



NORTHWEST CORRIDOR CATALYTIC SITES: ACHA Properties at Westminster Station

FINAL REPORT 12/31/14



WESTMINSTER

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Executive Summary

Project Overview

The Northwest Corridor Catalytic Project: Adams County Housing Authority (ACHA) Properties at Westminster Station (Project) is part of a HUD Sustainable Communities Initiative grant awarded to DRCOG. This \$4.5 million Regional Planning Grant was awarded in November 2011 to maximize the benefits of the region's investment in transit by:

- Providing greater access to job opportunities;
- Lowering combined transportation and housing costs;
- Reducing consumption of fossil fuels and strain on natural resources; and
- Developing mixed-use, pedestrian, and bicycle-friendly communities along transit lines that allow residents to easily access their daily needs without having to get into a car.

The Project is located on the Northwest Corridor of the Regional Transportation District's (RTD) planned commuter rail line, to open in 2016. The Northwest Corridor Working Group, a consortium of representatives in the Northwest Corridor, chose the ACHA lands (Site) adjacent to Westminster Station as the Catalytic Project for the Northwest Corridor.

The Project scope included an ALTA survey, geotechnical evaluation, market analysis, physical analysis, and concept design and associated cost estimates for four sites.

Process

The Project began in July of 2014 with a kick-off workshop held at ACHA offices and an associated site tour. The market analysis, ALTA survey, geotechnical evaluation, and evaluation of the existing physical context began at this time.

Two team workshops were held throughout the process, one in August and one in October. These two-day workshops allowed the consultant team and client group to collaborate, hear results from analyses, and conceptualize ideas for redevelopment of the Project Site.



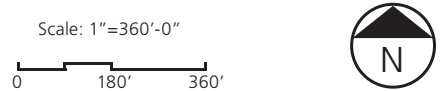
RTD Northwest Rail Line

Fixed rail alignment from Union Station to Longmont via Westminister Station.

Source: RTD

ACHA Holdings in the Station Area

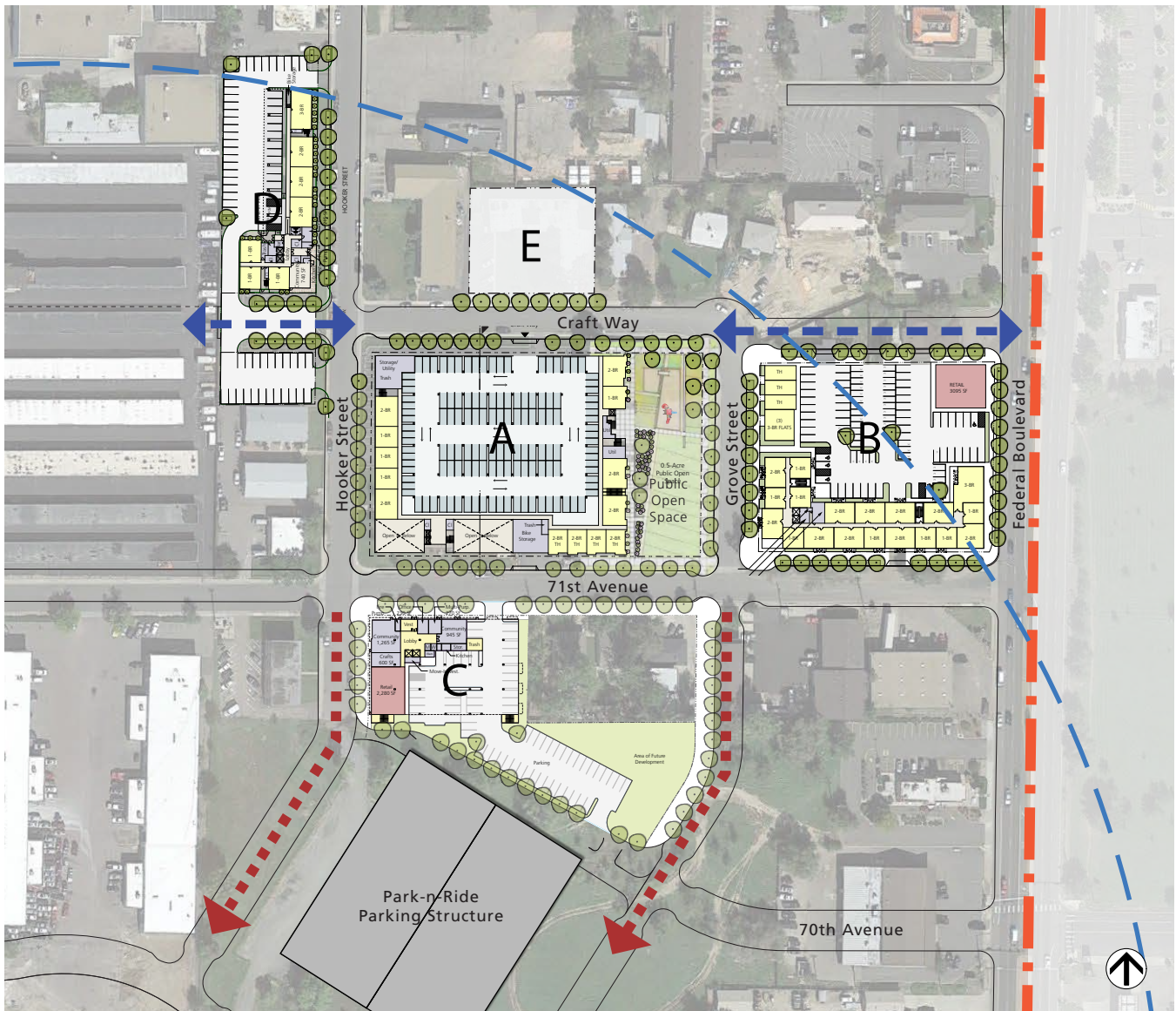
An aerial view of ACHA holdings. All properties are within a five-minute walking radius of the station.



Market Analysis

A supplemental market analysis by James Real Estate Services, Inc. (JRES) has researched and analyzed the markets for multifamily and commercial development in the vicinity of Westminister Station. The report found:

- Strong demand for one- and two-bedroom low-income and workforce units;
- Modeling indicates a market for 250 to 300 market-rate units per year;



Redevelopment Plan

Ground-floor plan of the redeveloped sites.

- Limited potential for office development; and
- Limited demand for small mom & pop retail space.

JRES indicates some uncertainty regarding the potential for a turn-around of the station area, which is largely characterized by industrial uses and older residential and retail development.

Schematic Design & Redevelopment Plan

The proposed redevelopment site plan builds on the City of Westminster's (City) vision of a higher-density, walkable neighborhood with a tight network of interconnected streets and small city blocks. By assessing the existing ACHA holdings and conditions, such as terrain changes, the site plan:

- Provides street dedications to accommodate wider pedestrian-oriented streets and sidewalks using the City's draft street sections;
- Extends Craft Way to Federal Boulevard (requires property acquisition and collaboration of City Inn motel);
- Identifies a City-owned triangular remnant parcel adjacent to Site C and proposes to utilize it for ACHA development;
- Provides a new half-acre public open space as a neighborhood amenity adjacent to Site A.

On the resulting five development sites, the redevelopment plan proposes the following development:

- Site C was identified as a "phase one" tax credit affordable senior housing project with retail and community space on the ground floor;
- Site A, Option 1 is an affordable housing project with one level of structured parking and a variety of unit types above the podium;
- Site A, Option 2 proposes a market-rate or mixed-income housing development with two levels of structured parking and corridor residential units above the podium;
- Site B, Option 1 is a corridor residential building with surface parking and two retail sites fronting Federal Boulevard;
- Site B, Option 2 provides a variety of residential product types with ground-floor retail fronting 71st Ave. This option provides one retail site fronting Federal Boulevard;
- Site D proposes a corridor residential building with surface parking;
- The existing development on Site E will be retained.

The consultant team prepared the following additional studies, which can be found in the appendix:

- Supplemental market analysis;
- Preliminary geotechnical investigation;
- Engineering site assessment and draft utility plan;
- ALTA Survey;
- Preliminary construction cost estimate.

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Background Information & Interviews

The consultant team conducted a series of interviews with ACHA and City of Westminster staff in July and August of 2014.

Adams County Housing Authority

Donald May, Executive Director, ACHA

Chris Auxier, Director of Development, ACHA

Steve Kunshier, Project Manager, ACHA

Previous site studies:

- Have tried numerous schemes;
- Quick studies were produced by others in anticipation of recent tax credit application;
- Not satisfied with earlier schemes.

Site plan considerations:

- Interested in two-sided gateway opportunity on 71st Ave, ACHA will look into acquiring/options for auto-shop at Federal or parcels at 71st Ave & Hooker.

Development activity in vicinity:

- ACHA sees competing residential development as problem for several reasons: market rate at this location will likely charge rents similar to affordable; problematic for tax credit application (absorption rate);
- Timeline for project will be key: submit tax credit application before other development comes in;
- Alternately ACHA could focus on different product types (e.g. senior).

Relationship with City of Westminster:

- ACHA needs clarity on City plans including regulations, goals, and timelines;
- ACHA thinks short-term potential (0-5 year horizon) for mixed-use development at the site is limited. City mandate for mixed-use may be difficult to meet;
- Generally speaking, the ACHA board has concerns that the City

BACKGROUND INFORMATION & INTERVIEWS

may not approve a project that meet ACHA goals.

Mixed use:

- Open to mixed-use development. Peer agencies, like DHA, hold retail (restaurant) spaces that generate income.

Partnering opportunities:

- Generally open to partnering where it makes sense; this may be for commercial components or for large, fast affordable developments that exceed ACHA capacity.

City of Westminster 1

Tony Chacon, Senior Projects Manager, City of Westminster

Sarah Nurmela, Senior Urban Designer, City of Westminster

City goals:

- City wants some sort of small public open space;
- City wants financially viable project, recommends keeping affordable housing costs low.

Park/open space requirement:

- City policy: provide pocket parks throughout the neighborhood;
- Anticipated density of ACHA development should allow for some sort of open space;
- The final TOD station area plan won't designate a specific park location; Comprehensive Plan diagram showing park is optional, not literal;
- Opportunity for an arrangement based on the development intensity. This could either be a built park or an in lieu fee. City would prefer a built park;
- City knows ACHA wants to provide amenities for residents (e.g. playground);
- City recommends proposed open spaces to be public;
- Park location is flexible; size 0.5-1 acceptable depending on programming.

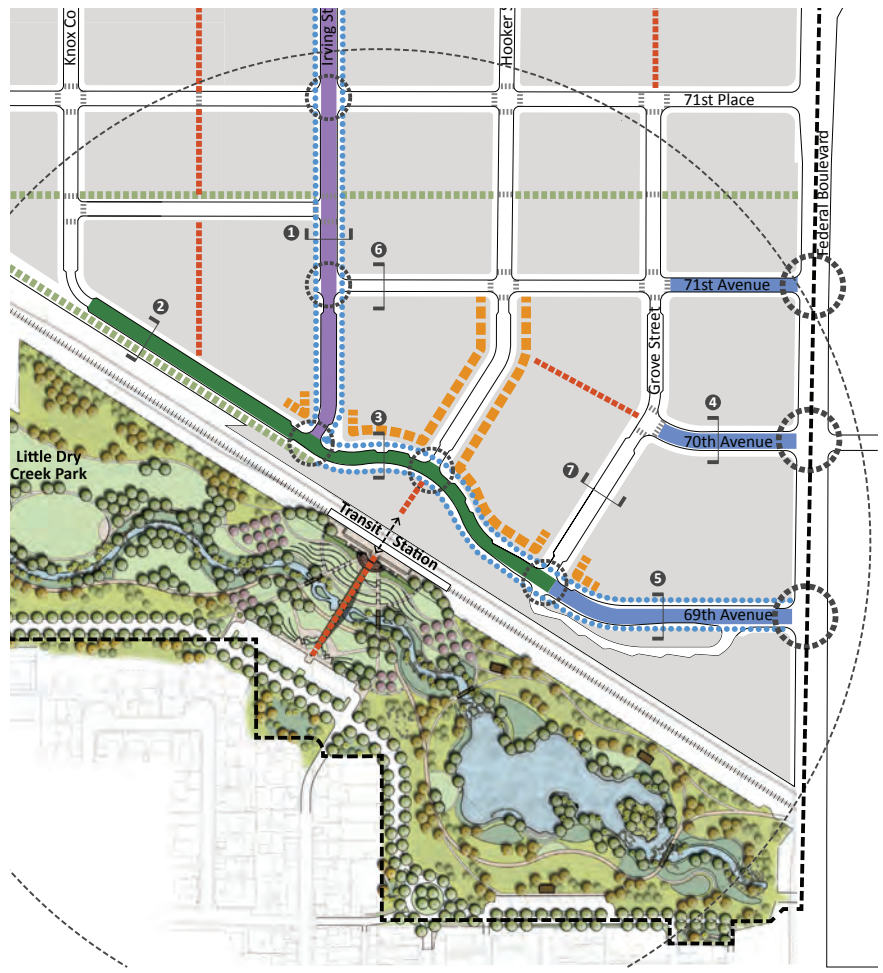
Land swap for open space

- City is generally open to a land swap across 71st Ave.

