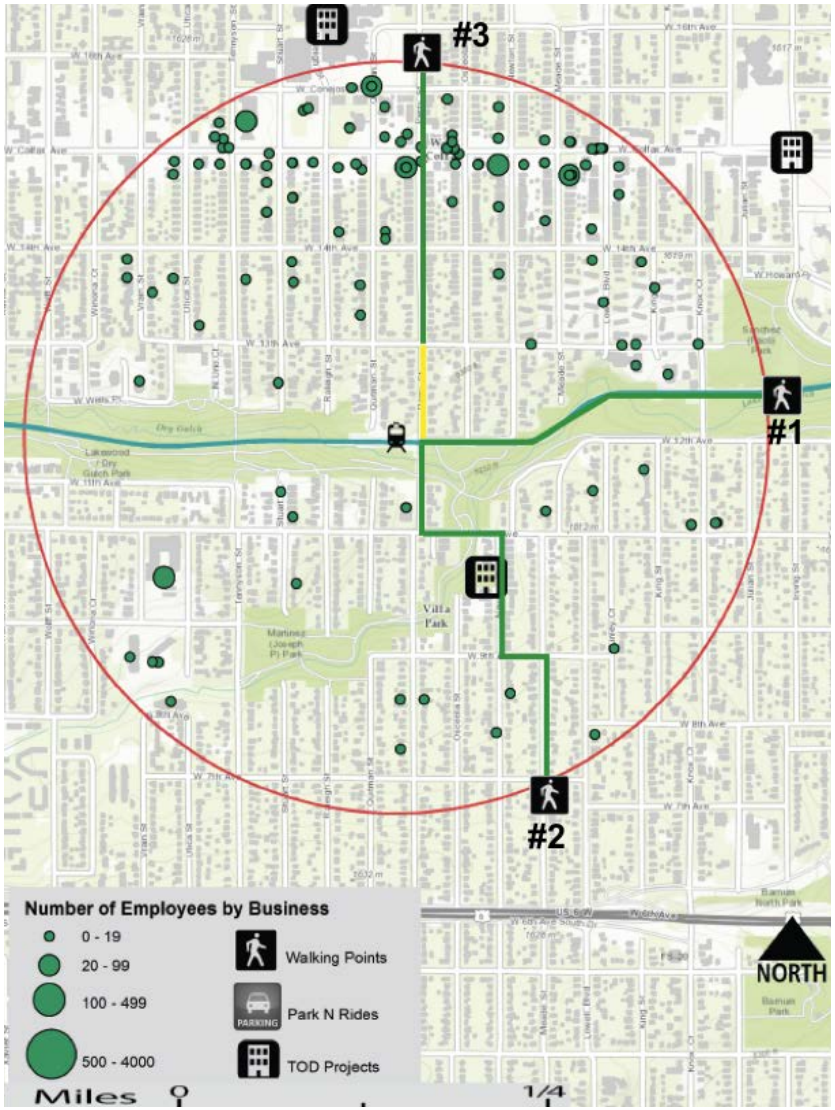


Work to Home





Walkability Analysis from 3 half-mile Points		
Starting Point	**Time (min.)**	**Walking Environment**
1. Lakewood Dry Gulch Trail @ Knox	10.5 min	Paved trail through open space
2. Meade @ 7th St	11 min	Residential neighborhood
3. Conejos Place	8.5 min	Residential neighborhood and commercial corridor



Accessibility

Overall, the walking routes were safe and pleasant, yet the final score for the walks was 3 out of 7 points. Perry Station is nestled in a residential neighborhood and adjacent to undevelopable open space making it primarily a walk- or bike-n-ride station. While there is no park-n-ride lot and limited on-street parking, the station has excellent bicycle access. The street next to the station has sidewalks and there are three bus routes within the transit zone.

Route #1. Lakewood Dry Gulch trail, which parallels the light rail tracks, is a very pleasant, meandering, paved, multi-use trail through a natural area. Other users, including both pedestrians and bicyclists, were encountered while on the trail.

Route #2. Following the residential grid streets from the station south to West 7th Avenue. The path consisted of mostly attached, three- to five-foot wide sidewalks in decent condition with textured curb cuts at intersections and street lighting appropriate for a residential neighborhood.

Route #3. The final route followed Perry Street north to Conejos Place. This route was much like the second route in its sidewalk, lighting conditions, and residential feel. The sidewalk section in yellow had mud washout from a vacant lot adjacent from the station. Cross walks, traffic signals, and way finding are provided to aid the pedestrians at Colfax, where vehicular and pedestrian activity is significantly higher than in the residential area.

Bike: Perry Street is a designated bike route and will receive sharrow treatments between 6th Ave and 17th streets as part of Phase 3 of Denver Moves. While sharrows offer little protection, they provide useful way finding between bicycle routes; in this case, connecting the Sloan's Lake Park trail system to the Lakewood Dry Gulch system. The area does not have B-cycle stations.

ADA: The transit zone fared well on ADA measures. All three routes had traffic calming devices, acceptable sidewalk widths, and street lights. All of the sidewalks had ramps and were textured at crossings, but some of the sidewalks were in need of repair.

Community Services & Parks: This transit zone has relatively few community services and public uses, including two churches and two elementary schools. The entire central transect of the transit zone is occupied by the Lakewood Dry Gulch, which is designated open space. Except for the multi-use path through Lakewood Dry Gulch, the area serves a primarily environmental function. However, the transit zone also contains Martinez Park. This park provides a clean, safe place for residents to recreate. Parcel data from the City and County of Denver suggests that the combined parks and open space account for approximately 13% of the transit zone land area.

Evaluation

Affordable Housing

The zone has a large supply of rental units: 76%, compared with 34% in the region. The large number of rental and subsidized units help to explain the lower cost of housing for a resident earning the regional median income. Based on the 2009 data from CTOD TOD Database (CTOD), median income residents spent 17% of income on housing, compared to the regional average of 27%. However, out of 795 owner-occupied housing units with a mortgage, 440 (55%) were paying more than 30% of income for housing (2005-2009 ACS). Estimated transportation costs are only slightly lower than the region, estimated at 20% for the zone, compared to 22% for the region, by the H+T Affordability Index, but 20% is still higher than the national average of 18%.

Accessibility

The Perry station and transit zone has good accessibility for nearby residents, pedestrians, and bicyclists. It is not a station that can accommodate high numbers of riders who drive to the station

- **Opportunities:** An opportunity exists to improve the connections through the transit zone to neighborhood trip generators such as West Colfax Avenue and Sloan's Lake. Improving the pedestrian experience on West Colfax Avenue is another opportunity – an opportunity recognized by the local residents and businesses.

Economic Development

The average household size for the transit zone is 2.72, and approximately 72% of the households in the area earn an annual income less than $50,000. According to the MIT Living Wage Calculator, the living wage in Denver for one adult and two children is $25.65 per hour, which is an annual income of $53,354 before taxes.

- **Gap/Opportunity:** for this station to be a successful TOD for current residents, is to recruit employment that provides living wages and work force development accessible to the residents.

Site Development

Until the SLOANS redevelopment is completed, which will provide mixed use retail and market rate residential units, the Perry Station has seen little development. While site development can help address infrastructure issues and urban design, continuing to focus on affordable, mixed-income, and subsidized housing is important as development pressures creep closer.

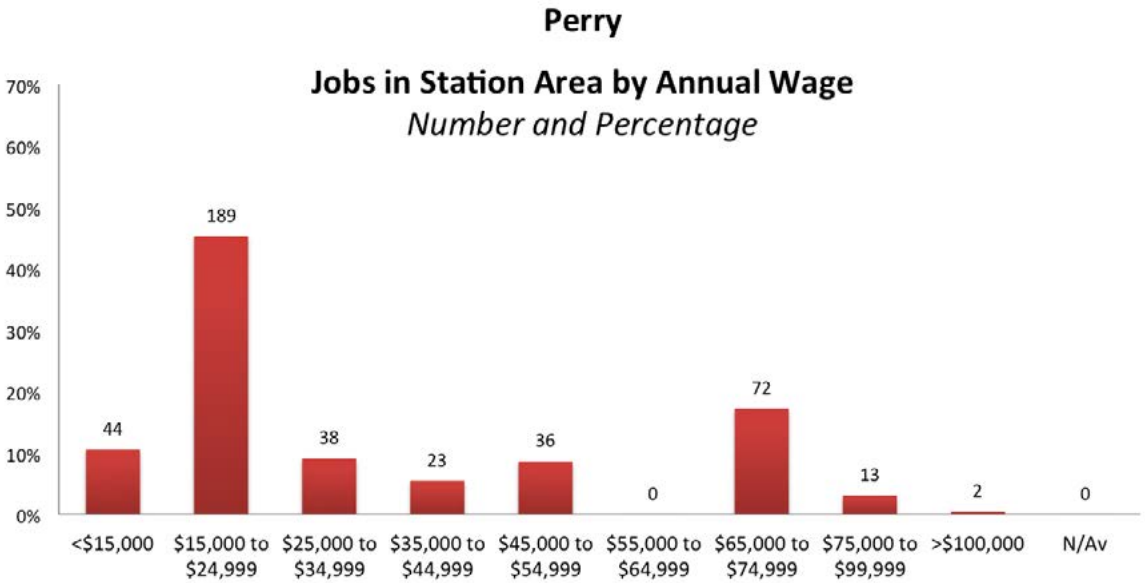
- **Opportunities:** An opportunity exists to provide continued focus on affordable, mixed-income, and subsidized housing as the station and surrounding neighborhoods are ideally situated to feel the next wave of gentrification.

Jobs, Housing, and Wages

The following table presents the eight criteria used to score station areas on affordable housing. Each criterion is worth .5 to 1 point for a total possible score of 5. The criterion measure affordability for existing residents, e.g. through housing expenditure burden and income, as well as opportunity for others to live in the area, e.g. through availability of rental housing and subsidized units, as well as density.

Perry Housing Score (out of 5 points)									
Housing Data	**% Households earning <$20K**	**% Households earning $20K-$49,999**	**% Households earning $50K-$74,999**	**% Households earning >=$75K**	**% Renter occupied**	**% w/a mortgage paying >30% of income**	**Number of subsidized units**	**Residental density score***	**Total Perry Housing Score**
Value	45.2	26.9	15.9	12.0	67%	55%	0	0	
Scoring Criteria	If households earning <$19K are at least 15%, then 0.5 pts.	If households earning $20-$49K are at least 20%, then 0.5 pts.	If households earning $50K-$74.9K are 30% +/- 5%, then 0.5 pts.	If households earning >$75K are <30%, then 0.5 pts.	If % rental housing is 40%-75%, then 1 pt.	If % of households paying >30% of income is <30%, then 0.5 pts.	If number of subsidized units > 80, then 1 pt.	If density score >=2, then 0.5 pts.	
Score	0.5	0.5	0	0.5	1	0	0	0.0	**2.5**

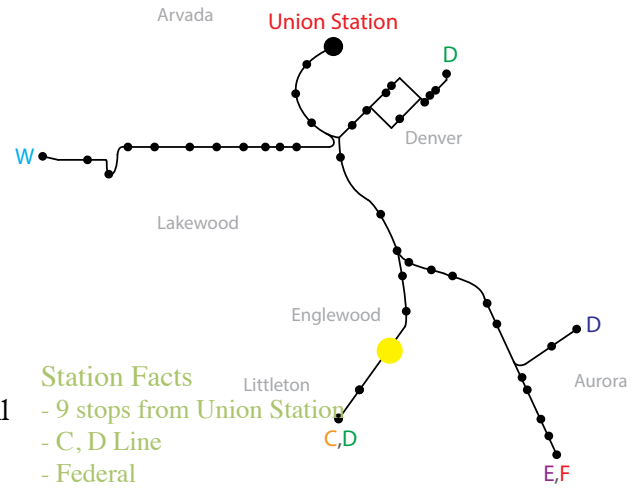
*Net Residential Density Scores = (0 PTS: < 7 d.u/acre); (1 PT: >= to 7 d.u./acre and <12 d.u/acre); (2 PTS: >= to 12 d.u./acre and < 20 d.u./acre); (3 PTS: >= to 20 d.u./acre and < 30 d.u./acre); (4 PTS: > = to 30 d.u./acre and < 60 d.u./acre); (5 PTS: > or = to 60 d.u./acre)



Overview

The City of Sheridan-Oxford Station is classified as a community center TOD type. The station's transit zone is roughly half in the jurisdiction of the City of Sheridan and the City of Englewood. The station itself is located in Sheridan. Housing is concentrated in Englewood to the east of the station, with no housing in the transit zone in Sheridan. Nearly all housing is modest-sized single-family homes. Homes are generally older ranches. To the east the station area is largely residential with some industrial. To the west the uses are almost entirely retail. The retail is a mix of regional, large-box stores, and smaller strip mall developments. The nearest retail to the station is a Costco, built in 2008. This is in an urban renewal area and replaced an old landfill.

System Map



Station Facts
- 9 stops from Union Station
- C, D Line
- Federal
- Opened in 2000
- 1,119 Daily Riders.

DEMOGRAHICS
Pop.: 1,224 (2000), 1,002 (2010)
Med. Income: $36,278 (2000), $39,886 (2010)
% HHS earning <$25K (2009): 32%
% White alone (2010): 82%

TRAVEL
Jobs: 3,382 (2002), 2,678 (2009)
Commute by Public Transit (2009): 8.45%
Avg. Vehicles/Household (2009): 1.49
Quality of Walk: 3/7 pts
Bicycle Infr.: 2/3 pts
Avg. Daily Riders (Jan. 2014): 1,119
Station Ridership Rank (2014): 36 of 45

PLACE CHARACTERISTICS
Major Destinations: N/A
Avg. Block Size (2010): 9.97 acres
Housing Units (2010): 484
Net Residential Density: (2010): 2.74 du/acre
Job Density (ESRI & Info Group 2012): 11.43 jobs/acre
Business Density (2012): 1.40 businesses/acre

Station Evaluation

Demographics

Transit Zone Demographics	Census 2000	Census 2010	ACS 2005-2009	% Change
Total households	484	399	755	-21%
Median HH Income	$36,278	n/a	$39,886	10%
% <$25,000	35.8%	n/a	32.65%	n/a
%>$75,000	10.8%	n/a	17.25%	n/a
% <18 y.o.	24%	25%	22%	-4%
% >59 y.o	17%	15%	14%	-12%
% Bachelor's or higher	30%	n/a	15%	n/a
% White Alone	92%	82%	88%	-11%
% Black or African American alone	<1%	2%	2%	50%
% American Indian and Alaska Native alone	<1%	<1%	1.5%	50%
% Asian alone	<1%	<1%	2.3%	50%
% Native Hawaiian and Other Pacific Islander alone	n/a	<1%	n/a	n/a
% Some Other Race alone	4%	<1%	4%	0%
% Two or More Races	<1%	1%	2%	0%
% Hispanic or Latino	13%	8%	43%	-49%

Residents

The number of households in the transit zone decreased 21% from 2000 to 2010, from 484 to 399. According to the 2010 Census, 12.7% percent of residents are of Hispanic or Latino ethnicity. When compared to the City and County of Denver, the station area is much less diverse. The median income of this area, at $39,886, is much lower than the Denver region, at $61,269. The rate of increase of the median income also falls behind the region. About 25% of the residents are under 18 years olds, painting a picture of families. There is an opportunity to create places for this generation to grow into. Additional rental options, near the lightrail may attract the area youth to stay.

Housing

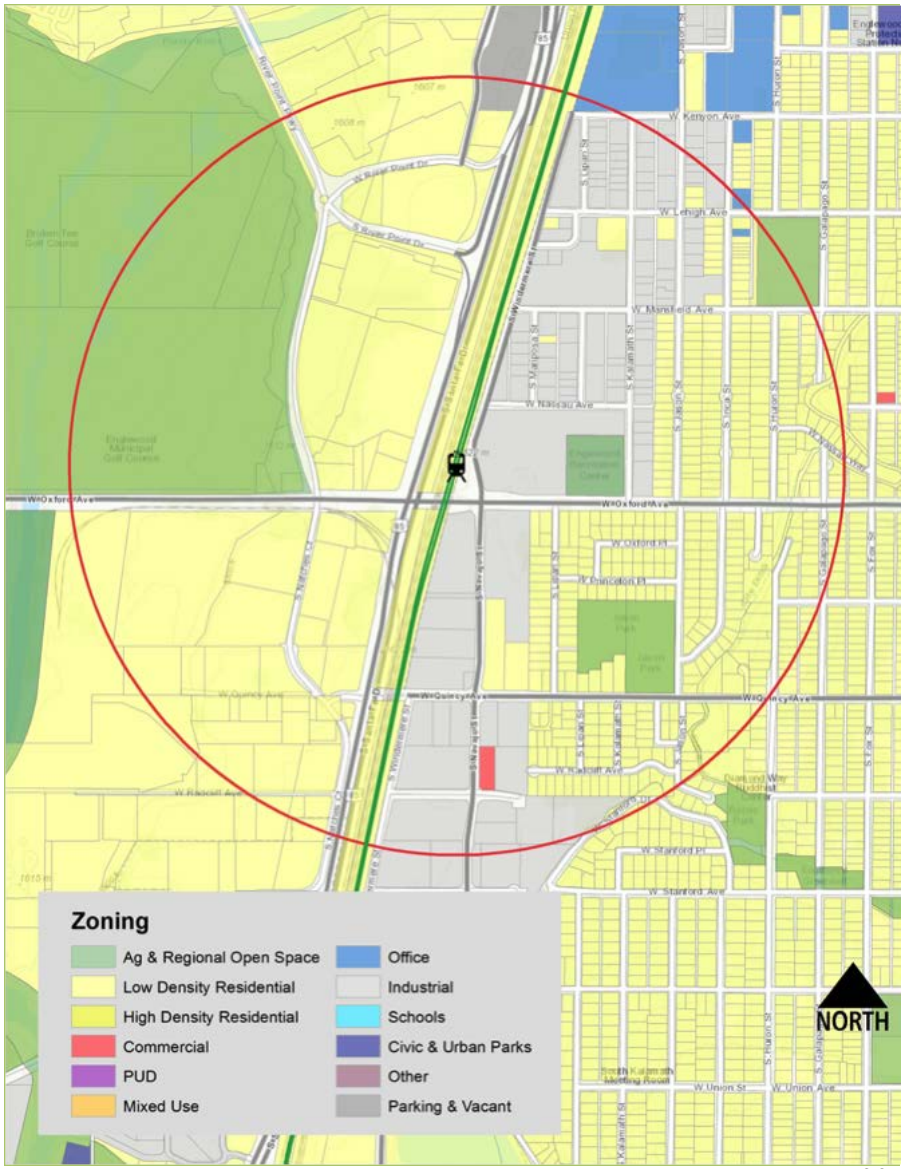
The transit zone is predominately owner-occupied single-family residential. According to the CTOD database, there are a total of 484 occupied units of which 354 are owned (73 percent) and 130 are rented (27 percent). The current housing stock is reflected in the low density of housing in the transit zone. Neighborhoods in Englewood are organized on the grid system with small lot single-family zoning. In Sheridan there is not housing within the transit zone. There are several developable parcels that could be high-density multi-family units. These parcels would require the use of a PUD or zoning revisions to be built.

Plans and Regulations

The City of Sheridan 2004 Comprehensive Plan includes strategies to "take advantage" of the RTD light rail (24). The plan notes that transportation is needed, but not used due to physical barriers, cost and lack of walkable destinations in the vicinity of the station. The plan also suggests that zoning be revised to allow for higher density residential and lower parking ratios and TOD. Reconnecting the grid and adding streets in order to create smaller blocks is also a proposal. The plan also calls for putting in a parking garage for transit users and to petition RTD for upgraded bus and light rail shelters. The City of Englewood 2003 Comprehensive Plan includes objective 8.3.2 which states that Englewood wishes to, "encourage higher-density, pedestrian-oriented, mixed-use development along primary mass transit routes" (106). Englewood also has a Light Rail Corridor Plan, completed in 2013. The plan is designed to align with DRCOG's Metro Vision 2035 Urban Center Goals. For the Oxford – City Neighborhood South Station (aka City of Sheridan Station) the plan calls for high density housing at the former Martin Plastics Site and redevelopment at the full block scale when closest to the site (12). Two new parks and a "rail trail" to move pedestrians and bikers between station and existing bike trails are proposed as is a protected bikeway loop along Oxford, Clarkson and Dartmouth.

New Development

RTD reports that two major brownfield residential developments have been proposed within the transit zone. Littleton Capital Partners has proposed a project for 252 apartment units with 335 parking spaces a five minute walk to the west and



south of the station at the intersection of Oxford and Navajo. This is a reduction in the usual number of required parking spaces. Elsey Partners has proposed a residential apartment project with 141 units and 161 parking spaces a five minute walk to the south at 4201 S. Navajo St. Neither of these projects have broken ground at the time of this report. Both projects are seeking approval through the cities PUD process. River Point at Sheridan is a large auto-centric commercial infill development. The development was created in an urban renewal district and replaces a former landfill. One of the anchors is Costco. The development has brought in tax revenue and increased activity in the area.

Zoning

The nearest available land in Sheridan, to the west of the stop and separated from the station by Federal Boulevard, is zoned for retail. In 2008 a Costco, the closest retail to the station, was built in this zone. The next zone district, adjacent to retail to the west, is the Santa Fe Mixed-Use District. To the east the area is in the jurisdiction of Englewood and is zoned I-1, or light industrial. The next adjacent zoning district to the east is R-1-C, a single unit residential district with small lot sizes.

Employment

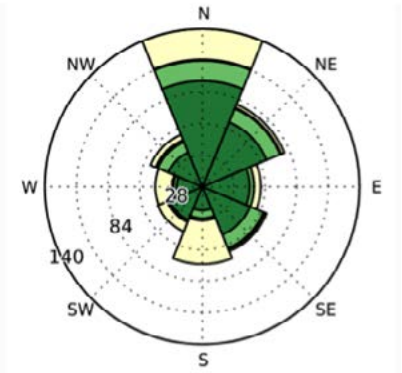
There are a total of 5,752 employees in the transit zone working at 672 business establishments. The industry with the most businesses is Retail and Wholesale Trade (18 percent), however, manufacturing employs the most workers (17 percent). The jobs in the area are largely blue-collar and service industry jobs.

Employment Businesses and Jobs by Industry

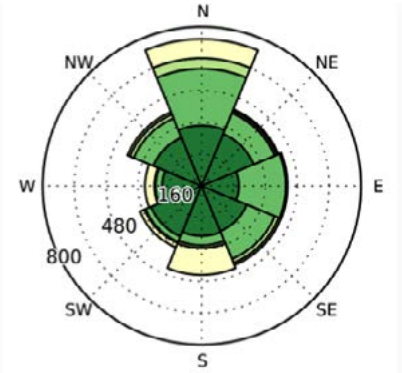
Largest Industries by Share of Businesses & Jobs						
Rank	Businesses by Industry	No.	%	Jobs by Industry	No.	%
1	Retail & Wholesale Trade	118	18%	Manufacturing	971	17%
2	Other Services	93	14%	Retail Trade	959	17%
3	Construction	83	12%	Construction	657	11%
4	Professional, Scientific and Technical Services	57	8%	Other Services	427	7%
5	Manufacturing	51	7%	Professional, Scientific and Technical Services	249	4%
	Subtotal Businesses in top industries	402	59%	Jobs in Top Industries	3,262	56%
	All business in Transit Zone	**672**	**100%**	**All jobs in transit zone**	**5,752**	**100%**

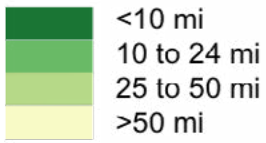
Commuter Distance and Direction

Home to Work



Work to Home

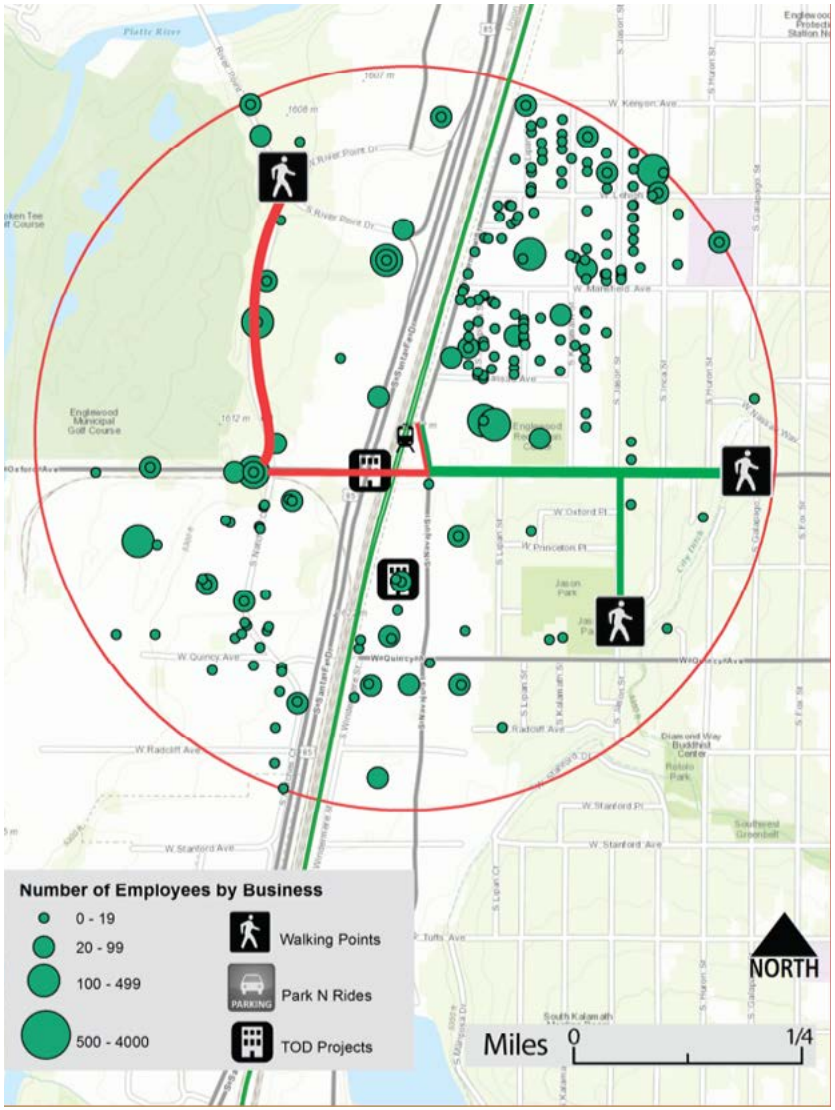




Commuter

Ninty-nine percent of residents are employed outside the transit zone, with approximately 35 percent of total primary jobs located within ten miles of the transit zone and in the direction of a light rail transit route (north and south). Nearly all workers employed in the transit zone live outside the transit zone; of those workers, approximately 36 percent live within ten miles of the station and from the direction of a light rail transit route (north and south).

