

Barriers & Strategies for Creating Mixed Income TOD Communities

Urban Design View Point

New Partners for Smart Growth
Denver, Colorado

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Challenge: Reduce the Cost of Housing

- a. TOD's especially in mixed-use buildings are more expensive to build even without special requirements
- b. The cost of land is usually higher near rail stations
- c. To cover these costs, developers need the higher profits from market rate housing [vs. affordable housing] to make a reasonable profit.



Urban Design Barriers:

- a. Auto dominated development patterns
- b. Obese street standards
- c. Outmoded single use zoning codes
- d. Replacement cost of park-n-ride spaces
- e. Land Assembly
- f. Hard line on parking
- g. Emphasis on retail
- h. Jurisdictional Processes
- i. Transit planned without TOD considerations
- j. Lack of Regional Planning & Visioning



If you plan cities for traffic, cars & transit-

You get traffic, cars & transit.

If you plan for people, places & transit-

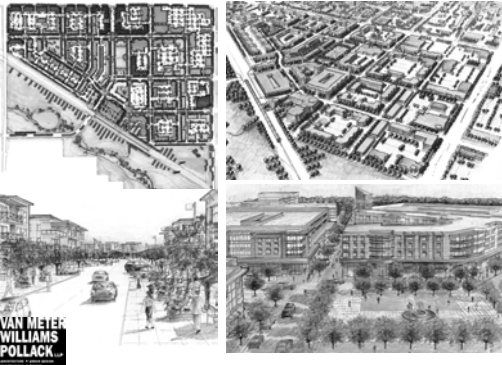
You get people, places & transit.

Urban Design Strategies

- a. Community planning & visioning @ transit stations
- b. Minimum densities & maximum parking
- c. Count on street parking
- d. Appropriate street design
- e. Allow only transit related uses
- f. Unbundle housing from parking
- g. Shared parking in mixed use settings
- h. Balance developer incentives with disincentives
- i. Increase FAR for jobs/housing balance
- j. Emphasize shared open space vs. private
- k. Implement form based TOD codes



South Westminster Station, Westminster, CO

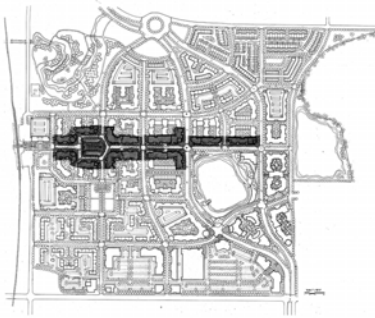


North End Station, Thornton, Colorado



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North End Station: Mixed Use: Podium Parking



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North End Station: Housing: Podium & Structured Parking



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