- Gateway Street
- Parkway
- Transit Street
- Local Street
- Pedestrian Oriented Street Frontage
- Open Space/Pedestrian Connection
- Potential Mid-block Pedestrian Circulation
- Pedestrian Crossing
- Pedestrian Underpass
- Enhanced Crossing/Improved Intersection

City of Westminster Draft Station Area Plan

The City's draft plan proposes new street connections and designates pedestrian-oriented and transit streets.
 Source: City of Westminster



Grove St./Craft Way alignment

- Existing recording studio located south of 71st Ave at proposed street location;
- New Grove St. will likely follow alignment of existing Craft Way to avoid buying out sound studio. Additional benefit: utilities are in place

City's perspective on ACHA development:

- Assumes ACHA wants first development phase adjacent to proposed City parking garage;
- City knows of but has not reviewed ACHA's previous development proposals (earlier schemes done by others);
- City discourages to commercial pad sites on Federal Blvd.

City parking garage/RTD plans

- In first phase RTD requires 350 spaces in garage, final build-out of station 925 spaces, need not all be in same parking structure. City may in the future decide to challenge RTD's 925 space require-

BACKGROUND INFORMATION & INTERVIEWS

ment, which they believe may be too high;

- City parking structure will have 500-550 spaces in phase 1, up to 700 possible in phase 2;
- Vague indication that certain parking spaces have been reserved for market rate developer in deal with City;
- Bus traffic anticipated to enter on 71st Ave, continue south on proposed Grove St., return to Federal on 69th. Secondary bus traffic from Irving. Assume bus line on 71st Ave past ACHA site will remain.

City's vision for TOD area:

- City sees structured parking as important for achieving their vision of urban station area;
- Dry Creek Park will provide stormwater detention for entire TOD area, projects will still need to comply with water quality standards (BMPs).

Federal Blvd:

- Connections across Federal Blvd with signals at 71st Ave & 69th Ave, potential pedestrian tunnel at 71st Ave (use grade change just north of Nancy's restaurant), signal at 70th will be removed;
- Pedestrian safety crossing Federal is major concern, Federal Blvd is state highway, not confident CDOT will provide good street crossings;
- Federal Blvd sidewalks and landscaping will be determined by City;
- CDOT doesn't require acceleration/deceleration lanes on Federal, but City has required them in the past. City is generally open to not providing these lanes;
- 25 to 30-foot setback from curb along Federal for sidewalk, landscaping.

Zoning assumptions:

- For ACHA project assume the TOD plan zoning will be in place;
- TOD will require three stalls per 1,000 sq. ft. for commercial uses and create a parking district;
- Residential parking ratios are not yet determined but will need to be provided on site; draft residential ratios will be available in 1-2 weeks (but as of this date, they are not yet available).

Utilities:

- Review locations of overhead power lines in site area;
- Currently the ACHA parcel fronting Federal receives water service from Crestview. An arrangement will transfer this water service to the City. The City would prefer bringing the water connection in from 71st, not to place it in Federal;
- Water Tap Permits are now based on fixture count; City suggests factoring this in for affordable units. City will not waive Water Tap fees.

City view on finances/land acquisition/incentives:

- At the moment City has no resources for land acquisition;
- City assumes ACHA would prefer being tax exempt;
- City needs some sort of tax base in station area, ACHA project needs to generate some sort of tax revenue, therefore City wants mixed-use;
- City intends to issue bonds for further land acquisition, City is purchasing land for station area improvements;
- City's financing for improvements not yet clear and cannot make any commitments;
- Dry Creek Park is not yet fully funded.

City project approval process:

- PDP not required, TOD plan provides base zoning. Traditional MU development guidelines will not apply;
- OPD technical review only (two rounds of review), project must comply with TOD plan;
- The City hoped to have the master plan for Westminster Station approved by Council by December, 2014. As of this date this has not happened. (Consultant Note: This is a critical path issue for this project, as LIHTC applications are due in May, 2015, and zoning must be in place for an application to be eligible).

Planning/development activity in vicinity:

- SFDs and SFAs planned for Northgate development site east of Federal Blvd, will start soon.



Rendering of Station Area Development

A view looking southwest with the station plaza and underpass to Little Dry Creek Park in the foreground.

Source: City of Westminster

City of Westminster 2

Grant Penland, AICP Principal Planner

TOD Station Area Plan:

- There is some flexibility in the TOD station area plan; the plan has not been yet been adopted;
- Plan adoption is likely to happen in December (though as of the date of this report this has not happened), timeline concurrent with ACHA project;
- There is some flexibility with open space designation on ACHA property; the city recognizes that the ACHA properties are private property;
- Recommends continued dialogue about open space with Sarah Nurmela, John Carpenter, Don Tripp, and Chris Auxier to dialogue about the park issue;
- The plan will replace current zoning.

Comprehensive Plan:

- Adopted November 2013;
- The goals and principles of the comprehensive plan govern the site;
- Traditional mixed-use neighborhood development guidelines apply to site until TOD plan is passed.

Planning activity on adjacent parcels:

- Other landowners are not currently putting forward proposals.

RTD park-n-ride garage:

- The garage project is well under way. A design-build contract is in place.
- It is understood that RTD has 100% of the parking rights from 6 am to 6 pm, 33% at other times (to be confirmed).
- Parking is governed by an intergovernmental agreement between the City of Westminster and RTD.
- The parking structure is owned by the City of Westminster.
- There may be an agreement to provide parking for private multi-family parking.

TOD area

- High priority redevelopment and development area;
- Ability to implement plans is key.

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Client & Neighborhood Meetings

Kick-Off Meeting Summary

On July 10, 2014 the Project team met for a kick-off meeting at the Adams County Human Services Building. Representatives from DRCOG, ACHA, the City of Westminster, Adams County, and the consultant team participated. At this meeting the Project team discussed project expectations and provided relevant background to the consultant team.

Project Expectations

DRCOG: Paul Aldretti, Michele Anderson

- Smooth process;
- Outcomes should flow into Metro Vision 2040 planning process;
- Meet needs of primary recipients: ACHA & City of Westminster; and
- Showcase innovative practices, with particular emphasis on healthy living.

ACHA: Donald May, Chris Auxier

- Produce actionable plan, do redevelopment;
- Develop tax credit application for March 1, 2015 submittal, project phase 1 (since postponed to May 1, 2015);
- Requirements for tax credit application: schematic designs, cost estimating, zoning in place; no fixed scoring mechanism, ACHA to provide feedback/base requirements from last application; and
- Develop sustainable economic model, mixed-income, multi-year strategy.

City of Westminster: Grant Penland, Tony Chacon, Aric Otzelberger

- Produce approvable project, shared vision for TOD station area;
- Mixed income, mixed household types, mixed-use over time;
- City has invested \$43m;
- Vocal citizens in the community, important to build community support for long-term vision;
- Would like to see ODP-ready project, meet Station Plan vision; and
- Need financially viable model, plan to offset financing gaps.

CLIENT & NEIGHBORHOOD MEETINGS

Adams County

- Incorporate findings from this Plan into the Federal Boulevard Framework Plan health assessment (due to be completed in August 2014);
- Consider community and resident health early; and
- Address pedestrian safety on Federal Boulevard with a particular emphasis on avoiding injuries.

Project Background

City of Westminster

- City is building infrastructure around station.
- Building parking structure late 2014, min. 500-550 parking stalls, may provide 700-800 but depends on funding.
- 5-acre pedestrian plaza provides access to station tunnel, completion early 2015, additional improvements on south side of station.
- City building streets to provide station access (West Station Drive, Hooker Street extension, Grove Street extension).
- 35-acre "Little Dry Creek Park," will provide stormwater detention for the entire plan area.
- Park 70% complete by station opening, remainder over two years.
- Regional bike trail.
- Improvement costs:
Roads, plaza, parking: \$20 million;
Park, stormwater: \$20 million;
Total: \$43 million investment;
- TOD looking for pocket park opportunity in conjunction with higher development density.
- 71st Ave. improvement will require street dedication, could happen in conjunction with ACHA project.
- Verbal agreement with CDOT to remove 70th Ave. traffic signal and relocate to 69th Ave and 71st Ave.
- City is negotiating with market-rate developer at TOD site. Approx. 200 DU with ground floor commercial (4 over 1 type). Rents will start low, increase after station completion..
- Northgate project site: Developer interested in building multi-phase development beginning with single-family/townhouse product (\$300k for SFD). Approx. 200 DU on 22 acres.
- Vacant grocery store will become WalMart neighborhood grocery store.
- City is considering reestablishing "urban renewal district," an urban renewal tax credit, and establishing "general improvement district," may help ACHA leverage for funding.



1st Client Workshop

Client workshop at ACHA offices on August 18, 2014.

- City would like to generate tax revenue and return into district. Tax base will help future bond measures. Note: this could help ACHA.
- City is evaluating opportunities for a parking district.
- Address crossing Federal Boulevard.
- Beyond the currently planned city parking structure, the city sees opportunities for future joint parking development for RTD which could be spread around the site.

ACHA

- Purchased land in anticipation of rail station.
- Economic downturn stalled redevelopment, financing gap increased over time.
- ACHA is unhappy with quality of existing development, would like to replace over time.
- When purchased development was crime/criminal-friendly property, ACHA cleaned up, has full occupancy.
- ACHA is interested in on-site presence.
- Developed community center at Federal Blvd property.
- Some holdings have land restrictions for affordable housing units, small Section 8 contingent.
- ACHA interested in “move-once” strategy.
- Looking for ground-floor uses to be tenant-serving, ACHA offices.
- Desired program: mixed income, mixed product types.
- Three-phase development:
 - Two tax-credit projects (family oriented & senior development) before rail service;
 - Market rate once area has turned around.



2nd Client Workshop

Review of work products at October 1, 2014 workshop.

- ACHA is open to providing public amenity space in lieu of private/gated open space.
- ACHA open to additional land acquisitions in area: Opportunity to control both sides of 71st Ave.
- DRCOG: OK to fold in additional land but want to see an actionable plan.

Neighborhood Meetings

Two public open houses were held throughout the process, one in October and one in November. The first was held on October 1st at the MAC Center on 72nd Ave in Westminster (walking distance of the Project site) to provide an overview of the project and present initial thoughts on approach to architectural and open space design.

A second open house was held on November 12th, again at the MAC Center, to provide an overview of the Project, to present the concept designs, and solicit feedback.

1st Community Meeting Questions & Comments

Questions asked of attendees after the formal presentation on October 1, 2014:

- Q: What will the square footage of the apartments be?
A: They will be approximately: Studio: 560sf, 1 bdrm: 700 sf, 2 bdrm: 900 sf, 3 bdrm: 1100 sf.
- Q: To the City of Westminster: How big will the streets get?
- Q: What is the budget for the station redevelopment?
- Q: How many parking spaces will be in the RTD garage?
A: 500 on opening day
- Q: What is the timing of the garage?
A: 500 spaces will be available on opening day of the line.
- Q: What is the projected ridership of the train?
A: RTD has projections – some of that information is online.
- Q: Will the housing authority units be for-sale or for-rent?
A: For-rent
- Q: What will be the timeframe for starting the ACHA redevelopment?
A: Probably will include identifying financing in 2015, starting construction in 2016, estimating 5-9 years for all properties.