Walkability Analysis from 3 half-mile Points		
Starting Point	**Time (min.)**	**Walking Environment**
1. Jason Park	8 min	Residential
2.. Panera Bread Company	15 min	Commercial along arterial
3. Oxford & Galapagos Street	11 min	Industrial and residential



Accessibility

The pedestrian paths to the station varied greatly by jurisdiction. Englewood routes offered must better pedestrian infrastructure. Direct access to the station is also possible by one bus route, the 51, with 34 stops daily, on-street parking bike lockers and bike racks. The routes were chosen as potential routes for getting to existing amenities in the area.

Route #1. We began south along Windermere St. past industrial buildings. There is an attached sidewalk. We then turned east on Oxford to south on Jason St. On both there is a grid street pattern with mostly attached, three to five foot sidewalks, textured curb cuts at intersections, and residential street lighting. The vehicle speed was slow and he walk was comfortable.

Route #2. We followed Oxford west across Federal. The sidewalk had obstructions including glass, trash and cracks. The sidewalk conditions improved when we reached the new commercial development, but the routes were inefficient and did not bring the pedestrian to door fronts. We arrived at Panera Bread.

Route #3. The final route followed Oxford Avenue East to South Broadway. This is a large commercial hub. This route has a bike lane, on street parking and consistent and maintained sidewalks. There is adequate lighting and slower moving traffic. The pedestrian conditions were pleasant.

Bike: The station offers bike lockers and racks. Oxford offers bike lanes leading from the east, which discontinue just prior to the station. Other residential streets in the area are wide and have slow speeds and low use. These streets would be comfortable and relatively safe for bikers. In Sheridan, to the west of the station, biking on the road would be high stress. The speeds increase as does the volume of traffic. There are not shoulders on many of these streets. Accessing the station from the west by bike would be difficult and dangerous. Commercial options in Sheridan are disconnected for bike users.

ADA: The station faired well, but the connection to surrounding communities fluctuated in regard to ADA accessibility. The sidewalk conditions to the west are cracked, have obstructions and difficult crossings. To the east sidewalks are better, but are generally narrow.

Community Services & Parks: There are few public or community services in the half mile radius. According to the combined 2012 ESRI and InfoGroup business data sets, there is one post office, a public elementary school and two fraternal organizations. Jason Park is located in Englewood to the southeast of the station offers an off-leash dog area, pavilion, picnic area, water fountain, restrooms, basketball and an informal ball field (englewoodgov.org). To the west of the station is the Broken Tee Gold Course, which is operated by the City of Englewood Parks and Recreation, though it is located in Sheridan.

Evaluation

Affordable Housing

Seventy-three percent of housing units in the transit zone are owned, which is higher than the transit region at 64%. According to 2009 data from CTOD, housing and transportation costs as a percentage of income for the transit zone are lower than the Denver Transit Region. The Sheridan-City of Oxford Station typical household housing costs are 18% plus transportation costs at 21% for a total of 39% of the typical household income. The Denver Transit Region is approximately 27% for housing and 22% for transportation, for a total of 49% of the typical household income. The decreased cost for housing may be due to the aging housing stock and the modest size of homes in the area, as well as decreased demand due to a decreasing population. According to CTOD, 8% of workers take public transportation, bicycle or walk to work, which is consistent with the regional rate.

- **Opportunities:** Opportunties to preserve the affordable nature of the area should be considered a high priority as development around the transit zone picks up. It is unknown if the current projects have affordable housing units. As rezoning is also recommended, high density allowances could be given for developers who include affordable units.

Accessibility

Overall, the Sheridan-Oxford station and transit zone has good accessibility for pedestrians, cyclists and vehicles to the east. To the west access is good for vehicles only. There is only one bus route serving this station. The on street parking around the station is overburdened and additional parking is needed.

- **Opportunities:** An opportunity exists to provide better pedestrian access to the west with minor infrastructure improvements and better maintenance. Additional parking should be provided for the lightrail station since current parking is overburdened and RTD provides zero spots. This could be done in a structure through a public-private partnership on future TOD in nearby parcels.

Economic Development

The average household size for the transit zone is 2.57, and approximately 34% of the households have an annual income less than $50,000. According to the MIT Living Wage Calculator, the living wage in Arapahoe County for one adult and two children is $25.65 per hour, which is an annual income of $53,354 before taxes.

- **Opportunity:** For this station to be a successful TOD for current residents, it is important to recruit employment that provides living wages and work force development accessible to the residents. The transit zone can increase jobs in all sectors with increased density.

Site Development

The Federal Center Station Area Plan describes a Area plans have identified that higher density housing is desires. Two sites, within a five mile walk of the station have had development proposals. To date neither of these developments have broken ground and both are being completed through the PUD process.

Opportunity/Gap: Changing zoning around the station to support the desired development would remove barriers to development. The two jurisdictions could also conduct some initial market studies to show developers the feasibility of development and communicate that the jurisdictions are serious about supporting higher density development in the area.

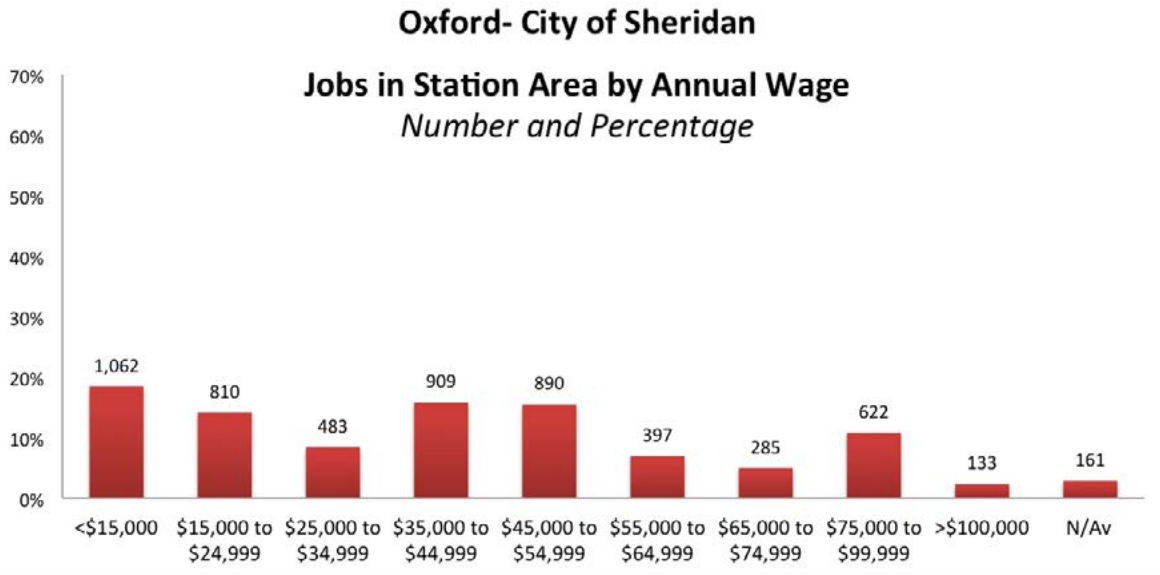
Jobs, Housing, and Wages

The following table presents the eight criteria used to score station areas on affordable housing. Each criterion is worth .5 to 1 point for a total possible score of 5. The criterion measure affordability for existing residents, e.g. through housing expenditure burden and income, as well as opportunity for others to live in the area, e.g. through availability of rental housing and subsidized units, as well as density.

Oxford- City of Sheridan Housing Score (out of 5 points)

Housing Data	% Households earning <$20K	% Households earning $20K-$49,999	% Households earning $50K-$74,999	% Households earning >=$75K	% Renter occupied	% w/a mortgage paying >30% of income	Number of subsidized units	Residental density score*	Total Sports Authority Housing Score
Value	32.7	31.8	18.3	17.3	20%	35%	273	1	
Scoring Criteria	If households earning <$19K are at least 15%, then 0.5 pts.	If households earning $20-$49K are at least 20%, then 0.5 pts.	If households earning $50K-$74.9K are 30% +/- 5%, then 0.5 pts.	If households earning >$75K are <30%, then 0.5 pts.	If % rental housing is 40%-75%, then 1 pt.	If % of households paying >30% of income is <30%, then 0.5 pts.	If number of subsidized units > 80, then 1 pt.	If density score >=2, then 0.5 pts.	
Score	0.5	0.5	0	0.5	0	0	1	0.0	**2.5**

*Net Residential Density Scores = (0 PTS: < 7 d.u/acre); (1 PT: >= to 7 d.u./acre and <12 d.u/acre); (2 PTS: >= to 12 d.u./acre and < 20 d.u./acre); (3 PTS: >= to 20 d.u./acre and < 30 d.u./acre); (4 PTS: > = to 30 d.u./acre and < 60 d.u./acre); (5 PTS: > or = to 60 d.u./acre)

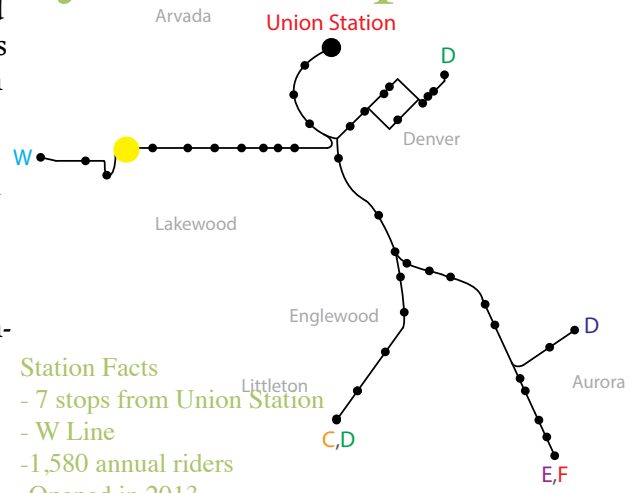


Sheridan Station, City of Lakewood

Overview

The Sheridan Station is split between the City and County of Denver and the City of Lakewood. It is located in an area with characteristics of an urban neighborhood but also has high commercial variation. Sheridan does have major challenges when it comes to attracting new development. This area and many others along the West Line may be difficult to develop because of floodplain constraints and industrial activity from the old railway. However, the West Line is still very nascent and its benefit will positively impact this area. The Sheridan Station was developed as a commuter station but currently is not meeting this goal.

System Map



Station Facts
- 7 stops from Union Station
- W Line
-1,580 annual riders
-Opened in 2013
- Sheridan Blvd. & 12th Ave.

DEMOGRAPHICS
Pop.: 6,535 (2000), 6,171(2010)
Med. Income: 32,438 (2000), $32,702 (2010)
% HHS earning <$25K (2009): 40.4%
% White alone (2010): 55.6%

TRAVEL
Jobs: 1,022(2002), 845 (2009)
Commute by Public Transit (2009): 12.68%
Avg. Vehicles/Household (2009): 1.29
Quality of Walk: 2/7 pts
Bicycle Infr.: 3/3 pts
Avg. Daily Riders & Rank (Jan. 2014):1,580, 30 # of 45
Approx. % Walking to Station5 (2011): 18%

PLACE CHARACTERISTICS
Major Destinations: Colfax and Sheridan/ commercial and residential center, Sloan's Lake
Avg. Block Size (2010): 6.04acres
Housing Units (2010): 2,541
Net Residential Density: (2010): 5.58
Job Density (ESRI & Info Group 2012): 3.33
Business Density (ESRI & Info Group 2012): 0.42

Station Evaluation

Affordable Housing
Accessibility
Site Development
Jobs & Economic Development

Demographics

Transit Zone Demographics	Census 2000	Census 2010	ACS 2005-2009	% Change
Total households	2,384	2,338	2,342	2%
Median HH Income	$32,438	$32,702	$32,702	1%
% <$25,000	21%	n/a	40%	n/a
%>$75,000	23%	n/a	13%	n/a
% <18 y.o.	n/a	n/a	28%	n/a
% >59 y.o	n/a	n/a	15%	n/a
% Bachelor's or higher	14%	n/a	10%	n/a
% White Alone	46%	56%	33%	18%
% Black or African American alone	2%	1%	2%	50%
% American Indian and Alaska Native alone	1%	1%	2%	0%
% Asian alone	2%	6%	1%	66%
% Native Hawaiian and Other Pacific Islander alone	0.2%	0.0%	0.1%	0.0%
% Some Other Race alone	0.2%	0.1%	0.2%	50%
% Two or More Races	1%	1%	1%	0%
% Hispanic or Latino	48%	37%	60%	-22%

Residents

This area traditionally supports a lower income population as the median household income in 2010 was $32,702 and 9.6% have a bachelor's degree or higher, compared to 39% in the region. It attracts many surrounding residents as there are many families and children who use the light rail as a reliable means of transportation to work and school. The number of households in the transit zone increased 1.9% from 2000 to 2010, from 2,384 to 2,338. The change in population decreased at a rate of 5.6% over the same period, from 6,535 to 6,171. According to the 2010 Census, the dominant race is white at 55.6% and another 36.7% are Latino. Compared to the region, the households have more children and are more racially diverse. The median household income in the 2005-2009 ACS was $32,702 which is lower than the total Metro transit area's median of $61,296. 40.4% of households have an income <$25,000. This may be attributed to the younger population of which 28% are under age 18.

Housing

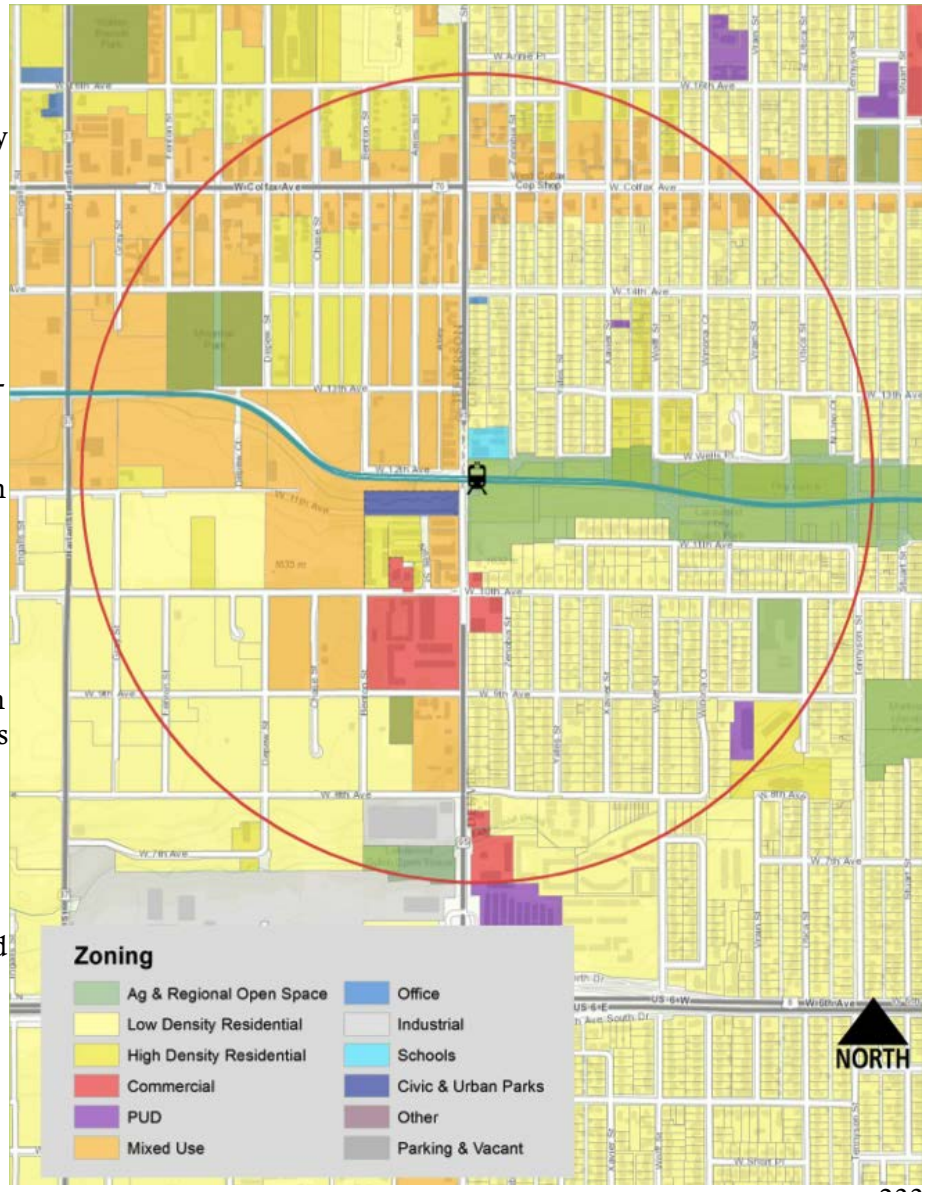
The transit zone is predominately renter-occupied residential. According to the CTOD database, there are 2,541 housing units of which 673 are owned (29%) and 1,665 (71%) are rented, which is a high percentage compared to the regions rental rate of 36%. Depending on the area, the structures ranged between high-rise apartments and duplexes; however the majority were small low density single family residences. Residential areas were spread out fairly well around the Station in all directions. Higher density apartments were often located next to major arterials such as Colfax and Sheridan while less dense housing and neighborhoods were around the Lakewood Gulch.

Plans and Regulations

As noted in the introduction, there are plans for Sheridan Station and they have been split up between City of Denver and City of Lakewood since the station is located in both jurisdictions. They include the Sheridan Station Area Plan by the Denver Community Planning and Development Department, adopted June 2009; Sheridan Boulevard Station Area Plan created by the City of Lakewood, adopted November 2006; and the Lakewood Comprehensive Plan, adopted in 2003. The Sheridan Station Area Plan addresses the West Colfax and Villa Park neighborhoods. Some of its goals are to incorporate the Lakewood Gulch into the Station design and bring new uses to its edge that increase the number of people along the park and create a safer park environment; improve pedestrian access to the station by focusing along and across Sheridan Boulevard from 6th Avenue to 17th Avenue; develop a Station identity that reflects the best aspects of the surrounding neighborhoods and the Lakewood Dry Gulch amenity; and to provide solutions that place a priority on the pedestrian by increasing safety at key streets and intersections.

New Development

There are four major recent developments in the transit zone according to the RTD TOD database. All of these developments are focused more on low-income residential and incorporate some mixed use. The 11th Avenue Senior Housing is a



proposed infill project located on 0.83 acres less than ¼ mile from the Station. It is being developed by the Urban Land Conservancy and will hopefully be completed by 2015. The primary use is affordable senior residential. ARC Thrift Shop was completed in 2005. It is a large low-income project that is predominately retail that features over 55,000 square feet of space. The project sits on an infill site and also brings in a large volunteer crowd. Jody Apartments is a residential complex that received $750,000 in subsidies. It is being developed by NEWSED, a non-profit and contains 62 affordable units. According to RTD, "Denver awarded HOME funds to acquire Jody Apartments. NEWSED will do minor rehab and operate for 6 years, then demo and build higher density affordable housing on site". The Renaissance West End Flats provides 102 affordable apartments to the impoverished community. The site is mainly residential but there is ground floor space which will be used for a Cop Shop, offices, and possibly a daycare center. The project was developed by Renaissance Housing Development Corporation and designed by Humphries Polis Architects. It was completed in 2012 and cost $17 million.

Zoning

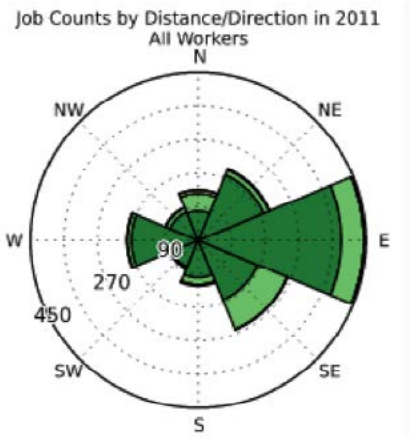
The majority of land area within the transit zone is low to medium density housing. Along Sheridan Boulevard and Colfax Avenue are more commercial zoning designations such as retail and general commercial on the east and mixed use core on the west. The area around Colfax in Denver is zoned MS (Main Street) and the bulk of residential within Denver is zoned either TU or MU (Two-unit or Multi-unit). On the Denver side, the Station area is zoned MX-5 and MX-8 (Mixed Use) The west side of Sheridan is mainly Lakewood. The majority of land around the Station is zoned M-R-T (Mixed-use Residential Transit). Towards the neighborhoods, the zoning becomes R-2 which is a low density residential zoning. However there is a good transition and the density decreases with distance from the Station. Other important zoning categories in this area include M-G-U (Mixed-use General Urban and M-G-T (Mixed-use General Transit). These classifications are important to preserve and strengthen the commercial area. The zoning for residential also supports multi-family which is a plus.