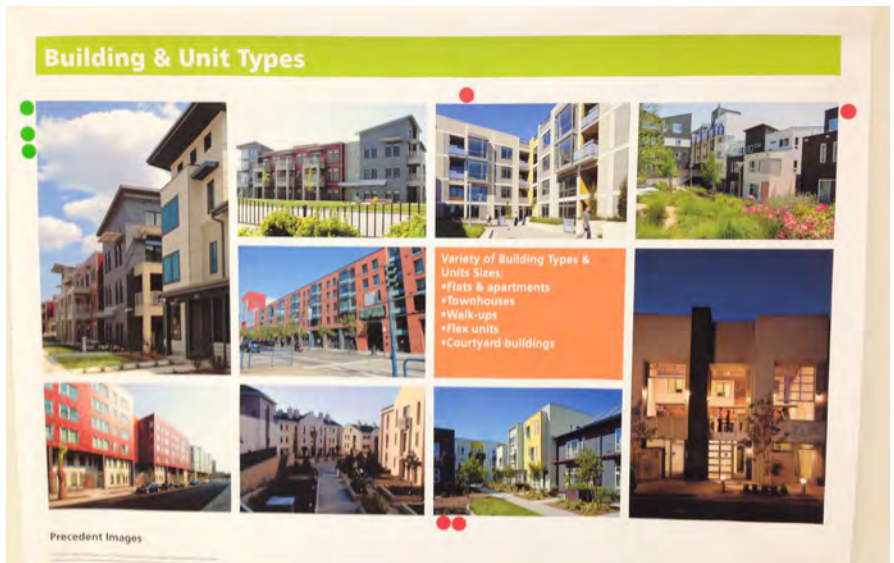
Comments:

- We need an off-leash dog park in the area.



1st Neighborhood Meeting

Consultants describe preliminary plan concepts to stakeholders.



Visual Preference Survey

Stakeholders used colored dots to indicate preferences for different building types.



Comment Stations at Neighborhood Meetings

ACHA staff was present during the workshop and responded to stakeholder comments at themed stations.

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2nd Neighborhood Meeting

The consultant team presents background information and design concepts to stakeholders and respond to questions in a Q&A period.



2nd Community Meeting Questions & Comments

Questions asked of attendees after the formal presentation on November 12, 2014:

- Q: How will parking and traffic be affected?
A: Each of the ACHA developments will self-park
- Q: When do you plan on doing this?
A: We need to acquire different sources of funding to make this happen
- Q: Will it all be designated affordable housing?
A: No, ACHA is hoping to do a mix of affordable and market rate
- Q: Will there be greater shared community space (like there is now), or possibly a collaboration with the City?
A: No, ACHA is hoping to do a mix of affordable and market rate
- Q: Will there be greater shared community space (like there is now), or possibly a collaboration with the City? A brick and mortar location that would be a shared vision amongst different agencies?
A: This is a good time to have those discussions with the various agencies.
- Q: A while ago the City promised that taxes wouldn't increase if the zoning changed. Is that still true?
A: That is a question for the City. City representative was not aware of any promise, but also not aware of any short term increases. It is really the county that assesses property.
- Q: What about the special service district that is proposed for this area (that is on the City's website per the inquirer)?



Comment Stations at Neighborhood Meetings

Drawings and diagrams inform stakeholders about existing conditions, the City's station area plan, and how the design concepts fit in.

A: That is a question for the City. City representative was not aware of any special district for this area in the short term.

- Q: What is the index of planned units?
A: For the first phase, the tax credits apply to 60% of Area Median Income (AMI). The Housing Authority will most likely also have units that are at 40% and 50% of AMI. About 70 units in the first phase, the large block will hold approximately 130-200 units, about 400 total units are planned
- Q: Concern on number of Section 8 units.
A: Currently only 10 of 180 units are Section 8 voucher units.
- Q: Will this be a collaborative development process (reference to another non-profit developer)?
A: Yes, the Housing Authority is looking at potential collaborations to help finance and develop the project.
- Q: Will there be daycare or other services?
A: Resident services will be provided on the property itself. Daycare probably will not be provided by the Housing Authority.
- Q: Will there be daycare or other services?
A: Resident services will be provided on the property itself. Daycare probably will not be provided by the Housing Authority.

Comments:

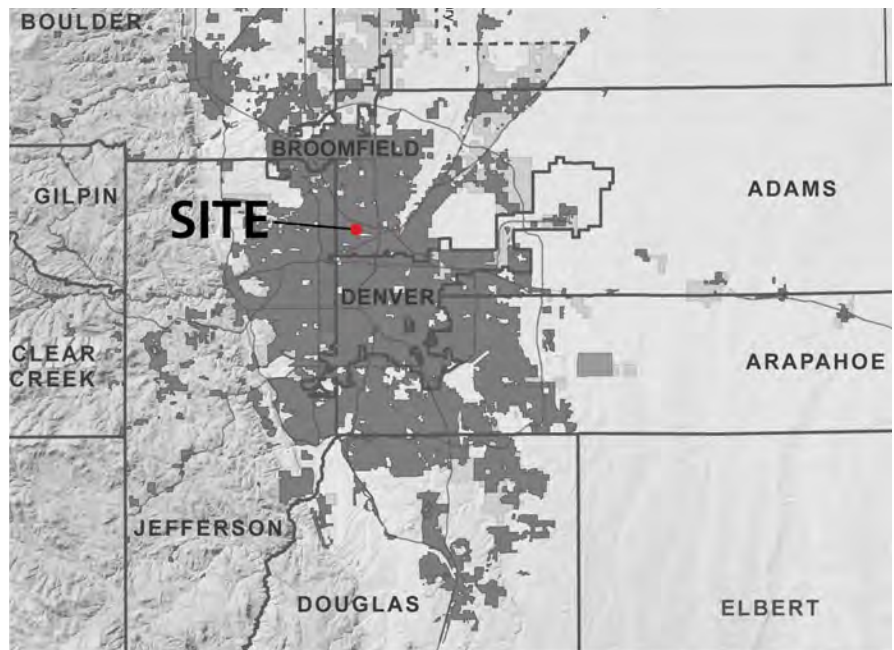
- "I'm excited about this"
- "Something needs to be done (in this area)"
- "The building is impressive"

4

Existing & Future Context

Regional Location

The ACHA properties are located in the north Denver, Colorado suburb of the City of Westminster. Westminster is located in both Adams and Jefferson Counties, with the Site being in Adams County. The City of Westminster is one of several north Denver suburbs that predominately developed beginning in the 1950s.



Regional Location

The Site is located in the City of Westminster within the northwest Denver Metropolitan area.

Surrounding Context

The Site is located in the South Westminster neighborhood of the City of Westminster. This neighborhood, which includes roots to the founding of the City in the mid to late 1800s, includes Westminster Station—a planned commuter rail stop. The Site is just under a mile from I-76 to the south and from US36 to the north.

Neighborhood scaled commercial activity exists along West 72nd Avenue and Lowell Boulevard, both north of the Site, with larger commercial box development along Federal Boulevard, or State Route 287. The greater South Westminster neighborhood includes a variety of early to mid-century one-story homes, with several apartment complexes closer to the

EXISTING & FUTURE CONTEXT

noted commercial activities. New development is under construction and/or planned for lands to the east of the Site.

More immediate to the Site, or west of Federal Boulevard and south of West 72nd Avenue, is a mix of smaller retail establishments, a few single family homes, apartments buildings, and light industrial uses. This development occurs within a larger and/or super-block pattern, with minimal attached sidewalks. The South Westminster area is an Urban Renewal District.

Site Vicinity

- Old building stock
- Apparent lack of investment into properties
- Vacant and underutilized properties
- Large parcels next to small single-family parcels
- Remnant green spaces
- Auto-oriented uses, drive-thrus, surface parking lots, jumble of signage

Street Network

- Long blocks, streets terminate at Rail ROW
- Few neighborhood connections



South Westminster Neighborhood

The South Westminster neighborhood includes older parts of the community and is approximately five miles from downtown Denver.



Site Vicinity
A hotel located north of the Site



Site Vicinity
Retail along West 72nd Avenue



Site Vicinity
Housing in the area



ACHA Site
A view looking north along Federal Boulevard from West 71st Avenue



ACHA Site
A view looking northwest from West 71st Avenue towards the largest parcel

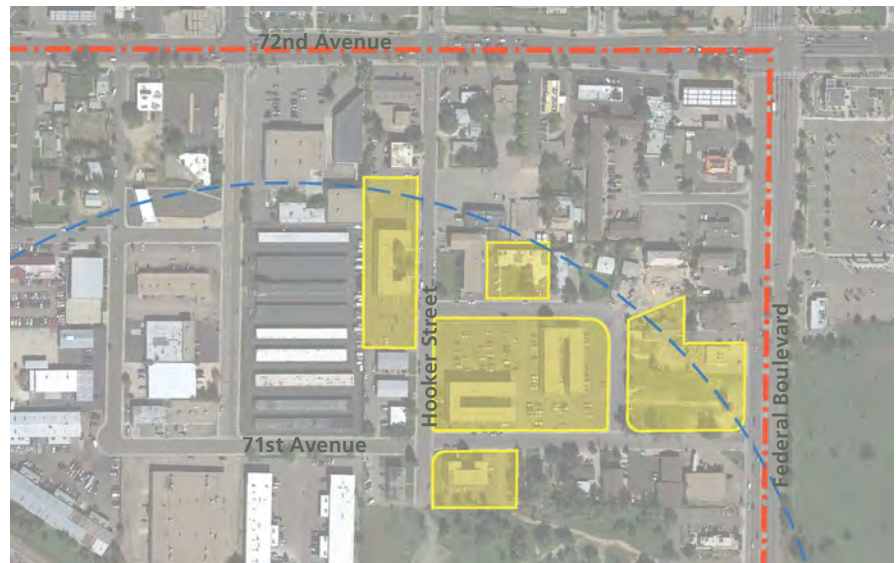


ACHA Site
A view looking south along Hooker Street towards West 71st Avenue

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ACHA Site

The yellow highlighted parcels reflect ACHA ownership. The parcels are all within a five-minute walk of the future Westminster Station.



ACHA Site

The Site includes 6.48 acres of ACHA lands on five properties. A property may include more than one City parcel. The Sites are generally located along West 71st Avenue with two large sites spanning from Federal Boulevard to Craft Way and from Craft Way to Hooker Street (note: the segment of Craft Way running north-south is renamed Grove Street in the City of Westminster TOD Plan). Three smaller sites are located at the southwest corner of West 71st Avenue and Hooker Street and near the intersection of Craft Way and Hooker Street.

Five residential buildings house a total of 199 rental units. Four of the residential buildings are named Terrace Gardens and include three-story masonry buildings with a mansard roof. There are between 23 to 58 units per building. Terrace Gardens was built in 1972 and is surface parked. The fifth residential building is named Susan Kay, built in 1961 with 16 units.

Two other buildings on the Site are utilized for scattered site rental and community use.

ACHA Site

Looking northeast across Craft Way towards the Susan Kay apartments owned by the Housing Authority.



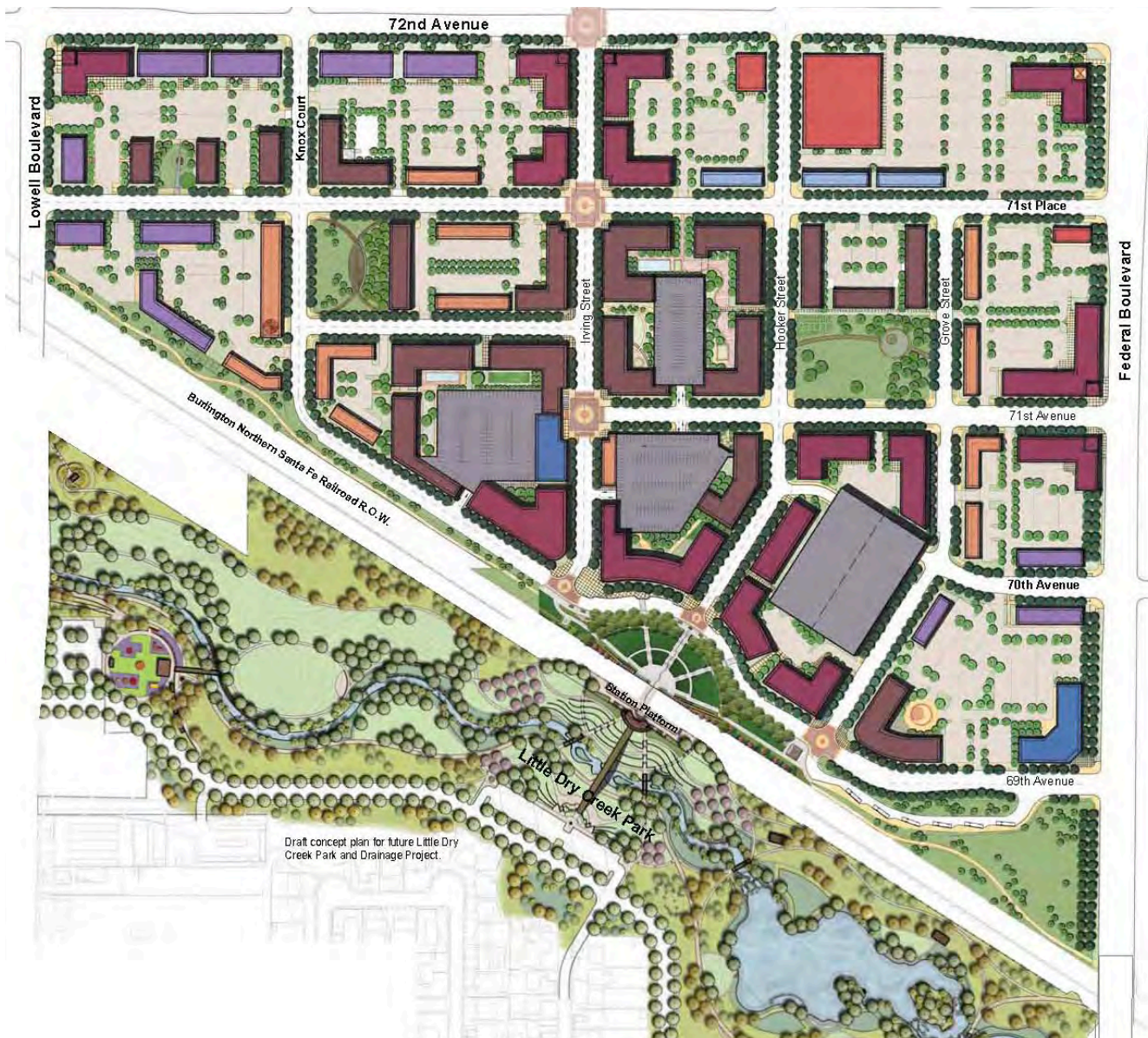
Future Context

Westminster Station includes 135 acres surrounding a planned RTD commuter rail stop of the Northwest Rail Line. The Station area primarily includes the lands south of West 72nd Avenue, west of Federal Boulevard, east of Lowell Boulevard, and straddling (though predominately north) of the commuter rail line. This line will connect from the Union Station transit hub in downtown Denver the 6.2 miles to Westminster Station, and eventually extend north to Longmont. Service is expected to commence in fall of 2016, with 30-minute frequency of service during peak times. In anticipation of this transit service, the City of Westminster initiated a plan-

Future Context

The City of Westminster's plan for development around the future commuter rail line.

Source: City of Westminster



ning process for the station area, with the intent to transform the district into a vibrant, mixed-use Transit-Oriented Development (TOD). The City's Station Area Plan is envisioned to transform the area into a mixed-use, higher density residential center. The Plan identifies an expanded block system for an area that currently has missing transportation links and superblocks; and includes the Little Dry Creek basin to the south of the rail corridor, which is planned to become a 35- to 40-acre community park with significant recreation and open space amenities, including a regional trail link.

The City and its public partners have committed to invest nearly \$36 million towards completion of the commuter rail station improvements. This initial investment includes the construction of a public plaza adjacent to the train-loading platform, additional streets, a bus transfer facility, a parking garage, and a 35-acre park. These projects are slated for completion by early 2016.

The ACHA Site is within a five-minute walk of the future station, with one parcel abutting the planned parking garage. Hooker Street, which three of the ACHA parcels abut, will be extended and is planned to terminate at the planned station platform.

Future Context

The City of Westminster's vision for the future station area.

Source: City of Westminster





ACHA Site

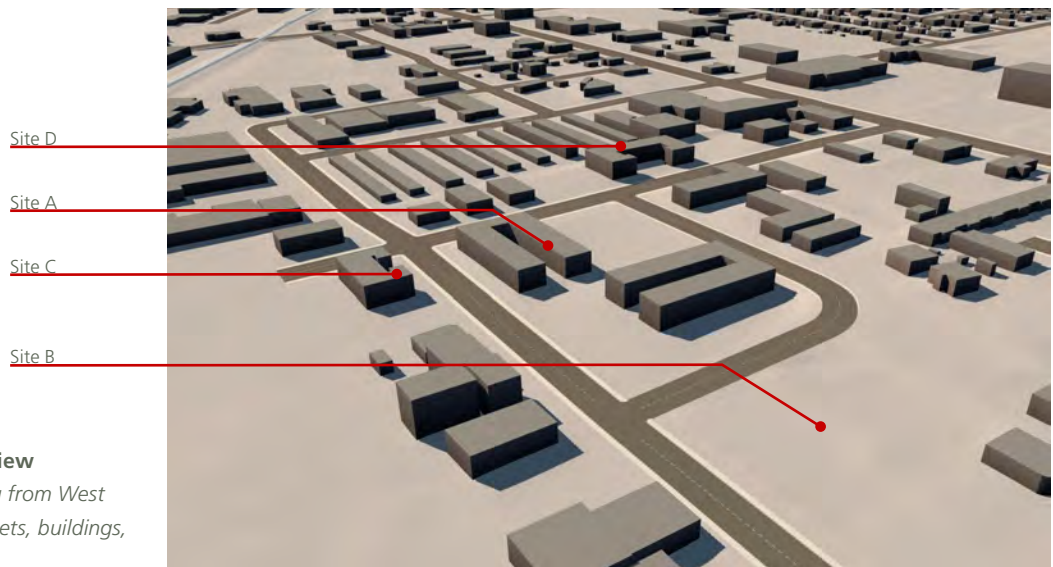
The yellow highlighted parcels reflect ACHA ownership. The parcels are all within a five-minute walk of the future Westminster Station. Little Dry Creek Park, located south of the rail line, is in walking distance to the Site.



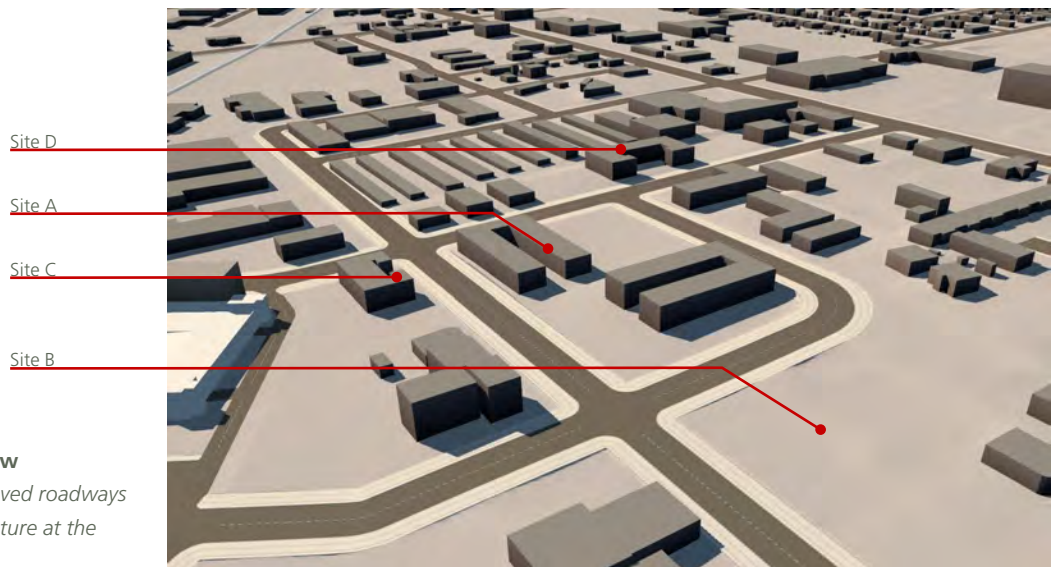
Model Showing Conceptual Development

This view of a computer model looks northeast from the approximate location of Westminster Station towards the ACHA sites. The model shows existing buildings and streets as well as station area improvements proposed by the City of Westminster. The station plaza and a new RTD parking structure are located in the foreground; the ACHA sites with new development (in white) are in the background.

EXISTING & FUTURE CONTEXT



Existing Conditions Model View
A view looking northwest along from West 71st Avenue shows existing streets, buildings, and topography.



Future Conditions Model View
This view shows new and improved roadways as well as the RTD parking structure at the left side of the image.



Proposed Development Model View
The final image shows a conceptual build-out on several ACHA properties. A new public park is located at the intersection of 71st Avenue and Grove Street.

5

Schematic Design Report

In the Project's schematic design phase, the Project team, utilizing the findings of the previous work phases, developed design approaches for ACHA's sites.

The five ACHA sites have substantial differences:

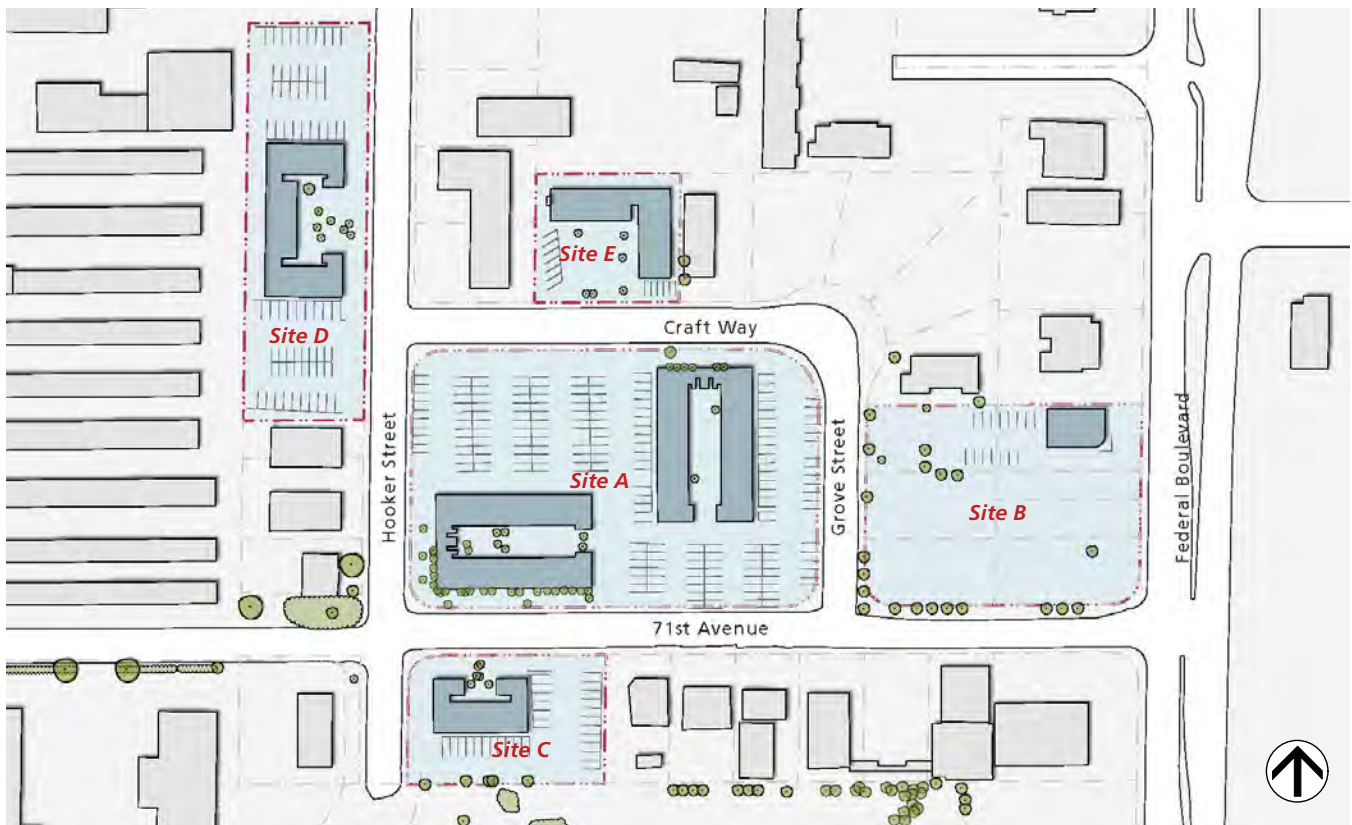
- The parcels range in size from less than half an acre to more than two acres;
- As a result of the topography, which slopes towards the Little Dry Creek – several sites have significant grade changes while others are almost level;
- Frontages and site access differ between sites; from having four street frontage to interior sites with only one.