Employment Businesses and Jobs by Industry

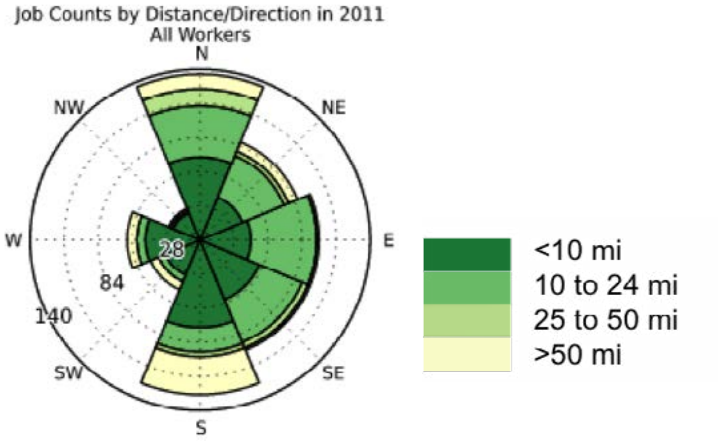
Largest Industries by Share of Businesses & Jobs						
Rank	Businesses by Industry	No.	%	Jobs by Industry	No.	%
1	Retail Trade	47	22.1%	Retail Trade	164	25.2%
2	Construction	21	9.9%	Health Care and Social Assistance	129	19.8%
3	Real Estate and Leasing	18	8.5%	Construction	106	16.3%
4	Accommodation and Food Services	18	8.5%	Waste Management and Remediation	84	12.9%
5	Health Care and Social Assistance	15	7.0%	Accommodation and Food Services	35	5.4%
	Jobs in Top 5 Industries	**119**	**55.9%**	**Jobs in Top 5 Industries**	**518**	**79.6%**

Commuter Distance and Direction

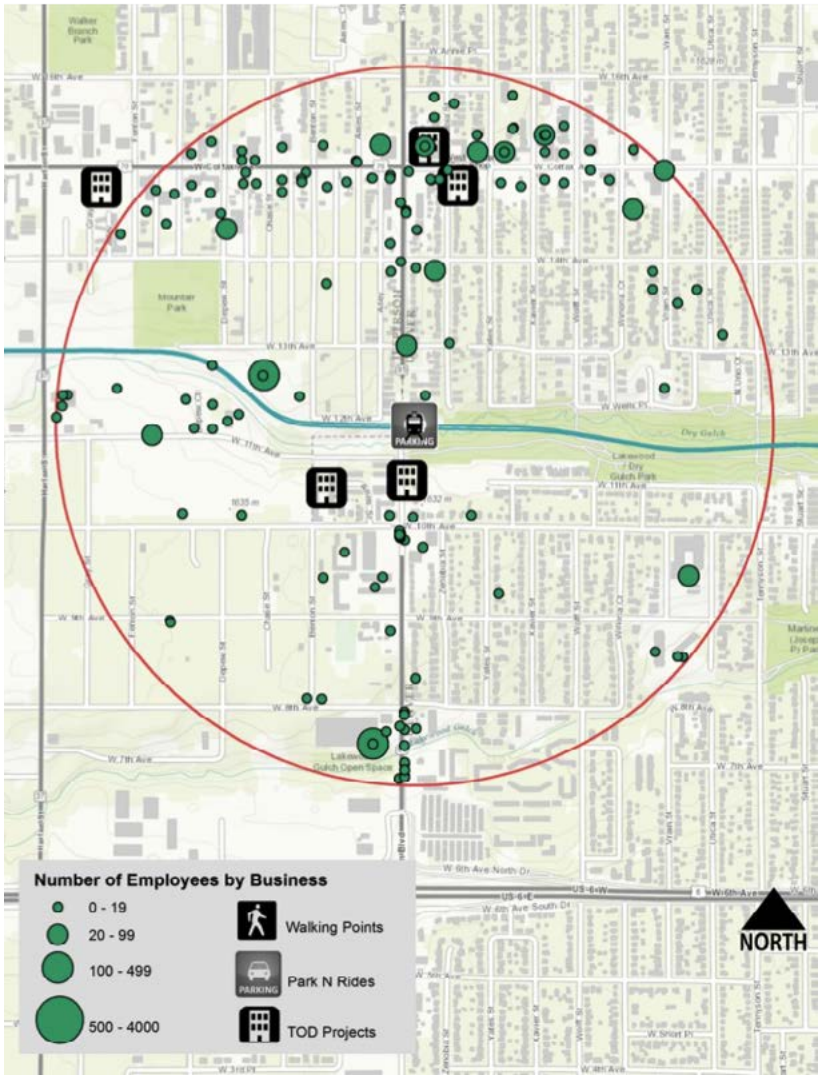
Home to Work



Work to Home



Walkability Analysis from 3 half-mile Points		
Starting Point	**Time (min.)**	**Walking Environment**
1. 9th and Utica	10 min	Scenic, residential, Lakewood Gulch Trail, safe
2. 14th and Gray	15 min	Industrial, low income, community park, no sidewalk
3. 17th and Sheridan (Sloan's Lake)	17 min	High traffic, dangerous, active, loud, no landscaping



Employment

There are a total of 1,636 employees in the transit zone working at business establishments. This is spread across the 213 businesses in the transit zone- which average about 7.68 employees per business. The industry with the most businesses is Retail Trade at 22.1% of the total; Retail Trade also employs the most workers (25.2%), as there are many small business and a diverse commercial presence in the area along Colfax and Sheridan.

Retail trade accounts for the largest share of businesses in the transit zone at 18 percent. Fifty-nine percent of all businesses in the transit zone fall into the top five industries in the left side of Table 3 below. The manufacturing industry employs the most people in the transit zone at 49 percent, followed by retail trade at 14 percent. Overall, 79 percent of employment in the transit zone falls in the five top industries on the right side of the table below.

Commuter

Using the OnTheMap tool from Longitudinal Employer-Household Dynamics (LEHD), 99% of the workers in the transit zone live outside of the area. Conversely, 99% of employees who live in the transit zone work at a location outside of it. Only a handful of people live and work within the same half mile radius around the Sheridan Station. A survey of local employers may help to identify why more are not using the light rail to access jobs in the station area. Increasing the number of transit-oriented residential units and jobs in the zone would also help to increase ridership from the current 1,580 per day.

Accessibility

This station serves the West Line which opened in 2013. The pedestrian paths to the station were adequate and yet disconnected and the final score for the walks was 2 of 7 points. The final score for bike infrastructure was 3/3, which was due to the extensive Lakewood Gulch Trail, and abundant bike amenities such as lockers and racks. The Station also serves connecting bus routes of which there are 180 bus stops per day. There is a five story parking garage with 800 spots; however it has an abysmal average daily use of 89 spots or 11% capacity.

Route #1 Starting at 9th and Utica, the route headed on 10th and north through the neighborhood to reach the Lakewood Gulch Trail. The trail part of the route was scenic and was upgraded. At the walking point itself was an elementary school which was a hub of activity in this neighborhood. The rest of the walk was quiet and safe.

Route #2. The route began at 14th and Gray and zigzagged southeast towards the Station. The closer to the Station, the worse the walk quality as the sidewalks disappeared and junk/industrial yards became more present and added to an unsafe feeling. Affordable residential was established in parts; however, some housing was neglected and in disrepair.

Route #3. The route went straight north on

Sheridan from the Station to point 3. The walk was noisy, unsafe, and aesthetically frustrating due to the high traffic volume and speed as well as questionable businesses and a lack of landscaping. The sidewalks ended north of Colfax and there were many people walking on the road or on human pathways. Sloan's Lake was the only positive of this route.

Bike: At the Station were six stand up bike lockers, many bike racks of the O-type, and several bike trees. The unfortunate part was that none of these were occupied. There were a few people boarding the train with bikes.

ADA: There were two functioning elevators and ramps up to the train. One of the big problems at this Station was the high amount of human pathways which show a lack of foresight in designing public spaces that meet the needs and behaviors of people. For example while there were elevator towers and stairs, they both led to the middle of the bridge on Sheridan, leaving people stranded and exposed.

Community Services & Parks:
There were three main parks within the transit zone, being Mountair Park, Lakewood Park, and the Gulch trail. At Mountair Park, there is a large baseball field with facilities, bleachers, a seasonal restroom, many benches, and a community garden. This garden was fenced off and sheltered from the elements by being built on the south side of a berm. It appeared as if there were a huge variety of vegetables and herbs growing. The Lakewood Gulch Trail is the biggest asset to this community as it evolves over time.

Evaluation

Affordable Housing

The zone has a large supply of rental units: 71%, compared with 34% in the region. Based on the ACS 2005-2009 used in the CTOD TOD Database (CTOD), median income residents spent 23% of income on housing, compared to the regional average of 27%. Estimated transportation costs are higher than the region, estimated at 23% for the zone, compared to 22% for the region, by the H+T Affordability Index, 23% is higher than the national average of 18%; however now with the presence of LRT, there is a real opportunity to reduce this cost burden.

Accessibility

Overall, the Sheridan Station has adequate means of access by all modes of transportation. However, those commuting to the Station by vehicle is low- the parking garage is only at 11% daily capacity. The percentage of total people in the area using public transit is increasing as it was at 12.68% in 2010 whereas it was at 9.1% in 2000. There is adequate bus service from the 51 Line and there are many urban paths and walkways. The major arterials are not connected well to the Station or neighborhoods though and a sub area plan that focuses on this issue would be beneficial.

- **Opportunity:** Wayfinding needs to be incorporated in the community that gives direction and quick information to about LRT. Beyond the transit zone, there needs to be some sort of marketing strategy that increases ridership and eventually development. Currently, there is a serious lack of value capture and the community is missing out on many of the pros that public transit has been known for.

Economic Development

This transit zone has its niche as a urban community center along the West Line. It offers commercial and social services when many other station along this line simply are residential serving.

- **Gap/Opportunity:** After review of the Accessibility Analysis, the Station and transit zone are somewhat meeting the goals of the plans and area potential. It will take time to further attain the necessary objectives to make this Station part of a vibrant community. This could be a great area to reinvest because of the proximity to area shopping centers and access to many important thoroughfares such as Sheridan, Colfax, and 6 Avenue. Continued focus on affordable housing is important the surrounding neighborhoods, especially to connect the existing residential to the commercial areas. Also, increasing wayfinding in the transit zone is critical to boost ridership and awareness of LRT as a viable transportation option.

Site Development

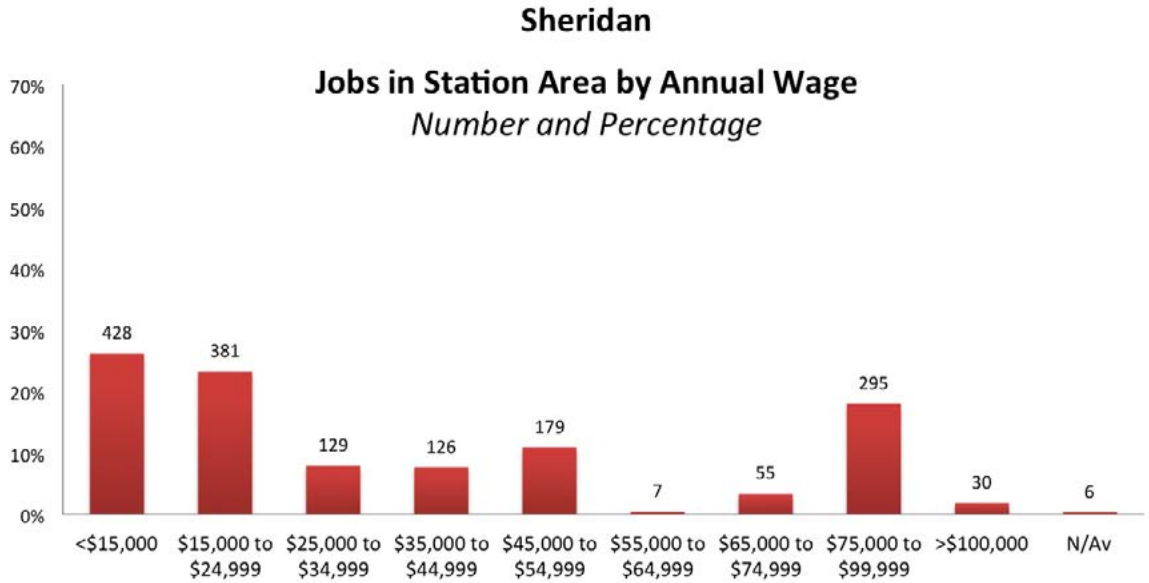
There is plenty of underutilized land around the Sheridan Station that it should embrace a TOD model. One of the main constraints of development for the Sheridan Station is the Lakewood Gulch which is a large floodplain. Developers do not want to take the risk or add additional protection costs including flood insurance and engineering study fees to build in the area. One of the ways that the area is succeeding is its zoning from both Denver and Lakewood which supports higher density and a mix of uses at this area. There is a diverse mix of store types, and it is laid out in a block and grid format. One of the true benefits of the Station that sets it apart is the Gulch Trail.

Jobs, Housing, and Wages

The following table presents the eight criteria used to score station areas on affordable housing. Each criterion is worth .5 to 1 point for a total possible score of 5. The criterion measure affordability for existing residents, e.g. through housing expenditure burden and income, as well as opportunity for others to live in the area, e.g. through availability of rental housing and subsidized units, as well as density.

Sheridan Housing Score (out of 5 points)									
Housing Data	**% Households earning <$20K**	**% Households earning $20K-$49,999**	**% Households earning $50K-$74,999**	**% Households earning >=$75K**	**% Renter occupied**	**% w/a mortgage paying >30% of income**	**Number of subsidized units**	**Residental density score***	**Total Sheridan Housing Score**
Value	40.0	30.7	16.0	13.3	71%	43%	0	0	
Scoring Criteria	If households earning <$19K are at least 15%, then 0.5 pts.	If households earning $20-$49K are at least 20%, then 0.5 pts.	If households earning $50K-$74.9K are 30% +/- 5%, then 0.5 pts.	If households earning >$75K are <30%, then 0.5 pts.	If % rental housing is 40%-75%, then 1 pt.	If % of households paying >30% of income is <30%, then 0.5 pts.	If number of subsidized units > 80, then 1 pt.	If density score >=2, then 0.5 pts.	
Score	0.5	0.5	0	0.5	1	0	0	0.0	**2.5**

*Net Residential Density Scores = (0 PTS: < 7 d.u/acre); (1 PT: >= to 7 d.u./acre and <12 d.u/acre); (2 PTS: >= to 12 d.u./acre and < 20 d.u./acre); (3 PTS: >= to 20 d.u./acre and < 30 d.u./acre); (4 PTS: > = to 30 d.u./acre and < 60 d.u./acre); (5 PTS: > or = to 60 d.u./acre)

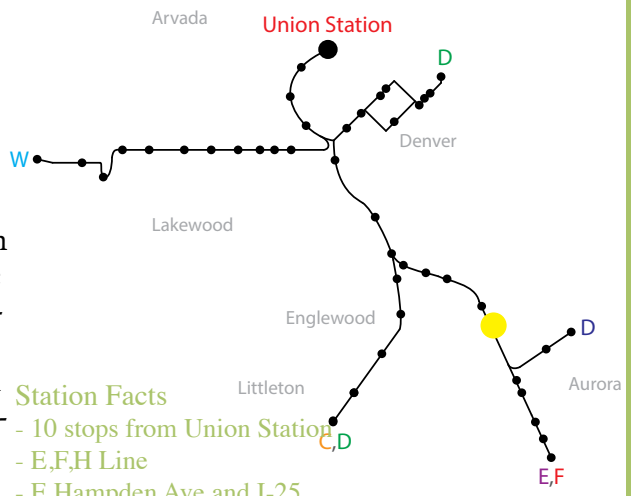


Southmoor Station, City of Denver

Overview

While the Southmoor Station currently appears to be underutilized, it has potential to grow into a highly successful TOD zone. The zoning has been updated to support residential as well as retail and commercial land uses. It has a movie theater and a plentiful amount of restaurants as well as retail establishments. It is also easily accessible by bus and vehicle. There is abundant parking, in addition to four bus routes and has 788 parking spaces. The homes in the area are mostly single-family residential with a few dispersed pockets of multi-family homes. Southmoor Park is a ten minute walk from the station and is a large park within the community that offers a relaxing oasis.

System Map



Station Facts
- 10 stops from Union Station
- E,F,H Line
- E Hampden Ave and I-25
- Opened in 2006
- 6,610 Daily Riders.

DEMOGRAHICS
Pop.: 2,743 (2000), 3,082 (2010)
Med. Income: $68,279 (2000), $81,312 (2010)
% HHS earning <$20K: %
% White alone: 82.6% (2010)

TRAVEL
Jobs: 1,057 (2002), 2,104 (2009)
Commute by Public Transit (2009): 3.1%
Avg. Vehicles/Household (2009): 1.70
Quality of Walk: 4/7 pts
Bicycle Infr.: 2/3 pts
Avg. Daily Riders (Jan. 2014): 6,619
Station Ridership Rank: 6 of 45

PLACE CHARACTERISTICS
Major Destinations: Regal Cinema Theatre
Avg. Block Size (2010): 8.83 acres
Housing Units (2010): 1,433
Net Residential Density: (2010): 3.45 du/acre
Job Density (Esri & Info Group 2012): 4.2
Business Density (2012): 0.05

Station Evaluation

Jobs & Economic Development
Affordable Housing
Site Development
Accessibility

Demographics

Transit Zone Demographics	Census 2000	Census 2010	ACS 2005-2009	% Change
Total households	1,294	1,433	1,207	11%
Median HH Income	$68,279	n/a	$81,312	19%
% <$25,000	%	n/a	12%	n/a
%>$75,000	%	n/a	50%	n/a
% <18 y.o.	%	%	20%	n/a
% >59 y.o	%	%	23%	n/a
% Bachelor's or higher	%	n/a	57%	n/a
% White Alone	91%	83%	90%	-8%
% Black or African American alone	4%	3%	3%	-8%
% American Indian and Alaska Native alone	0.3%	0.2%	0%	-33.3%
% Asian alone	2%	3%	0.7%	66%
% Native Hawaiian and Other Pacific Islander alone	0%	0.3%	0%	0%
% Some Other Race alone	2%	0.1%	2%	-94%
% Two or More Races	2%	2.4%	5%	20%
% Hispanic or Latino	5%	8%	12%	48%

Residents

The number of households in the transit zone increased fifteen percent from 2000 to 2010, from 1,294 to 1,433. According to the 2010 Census, 90.6 percent of residents are of White ethnicity. The neighborhood has a higher median household income than the region, roughly $20,000 more annually. The residents also have a high percentage of people with a bachelor's degree or higher, at 57%. With 56% of the residents over the age of 18 and younger than 55, this neighborhood has a large amount of working age adults living within it.

Housing

The transit zone is predominately owner-occupied single-family residential. According to the CTOD database, there are a total of 1,433 occupied units of which are owned 951 (67 percent) and 466 are rented (33 percent). The transit station area could benefit from some affordable housing units, currently the area is lacking any affordable housing near the station.

Plans and Regulations

As noted in the introduction, several plans by the City of Denver have addressed the surrounding development, housing, access, and design of this station, including Comprehensive Plan 2000, Blueprint Denver 2002; and the Transit-Oriented Development Strategic Plan 2006. According to the RTD TOD Database, there are only three major TOD developments in the area.

New Development

The Luxury apartment homes at Veranda Highpointe were completed in 2013. It is a mixed-use development with 362 units and 41,000 square feet. The District at Southmoor Station was completed in 2006. It is a mixed-use, 7-acre infill development. The development consists of 291 luxury apartments. In 2008, the development was sold to Windsor Communities for $60.85 million. Located at 3635 South Monaco Parkway is the Continental Theater. In 2008, the theater received an expansion from 6 to 10 theaters. This development is an infill redevelopment project on 1 acre with retail.

Zoning

The station is in the Southmoor Park neighborhood, surrounded primarily by single-family housing, which consumes 73% of the transit zone. It is adjacent to South Monaco Parkway zoned as a mixed-use shopping area, lined with single-family housing, local and chain restaurants, and professional services. This commercial area is important to the neighborhood but is just 8.4% of the land area. There are two parks in the zone, taking up 6% of the area. Two-Unit, and Multi-Units, each account for 4%, and just 1.6% is zoned mixed-use

Employment

There are a total of 1,866 employees in the transit zone working at 151 business establishments. The industry with the most businesses is Retail and Wholesale Trade (13.9 percent) and Health Care and Social Assistance (13.9 percent). Construction, Manufacturing, Mining, Quarrying, and Oil and Gas Extraction employs the most employees (16.4 percent).

Commuter

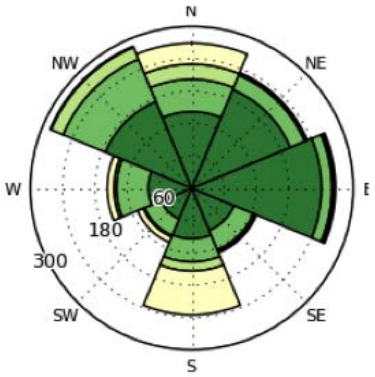
Using the OnTheMap tool from Longitudinal Employer-Household Dynamics (LEHD), 99 percent of residents are employed outside the transit zone, with approximately 64 percent of total primary jobs located within 10 miles of the transit zone and in the direction of a light rail transit route (west, east, and southeast). Nearly all workers employed in the transit zone live near the transit zone; of those workers, approximately 86 percent live within ten miles of the station and from the direction of a light rail transit route (west, east, and northwest). Based on distance and direction workers are travelling to and from the transit zone, this station has potential for increased ridership.

Employment Businesses and Jobs by Industry

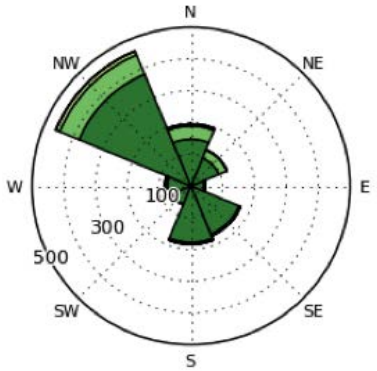
Largest Industries by Share of Businesses & Jobs						
Rank	Businesses by Industry	No.	%	Jobs by Industry	No.	%
1	Construction, Manufacturing, Mining, Quarrying, & Oil & Gas Extraction	23	15%	Construction, Manufacturing, Mining, Quarrying, & Oil & Gas Extraction	306	16.4%
2	Retail & Wholesale Trade	21	13.9%	Retail and Wholesale Trade	288	15.4%
3	Health Care and Social Assistance	21	13.9%	Health Care & Social Assistance	288	15.4%
4	Other Services (except Public Admin.)	18	11.9%	Other Services (except Public Admin.)	187	10%
5	Information, Finance and Insurance, Real Estate and Rental and Leasing	11	7.3%	Information, Finance and Insurance, Real Estate and Rental and Leasing	112	6%
	Subtotal Businesses in top industries	94	62%	Jobs in Top Industries	1,181	63.2%
	All business in Transit Zone	**151**	**100%**	**All jobs in transit zone**	**1,866**	**100%**

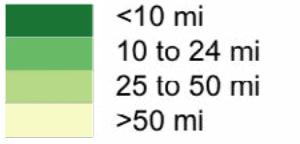
Commuter Distance and Direction

Home to Work

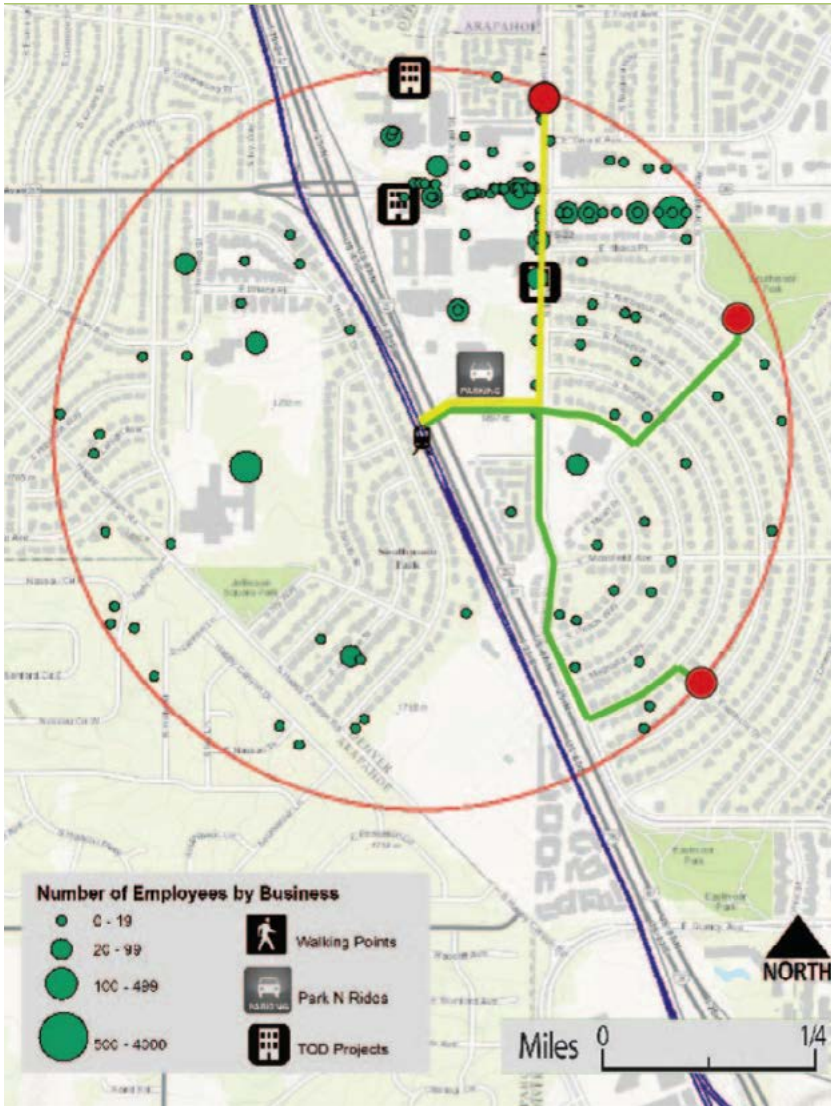


Work to Home





Walkability Analysis from 3 half-mile Points		
Starting Point	**Time (min.)**	**Walking Environment**
1. Southmoor Park	10 min	Very nice established single-family homes
2. South Monaco Pkway	12 min	Well lit, busy street
3. Eastmoor Park	9 min	Very maintained single-family homes, cross-walks, well lit



Accessibility

Overall, the pedestrian paths to the station were safe and pleasant. Direct access to the station is also possible by 4 bus routes (35,40,65, 105), a park-n-ride with 788 spaces, 16 bicycle racks and 22 bike lockers. Upon our visit, the parking lot was very well utilized. At an estimated 90% RTD Park-n-Ride Utilization.