As a result, there is no “one size fits all” solution, and each site design follows a unique approach based on the particular site conditions of the site.

The City's vision for an urban, transit-oriented neighborhood was the strongest impetus for the proposed designs. The interviews, the Comprehensive Plan, and the draft Station Area Plan presented a vision of an urban, walkable neighborhood developing north of the new RTD station. It would have a mix of uses, many new residences, pedestrian-oriented streets that create a tightly spaced street network, and open spaces of different scales.

The City also indicated that, with the proximity to the new rail station, development would be allowed to provide less parking than required in other parts of Westminster.

Furthermore, the market study supported the development of primarily residential projects with a very limited opportunity for ground-floor retail. It indicated demand for affordable, market-rate, and senior housing in various product types (see appendix).



Existing ACHA Holdings

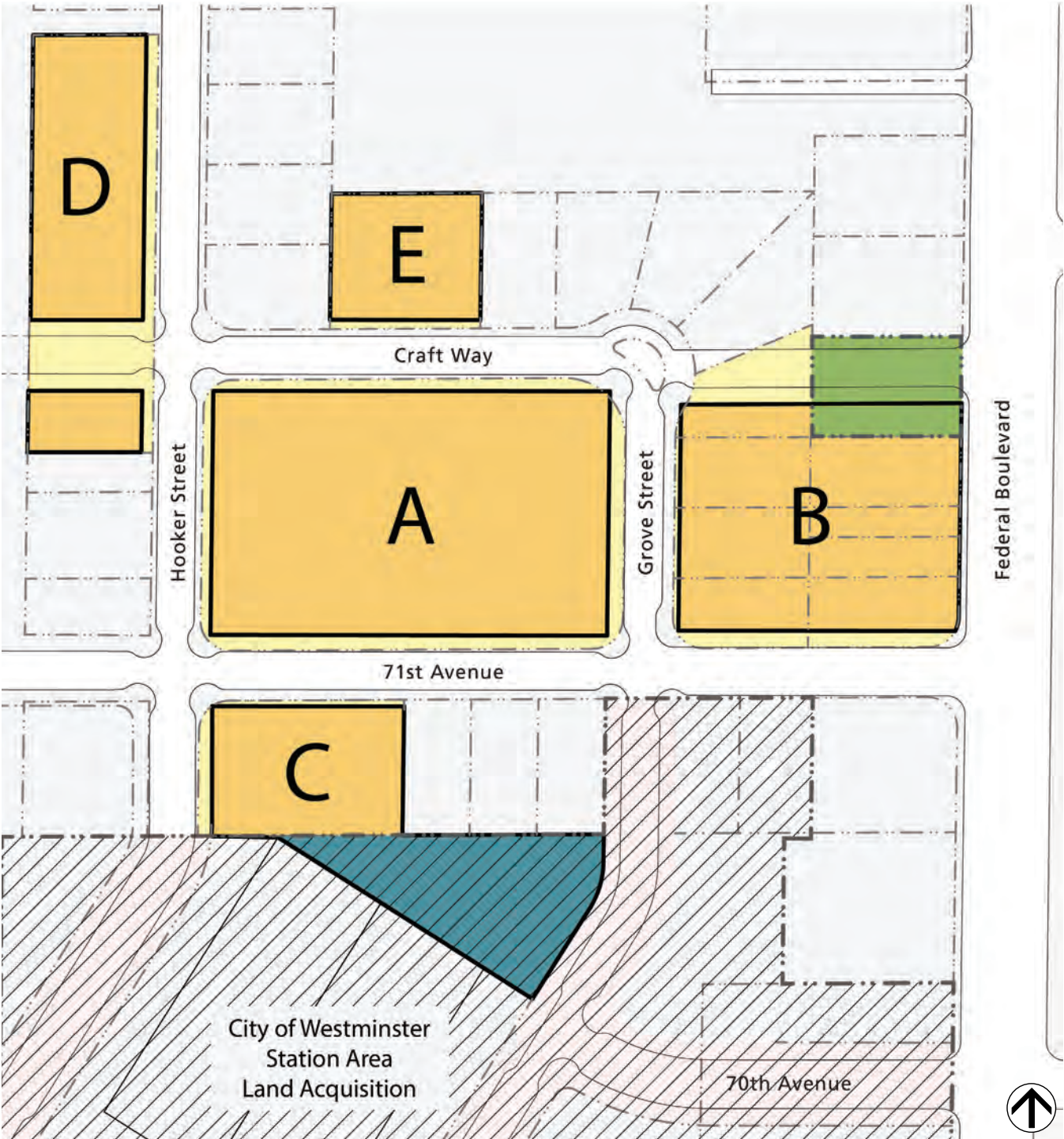
 Housing Authority Holdings

Land Dedication, Acquisition, and Exchange Opportunities

One of the major impacts of the City’s vision for the Station Area are new sections for multi-modal streets with wide sidewalks. Land dedications are required on all parcels with street frontages to accommodate the new street widths. These dedications range from a few feet to well above 10 feet. This report estimates that ACHA would dedicate approximately 0.6 acres to new streets, equating to about 9% of the 6.5 acres currently under control.

The City’s open space concept calls for a public open space near 71st Ave and Grove St. This design proposes a half-acre park be dedicated as public open space spanning from 71st Ave to Craft Way and fronting Grove St.

The draft Station Area Plan identified a new east-west street connection connecting from Lowell Blvd to Federal Blvd. As drawn this new street would cross significant topography and straddle numerous privately held properties. Both conditions complicate the implementation of this align-



ACHA and City of Westminster Land Holdings and Acquisition Opportunities
 This plan shows property holdings, new right-of-way dedications, as well as potential acquisition and synergy parcels.

Key	
	Existing Property Lines
	Housing Authority R.O.W. Dedication
	Housing Authority Development Sites
	Potential Housing Authority Acquisition
	Remnant City Parcel
	New Street R.O.W. per Station Area Plan
	City of Westminster Station Area Land Holdings

SCHEMATIC DESIGN REPORT

ment and would push it into the distant future. The project team identified an alternate east-west connection, a substantial portion of which could be achieved as a part of this Project. The schematic design proposes extending Craft Way east to Federal Blvd and west toward Irving St.

Connecting Craft Way to Federal Blvd would require the collaboration of the City Inn Motel located on Federal Blvd; at the first community meeting the owner has signaled interest in this connection. It would also require acquisition of the privately held parcel south of the City Inn Motel (see figure). Connecting west, ACHA can provide the land to stub out the roadway that would connect to Hooker Street. To complete the connection to Hooker St. the right-of-way would need to pass through the existing mini storage site.

Finally, the Project team has identified a remnant parcel held by the City of Westminster that would immensely benefit development of ACHA's Site C. This remnant is a triangular site that lies north of the new RTD parking structure (under design at the time of this writing). It could be used to park an affordable tax-credit development on Site C (see below).



Station Parking Garage

The proposed city parking garage is located adjacent to ACHA Site C.

Source: City of Westminster

ACHA LAND DEDICATION SUMMARY						
	Existing Site Area [acres]	Street Dedication [acres]	Craft Way Extension [acres]	Public Open Space Dedication	New Site Area [acres]	Gain/Loss [%]
Site A	2.580	0.367		0.500	1.713	-34%
Site B	1.613	0.012	0.379		1.222	-24%
Site C	0.629	0.064			0.565	-10%
Site D	1.197	0.112	0.185		0.900	-25%
Site E	0.465	0.031			0.434	-7%
Total	6.484	0.586	0.564	0.500	4.834	-25%

Site Designs

The following pages present the site designs for ACHA's parcels:

- Site A-1: Affordable Housing Option
- Site A-2: Market-Rate/Mixed-Income Option
- Site B-1: Affordable Housing Option
- Site B-2: Affordable Housing with Retail Option
- Site C: Affordable Senior Housing
- Site D: Affordable Housing

Site E poses multiple challenges for development. It is a comparably small interior site. Several of the units are designated Section 8 housing voucher units. During the design phase it was decided that Site E should remain as is.

Site A

Site A is the largest of the ACHA sites in the project area, and approximately 2.5 acres in size. This site covers a full city block with street frontages on all four sides. There is an approximately 10-foot grade difference between Craft Way to the north and 71st Avenue to the south.

In its comprehensive plan update, the City of Westminster identified a public open space on Site A.

This report provides two site design options for Site A; the first is an affordable housing option; the second is a market-rate or mixed-income option. In response to a need for a public open space, which was identified in the comprehensive plan update, both site design options designate a half-acre public open space at 71st Avenue and Grove Street.

Site A-1: Affordable Housing Option

This design option achieves 135 affordable units in a podium building. Three levels of wood-frame construction sit atop a concrete podium. The podium contains one level of parking that enters off Craft Way. Along Craft Way the podium is one level tall; as the site slopes toward 71st Avenue two levels of residential are exposed and a double-height community space line 71st Avenue.

The podium level is designed as an amenity deck. A monumental stair provides a direct connection from the private amenity deck to the public open space. Flat units are located in a C-shaped building portion to the west. Additional family units are arranged in townhouse and “2 over 1” units that enter directly off the podium. Each of these units has a dedicated entry and functions without a corridor.

This design option for Site A would be built in a single phase in order to make the best use of the site.



Site A-1: Lower Ground Floor

The lower ground floor fronts 71st Ave.



Site A-1: Upper Ground Floor

The upper ground floor enters off Craft Way.

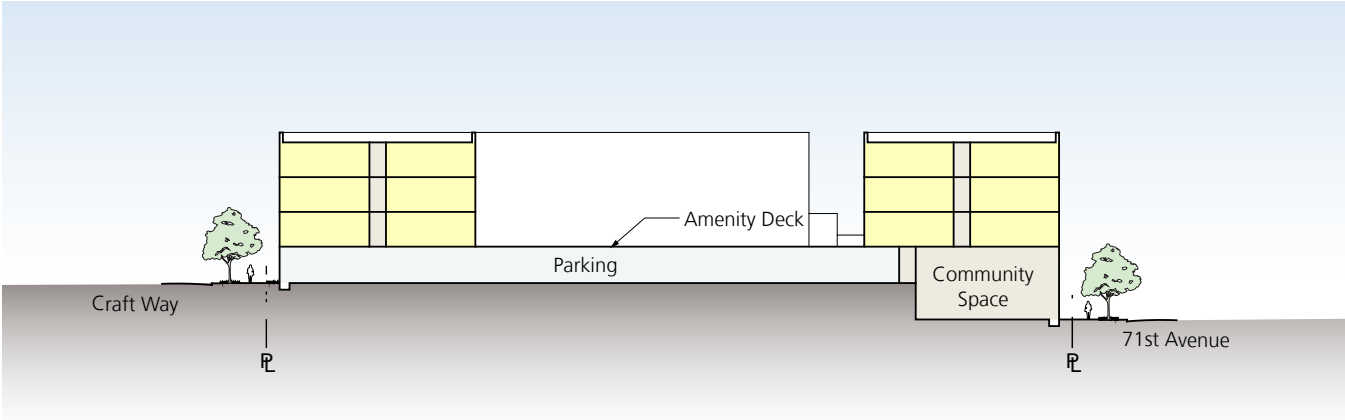


Site A-1: Typical Floor/Podium Level

Townhouse and stacked "2 over 1" units have entrances from the podium level.



Site A-1: 71st Avenue Elevation



Site A-1: Building Section
 The section shows the split podium with a double-height space fronting 71st Ave.

SITE A-1: AFFORDABLE HOUSING OPTION - UNITS	
Unit Type	Unit Count
1-BR	81
2-BR	33
3-BR	3
2-BR TH/Stacked	10
3-BR TH/Stacked	8
Total	135 DU

SITE A-1: AFFORDABLE HOUSING OPTION - PARKING	
Parking Stalls	Parking Count
Standard	89
Compact	32
ADA (thereof van accessible)	6 (3)
Total	127 Stalls

Site A-2: Market Rate/Mixed Income Option

The second design option for site A yields 221 units in four levels of wood-frame construction over a concrete podium. The podium layout makes use of the grade difference between northern and southern property lines: a full level of parking enters off Craft Way and a partial parking level enters off 71st Avenue for a total of 218 parking stalls.

In this design option all units above the podium are flats that enter off corridors. Townhouse liner units enter from the sidewalk at 71st Avenue. At the public open space, liner units in the podium have entries from the adjacent grade. Additional units in the podium line the Hooker Street frontage so that on three sides of the building habitable ground-floor uses front the public street realm.