Route #1. We began walking southwest on S. Peach Way along well manicured single-family homes. Few cars were observed and a few children riding their bikes through the neighborhood, as well as a few people walking their dogs. The sidewalks were well maintained five' sidewalks, textured curb cuts at intersections, and residential street lighting.

Route #2. Walking south on S. Monaco Parkway we observed heavy automobile and pedestrian traffic, no bike lanes existed. There was one way finding sign for the station along the way. The sidewalks were well maintained and continuous with a width of 5 feet.

Route #3. Walking north from Eastmoor Park was very pleasant on the well maintained 5' of continuous sidewalks. Their were cross-walks and bulbouts along with ample street scale lighting. Automobile traffic was minimal and the bulbouts seemed to calm and slow down what little vehicles we saw on the streets. There were a few other pedestrians walking the sidewalks.

Bike: There is plenty of bicycle infrastructure at the transit station, with the lack of bike lanes to get to the station our group is concerned with bicyclists safety. The area surrounding the station however could use some bike lanes. We didn't see any riders taking their bikes on the light rail while we were present. However, the bike racks were at capacity.

ADA: The station is set up a bit difficult for people with disabilities to maneuver. The parking lot is on the east side of Interstate 25, while the station itself is on the west side of Interstate 25. The only way to access the station is by an underpass that does has lights and sounds when going through it for rider information and aesthetics. Once through the underpass there is a long flight of stairs as well as an elevator. This could be potentially difficult for people with disabilities to locate and access the elevator. There is Braille and sounds for the ticketing machine. Safety is of a concern for someone in the nighttime hours.

Community Services & Parks: According to the ESRI and IG Data, there are four churches and four schools in the transit zone. Southmoor Park is located within the transit zone. This park takes up roughly 3 blocks in the neighborhood. There is a playground as well as soccer fields with goals in place.

Evaluation

Affordable Housing

Sixty-seven percent of housing units in the transit zone are owner occupied, which is slightly higher than the transit region at 64 percent. According to 2009 data from CTOD, Housing and transportation costs as a percentage of income for the transit zone are lower than the Denver Transit Region. The Southmoor Station typical household housing costs are 29 percent plus transportation costs at 21 percent for a total of 50 percent of the typical household income. The Denver Transit Region is approximately 27 percent for housing and 22 percent for transportation, for a total of 49 percent of the typical household income. According to CTOD, 3 percent of workers take public transportation, bicycle or walk to work, compared to the transit region with eight percent.

Accessibility

Getting to the parking area at the Southmoor station is easy enough for persons who are driving or taking a bus. Parking for the station is located on the east side of Interstate 25. Once at the station people walk through an underpass under Interstate 25. Once on the other side of the interstate people take the elevator or stairs to get to the train platform. People coming from the west side of Interstate 25 to access the station is a bit of a trek. There is no access from the west side. People have to cross over Interstate 25 to get to Yale Avenue. There is an overpass for motorists and pedestrians.

Economic Development

The average household size for the transit zone is 2.77 . Station Area with approximately 38 percent of the households in the area have an annual income less than $50,000. According to the MIT Living Wage Calculator, the living wage in Denver for one adult and two children is $25.65 per hour, which is an annual income of $53,354 before taxes. For this station to be a successful TOD for current residents, it is important to recruit employment that provides living wages and work force development accessible to the residents.

Site Development

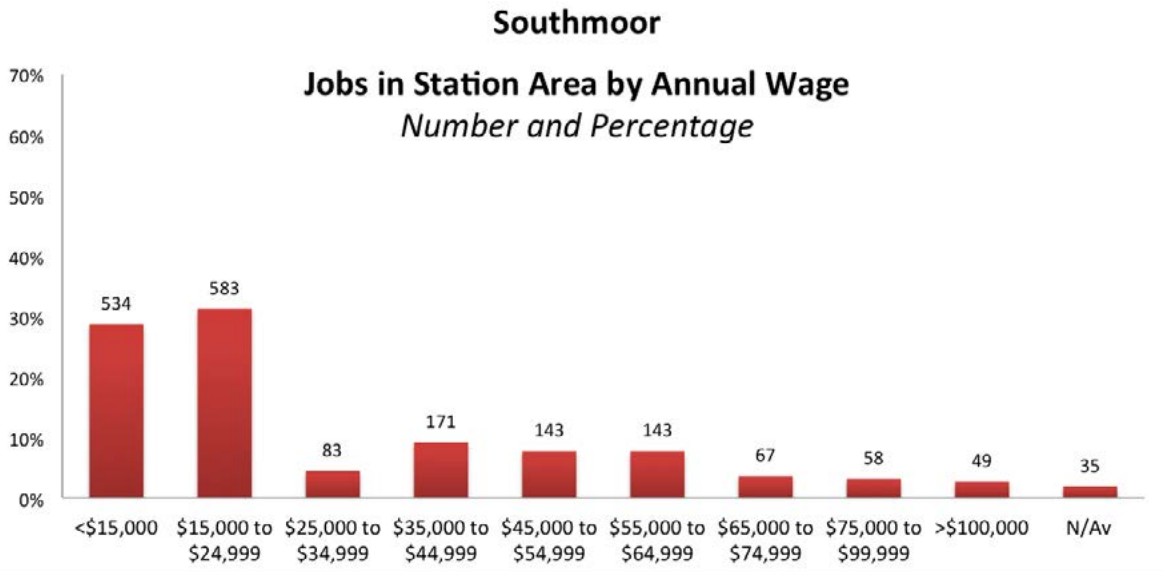
The Southmoor Station is lacking in affordable housing within the station zone. There needs to be a focus on affordable, mixed-income, and subsidized housing. The station and surrounding neighborhoods are ideally situated to feel the next wave of gentrification.

Jobs, Housing, and Wages

The following table presents the eight criteria used to score station areas on affordable housing. Each criterion is worth .5 to 1 point for a total possible score of 5. The criterion measure affordability for existing residents, e.g. through housing expenditure burden and income, as well as opportunity for others to live in the area, e.g. through availability of rental housing and subsidized units, as well as density.

Southmoor Housing Score (out of 5 points)									
Housing Data	**% Households earning <$20K**	**% Households earning $20K-$49,999**	**% Households earning $50K-$74,999**	**% Households earning >=$75K**	**% Renter occupied**	**% w/a mortgage paying >30% of income**	**Number of subsidized units**	**Residental density score***	**Total Southmoor Housing Score**
Value	12.4	22.5	15.1	49.9	34%	44%	74	1	
Scoring Criteria	If households earning <$19K are at least 15%, then 0.5 pts.	If households earning $20-$49K are at least 20%, then 0.5 pts.	If households earning $50K-$74.9K are 30% +/- 5%, then 0.5 pts.	If households earning >$75K are <30%, then 0.5 pts.	If % rental housing is 40%-75%, then 1 pt.	If % of households paying >30% of income is <30%, then 0.5 pts.	If number of subsidized units > 80, then 1 pt.	If density score >=2, then 0.5 pts.	
Score	0	0.5	0	0	0	0	0	0.0	**0.5**

*Net Residential Density Scores = (0 PTS: < 7 d.u/acre); (1 PT: >= to 7 d.u./acre and <12 d.u/acre); (2 PTS: >= to 12 d.u./acre and < 20 d.u./acre); (3 PTS: >= to 20 d.u./acre and < 30 d.u./acre); (4 PTS: > = to 30 d.u./acre and < 60 d.u./acre); (5 PTS: > or = to 60 d.u./acre)



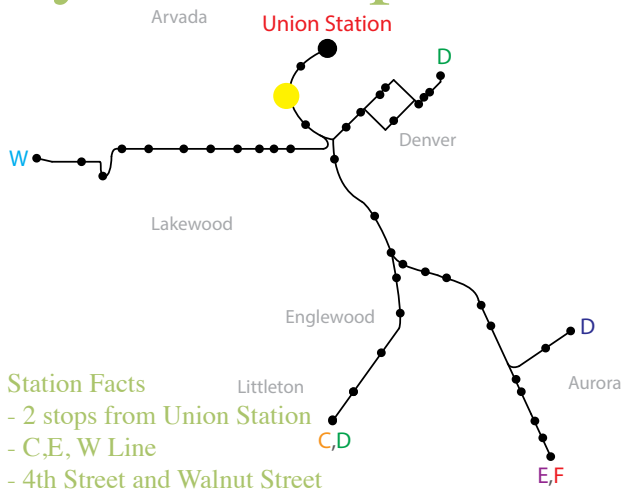
Sports Authority Field Station, City of Denver

Overview

According to Denver's TOD Strategic plan, the Sports Authority Station is categorized as a downtown station. These stations are characterized by having a strong mix of uses: high density residential, office and commercial buildings. These station areas also have high pedestrian activity and are the center of a multi-modal transit system.

From this station, Denver Union station is, 11 minutes and 1.1 miles north. Compared to other stations, the station has very low ridership at just 673 total revenue riders a day, based on a one day count in May 2014. This includes all boardings and alightings in both directions, retrieved from RTD Denver.

System Map



Station Facts
- 2 stops from Union Station
- C,E, W Line
- 4th Street and Walnut Street

DEMOGRAPHICS
Pop.: 35.69 (2000), 698 (2010)
Med. Income: $22,876 (2000), $22,948 (2010)
% HHS earning <$25K (2009): 66%
% White alone (2010): 15%
TRAVEL
Jobs: 3,153(2002), 4,408 (2009) 5,603(ESRI & IG)
Commute by Public Transit (2009): 14.05%
Avg. Vehicles/Household (2009): 1.09
Quality of Walk: 0/7 pts
Bicycle Infr.: 0/3 pts
Avg. Daily Riders & Rank (May. 2014): 673, #41 of 45
Approx. % Walking to Station5 (2011): N/AV
PLACE CHARACTERISTICS
Major Destinations: Sports Authority Stadium
Avg. Block Size (2010): 6.59 acres
Housing Units (2010): 48.22
Net Residential Density: (2010): 3.42 du/acre
Job Density (ESRI & Info Group 2012): 15.29
Business Density (ESRI & Info Group 2012): 0.32

Station Evaluation

Affordable Housing
Jobs & Economic Development
Site Development Accessibility

Demographics

Transit Zone Demographics	Census 2000	Census 2010	ACS 2005-2009	% Change
Total households	15.77	48.22	315	+205%
Median HH Income	$22,876		$22,948	+0.3%
% <$25,000	63%		66%	+3%
%>$75,000	7%		14%	+7%
% <18 y.o.		1%		
% >59 y.o		1%		
% Bachelor's or higher	6%		17%	+11%
% White Alone	65%	77%	22%	+12%
% Black or African American alone	0	0	20%	0%
% American Indian and Alaska Native alone	2%	0	1%	-2%
% Asian alone	0	5%	5%	+5%
% Native Hawaiian and Other Pacific Islander alone	0	0	0	0
% Some Other Race alone	0	3%	5%	+3%
% Two or More Races	0	0	3%	0
% Hispanic or Latino	33%	15%	44%	-18%

Residents

The number of households increased significantly from 2000 to 2010. (15.77, 48.22) The average household size is 1.61, and 85% percent of the population is 18-24 years old. This is probably due to a large part of the transit zone being comprised of the Auraria Campus. The median income is $38,349 less than the Denver region, but this is probably due again to the large student population. The transit zone is predominately while (77%), with other races making up less than 30% of the transit zone.

Housing

The mentioned household increase is probably due to the building of Auraria's first adjacent campus housing, Campus Village at Auraria. After being built in 2006, UC Denver enacted a mandatory policy for first-year student to live in these dormitories. The transit zone contains a very small amount of occupied housing units (48). In the transit zone, 77% of occupied housing units are renter-occupied and 23% of housing units are owner occupied. This could be due to the small amount of total housing units that aren't campus housing. These could be condos or other multi-unit owner occupied housing.

Plans and Regulations

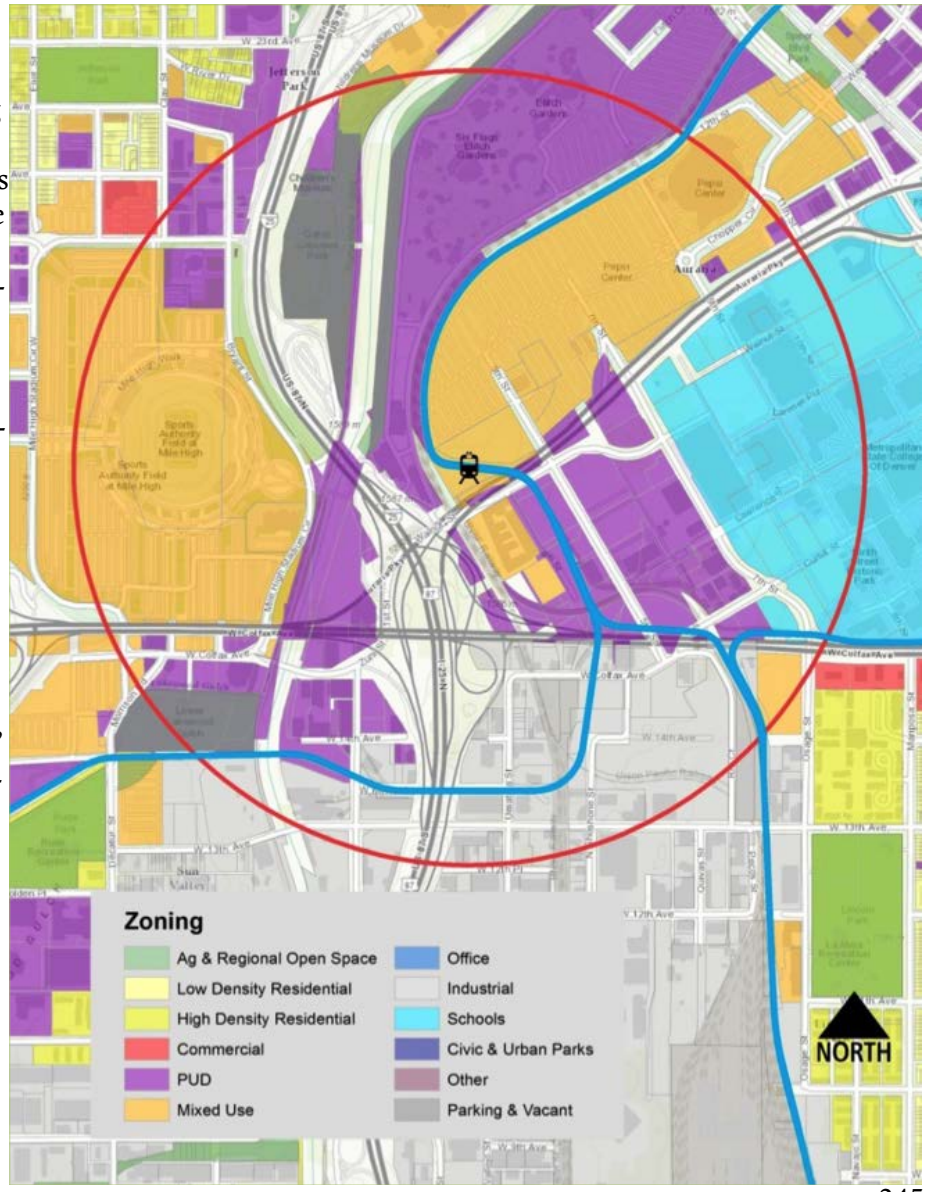
There is no specific station area plan for Sports Authority Field Station, but several plans by the City of Denver address the surrounding development and station TOD functions including the Comprehensive Plan 2000 and the Transit-Oriented Development Strategic Plan 2006. According to the TOD Strategic Plan, this station is considered a downtown station with an "entertainment" overlay. Characterization of these stations include:

- This station is designated as a functional overlay, as they have a key functional aspect on top of their context type that provides additional context and clarifies future expectations
- Entertainment stations are designed for, "for accommodating major events when a large amount of passengers arrive and depart during a limited period of time. Ample surface parking is typically located at these sites to serve non-transit users. As the region continues to grow, market demand for reuse of this surface parking into commercial and residential development may present itself.
- In the TOD Strategic Plan it mentions Sports Authority field as being in the "high" category to "energize" market readiness, development potential and "medium" for transit oriented-characteristics

New Development

In the transit zone there are three new TOD development: The MSUD Student Success Building, Campus Village Apartments, and Children's Museum of Denver Expansion to be completed in 2015.

- The MSUD Student Success Building is part of Metropolitan State University's campus, and is 145,000 gross square feet. It is USGBC registered as pursuing LEED-NC Gold. The building houses administrative functions



and several unique programs designed to aid in student retention in the early years on campus. It also features a public theater that connects academic resources with the neighboring community.

- Campus Village Apartment is a 250,000 square foot project completed in Fall 2006. It was developed jointly by Urban Ventures LLC and the University of Colorado Real Estate Foundation, and is the first housing to be adjacent to Auraria Campus.

Zoning

The zoning in the transit zone is primarily zoned for campus and entertainment, cultural and exhibition uses. This makes sense due the transit zone mostly being consumed with Sports Authority Field at Mile High and Auraria Campus. There is a small amount of TOD zoning just outside the transit zone and neighborhood center zoning within the transit zone. Current zoning in the transit zone, as reflected in the map on the previous page, is a mix of high and low density residential, commercial and industrial. Immediately surrounding the station is high density residential, commercial and industrial.

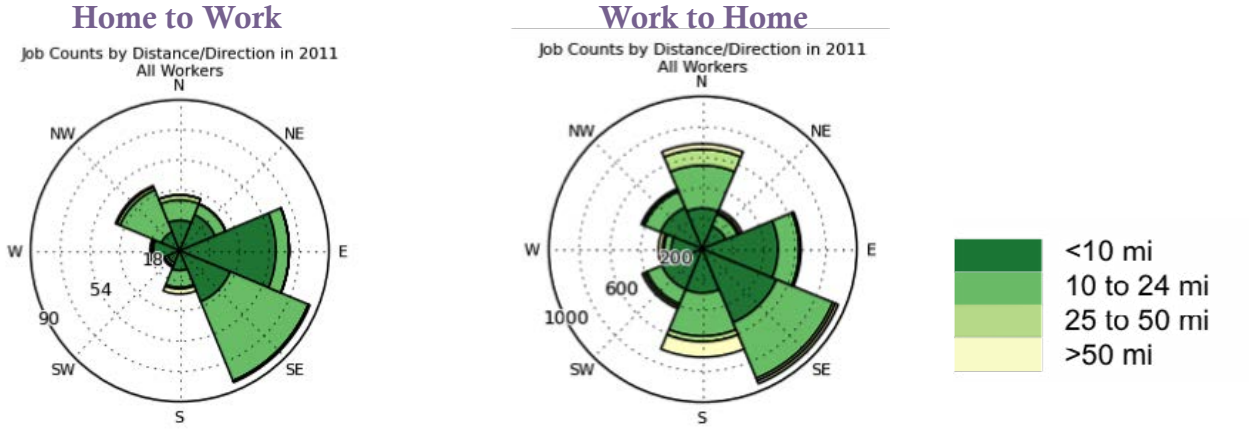
Employment

There are a total of 7,647 employees in the transit zone working at 160 business establishments. Fifty four percent of the jobs are in seven industries that are extremely varied in this unique transit zone: Accommodation and Food Services (12%), Construction (9%), Retail Trade (8%) Professional, Scientific, and Technical Services (7%), Wholesale Trade (7%), Arts, Entertainment and Recreation (6%) and Educational Services (5%). The distribution of businesses highlight the unique nature of this zone straddling both an entertainment district (Sports Authority Field, Elitch Gardens, Pepsi Center) and Auraria Campus, with the majority of businesses ranging from food services to educational services.

Employment Businesses and Jobs by Industry

Largest Industries by Share of Businesses & Jobs						
Rank	Businesses by Industry	No.	%	Jobs by Industry	No.	%
1	Accommodation and Food Services	19	12%	Arts, Entertainment, Recreation	1,783	23%
2	Construction	14	9%	Administrative and Support and Waste Management and Remediation	1,027	13%
3	Retail Trade	12	8%	Accommodation and Food Services	699	12%
4	Professional, Scientific, and Technical Services	11	7%	Other Services (except Public Admin.)	592	12%
5	Wholesale Trade	11	7%	Construction	541	7%
	Subtotal Businesses in top industries	85	53%	Jobs in Top Industries	5,603	73%
	All business in Transit Zone	**160**	**100%**	**All jobs in transit zone**	**7,647**	**100%**

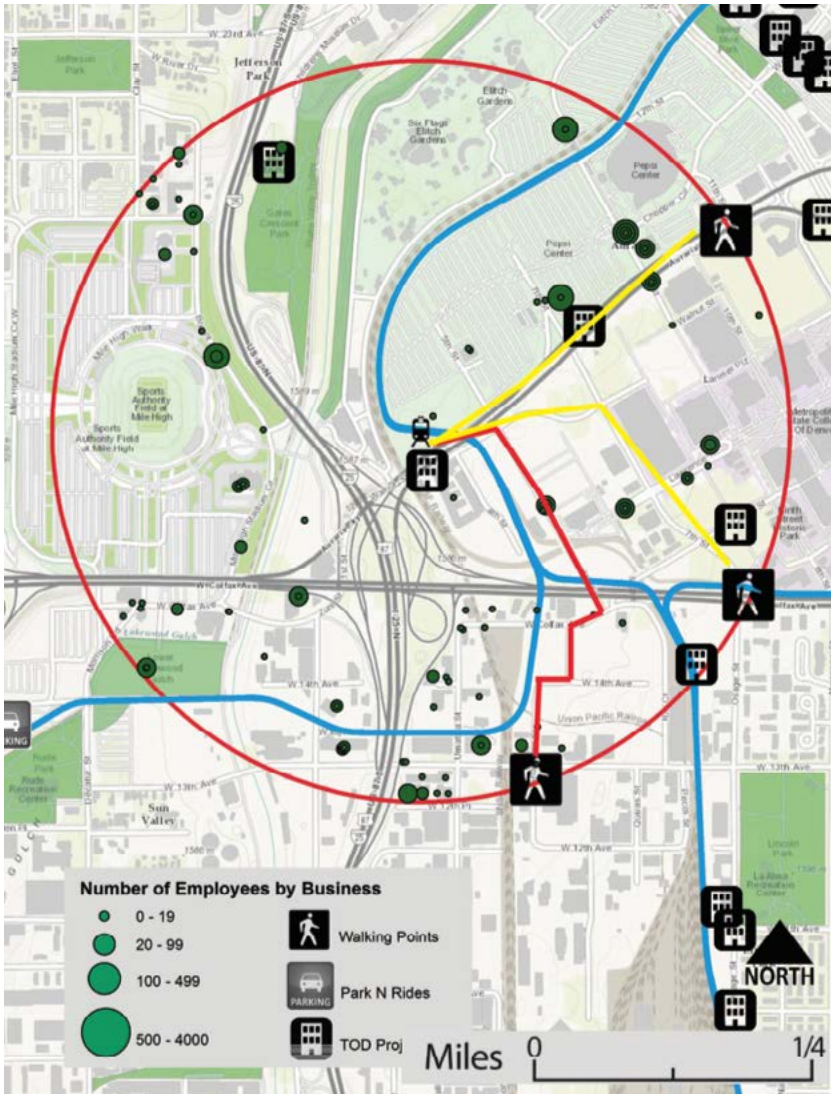
Commuter Distance and Direction



Commuter

Fifty eight percent of resident workers travel less than 10 miles to their work. 38% of resident workers travel 10-24 miles to work. Resident workers travel in all directions, with those traveling the furthest traveling southeast. This could be to the Denver Tech Center or other southeast employment centers. Of commuters who travel to the transit zone for work, 57% travel less than 10 miles to their work. 33% of these commuters travel 10-24 miles to work. These commuters come from all directions, with those traveling the furthest coming from north and south. The largest amount of commuters travel from southeast to the transit zone.

Walkability Analysis from 3 half-mile Points		
Starting Point	**Time (min.)**	**Walking Environment**
1. 11th and Auraria	11 min	No shade, long stretches of pavement
2. Colfax and Osage	10 min	Auraria campus, longs blocks
3. Shoshone and 13th	11 min	Not pedestrian friendly



Accessibility

This station could be very challenging to the pedestrian. Although there is no official RTD parking, there is a private parking lot that surrounds half of the station, that a pedestrian would have to walk through to access the station. The parking lot bears signs stating, "no trespassing" that could be extremely discouraging to the pedestrian. Due to extreme barriers on the west, all of the walking points were east of the station

Route #1 11th and Auraria:
This route along 11th had great detached sidewalks for most of the walk, and passes by MSUD Student Success TOD project. This route does require a confusing walk under Auraria Parkway overpass and for the pedestrian to walk across a private parking lot.

Route #2. Colfax and Osage:
This route also requires the pedestrian to embark on a confusing walk under Auraria Parkway overpass and through a private parking lot. There are excellent detached sidewalks on 7th Avenue, for the rest of the route. The route also features long stretches without shade and goes mostly through Auraria Campus.

Route #3. Shoshone and 13th
This route also requires a confusing walk under Auraria Parkway overpass, 287 overpass and the private parking lot again. There are detached sidewalks for large portions of the route, but most of the route feels daunting to a pedestrian due to no pedestrian traffic or street level commercial uses.

Bike: This transit zone has adequate bike infrastructure and contains various types of racks and "bike trees" for storing bikes safely. Sharrows are present on 5th Street in the transit zone and a striped bike lane is present on Walnut street, adjacent to the station.

ADA: Overall, accessibility for persons with disabilities in the transit zone is poor. None of the routes had continuous sidewalks, consistently good quality ramps and sidewalks free of cracks and obstructions. The first route had an audio device at an intersection on W. Colfax avenue but it was very short.

Community Services & Parks:
While there is always room for improvement in ADA compliance, this transit zone fares well. There is detached sidewalks for the majority of the routes and sidewalk ramps. Some of the long shade-less stretches of pavement could be improved though.

Evaluation

Affordable Housing

Affordable housing in this region might be somewhat skewed due to the low amount of occupied housing and population in this transit zone. The station is adjacent to Auraria Campus and Sports Authority Stadium, with few areas with housing. The total occupied housing units in 2010 were only 48. The occupied housing would seem to

be mostly students, but the population in rental is 27% (compared to 33% in the region) and 73% in owned housing (as compared to 67%). There could be condo development in some of mixed-use areas by Pepsi Center as well. Campus Village Apartments are for students and faculty and are the only affordable housing in the transit zone. Households in the transit zone pay 12% of their income on housing, as compared to 27% for the region.

- **Opportunities:** There are opportunities in the mixed-use areas around Pepsi Center and Auraria Campus, for other housing. Affordable housing, outside of the context of student housing should be considered as well.

Accessibility

The transit zone is relatively accessible by everywhere east of the expressway. Private parking lots surrounding the station, overpasses, and long stretches of un-shaded pavement make walkability difficult in this area. There is a bike lane on Walnut Street and no nearby bus connection.

- **Opportunity:** Wayfinding around the station would be helpful in creating encouraging areas for pedestrians. A cut through the private parking lot for pedestrians to access the station via Walnut Street would be very helpful as well.

Economic Development

The median income in the region is $22,948 and the average household size is 1.61. According to the MIT Living Wage Calculator, the living wage in Denver for one adult and one child is $20.95 per hour, which is an annual income of $43,567 before taxes. There is 4,408 jobs in the transit zone, equaling 8.78 job per acre in 2009. This is probably due to the "entertainment district" aspect of the transit zone, with several large employers in the transit zone.

- **Opportunity/Gap:** For this transit zone to be successful for current residents, its important to recruit employment that provides living wages and work force development for residents. However, this area seems to be comprised mostly of students, so this type of job recruitment might not be functional in the transit zone.

Site Development

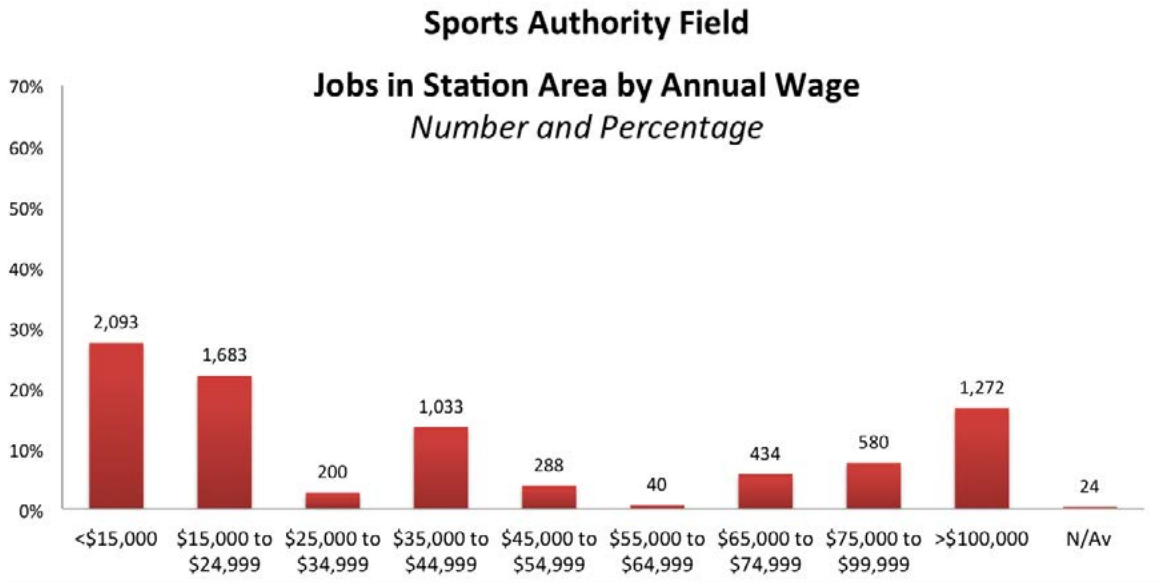
The TOD Strategic Plan describes this area as a functioning "entertainment station" that has market readiness for TOD development. There is also a large amount of surface parking for non-transit users in this zone. The plan mentions that as the region continues to grow, market demand for reuse of this surface parking into commercial and residential development may present itself.

Jobs, Housing, and Wages

The following table presents the eight criteria used to score station areas on affordable housing. Each criterion is worth .5 to 1 point for a total possible score of 5. The criterion measure affordability for existing residents, e.g. through housing expenditure burden and income, as well as opportunity for others to live in the area, e.g. through availability of rental housing and subsidized units, as well as density.

Dry Creek Housing Score (out of 5 points)									
Housing Data	**% Households earning <$20K**	**% Households earning $20K-$49,999**	**% Households earning $50K-$74,999**	**% Households earning >=$75K**	**% Renter occupied**	**% w/a mortgage paying >30% of income**	**Number of subsidized units**	**Residental density score***	**Total Dry Creek Housing Score**
Value	14.1	23.5	17.6	44.8	77%	32%	43	2	
Scoring Criteria	If households earning <$19K are at least 15%, then 0.5 pts.	If households earning $20-$49K are at least 20%, then 0.5 pts.	If households earning $50K-$74.9K are 30% +/- 5%, then 0.5 pts.	If households earning >$75K are <30%, then 0.5 pts.	If % rental housing is 40%-75%, then 1 pt.	If % of households paying >30% of income is <30%, then 0.5 pts.	If number of subsidized units > 80, then 1 pt.	If density score >=2, then 0.5 pts.	
Score	0	0.5	0	0	0	0	0	0.5	**1**

*Net Residential Density Scores = (0 PTS: < 7 d.u/acre); (1 PT: >= to 7 d.u./acre and <12 d.u/acre); (2 PTS: >= to 12 d.u./acre and < 20 d.u./acre); (3 PTS: >= to 20 d.u./acre and < 30 d.u./acre); (4 PTS: > = to 30 d.u./acre and < 60 d.u./acre); (5 PTS: > or = to 60 d.u./acre)



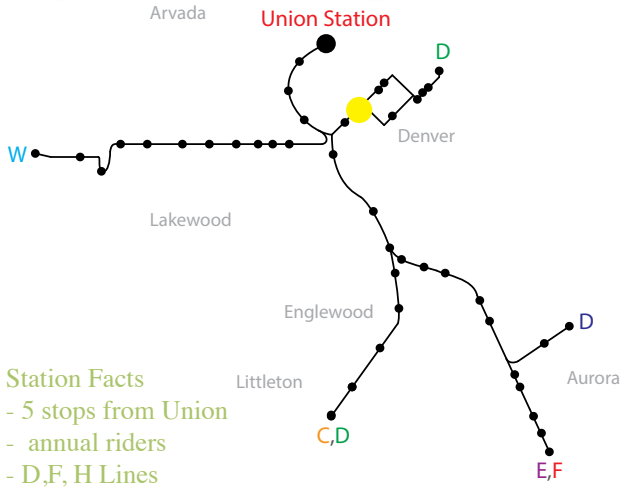
Theatre District Station, City of Denver

Overview

According to Denver's TOD Strategic plan, the Theatre District Station is categorized as a downtown station. These stations are characterized by having a strong mix of uses: high density residential, office and commercial buildings. These station areas also have high pedestrian activity and are the center of a multi-modal transit system.

The Theatre District – Convention Center Station serves 3 lines, D/F/H, in the City and County of Denver, a City of 600,158 residents with 28 of the 46 existing light rail stations. From this station, Denver Union station is, 14 minutes and 0.9 miles north. Compared to other stations, the station has a relatively high ridership at 4,933 total revenue riders a day, as of January 2014.

System Map



Station Facts
- 5 stops from Union
- annual riders
- D,F, H Lines
- Opened in
-Stout Street and 14th Avenue.

DEMOGRAPHICS
Pop.: 3,384 (2000), 4,895 (2010)
Med. Income: $26,758 (2000), $38,642 (2010)
% HHS earning <$25K (2009): 41%
% White alone (2010): 83%

TRAVEL
Jobs: 75,735 (2002), 78,369 (2009) 479 (ESRI & IG)
Commute by Public Transit (2009): 6.36%
Avg. Vehicles/Household (2009): 0.81
Quality of Walk: 7/7 pts
Bicycle Infr.: 4/3 pts
Avg. Daily Riders & Rank (Jan. 2014): 4,933, #11 of 45

PLACE CHARACTERISTICS
Major Destinations: Theatre District/Convention Center
Avg. Block Size (2010): 3.39 acres
Housing Units (2010): 4,218
Net Residential Density: (2010): 7.56 du/acre
Job Density (ESRI & Info Group 2012): 0.96
Business Density (ESRI & Info Group 2012): 0.05

Station Evaluation

Jobs & Economic Development | Affordable Housing | Site Development Accessibility

Demographics

Transit Zone Demographics	Census 2000	Census 2010	ACS 2005-2009	% Change
Total households	2,211	3,146	2,721	42%
Median HH Income	$26,758	n/a	$38,642	n/a
% <$25,000	41%	n/a	41%	n/a
%>$75,000	29%	n/a	n/a	n/a
% <18 y.o.	29%	n/a	n/a	n/a
% >59 y.o	14%	n/a	n/a	n/a
% Bachelor's or higher	n/a	n/a	29%	n/a
% White Alone	77%	78%	83%	6%
% Black or African American alone	4%	6%	6%	33%
% American Indian and Alaska Native alone	1%	1%	1%	0%
% Asian alone	4%	3%	6%	-25%
% Native Hawaiian and Other Pacific Islander alone	1%	1%	n/a	0%
% Some Other Race alone	1%	1%	2%	0%
% Two or More Races	2%	3%	n/a	33%
% Hispanic or Latino	13%	11%	12%	-16%

Residents

According to the CTOD Database, the total households increased from 2,835 to 4,218 from 2000 to 2010. The median income is $38,642 as compared to the Denver region that is $61,296. The two biggest age groups in the transit zone are 18-24 and 25-39. There is a small amount of children in the transit zone compared to the Denver region (4% transit zone, 25% Denver) The transit zone is also predominately white at 78%, with other ethnicities comprising less than 22% of the region.

Housing

According to the CTOD 2011 Database, the transit zone is 74% renter occupied and 26% owner occupied. This is much higher than the Denver region, at 36% renter-occupied and 64% owner-occupied.There has been over a 10% increase in renter occupied housing in the transit zone from 2000 (63% renter-occupied, 37% owner-occupied). The housing is mostly multi-unit in this transit zone, and according to DRCOG, 19 TOD developments are being built or proposed to be built in 2012. Residents in this transit zone spend 21% of their income on housing.

Plans and Regulations

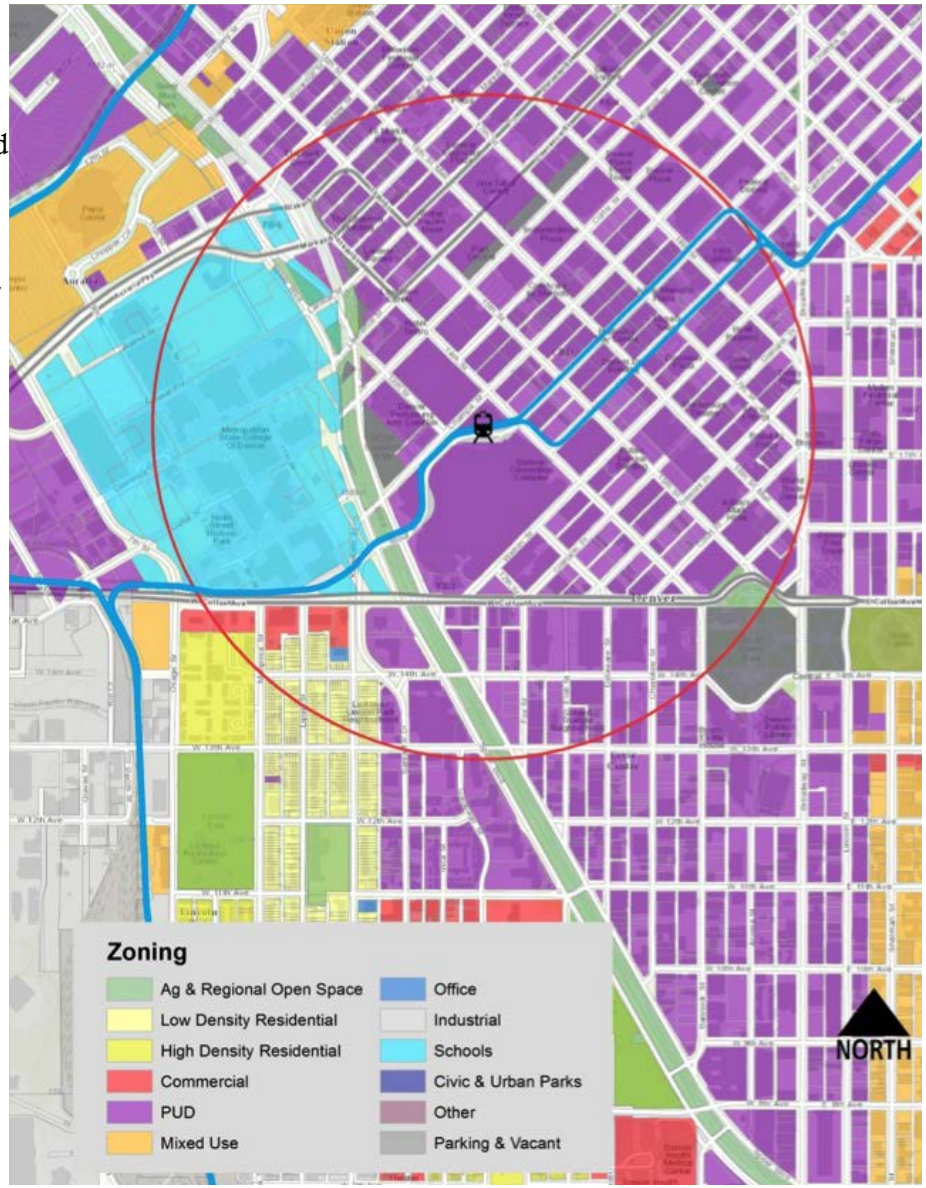
This station is considered a downtown station with an "institution" overlay by the TOD Strategic Plan. The functional overlay "Institutional" refers due to the area containing academic campuses, medical and government centers with a significant amount of jobs. According to Blueprint Denver the strategies for stations in this region are:

- Infill and redevelop vacant and underused properties
- Reuse of older buildings, including industrial buildings
- Historic Preservation
- Compatibility between new and existing development
- Balanced mix of uses-no one has a dominating impact in the mix
- Transit service and access
- Multi-Modal Streets
- Parking reduction strategies, such as shared parking and TMA
- Adequate parks and open space
- Economic Activity-business retention, expansion and creation
- Housing, including affordable housing

This area could be said to contain components of the "entertainment" overlay designation as well with the convention center and theater district.

New Development

There are 19 new TOD developments in the transit zone: Denver Justice Center, Wellington E. Webb Municipal Building, Colorado Convention Center Expansion, Ellie Caulkins Opera House, Four Seasons Hotel and Private Residences, Hotel Curtis/Inn at Auraria, Spire, Embassy Suites Hotel, Hilton Garden Inn, Bell Tower, Inn at Denver Athletic Club, Daily Planet Lofts, St. Charles Convention Place, Denver Justice Garage + Post Office Retail, Capital Grille, Focus Property CCC Hotel, 1400 Market, Hotel Gold Crown, and The Van Cise-Simonet Detention



Facility. Bell Tower and Hotel Gold Crown are proposed projects in 2012. 4 of these projects are still in progress as well. These projects range from government, residential, mixed use, hotel, and office uses. None of these TOD developments are affordable or senior units. A mixed-use development that will be served by a new proposed station located just north of Englewood's Transit Zone. While the Town Center is zoned for higher density, the surrounding area is at considerably lower density.

Zoning

The transit zone has zoning districts that included mixed-use, high density residential, limited office, medium density single and multi-dwelling unit residential district, plus some single dwelling residential to accommodate for the long existing housing stock in the older neighbors close to the eastern rim of the transit zone. The area also includes mixed-use central business district. Close to I25 the dominant zone districts are industrial. The zoning within the transit zone varies from medium density to low density.

Employment

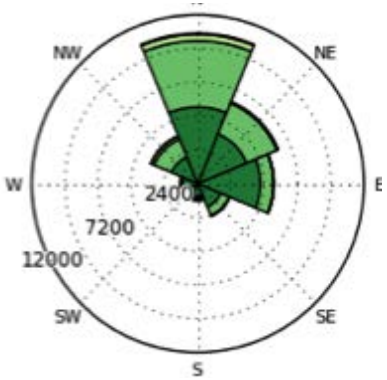
There are a total of 6,274 employees in the transit zone working at 449 business establishments. Seven two percent of the jobs are in six industries that are professional or service-oriented. The distribution of businesses highlights the trend of dominating professional service industry currently occupying the transit zones existing business and office space. There are also workers that travel from the north but generally, on average are traveling between twenty-five and fifty miles.

Empolyment Businesses and Jobs by Industry

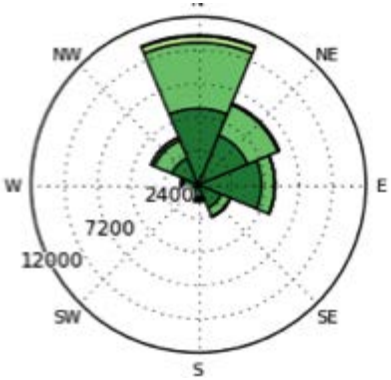
Largest Industries by Share of Businesses & Jobs						
Rank	Businesses by Industry	No.	%	Jobs by Industry	No.	%
1	Finance and Insurance	15	63%	Public Administration	422	88%
2	Public Administration	6	25%	Finance and Insurance	51	11%
3	Professional, Scientific, and Technical Services	2	8%	Professional, Scientific, and Technical Services	5	1%
4	Other Services (except Public Admin.)	1	4%	Other Services (except Public Admin.)	1	<1%
5	Subtotal Businesses in top industries	24	100%	Jobs in Top Industries	479	100%
	All business in Transit Zone	24	100%	All jobs in transit zone	479	100%
	All Businesses in Transit Zone	**361**	**100%**	**All Jobs in Transit Zone**	**5,442**	**100%**

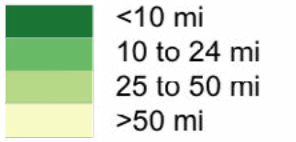
Commuter Distance and Direction

Home to Work



Work to Home

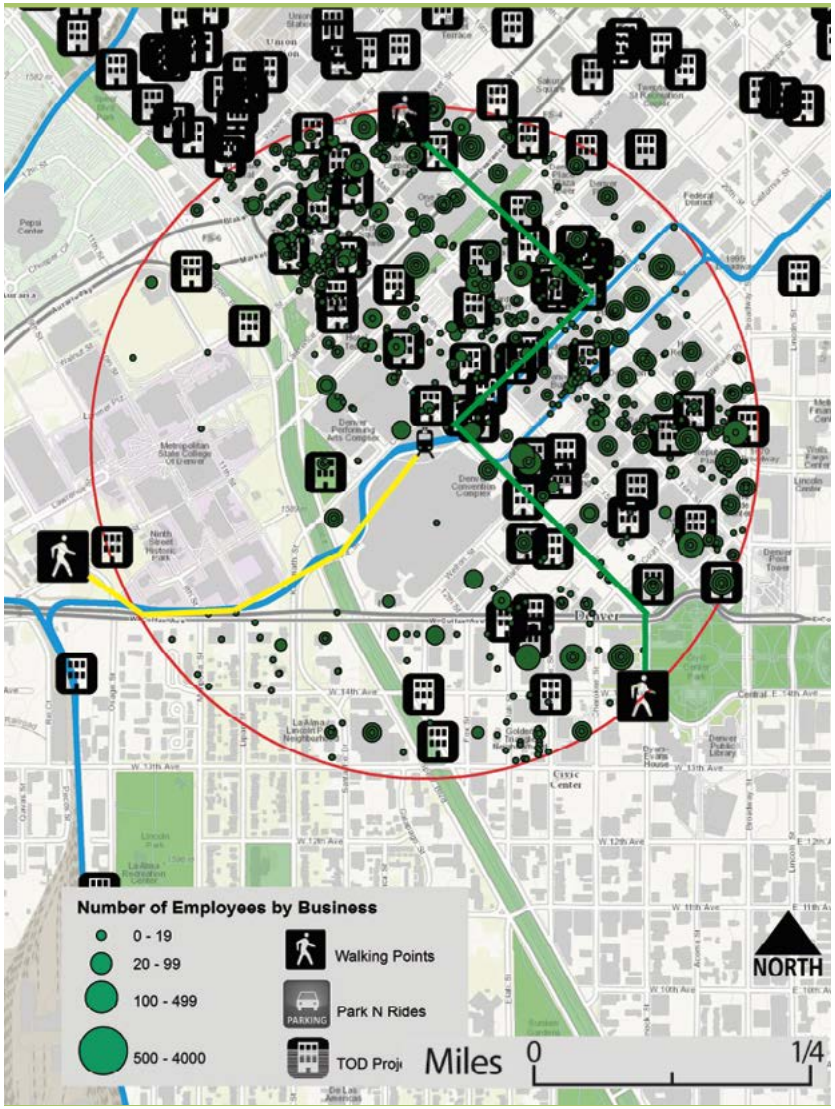




Commuter

Using the OnTheMap tool from Longitudinal Employer-Household Dynamics (LEHD), most employees working within the transit zone live outside of the zone. Only about 2.5% of the employees live within the zone. A large number of employees enter the transit zone during a weekend, doubling the transit zones population. The majority of the workers are between the ages of 30 to 54 and in general, are earning $1,250 to $3,333 a month. Most employees in the transit zone have a Associate degree or higher and --- traveling from the north metro area with the next highest number coming from the eastern metro area, such as Aurora and southeast Denver.

Walkability Analysis from 3 half-mile Points		
Starting Point	**Time (min.)**	**Walking Environment**
1. Bannock and 14th Ave	9 min	Great pedestrian experience
2. 8th and Curtis	9 min	Campus, good sidewalks
3. 17th and Market	12 min	Traffic calming devices



Accessibility

The routes chosen were generally of good infrastructure and in well lit areas. Both routes do not provide lanes dedicated to bikes. The pedestrian experience was interrupted by several crossings for Route 2 and the last several blocks of the first route was

Route #1 Walking Point One was chosen based on the location for the future Englewood's Bates Station. This point is located north of the light rail station, just under half a mile. The travel time to the station was 12 minutes and was made up of continuous sidewalks until about two blocks from the future station. While the walking point analysis was conducted during the day time, it was obvious that a pedestrian walking during evening hours may feel uneasy due to minimal lighting and large open areas (a large park n' ride and park) to pass through.