This design option makes efficient use of the site’s slope by entering each parking level directly from a public right of way and making connecting ramps unnecessary. This solution requires only one curb cut on Craft Way and one on 71st Avenue.

Similar to Option A-1, this design would be built in a single phase.

SITE A-2: MARKET RATE OPTION - UNITS	
Unit Type	Unit Count
1-BR	142
2-BR	75
3-BR	0
2-BR TH/Stacked	4
3-BR TH/Stacked	0
Total	221 DU

SITE A-2: MARKET RATE OPTION - PARKING	
Parking Stalls	Parking Count
Standard	157
Compact	54
ADA (thereof van accessible)	7 (2)
Total	218 Stalls



Site A-2: Lower Ground Floor

The lower parking levels is accessed from 71st Ave.



Site A-2: Upper Ground Floor

Parking is accessed from Craft Way. Liner units front the public open space.



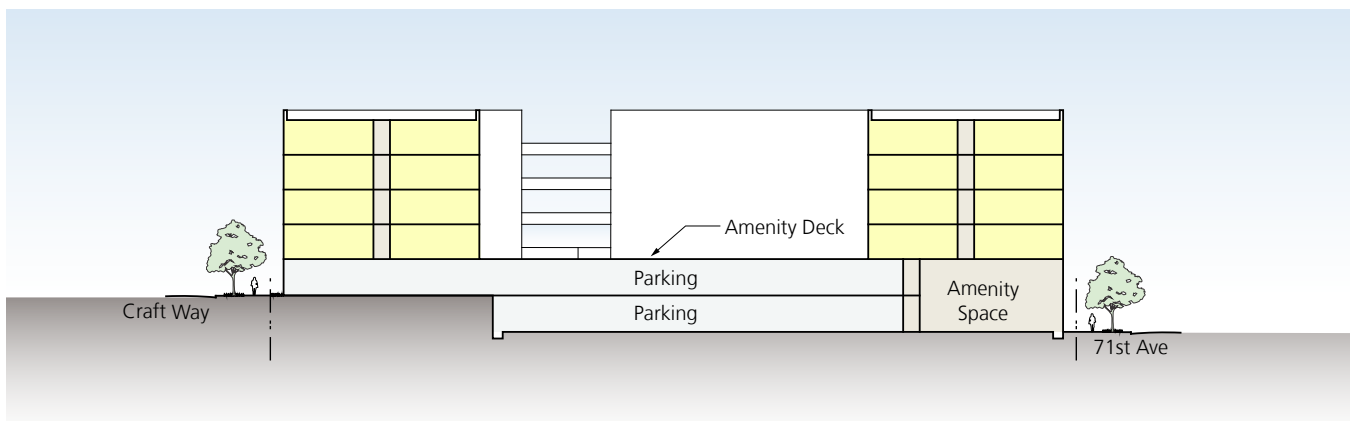
Site A-2: Typical Floor/Podium Level



Site A-2: 71st Avenue Elevation



Site A-2: Public Open Space Elevation (Grove Street)



Site A-2: Building Section

The building section shows two parking levels, the lower of which is built into the site slope.

12/31/14

Site B

Site B is a highly visible site with a frontage on Federal Boulevard. This frontage is both an opportunity as well as a challenge. In the long term, the exposure on Federal Boulevard could serve businesses seeking high visibility on the boulevard. New, high-quality building facades will showcase the turn-around of the Westminster Station area. In the short term Federal Boulevard poses a challenge; high vehicular speeds, the lack of sidewalks and pedestrian spaces, and a predominance of automobile-oriented uses are not conducive to urban-style mixed-use development.

In response to this challenging environment, this design report recommends splitting Site B into two development phases: a first, predominantly residential phase oriented towards the neighborhood and a second commercial phase fronting Federal Boulevard. The development phase facing the neighborhood is the primary subject of this report.

This report has identified a potential street connection that would extend Craft Way east to meet Federal Boulevard (see above). The design options presuppose that this street connection will be made and that the site will become a rectangular city block fronting four streets.

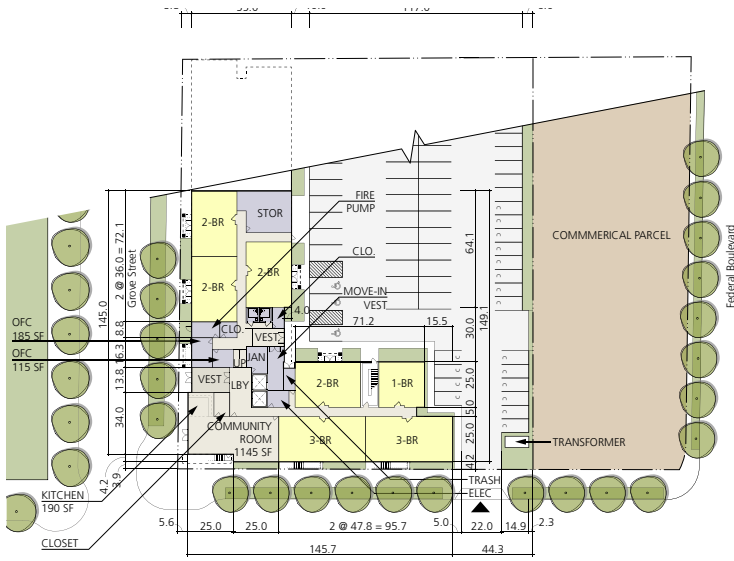
Site B-1: Affordable Housing Option

Just like at Site A there is a significant grade difference between the northern and southern property lines (approximately 10 feet). This option provides 71 affordable units with 73 parking stalls in a surface lot. The building is arranged so that it fronts 71st Avenue and Grove Street and conceals the parking lot from these streets. The new public open space proposed for Site A would be located immediately to the west and across Grove Street.

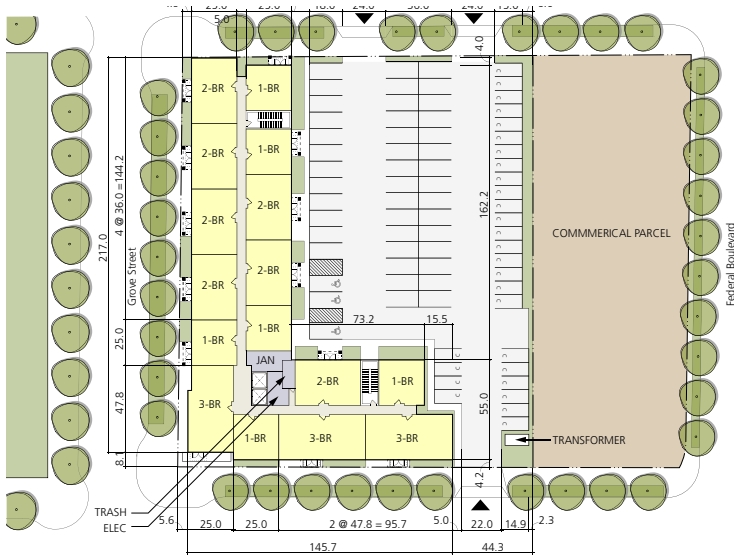
The building is a five-story wood-framed building. The ground floor entry is located at Grove Street. It contains seven dwelling units as well as a community space at the corner. As grade slopes up, the ground floor is cut short and the 2nd floor is level with Graft Way to the north. The 2nd through the 5th floor contain one-, two-, and three-bedroom flats.

The parking lot has been designed to allow a connection to the second phase commercial development, so that no additional curb cuts would be required on either 71st Avenue or Craft Way.

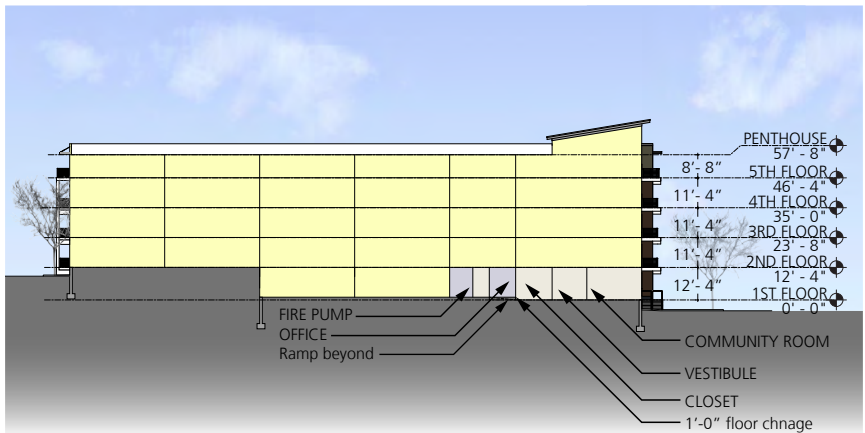
Site B-1: Lower Ground Floor



Site B-1: Upper Ground Floor/
Typical Floor



Site B-1: Building Section





Site B-1: Grove Street Elevation



Site B-1: 71st Avenue Elevation

SITE B-1: AFFORDABLE HOUSING OPTION - UNITS	
Unit Type	Unit Count
1-BR	25
2-BR	32
3-BR	14
2-BR TH/Stacked	
3-BR TH/Stacked	
Total	71 DU

SITE B-1: AFFORDABLE HOUSING OPTION - PARKING	
Parking Stalls	Parking Count
Standard	43
Compact	28
ADA (thereof van accessible)	2 (1)
Total	73 Stalls

Site B-2: Affordable Housing with Retail Option

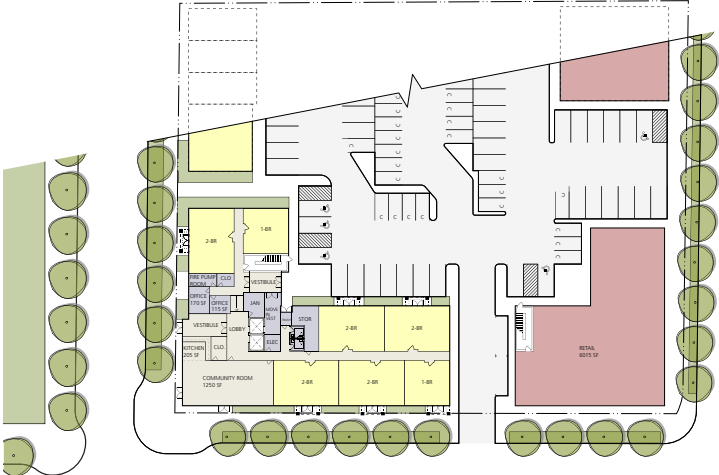
The primary structure is oriented along 71st Avenue, spanning the length of the block allowing for approximately 5,900 sq.ft. of retail space on the ground floor of the building at the corner of Federal and 71st Ave. The building turns the corner at Grove Street, but does not complete the street edge along the park. Instead, the blockface is lined with a series of three-bedroom townhomes and one-set of three-bedroom stacked flats. This option provides 70 affordable units in total, and 5,900 sq. ft of retail space plus the option for an additional 3,100 sq. ft. retail pad site and a total of 87 parking stalls.

The structure is a four-story wood-framed building, with a gap on the ground floor to allow access to the surface parking from 71st Avenue. In addition to the retail space, the ground floor, like the B-1 Option contains flats and a community space at the corner. The second third and fourth floors contain mostly one and two-bedroom units and a small amount of three-bedroom units, while the townhomes and stacked flats along Grove are composed exclusively of bedroom units.

SITE B-2: AFFORDABLE HOUSING WITH RETAIL - UNITS	
Unit Type	Unit Count
1-BR	26
2-BR	35
3-BR	6
2-BR TH/Stacked	
3-BR TH/Stacked	3
Total	70 DU

SITE B-2: AFFORDABLE HOUSING WITH RETAIL - PARKING	
Parking Stalls	Parking Count
Standard	49
Compact	35
ADA (thereof van accessible)	5 (2)
Total	89 Stalls

SITE B-2: AFFORDABLE HOUSING WITH RETAIL - RETAIL	
Commercial Space Location	Area
North (Federal & Craft)	3,096 SF
South (Federal & 71st)	6,015 SF
Total	9,110 SF



Site B-2: Lower Ground Floor



Site B-2: Upper Ground Floor/
Typical Floor

Site C: Affordable Senior Housing

At a little over a half-acre, Site C is one of the smaller ACHA holdings. Its already small size is further decreased by street dedications that are required to implement the new and wider Hooker Street and 71st Avenue as they are envisioned by the Draft Station Area Plan.