Route #2. Walking Point Two was chosen for its vicinity to major businesses in the area, along with several office buildings and a hospital located on the eastern rim of the transit zone. This point was also chosen for its alignment with the station, appearing to have direct access on foot within the half-mile transit zone. The route across several intersections

Bike: The station area has locker and bike rack availability but does not include the additional bike infrastructure to facilitate bike transportation. Roadways providing access to the station do not have bike lines. Nor does it provide

ADA: The station area provides ADA services but the connection with in the transit zone to the station area decreases as you move further from the station. An individual in need of ADA accessibility would be faced with several challenges traveling route two. Several intersections with parking entrances breaks part the routes access.

Community Services & Parks: Within the transit zone there exists two separate types of commercial and retail businesses. Businesses requiring less square footage are located along the Main Street corridor of the Town Center. The outer edge of the transit zone are mostly business and office uses, mainly medical and education related. There are several parks in the area but with minimal connection between Englewood's parks and open space, many of which are located outside of the transit zone.

Evaluation

Affordable Housing

With the potential of further development based on proposed projects, an increase in diversity of housing type could be important for the station and transit zone to maintain existing residents and attract future residents. Affordable housing should also been taking into consideration based on the median income and level of education in the surrounding area.

Accessibility

Over all the ADA facilities at this station are

well maintained and are in reasonable locations. Some obstacles do exist such as the high pedestrian bridge and the location of ramps being at the ends of the station platform. An elevator is located on the street level but operation failure would make access to the platform impossible. The sidewalks leading towards the town center are generally wide and contiguous. Some major intersections could cause hazards. Englewood Town Center and Main Street meet the basic ADA requirements but fail to make a fluid connection from the station to the outer rim of the transit zone.

Economic Development

Infrastructure exists in the area to include additional business, especially along the Englewood Town Center. Housing is the least dense use in the area and jobs use is more dense, meaning the transit zone is largely used as a professional office, business and commercial district. Future development of the Bates Station could cause competition between the TODs, further impact the economic viability of the Englewood Town Center.

Site Development

Connections to parks and access to areas across Santa Fe maybe critical in determining the success of the existing TOD and any new TOD in the area. Englewood Town Center could provide direct access to a number of the Englewood's parks but lack of connectivity due to major intersections and unappealing pedestrian walkways cause a limited desire to travel by foot. At this time access to additional park amenities is limited.The successfulness of the existing TOD is affected by a mix of land uses which influence two very different types of living and promote two different modes of transportation; one of care dependence and one of public transit. It appears at this time that the existing TOD, as far as services, is being out competed by large retail stores in the zone. Any opportunities at this site may be realized by the already existing infrastructure based on TOD elements. Further revitalization may be realized when the area includes a transitional zone between the existing TOD and other land uses.

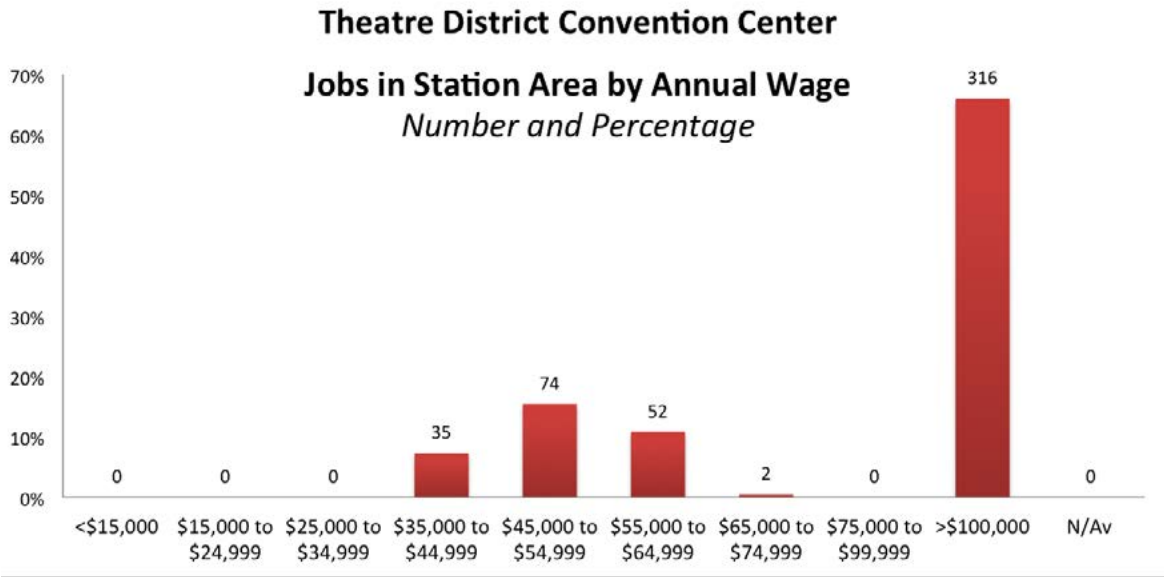
Jobs, Housing, and Wages

The following table presents the eight criteria used to score station areas on affordable housing. Each criterion is worth .5 to 1 point for a total possible score of 5. The criterion measure affordability for existing residents, e.g. through housing expenditure burden and income, as well as opportunity for others to live in the area, e.g. through availability of rental housing and subsidized units, as well as density.

Theatre District Convention Center Housing Score (out of 5 points)

Housing Data	% Households earning <$20K	% Households earning $20K-$49,999	% Households earning $50K-$74,999	% Households earning >=$75K	% Renter occupied	% w/a mortgage paying >30% of income	Number of subsidized units	Residental density score*	Total Theatre District Convention Center Housing Score
Value	41.4	16.4	13.2	29.1	74%	47%	127	3	
Scoring Criteria	If households earning <$19K are at least 15%, then 0.5 pts.	If households earning $20-$49K are at least 20%, then 0.5 pts.	If households earning $50K-$74.9K are 30% +/- 5%, then 0.5 pts.	If households earning >$75K are <30%, then 0.5 pts.	If % rental housing is 40%-75%, then 1 pt.	If % of households paying >30% of income is <30%, then 0.5 pts.	If number of subsidized units > 80, then 1 pt.	If density score >=2, then 0.5 pts.	
Score	0.5	0	0	0.5	1	0	1	0.5	**3.5**

*Net Residential Density Scores = (0 PTS: < 7 d.u/acre); (1 PT: >= to 7 d.u./acre and <12 d.u/acre); (2 PTS: >= to 12 d.u./acre and < 20 d.u./acre); (3 PTS: >= to 20 d.u./acre and < 30 d.u./acre); (4 PTS: > = to 30 d.u./acre and < 60 d.u./acre); (5 PTS: > or = to 60 d.u./acre)

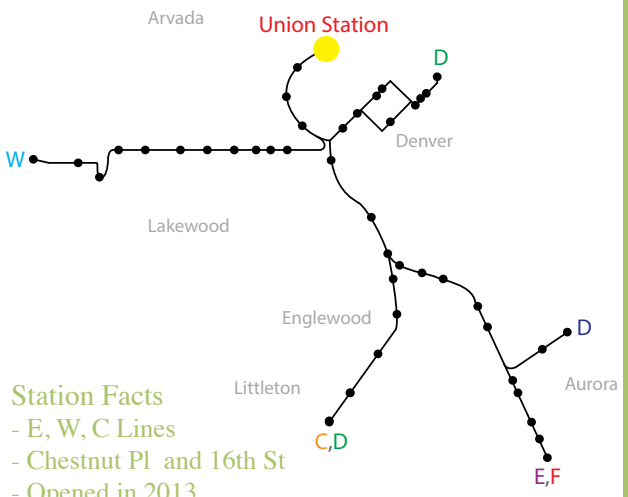


Union Station, City of Denver

Overview

Union Station is classified as a urban center TOD type. The station has 9, 687 riders a day, ranking 4th among all RTD stations. Union has a high ridership growth projection as new development and more businesses located in the half mile radius. It has a major regional attraction, Union Station, and located downtown and close to the Auraria Campus. The transit zone is also supported by recent City and Housing Authority planning efforts to encourage economic development through TOD, while preserving the historic culture, and increasing high density development. It is easily accessible by bus, vehicle, foot, and bicycle. There is minimal parking, in addition to 23 bus routes and a bicycle routes directly accessible from the station.

System Map



Station Facts
- E, W, C Lines
- Chestnut Pl and 16th St
- Opened in 2013
- 9,687 Daily Riders.

DEMOGRAHICS
Pop.: 2,400 (2000), 2 784 (2010)
Med. Income: $64, 062 (2000), $71, 479 (2010)
% HHS earning <$25K (2009): 52%
% White alone (2010): 69%

TRAVEL
Jobs: 1,249 (2002), 1,196 (2009) 4,731 (ESRI & IG)
Commute by Public Transit (2009): 6.8%
Avg. Vehicles/Household (2009): 1.41
Quality of Walk: 5/7 pts
Bicycle Infr.: 2/3 pts
Avg. Daily Riders & Rank (Jan. 2014): 9,687 #4 of 45

PLACE CHARACTERISTICS
Major Destinations: Downtown Denver, Union Station
Avg. Block Size (2010): 4.79 acres
Housing Units (2010): 1,774
Net Residential Density: (2010): 10.7 du/acre
Job Density (ESRI & Info Group 2012): 4.95
Business Density (ESRI & Info Group 2012): .66

Station Evaluation

Affordable Housing | Jobs & Economic Development | Accessibility Site Development

Demographics

Transit Zone Demographics	Census 2000	Census 2010	ACS 2005-2009	% Change
Total households	4,045	5,819	n/a	15%
Median HH Income	34,796	49,015	n/a	41%
% <$25,000	23%	n/a	26%	n/a
%>$75,000	38%	n/a	39%	n/a
% <18 y.o.	2.5%	n/a	2.4%	-1.5%
% >59 y.o	78%	n/a	80%	1%
% Bachelor's or higher	65%	n/a	39%	n/a
% White Alone	47%	80%	87%	40%
% Black or African American alone	3%	3%	<1%	0%
% American Indian and Alaska Native alone	0%	0%	0%	0%
% Asian alone	0%	6%	0%	0%
% Native Hawaiian and Other Pacific Islander alone	0%	0%	0%	0%
% Some Other Race alone	n/a	0%	1%	n/a
% Two or More Races	2%	2%	3%	0%
% Hispanic or Latino	4%	8%	1%	50%

Residents

The number of households in the zone increased from 2000 to 2010, from 4,045 to 5,819. Compared to the region, the households have fewer children, are more likely to be between 25 and 59 years old, and less likely to be over 60. The drop may have been the housing turnover from families and elderly to singles or couples aged 25-39 without children. The median household income was more than $10,000 greater than the region's. This appears to be due to the high education levels, 65% have a bachelor's degree or higher, compared to 39% in the region. The area is predominantly White; people of other races and ethnicities comprise less than 20% of the area.

Housing

: The transit zone is predominately renter occupied residential. According to the CTOD data from the city, there are a total of 4,045 units 1,361 are owned (34%) and 2,684 are rented (66%). The projects in the RTD TOD Database suggest the new housing being added is mostly rental units.

Plans and Regulations

Through the initiative to redevelop Union Station, the RTD station was a part of the redevelopment plan. TOD Denver Plan: The Denver Union Station Project Authority is a collaboration of agencies and investors who collaborated on each element of planning, design, construction, and development of the Transit Oriented Development (TOD). From 2004 to 2014 the Union Station project strived for development of higher density with multi model transit ridership. The TOD contributes to a community where people are able to live, work, reduce cost of transportation, and increase multi-modal activity. Union Station was impacted by encouraging sustainable development with a well-planned transit station, promoted partnerships for development and planning, and supports Denver's local jurisdictions with economic and community development assistance by being able to connect transit lines.

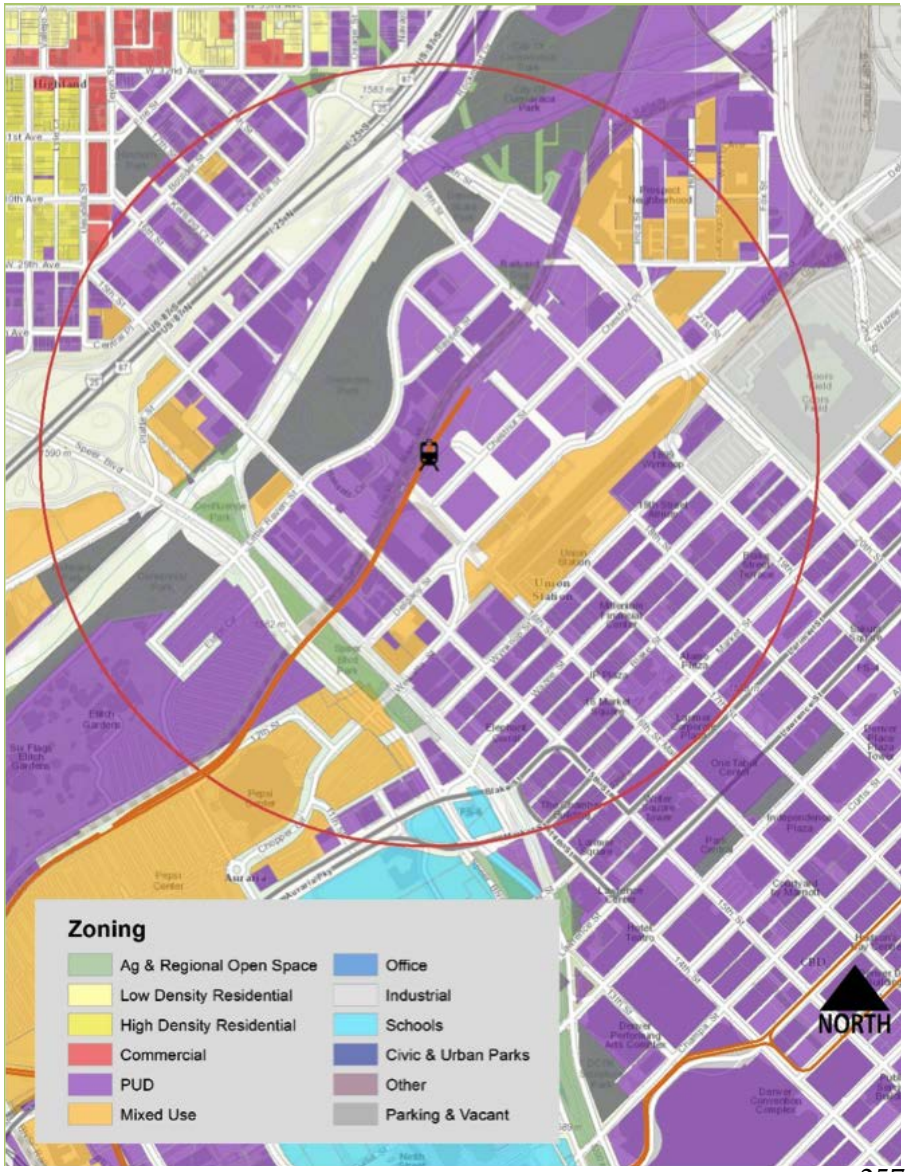
New Development

According to the RTD TOD Database, there are several major TOD developments in the area. Union Station is the main TOD development which was a catalyst for four apartment complexes, a grocery store, multiple mixed use commercial buildings, and restaurants in the area. The half mile transit zone is majority filled with new development which is supported by the Union Station light rail, bus system, and free mall ride.

Through the initiative to redevelop Union Station, the RTD station was a part of the redevelopment plan. The plan formed in 2001 by Regional Transportation District, the City and County of Denver, the Colorado Department of Transportation, and the Denver Regional Council of Governments, all of which wanted to see a common interest develop at Union Station.

Zoning

The zoning surrounding Union Station is T-MU-30, UO-1. T-MU is multi-unit and UO is Use Overlay District. The zoning for Union promotes



urban design characteristics. These design characteristics inclue pedestrian-oriented activities at the ground level, human scale design, spatially defining streets and use of public spaces. Height and bulk provisions in the zone shape the urban form and feel. The zero height limit on the two plazas for public space. On the corner of 16th and 18th and Wynkoop has a height limit of 65 feet high to keep structures lower than the roof of the historic station and preserve views. Along the west side of the station there 70 and 90 feet height limit keeps buildings from building taller than Union. The zoning was design for pedestrians and preservation of Union Station as a central attraction

Employment

There are a total of 9883 employees in the transit zone working at 1723 business establishments. Fifty seven percent of the jobs are in six industries that are professional or service-oriented: Professional, Scientific, and Technical Services (27%), Retail Trade (8%), Other Services except Public Administration (8%), Health Care and Social Assistance (5%), and Accommodation and Food Services (9%). The distribution of businesses highlight the pedestrian oriented nature of the Main Street Zoning and its success in promoting vibrant pedestrian-oriented uses.

Commuter

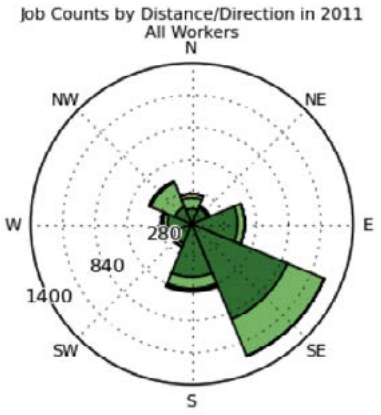
Using the OnTheMap tool from Longitudinal Employer-Household Dynamics (LEHD), 23 percent of residents are employed outside the transit zone, with approximately 77 percent commuting to primary jobs within ten miles of the transit zone and in the direction of a light rail transit route (west, east, and southeast). Nearly all workers employed in the transit zone commute into the transit zone; of those workers, 52 percent live within ten miles of the station and from the direction of a light rail transit route (west, east, and northwest). A survey of local employers may help to identify why more are not using the light rail to access jobs in the station area. Increasing the number of transit-oriented residential units and jobs in the zone would help to increase ridership from the currently very low ridership. This station should also implement bus routes and more bike infrastructure to increase ridership.

Employment Businesses and Jobs by Industry

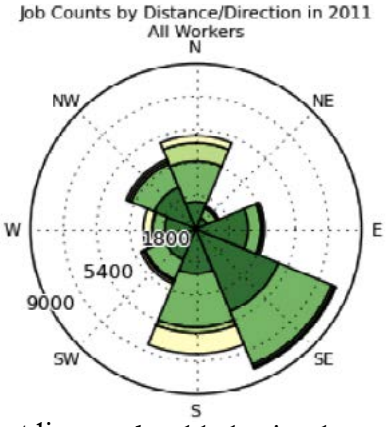
Largest Industries by Share of Businesses & Jobs						
Rank	Businesses by Industry	No.	%	Jobs by Industry	No.	%
1	Professional, Scientific, and Technical Services	472	27%	Public Administration	1,286	27%
2	Retail Trade	131	8%	Construction, Manufacturing, Mining, Quarrying, & Oil & Gas Extraction	861	18%
3	Other Services except Public Admin	138	8%	Health Care & Social Assistance	586	12%
4	Health Care and Social Assistance	82	5%	Retail and Wholesale Trade	549	12%
5	Accommodation and Food Services	45	9%	Information, Finance and Insurance, Real Estate and Rental and Leasing	294	6%
	Subtotal Businesses in top industries	868	57%	Jobs in Top Industries	3,576	75%
	All business in Transit Zone	**1723**	**100%**	**All jobs in transit zone**	**4,731**	**100%**

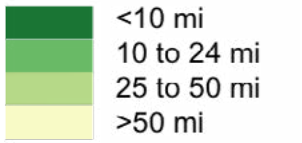
Commuter Distance and Direction

Home to Work

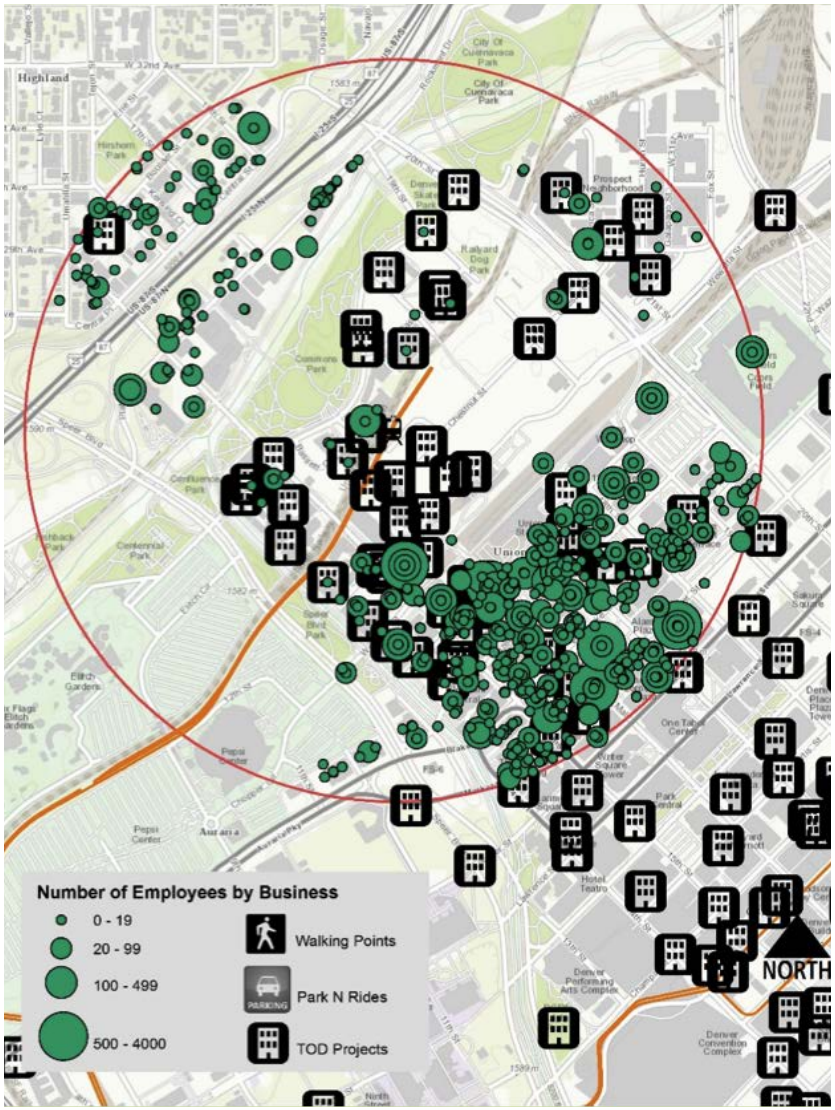


Work to Home





Walkability Analysis from 3 half-mile Points		
Starting Point	**Time (min.)**	**Walking Environment**
1. 16th ad Wazee	10 min	High density, easily walkable
2. 20th and Chestnut	8 min	Light industrial area
3. 15th and little Raven	10 min	Mixed-use development, very walkable



Accessibility

Union Station is the highlight of Denver. This transit zone is now the central station of Denver serving the entire Denver metro area. Union Station accommodates all light rail lines or connections, over ten bus routes both regional and local, the new commuter line, and the free 16th street mall ride. This transit zone is located in a mixed use density area with multiple residential units being developed, commercial both new and existing, and is still continuing to grow. Union station will become the primary transit hub for a large region of Denver with its great access, walkability, and new development.

Route #1. We began east along 16th street and was easily able to follow the grid system to the station. This route was very pedestrian friendly with attached, three- to five' sidewalks, textured curb cuts at intersections, and residential street lighting.

Route #2. Following the grid street pattern from 20th and Chestnut, it is a straight walking path to the station. This route is more industrial as most building are still in transition. The path is wide and heavily used. However, the sidewalk is currently being built on/around so pedestrians have a few detours.

Route #3. The final route started behind the station to the West side. This route is mainly pedestrian use with wide sidewalks and heavy foot traffic. Has great lighting and frequent way-finding signs.

Bike: Union Station is not user friendly for the people who bike to the light rail, there are no bike racks located within the area. This creates a problem for any riders who chose to take multiple modes of transportation to reach their destination. There are available bike racks within the half mile radius scattered in no particular pattern.

ADA: Union Station accommodates ADA rules in their transit zone. There are on ramps to the light rail doors and mall ride along with curb cuts in places convenient to both the buses and disabled citizens. There is also sound guidance at the station to help the blind. The train announces which train is arriving and which stops are next available.

Community Services & Parks: According to the ESRI and IG Data there are no churches or schools in the transit zone. There are no community centers in the transit area, however Commons Park serves as public use and service to the community surrounding Union.

There is only one park within the half mile radius of Union Station. Commons Park is located directly west of the transit zone but cannot be seen from the station

Evaluation

Affordable Housing

Union Station has affordable housing in the two apartments directly located on the premise of the Station. The affordable housing standards are guidelines were adopted by the Denver Planning Board. The main apartment developer Integral Group, LLC is in the process of building 18-unit affordable rentals. This was accomplished with the City of Denver, the Colorado Housing Finance Authority and East West Partners. This one-acre site sold for 3.25 million. The city of Denver allocated 2.5$ million for the affordable housing that would remain there for the next 60 years and a $950,000 short term long with funds from the Inclusionary Housing Fund. CHFA allocated 1.25 million in tax credits for the $26.58 million project. A total of 34 units will be set aside for affordable housing at or below 50% of the AMI and 34 more units with income less than 60% AMI. The transit zone is predominately renter occupied residential. According to the CTOD data from the city, there are a total of 4,045 units 1,361 are owned (34%) and 2,684 are rented (66%). The projects in the RTD TOD Database suggest the new housing being added is mostly rental units.

- **Opportunity:** Opportuntiy for affordable housing are available as evidenced by the new TOD site that includes 80 units of workforce housing (families earning below 60% of AMI). Additionally, the Sun Valley Homes housing site is a redevelopment priority for the Denver Housing Authority (DHA) offering an opportunity for yet another innovative housing site from DHA.

Accessibility

Union Station is the highlight of Denver. This transit zone is now the central station of Denver serving the entire Denver metro area. Union Station accommodates all light rail lines or connections, over ten bus routes both regional and local, the new commuter line, and the free 16th street mall ride. This transit zone is located in a mixed use density area with multiple residential units being developed, commercial both new and existing, and is still continuing to grow. Union station will become the primary transit hub for a large region of Denver with its great access, walkability, and new development.

Economic Development

There are a total of 9883 employees in the transit zone working at 1723 business establishments. Fifty seven percent of the jobs are in six industries that are professional or service-oriented: Professional, Scientific, and Technical Services (27%), Retail Trade (8%), Other Services except Public Administration (8%), Health Care and Social Assistance (5%), and Accommodation and Food Services (9%). The distribution of businesses highlight the pedestrian oriented nature of the Main Street Zoning and its success in promoting vibrant pedestrian-oriented uses.

Site Development

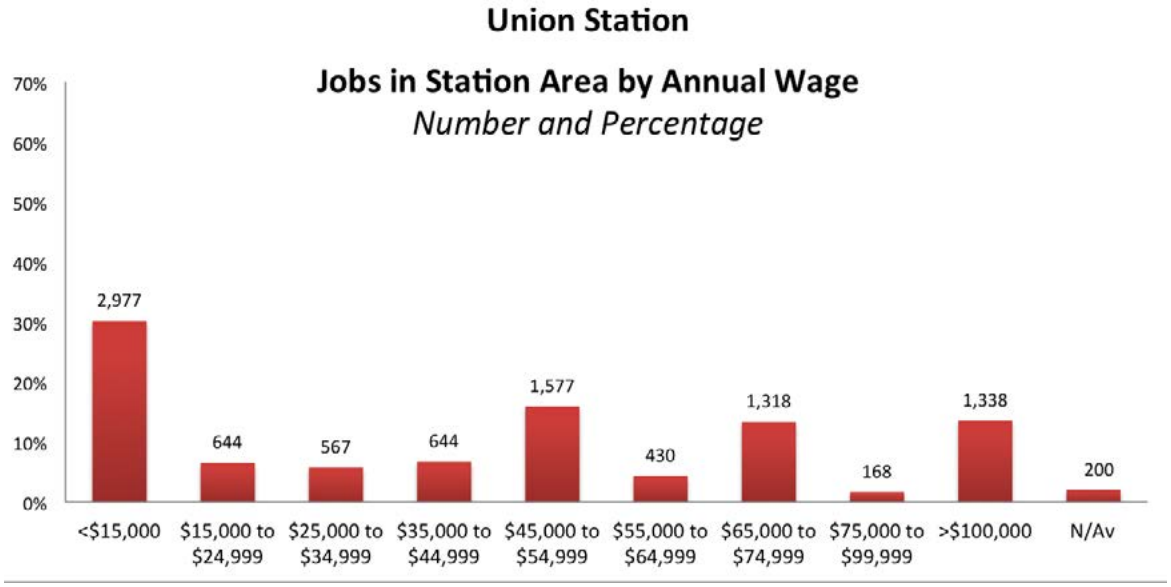
For this tranist station to continue to grow and attract new businesses surrounding Union. Expanding the transit oriented development in the half mile radius will contribute to Unions goal of becoming a prospering TOD. This transit area could benefit from bicycle infrastructure and lanes. Continued investment should occur in the transit zone to support the mixed-use already present and increase density in the surrounding area with more livable space.

Jobs, Housing, and Wages

The following table presents the eight criteria used to score station areas on affordable housing. Each criterion is worth .5 to 1 point for a total possible score of 5. The criterion measure affordability for existing residents, e.g. through housing expenditure burden and income, as well as opportunity for others to live in the area, e.g. through availability of rental housing and subsidized units, as well as density.

Union Station Housing Score (out of 5 points)									
Housing Data	**% Households earning <$20K**	**% Households earning $20K-$49,999**	**% Households earning $50K-$74,999**	**% Households earning >=$75K**	**% Renter occupied**	**% w/a mortgage paying >30% of income**	**Number of subsidized units**	**Residental density score***	**Total Union Station Housing Score**
Value	21.0	15.9	15.3	47.9	66%	43%	0	4	
Scoring Criteria	If households earning <$19K are at least 15%, then 0.5 pts.	If households earning $20-$49K are at least 20%, then 0.5 pts.	If households earning $50K-$74.9K are 30% +/- 5%, then 0.5 pts.	If households earning >$75K are <30%, then 0.5 pts.	If % rental housing is 40%-75%, then 1 pt.	If % of households paying >30% of income is <30%, then 0.5 pts.	If number of subsidized units > 80, then 1 pt.	If density score >=2, then 0.5 pts.	
Score	0.5	0	0	0	1	0	0	0.5	**2**

*Net Residential Density Scores = (0 PTS: < 7 d.u/acre); (1 PT: >= to 7 d.u./acre and <12 d.u/acre); (2 PTS: >= to 12 d.u./acre and < 20 d.u./acre); (3 PTS: >= to 20 d.u./acre and < 30 d.u./acre); (4 PTS: > = to 30 d.u./acre and < 60 d.u./acre); (5 PTS: > or = to 60 d.u./acre)

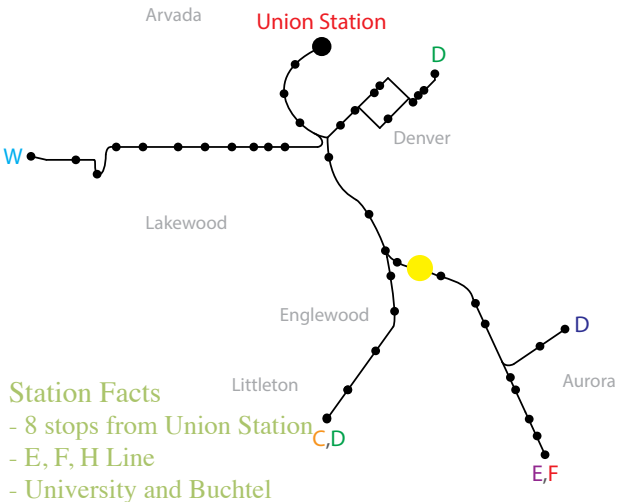


University Station, City of Denver

Overview

The University of Denver Station currently seems to be very well utilized when it comes to ridership. When visiting the station there were always people there waiting to get on and congregating around the station area. The zoning is rather unique because there is not a lot of diversity in the area. It is primarily single-family residential and public institutions with some commercial added in farther south. It has a regional attraction of the University of Denver that most likely is the primary draw for people using this station. The transit zone is also supported a neighborhood plan that encompasses the station area. It is also easily accessible by car and bus, as well as to pedestrians and bicyclists. There is abundant parking in the parking structure located at the station specifically for RTD patrons.

System Map



Station Facts
- 8 stops from Union Station
- E, F, H Line
- University and Buchtel
- Opened in 2006
- 3,988 Daily Riders.

DEMOGRAHICS
Pop.: 4,397 (2000), 4,571 (2010)
Med. Income: $43,905 (2000), $54,881 (2010)
% HHS earning <$25K (2009): 28%
% White alone (2010): 83.33%

TRAVEL
Jobs: 4,205 (2002), 4,724 (2009)
Commute by Public Transit (2009): 42.8%
Avg. Vehicles/Household (2009): 1.43
Quality of Walk: 7/7 pts
Bicycle Infr.: 2/3 pts
Avg. Daily Riders (Jan. 2014): 3,988
Station Ridership Rank (2014): 15 of 45

PLACE CHARACTERISTICS
Major Destinations: University of Denver
Avg. Block Size (2010): 6.81 acres
Housing Units (2010): 1,675
Net Residential Density: (2010): 5.19 du/acre
Job Density (ESRI & Info Group 2012): 5.59
Business Density (2012): 0.63

Station Evaluation

Jobs & Economic Development | Site Development Affordable Housing | Accessibility

Demographics

Transit Zone Demographics	Census 2000	Census 2010	ACS 2005-2009	% Change
Total households	1,996	1,675	1,851	-16%
Median HH Income	$43,905	$54,881	n/a	25%
% <$25,000	25%	28%	n/a	11%
%>$75,000	29%	34%	n/a	15%
% <18 y.o.	9%	9%	11%	0%
% >59 y.o	7%	7%	6%	0%
% Bachelor's or higher	n/a	62%	n/a	n/a
% White Alone	86%	83%	87%	-4%
% Black or African American alone	2%	1%	1%	-50%
% American Indian and Alaska Native alone	1%	12%	0%	120%
% Asian alone	5%	6%	7%	7%
% Native Hawaiian and Other Pacific Islander alone	0%	0%	0%	0%
% Some Other Race alone	3%	6%	2%	50%
% Two or More Races	3%	2%	2%	-33%
% Hispanic or Latino	7%	7%	9%	0%

Residents

The number of households in the zone decreased slightly from 2000 to 2010, from 1,996 to 1,675. Compared to the region, the households have fewer children, are more likely to be between 18 and 24 years old, and less likely to be over 60. Some of the drop may have been the housing turnover from families and elderly to college students. The median household income in the 2005-2009 ACS was less than that of the region's by about $7,000. This appears to be due to the high levels of college students in the area as they are not in the earning stages of their careers yet. The area is predominantly white; people of other races and ethnicities comprise less than 20% of the area.

Housing

THe transit zone is predominately single-family residential. According to the CTOD data from the City, there are a total of 1,823 units 43.09 percent are owned and 56.91 percent are rented. Data from the City suggests that approximately 52% of all of the units are single family. However, the projects in the RTD TOD Database suggest the new housing being added is mostly multi-family. This is most likely due to the large amount of students in the area and the suitability of multi-family for that demographic.

Plans and Regulations

Several plans by the City of Denver address the surrounding development, housing, access, and design of this station, including Comprehensive Plan 2000, Blueprint Denver 2002, Greenprint Denver 2006, the Transit-Oriented Development Strategic Plans in 2006 and 2013, and Denver Moves 2011. Specific to this station, the University Park Neighborhood Plan was adopted by City Council 0n September 8th, 2008. The Plan emphasizes a feeling of stability in the neighborhood and that any additional development should not change the character of the neighborhood.

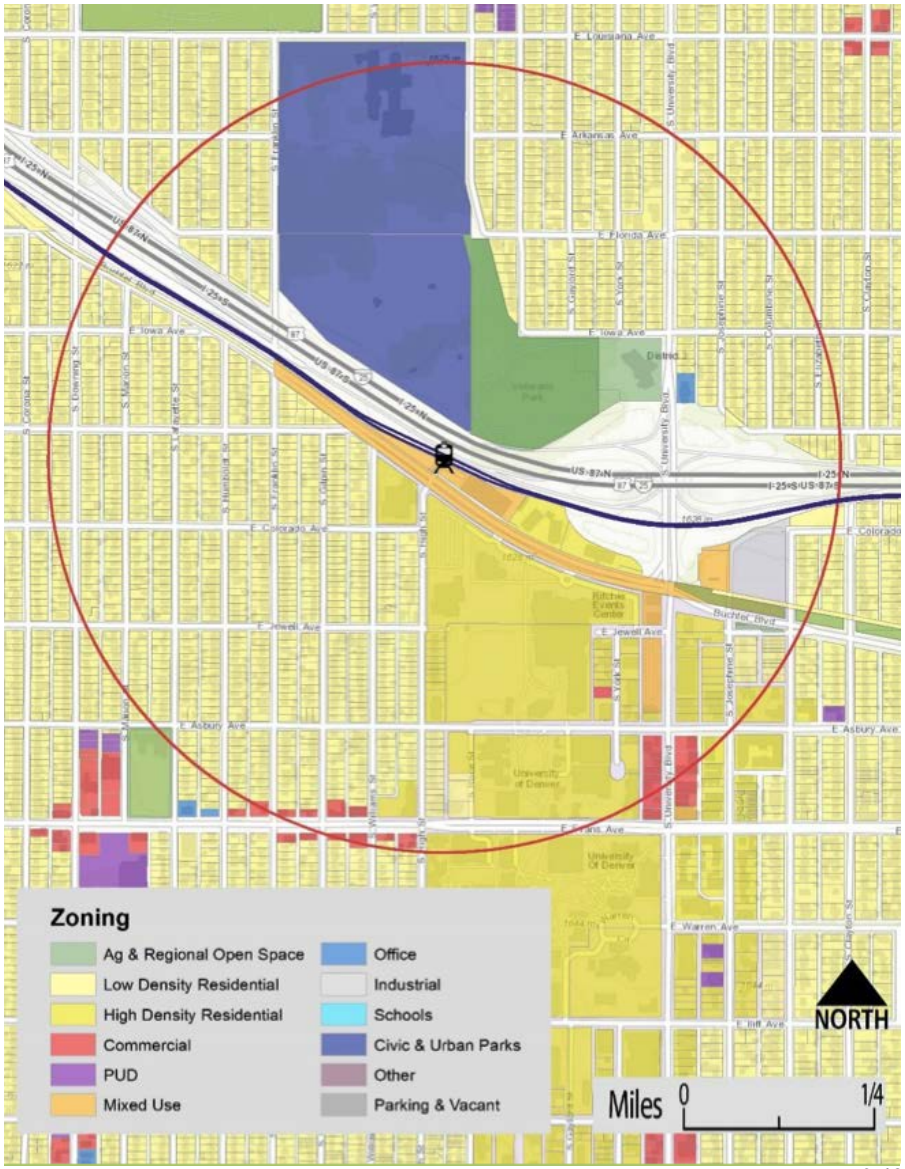
New Development

There six major developments around this station from 2006 until the present. Three of them have been residential developments adding 256 apartments and five townhomes to the area. Two have been mixed use projects that add another 248 apartments and 39,300 square feet of retail. The other development was a retail building with 10,000 square feet available for businesses.

The area's developments are very walkable as they are located near the campus where a grid pattern and high pedestrian activity encourages walking and makes it an enjoyable experience.

Zoning

The primary zoning that is in the transit zone is single-family residences. That zone makes up over 50% of the transit zone and is followed by campus and open space/recreation at 19% and 15% respectively. This zoning description is seen on the ground when walking around the station. To the northeast and southwest the neighborhoods are something that you would expect to see in any area of the city that has residential neighborhoods. A lot of small single or two story homes tucked next



to each other on small lots. The other two major zoning classifications are also visually present in the immediate area are civic parks and open space. These are parcels that are used by the school for their athletic facilities.

Employment

There are a total of 2811 employees in the transit zone working at 317 business establishments. Sixty one percent of the jobs are in five industries: Educational Services (9%), Health Care and Social Assistance (16%), Arts, Entertainment and Recreation (17%), Accommodation and Food Services (11%), and Public Administration (7%).

Commuter

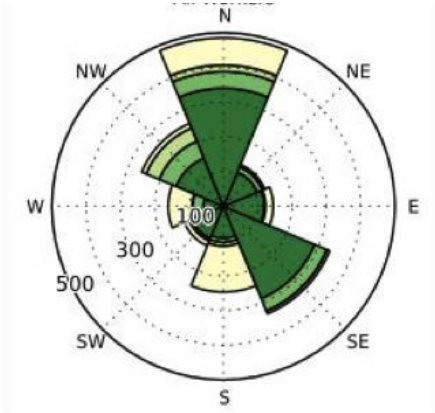
Using the OnTheMap tool from Longitudinal Employer-Household Dynamics (LEHD), 99 percent of residents are employed outside the transit zone, with approximately 66 percent of total primary jobs located within ten miles of the transit zone and in the direction of a light rail transit route and towards downtown (north and southeast). Nearly all workers employed in the transit zone live outside the transit zone; of those workers, approximately 58 percent live within ten miles of the station and in the direction of downtown (north). Based on distance and direction workers are travelling to and from the transit zone, this station may have the potential for increased ridership.

Employment Businesses and Jobs by Industry

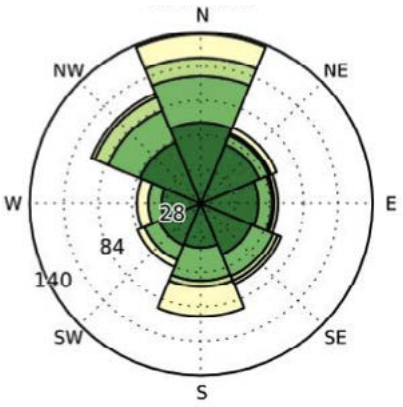
Largest Industries by Share of Businesses & Jobs						
Rank	Businesses by Industry	No.	%	Jobs by Industry	No.	%
1	Professional, Scientific, &Technical Services	35	11%	Educational Services	265	9%
2	Other Services (except Public Administration)	35	11%	Arts, Entertainment and Recreation	482	17%
3	Construction	30	9%	Health Care & Social Assistance	439	16%
4	Administrative & Support & Waste Management & Remediation Services	28	9%	Accommodation & Food Services	323	11%
5	Accommodation & Food Services	28	9%	Public Administration	200	7%
	Subtotal Businesses in top industries	156	49.2%	Jobs in Top Industries	1,709	60%
	All business in Transit Zone	**317**	**100%**	**All jobs in transit zone**	**2,811**	**100%**

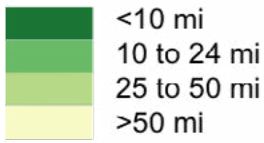
Commuter Distance and Direction

Home to Work

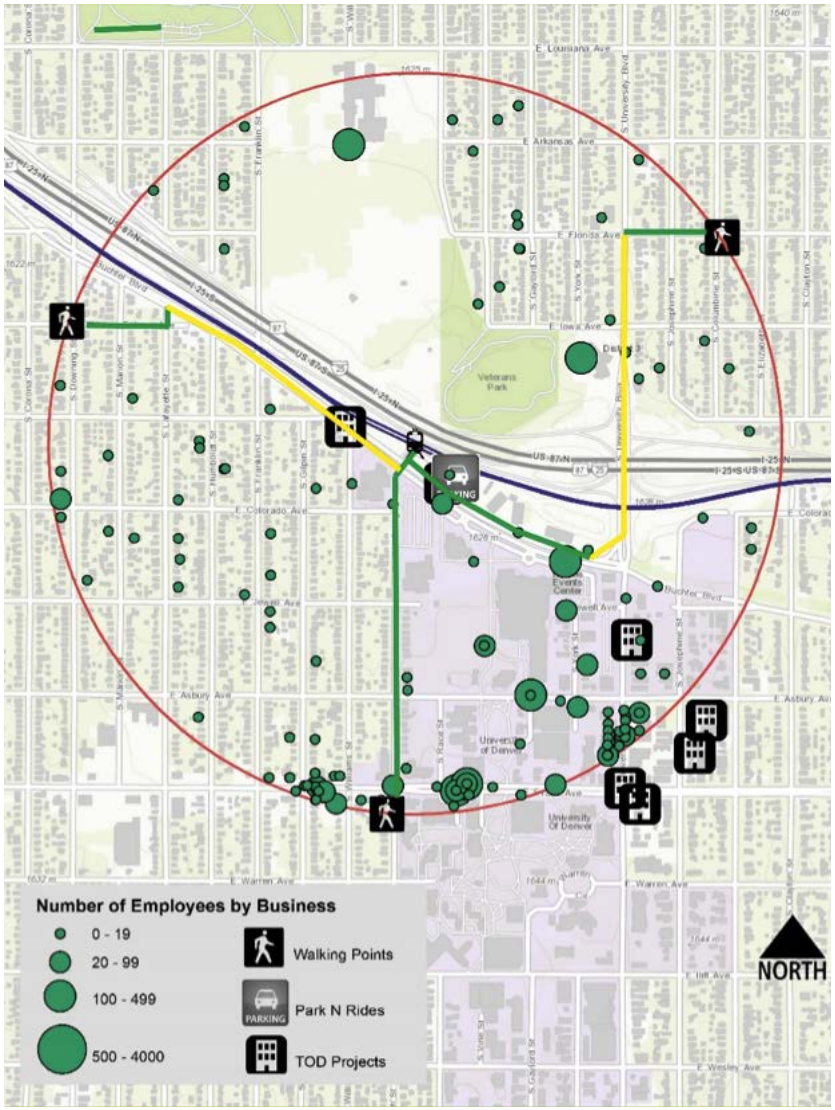


Work to Home





Walkability Analysis from 3 half-mile Points		
Starting Point	**Time (min.)**	**Walking Environment**
1. E Florida Ave and S Elizabeth St	18.5 min	Along arterial, residential, mixed campus
2. E Evans Ave and S High St	8 min	Predominately campus
3. S Downing St and E Iowa Ave	13 min	Along arterial, residential, mixed campus



Accessibility

Overall, the pedestrian paths to the station were very nice and amenable to pedestrians as well as bicyclists. Direct access to the station is also possible by one bus route (24) with 463 stops daily, a park-n-ride with 540 spaces, 10 bicycle racks and 12 bike lockers. However, the Park-n-ride is highly used, RTD reported 83% utilization in the first quarter of 2014.

Route #1. We began at the corner of Florida and Elizabeth and headed towards University. After waiting to cross University we turned south walked the majority along University. It was not the most pleasant walk as the cars going by made the noise level was loud enough to make conversation difficult. The sidewalk was at least separated from the street by a tree lawn. Once off University the walk was easier along Buchtel with the University bordering on the south.

Route #2.Walking down S High St was a very nice walk as it is directly through campus. The walk took us by academic buildings, student housing, a neighborhood garden as well as some open areas where students were congregating. It was well landscaped for a good majority of the walk and there was always a sidewalk. On Evans near our start there were also a few stores and restaurants.

Route #3. The final route started off nice through the residential area, that was a lot of small lot, single-family homes. It then went along Buchtel, which is a fairly busy street. It isn't as unpleasant as it would seem being right next to the highway as you are still walking along a neighborhood with homes that make it interesting for a pedestrian.

Bike: For biking the area is very similar as it is with pedestrians.. The campus and southwest have lots of facilities for bikers. There are sharrows along the roads and plenty of bike racks to lock up to. The station even has bike lockers where you can completely enclose your bike. If you must cross the major roads then it can present a small challenge, especially at rush hour on university, but the rest of the roads are conducive for biking.

ADA: The station and the areas around it are ADA accessible with ramped sidewalks and crossing aids. There were some cracks along the routes and bumps in the sidewalks but nothing that should pose a great threat to someone with disabilities. The station had all the appropriate measures to ensure that people with disabilities are accommodated.

Community Services & Parks: According to the ESRI and IG Data, there are three churches six schools in the transit zone. Also located in the area are some reading rooms, pre-schools and multiple businesses that teach music. The area lends itself to more neighborhood kinds of services with plenty of schools and educational facilities. There are also some parks in the area that are primarily used for the University. On campus there are plenty of open public spaces

that are nicely kept where people can come and sit or relax.

Evaluation

Affordable Housing

Fifty-seven percent of housing units in the transit zone are rented, which is significantly higher than the transit region at 34%. According to 2009 data from CTOD, housing and transportation costs as a percentage of income for the transit zone are slightly lower than the Denver Transit Region. The University of Denver Station typical household housing costs are 25% plus transportation costs at 21%t for a total of 46% of the typical household income. The Denver Transit Region is approximately 27% for housing and 22% for transportation, for a total of 49% of the typical household income. There isn't much of a discrepancy between the University of Denver transit zone and the region at large. The area is a desirable place to live and is in high demand in part because of the University and the students who live in close proximity. According to CTOD, 21% of workers take public transportation, bicycle or walk to work, compared to the transit region with eight percent.