The parcel immediately to the south of Site C is city-owned land. On it, the city will erect a parking structure that will serve station commuters. Since the garage is rotated approximately 30 degrees against Site C, it creates a triangular remnant parcel. ACHA and the City of Westminster have discussed making this remnant site available for parking and future development. For the purposes of this site design, it is assumed that the remnant parcel is available for development in conjunction with Site C.

The design for Site C proposes a 4-unit affordable senior housing development. Four levels of senior units are arranged around a podium-level courtyard. The ground floor houses community services, a multi-purpose room, and parking. A ground-floor retail space fronts Hooker Street, meeting a retail and active ground-floor frontage requirement of the City’s proposed plan.

The affordable senior development lends itself to Site C; the small site can only accommodate a limited amount of parking and senior housing typically requires significantly less parking than other housing types. With the City’s remnant site the parking can be accommodated at grade, both within the building podium and in a surface parking lot that is interior to the block.

ACHA has identified this site as a potential “Phase 1” project funded in part with tax credits.

SITE C: AFFORDABLE SENIOR HOUSING - UNITS	
Unit Type	Unit Count
Studio	8
1-BR	56
2-BR	10
Total	74 DU

SITE C: AFFORDABLE SENIOR HOUSING - PARKING	
Parking Stalls	Parking Count
Standard	64
Compact	1
ADA (thereof van accessible)	1 (1)
Total	67 Stalls

SITE C: AFFORDABLE SENIOR HOUSING - GROUND FLOOR	
Use	Area
Retail (Hooker St)	2,280 SF
Public/Community (Hooker & 71st)	3,600 SF
Total	5,880 SF



Site C: Ground Floor



Site C: Typical Floor/Podium Level



Site C: 71st Avenue Elevation



Site C: Hooker Street Elevation



Site C: Building Section

Site D: Affordable Housing

Site D is a long, narrow rectangular lot of approximately 1.2 acres. It is an interior lot and its long side fronts Hooker Street. An approximately 12-foot deep street dedication is required to achieve the street section proposed in the draft Station Area Plan. This dedication will significantly reduce the site area. The reduced lot depth presents a challenge for efficient development of the lot.

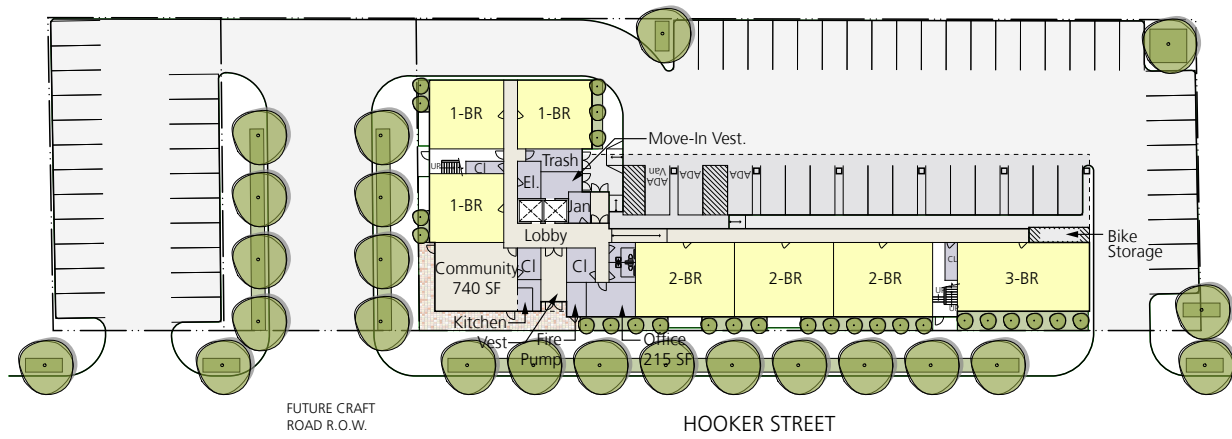
This report identifies an opportunity to extend Craft Way west to meet Irving Street (see above). The site design preserves the site area to complete this street connection in the future.

A five-story wood-framed building is located so that it frames Hooker Street and the extension of Craft Way. Ground-floor community spaces are located at the intersection. Behind the building is a surface parking lot. A second, smaller surface parking lot is located on the remnant parcel south of the land reserved for the future extension of Craft Way.

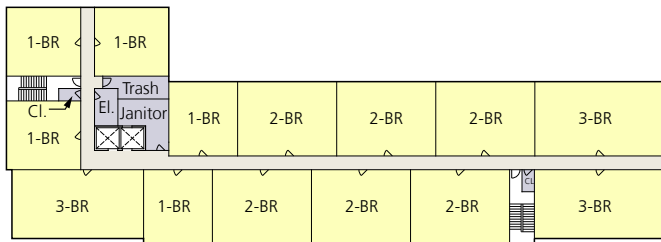
The shallow lot depth and the dimensions of an efficient parking layout necessitate a reduced ground-floor footprint and the upper floors overhanging a portion of the parking lot. Further complicating the design the site slopes approximately 12 feet from the northern to the southern property line. A somewhat compact building with a reduced north-south dimension allows efficient use of the ground floor. The building contains one-, two-, and three-bedroom flats.

SITE D: AFFORDABLE HOUSING OPTION - UNITS	
Unit Type	Unit Count
1-BR	23
2-BR	27
3-BR	13
Total	63 DU

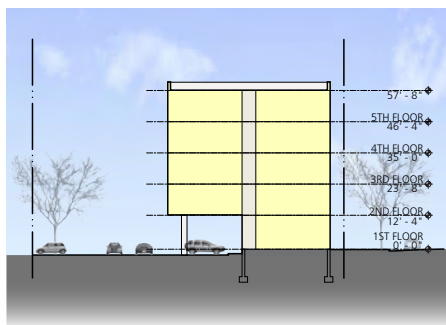
SITE D: AFFORDABLE HOUSING OPTION - PARKING	
Parking Stalls	Parking Count
Standard	62
Compact	0
ADA (thereof van accessible)	2 (1)
Total	65 Stalls



Site D: Ground Floor



Site D: Typical Floor

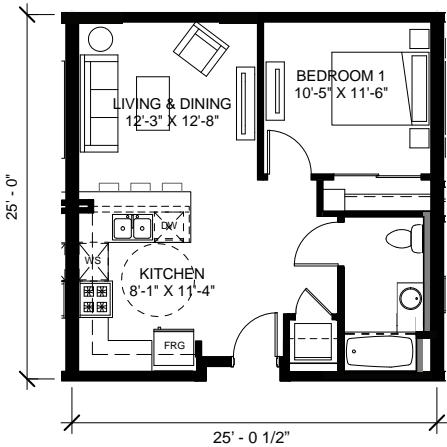


Site D: Building Section

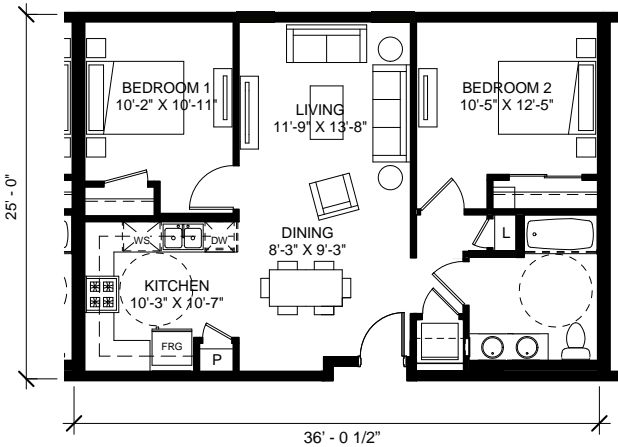
The section shows the upper levels overhanging the parking located behind the building.

Typical Unit Plans

The following unit plans demonstrate a variety of unit types and sizes. Several are fully accessible UFAS units; multi-story unit with direct ground floor or podium access are seen as desirable family units.



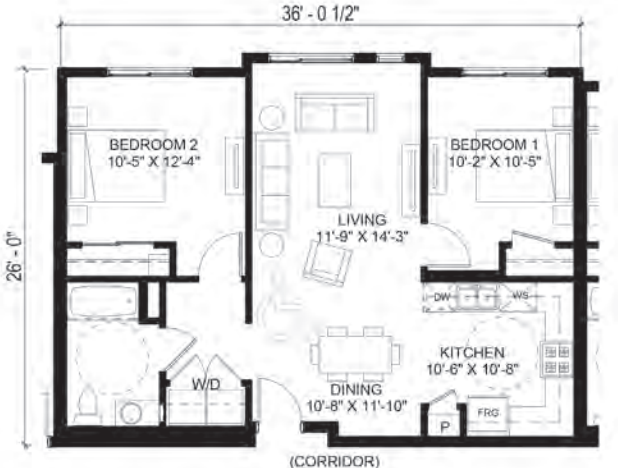
1-Bedroom Flat



2-Bedroom Flat



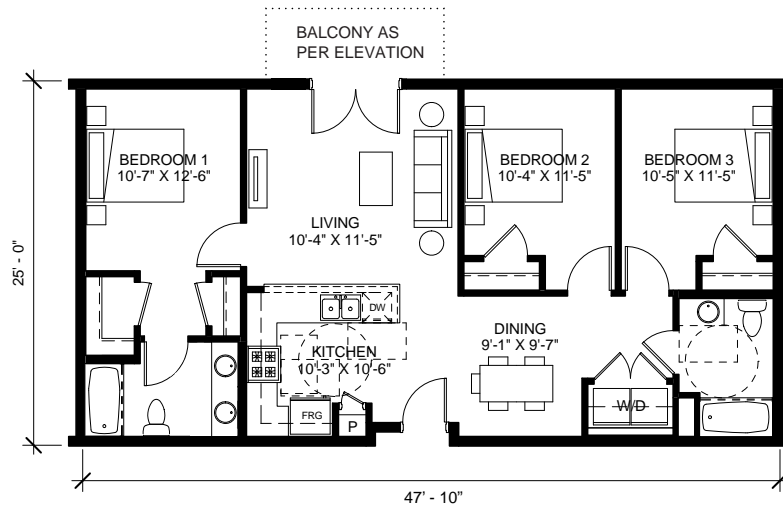
1-Bedroom Flat
Alternate layout



2-Bedroom Flat
UFAS Unit



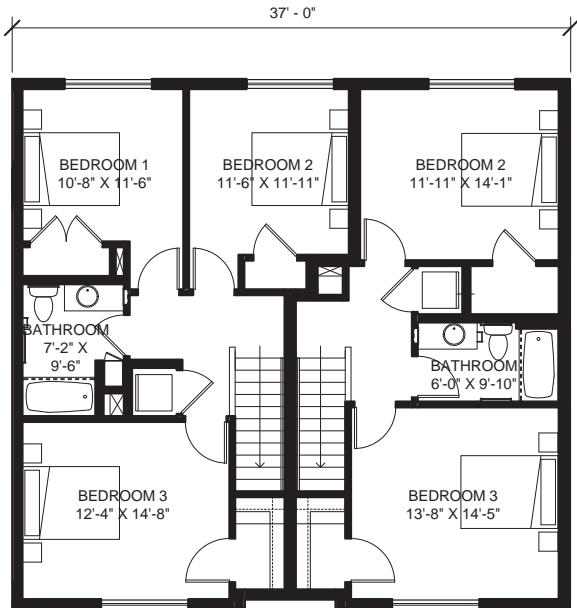
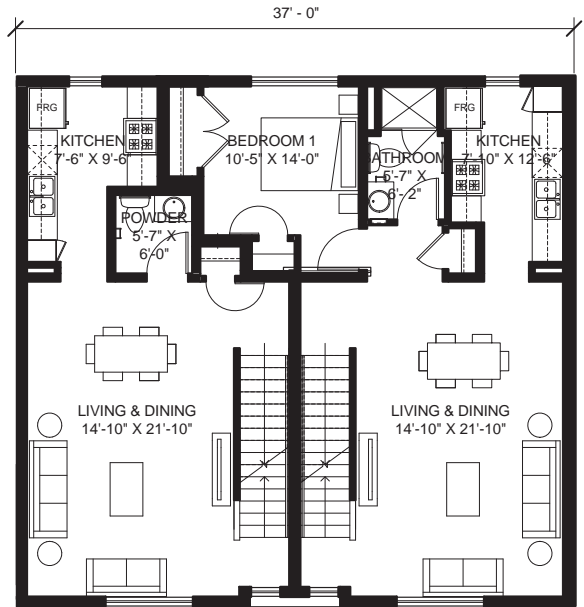
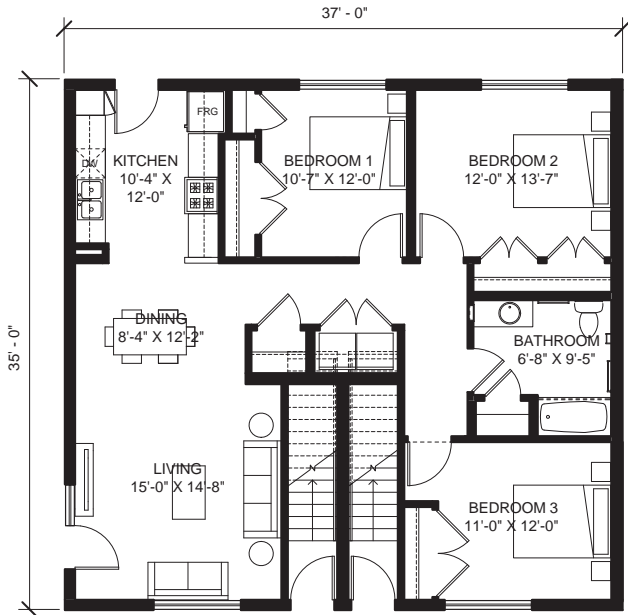
Studio Flat