- **Opportunities:** Opportunities for affordable housing is slight as the area is predominantly taken up by stable single-family neighborhoods. There are not a lot of areas in the transit zone that are vacant or dilapidating that would lend themselves to new developments. That, coupled with a neighborhood plan that does not encourage a lot of new developments or change, makes adding additional housing that is affordable a challenge for this area.

Accessibility

Overall, the University of Denver station and transit zone has good accessibility by all modes of transportation. There are sidewalks, trails, bus stops, and ample parking. The University located right next to the station makes walking very easy and the biking amenities promote multi-modal transportation well.

- **Opportunity:** An opportunity exists to provide better crossings at University as it is a very busy road and is almost impossible to find a break in traffic during rush hour. Additional bike lanes or more sharrows on the streets that lead to the station would also make the area even more amenable to biking.

Economic Development

The average household size for the transit zone is 2.51, and approximately 50% of the households have an annual income less than $50,000. According to the MIT Living Wage Calculator, the living wage in Denver for one adult and two children is $25.65 per hour, which is an annual income of $53,354 before taxes.

- **Opportunity/Gap:** For this station to be a successful TOD for current residents, it is important to recruit employment that provides living wages and work force development accessible to the residents.

Site Development

The University Park Neighborhood Plan does not lend itself to the addition of a lot of new development in the area. The neighborhood is very satisfied with what they have now and want any new development that is coming to the neighborhood to be consistent with what is currently in the area. Since there is currently not a lot of commercial uses or higher density house outside of the University, the best chance for new development is closest to the campus.

- **Opportunity:** As the University grows so will the need for affordable housing to support the additional students. There will also be the opportunity to add more commercial uses that the students can support.

Jobs, Housing, and Wages

The following table presents the eight criteria used to score station areas on affordable housing. Each criterion is worth .5 to 1 point for a total possible score of 5. The criterion measure affordability for existing residents, e.g. through housing expenditure burden and income, as well as opportunity for others to live in the area, e.g. through availability of rental housing and subsidized units, as well as density.

University of Denver Housing Score (out of 5 points)

Housing Data	% Households earning <$20K	% Households earning $20K-$49,999	% Households earning $50K-$74,999	% Households earning >=$75K	% Renter occupied	% w/a mortgage paying >30% of income	Number of subsidized units	Residental density score*	Total Univ. of Denver Housing Score
Value	28.3	22.5	15.3	33.9	57%	38%	0	0	
Scoring Criteria	If households earning <$19K are at least 15%, then 0.5 pts.	If households earning $20-$49K are at least 20%, then 0.5 pts.	If households earning $50K-$74.9K are 30% +/- 5%, then 0.5 pts.	If households earning >$75K are <30%, then 0.5 pts.	If % rental housing is 40%-75%, then 1 pt.	If % of households paying >30% of income is <30%, then 0.5 pts.	If number of subsidized units > 80, then 1 pt.	If density score >=2, then 0.5 pts.	
Score	0.5	0.5	0	0	1	0	0	0.0	2

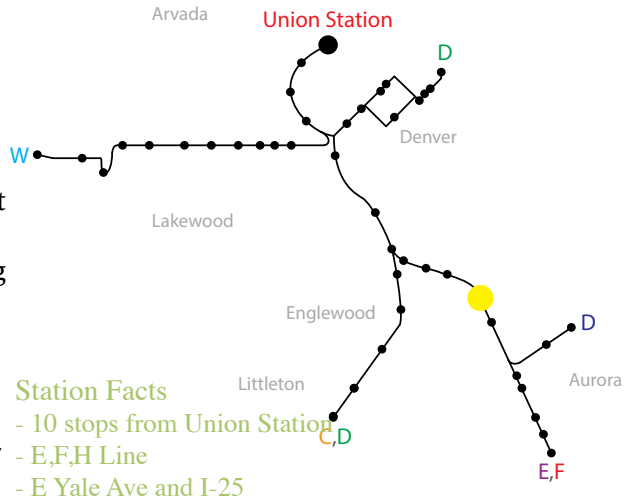
*Net Residential Density Scores = (0 PTS: < 7 d.u/acre); (1 PT: >= to 7 d.u./acre and <12 d.u/acre); (2 PTS: >= to 12 d.u./acre and < 20 d.u./acre); (3 PTS: >= to 20 d.u./acre and < 30 d.u./acre); (4 PTS: > = to 30 d.u./acre and < 60 d.u./acre); (5 PTS: > or = to 60 d.u./acre)

Yale Station, City of Denver

Overview

Yale Station, located in the City of Denver, is classified as a neighborhood center RTD TOD type. Access to the station is possible by one RTD bus connection as well as walking and biking. RTD considers this station a "walk-and-ride" station, but there is still parking provided by RTD. There are 129 parking spaces. The day our team went out to the station we counted 95% of the spaces being utilized. The zoning is updated on the surrounding block of the station to commercial allowing for up to five stories of mixed-use development. A TOD plan for the station includes affordable housing in the future just adjacent to the station. The areas surrounding the station remain single-unit residential.

System Map



Station Facts
- 10 stops from Union Station
- E,F,H Line
- E Yale Ave and I-25
- Opened in 2006
- 1,716 Daily Riders.

DEMOGRAHICS
Pop.: 3,618 (2000), 3,473 (2010)
Med. Income: $55,196 (2000), $59,425 (2010)
% HHS earning <$25K (2009): 17.4%
% White alone (2010): 79%

TRAVEL
Jobs: (2002), (2009)
Commute by Public Transit (2009): 17.9%
Avg. Vehicles/Household (2009): 1.47
Quality of Walk: 3/7 pts
Bicycle Infr.: 2/3 pts
Avg. Daily Riders (Jan. 2014): 1,716
Station Ridership Rank (2014): 22 of 45

PLACE CHARACTERISTICS
Major Destinations: N/A
Avg. Block Size (2010): 6.53 acres
Housing Units (2010): 1,783
Net Residential Density: (2010): 3.53 du/acre
Job Density (ESRI & Info Group 2012): 1.88 jobs/acre
Business Density (2012): 0.5 acre

Station Evaluation

Affordable Housing | Jobs & Economic Development | Accessibility | Site Development

Demographics

Transit Zone Demographics	Census 2000	Census 2010	ACS 2005-2009	% Change
Total households	1,634	1,588	1,262	-3%
Median HH Income	$55,196	n/a	$59,425	n/a
% <$25,000	14%	n/a	17%	n/a
%>$75,000	45%	n/a	35%	n/a
% <18 y.o.	18%	n/a	n/a	n/a
% >59 y.o	24%	n/a	n/a	n/a
% Bachelor's or higher	n/a	n/a	44%	n/a
% White Alone	89%	79%	89%	-11%
% Black or African American alone	3%	4%	6%	25%
% American Indian and Alaska Native alone	0.6%	0.3%	0%	-49%
% Asian alone	2%	2%	2%	0%
% Native Hawaiian and Other Pacific Islander alone	0%	0.2%	0%	0%
% Some Other Race alone	3.6%	>1%	1%	-99.2%
% Two or More Races	2%	3%	2%	33%
% Hispanic or Latino	9%	11%	n/a	19%

Residents

The number of households in the transit zone decreased 2.8% from 2000 to 2010, from 1,634 to 1,588. There are not a lot of jobs in the transit zone for the residents to work at so this could be a reason for the decrease in households. According to the 2010 Census, 79 percent of residents are of White ethnicity, within the Denver region 80 percent of residents are of White ethnicity. While an increase in residents of Hispanic and Latino as well as Black and African American ethnicity. The median household annual income was $59,425 in 2009, close to the Denver regions of $61,296 annually. Residents with a bachelor's degree or higher in 2009 was 44 percent, the Denver regions was 39 percent.

Housing

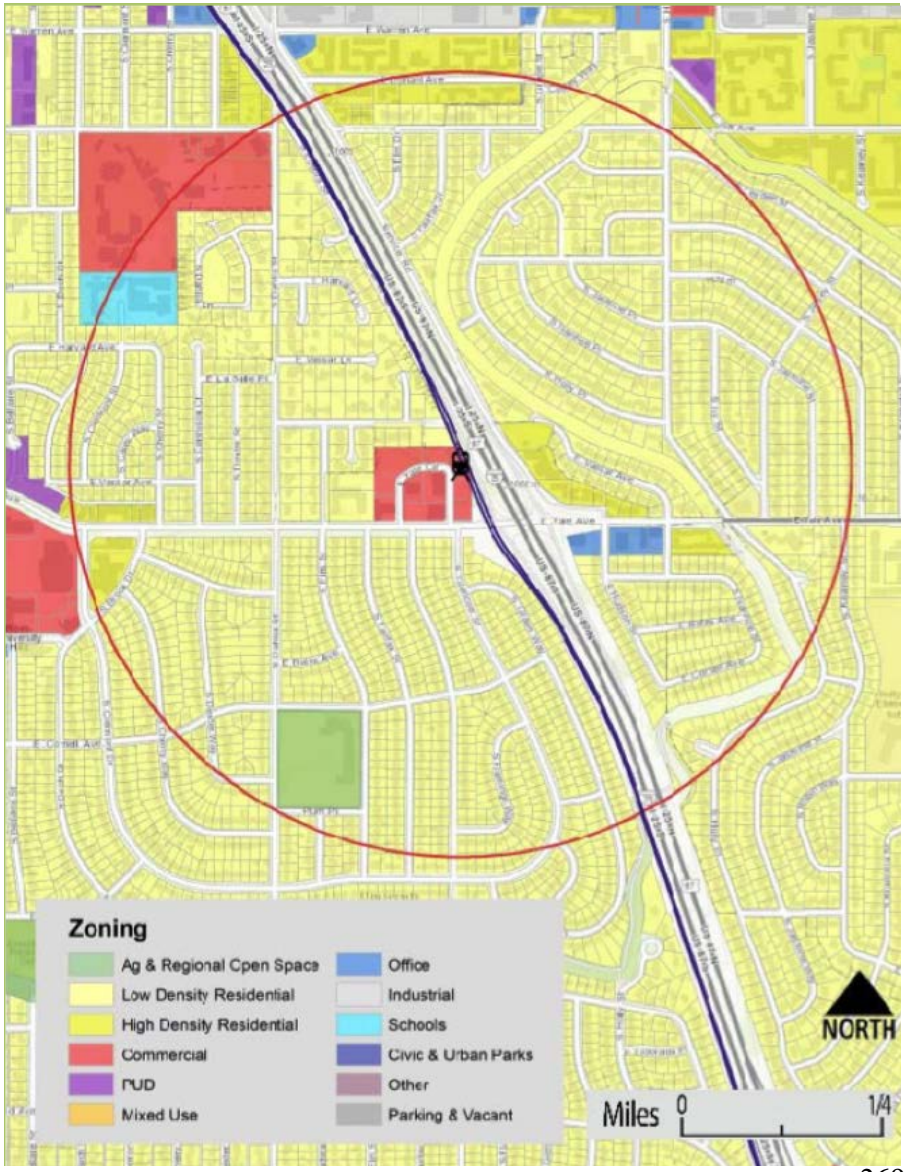
The transit zone is predominately owner-occupied single-family residential. According to the CTOD database, there are a total of 1,588 occupied units of which 1,105 are owned (70 percent) and 483 are rented (30 percent). Additionally, the projects in the RTD TOD Database are mostly single-family residential. The median home price in the transit area for 2014 is $333,000 according to Zillow. For the Denver Metro region the median home price is listed at $379,500. Completed in 2011, the Apartments at Yale Station located directly to the south of the station. These apartments are affordable senior housing that utilized low-income housing tax credits. There are 50 rental homes for seniors

Plans and Regulations

Several plans by the City of Denver address the surrounding development, housing, access, and design of this station, including Comprehensive Plan 2000, Blueprint Denver 2002, Greenprint Denver 2006, the Transit-Oriented Development Strategic Plan in 2006. The 2002 Blueprint Denver's Comprehensive Plan states the station area offers small-scale development opportunities for housing, office, and retail. These redevelopment opportunities are mainly along Yale Avenue just west of the station and the parcels adjacent to the station. The goal for the area is to maintain the character of the single-family homes while accommodating new development and redevelopment. Koelbel and Company built the Yale Station Apartments that has 50 senior housing units and 3,000 square feet of retail space that includes a parking garage with 58 spaces.

New Development

Yale Commons was purchased in 2010 for $1.325 million. This vacant land is adjacent to the station and was purchased with TOD funds to build affordable housing near transit. A master plan for a transit orientated community is to be created



for this 1.51 acre vacant parcel with the alliance between the Urban Land Conservancy, Yale TOD Partners, Regional Transportation District, Koebel and Company and Mile High Development. The plan includes housing that serves households below 60 percent of the area median income. The goal is to have 15 percent of the apartment homes serve households at or below 30 percent of the area median income.

Zoning

In Blueprint Denver, the land immediately surrounding the station is considered an area of change. This designation is reflected in the Station Area Plan as well as the 2010 updated zoning code. The zoning primarily falls under five categories: residential, open space/parks, mixed use, office, schools, and retail. The majority of the transit zone is zoned low density residential.

Employment

There are a total of 2,161 employees in the transit zone working at 189 business establishments. The industry with the most businesses is Professional, Scientific, and Technical Services (17.5 percent). Professional, Scientific, and Technical Services also employs the most employees in the station area (18.6 percent).

Commuter

Using the OnTheMap tool from Longitudinal Employer-Household Dynamics (LEHD), 99 percent of residents are employed outside the transit zone, with approximately 72 percent of total primary jobs located within ten miles of the transit zone and in the direction of a light rail transit route (west, east, and southeast). Nearly all workers employed in the transit zone live outside the transit zone; of those workers, approximately 62 percent live within ten miles of the station and from the direction of a light rail transit route (west, east, and northwest). Based on distance and direction workers are travelling to and from the transit zone, this station may have the potential for increased ridership.

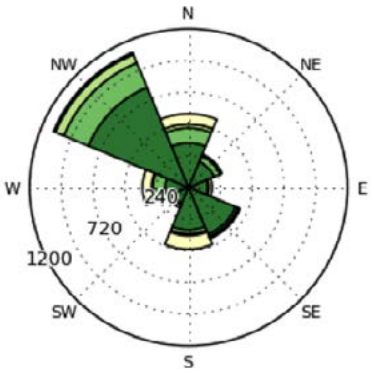
Employment Businesses and Jobs by Industry

Largest Industries by Share of Businesses & Jobs

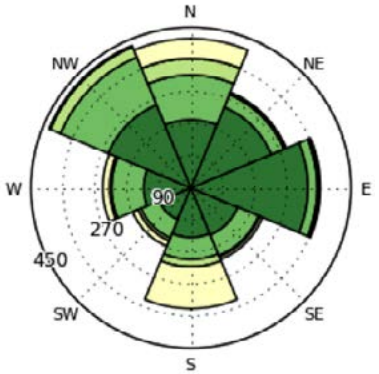
Rank	Businesses by Industry	No.	%	Jobs by Industry	No.	%
1	Retail & Wholesale Trade	21	11%	Retail & Wholesale Trade	266	12%
2	Health Care and Social Assistance	28	14.8%	Health Care and Social Assistance	289	13%
3	Professional, Scientific, and Technical Services	33	17.5%	Professional, Scientific, and Technical Services	402	18.6%
4	Other Services (except Public Admin.)	26	13.8%	Other Services (except Public Admin.)	278	12.9%
5	Construction, Manufacturing, Mining, Quarrying, & Oil & Gas Extraction	20	10.6%	Construction, Manufacturing, Mining, Quarrying, & Oil & Gas Extraction	206	9.5%
	Subtotal Businesses in top industries	128	67.7%	Jobs in Top Industries	1,441	66%
	All business in Transit Zone	**189**	**100%**	**All jobs in transit zone**	**2,161**	**100%**

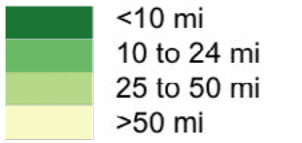
Commuter Distance and Direction

Home to Work

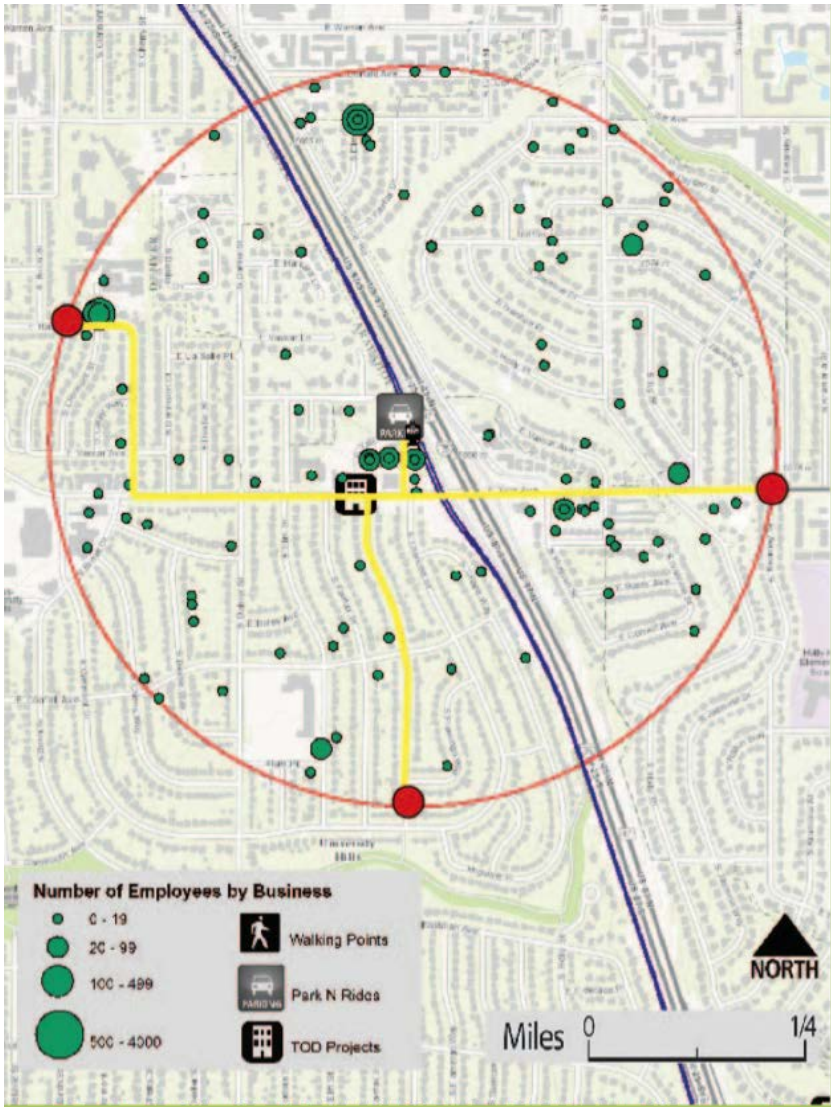


Work to Home





Walkability Analysis from 3 half-mile Points		
Starting Point	**Time (min.)**	**Walking Environment**
1. E. Yale St and Jasmine St	10 min	Single-family homes, heavy auto traffic
2. S. Birch St and E. Harvard Ave	10 min	Well manicured single-family homes
3. S. Birch St and E. Dartmouth Ave	13 min	Marnie D. Eisenhower Park



Accessibility

Overall, the pedestrian paths to the station were safe and pleasant. Direct access to the station is also possible by one bus route (27), a park-n-ride with 129 parking spaces, 8 bicycle racks and 10 bike lockers.

Route #1. Walking on E. Yale St there was heavy auto traffic, no designated bike lane, narrow but continuous sidewalks. There was one way finding sign for the station located on the underpass of I25.

Route #2. Starting our walk from the Clermont Park Senior Retirement Community on S. Birch and E. Harvard was relaxing and quiet. The east side of the street however lacked a sidewalk for two blocks. There was one way finding sign for the station along the route. There was no designated bike lane for the route, yet it seemed like a good street to place one due to the heavy auto traffic.

Route #3. Starting our walk from Marnie D. Eisenhower Park was quiet and serene. We continued our walk on narrow yet well maintained and continuous sidewalks. We passed the Bradley International School on S. Dahlia, there was heavy auto and pedestrian traffic.

Bike: Our walking routes lacked bike lanes or sharrows. We however did not see one cyclist on our walking routes, perhaps the cyclists used other streets that have bike lanes. There are plenty of bike lockers and racks at the station itself.

ADA: The transit zone fared well on ADA measures. All three routes had traffic calming devices, acceptable sidewalk widths, and street lights. All of the sidewalks had ramps and were textured at crossings. There were however segments of sidewalks missing along the routes on one side of the street.

Community Services & Parks: There are several community and public services in the transit zone, including two schools, a Denver Recreational Center, and two churches. The Highline Canal Trail is about ¾ mile from the station. This is the closest green space to the transit area. The trail is connected to the Marnie D. Eisenhower Park. The station could use a park space built into the vacant land adjacent to the station.

Evaluation

Affordable Housing

Thirty percent of housing units in the transit zone are rented, which is lower than the transit region at 34%. According to 2009 data from CTOD, housing and transportation costs as a percentage of income for the transit zone are lower than the Denver Transit Region. The Yale Station typical household housing costs are 22% plus transportation costs at 21% for a total of 43% of the typical household income. The Denver Transit Region is approximately 27% for housing and 22% for transportation, for a total of 49% of the typical household income. According to CTOD, 9% of workers take public transportation, bicycle or walk to work, compared to the transit region with eight percent.

- **Gap:** There are affordable housing needs in this area. Currently, the Apartments at Yale Station along and the mixed-use Yale Commons Apartments directly adjacent to the station, were the only affordable housing units identified.

Accessibility

Overall, the Yale station and transit zone has good accessibility by pedestrians and automobiles. There are sidewalks, bus stops, and ample parking.

- **Opportunity:** There exists an opportunity to connect the east side of the neighborhood to the west through a bike lane. Currently residents have to ride on the sidewalk on the underpass of Interstate 25 on Yale Avenue. Increased lighting for safety along the underpass would be beneficial for pedestrians and cyclists as well.

Economic Development

The average household size for the transit zone is 3.53, and approximately 47% of the households have an annual income less than $50,000. According to the MIT Living Wage Calculator, the living wage in Denver for one adult and two children is $25.65 per hour, which is an annual income of $53,354 before taxes.

- **Gap/Opportunity:** For this station to be a successful TOD for current residents, it is important to recruit employment that provides living wages and work force development accessible to the residents.

Site Development

The 2002 Blueprint Denver's Comprehensive Plan states the station area offers small-scale development opportunities for housing, office, and retail. The goal for the area is to maintain the character while accommodating new development and redevelopment.

- **Opportunity:** Continued focus on affordable, mixed-income, and subsidized housing is important as the station and surrounding neighborhoods are ideally situated to feel the next wave of gentrification.

Jobs, Housing, and Wages

The following table presents the eight criteria used to score station areas on affordable housing. Each criterion is worth .5 to 1 point for a total possible score of 5. The criterion measure affordability for existing residents, e.g. through housing expenditure burden and income, as well as opportunity for others to live in the area, e.g. through availability of rental housing and subsidized units, as well as density.

Yale Housing Score (out of 5 points)									
Housing Data	**% Households earning <$20K**	**% Households earning $20K-$49,999**	**% Households earning $50K-$74,999**	**% Households earning >=$75K**	**% Renter occupied**	**% w/a mortgage paying >30% of income**	**Number of subsidized units**	**Residental density score***	**Total Yale Housing Score**
Value	17.4	29.3	18.5	34.8	30%	37%	228	1	
Scoring Criteria	If households earning <$19K are at least 15%, then 0.5 pts.	If households earning $20-$49K are at least 20%, then 0.5 pts.	If households earning $50K-$74.9K are 30% +/- 5%, then 0.5 pts.	If households earning >$75K are <30%, then 0.5 pts.	If % rental housing is 40%-75%, then 1 pt.	If % of households paying >30% of income is <30%, then 0.5 pts.	If number of subsidized units > 80, then 1 pt.	If density score >=2, then 0.5 pts.	
Score	0.5	0.5	0	0	0	0	1	0.0	**2**

*Net Residential Density Scores = (0 PTS: < 7 d.u/acre); (1 PT: >= to 7 d.u./acre and <12 d.u/acre); (2 PTS: >= to 12 d.u./acre and < 20 d.u./acre); (3 PTS: >= to 20 d.u./acre and < 30 d.u./acre); (4 PTS: > = to 30 d.u./acre and < 60 d.u./acre); (5 PTS: > or = to 60 d.u./acre)