3-Bedroom Flat
(Balcony optional)



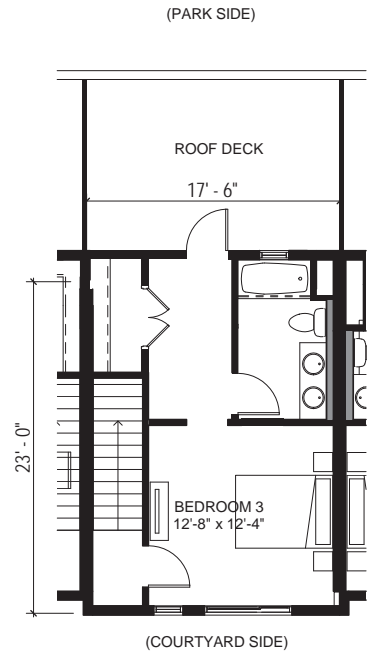
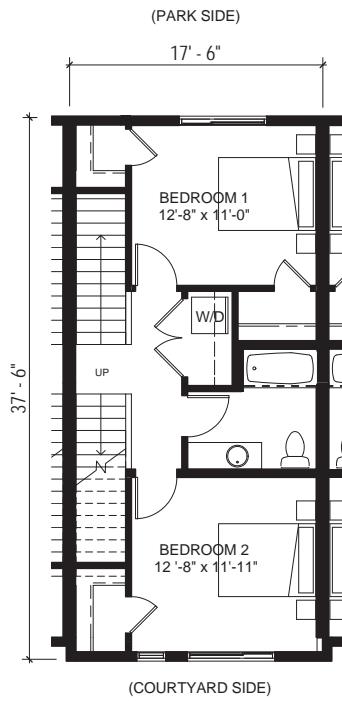
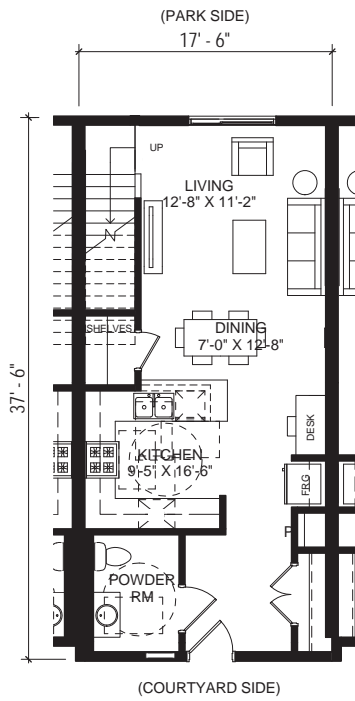
2-Bedroom Interior Corner Flat



"2 Over 1" Stacked Units

A 3-BR flat is located on the lower floor and a 2-BR and a 3-BR are located above. Each unit has a separate entrance on the lower floor.

SCHEMATIC DESIGN REPORT



Townhouse Unit

3-bedroom, 2 1/2-bathroom unit on three levels.

6

Redevelopment Plan

Overall Redevelopment Plan and Phasing

The redevelopment plan shows the plans developed during the schematic design phase.

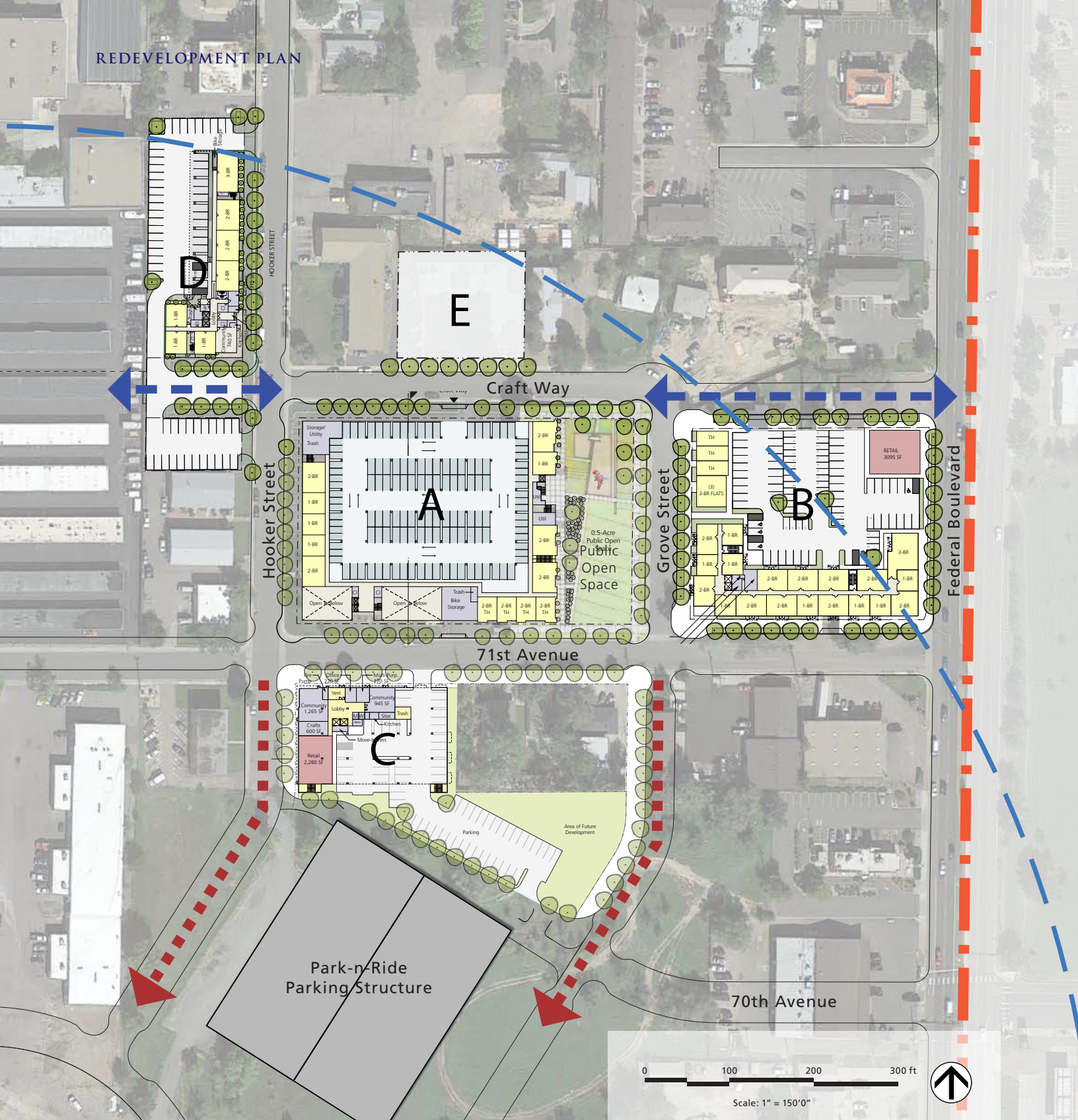
Each of the sites is designed to be developed independently from the others. "Site C: Senior Affordable Housing" has been identified as a potential "Phase 1" tax credit project.



Proposed Development Model View

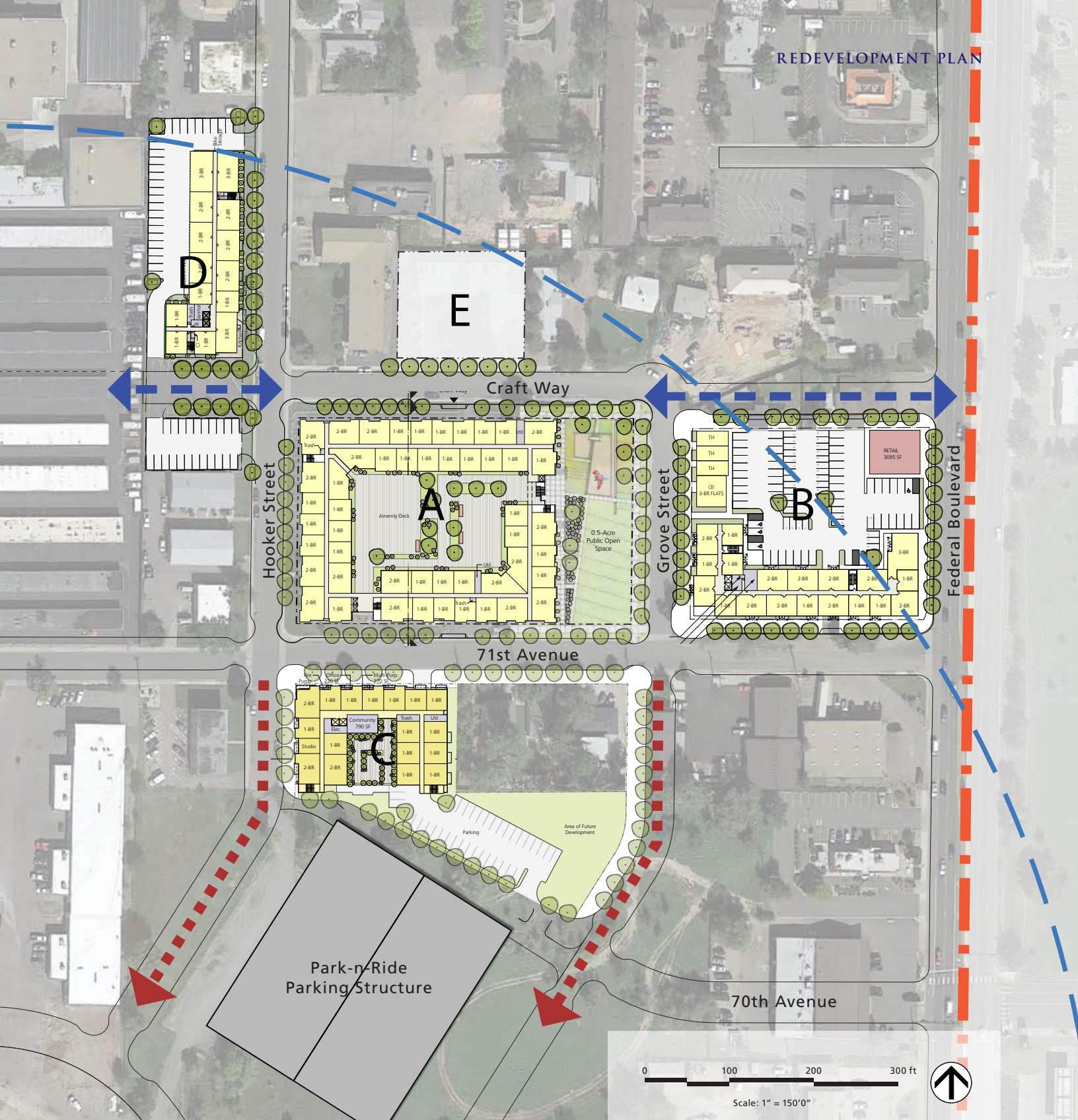
The final image shows a conceptual build-out on several ACHA properties with Westminster Station in the background.

REDEVELOPMENT PLAN



Redevelopment Plan - Ground Floor

The overall redevelopment plan shows the ground floor plans for each of the four site plans.



Redevelopment Plan - Typical Floor

The overall redevelopment plan shows the ground floor plans for each of the four site plans.

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