

**Mock Public Hearing  
Transit Alliance Citizen's Academy**

**HELD: September 12, 2007  
FOCUS: Alameda Station, Denver, CO**

*Included are three sample statements delivered from mock citizens.*

**Sample Statement 1**  
Opposition to Affordable Housing

My name is Sally VanWinkle and I live near the Alameda Station and I oppose affordable housing units near the station because transit and affordable housing brings increased crime to the area it serves. Transit shapes the crime pattern of the city by moving large proportions of high risk populations around the city along a limited number of paths and depositing them at a limited number of destination nodes. Not only will crime increase but my property values will decrease and the quality of life in our neighborhood and the character of the area will be impacted in an adverse way. I feel safe in my neighborhood and I feel that my kids are safe. I feel that they can play outside. I am not worried about drive-by shootings. I feel like most of the people that they're going to come into contact with in their schools are going to come from families with similar values. People that live in affordable housing will not fit into my neighborhood. Residents of affordable housing move too often to be stable community members. The transit station and affordable housing will completely change the character and values that currently exist. The link between the social and physical environment and transit crime has been ignored and needs to be addressed. I would like to know how the city plans to mitigate these problems.

## **Sample Statement 2**

Family and child-friendly advocate

My name is Susan Alcott and I am a homeowner and parent residing in the West Washington Park neighborhood. I would like to call your attention to an overlooked fact – the Alameda Station does more than service retail and commercial – it is also an important area for young families already living east and north of the station area. According to the 2006 data from the Denver assessor, 12.61% of the land (47 acres) within the Alameda station area is currently single family residential. Further, 13% of residents within the station area are under the age of 18. As you are considering options for the future of this station area, I urge you to take the needs of families into account.

The current station area plan would surround the station area with transit-oriented development and a town center, which is presumably composed of the area's existing retail. As currently configured, this area is not a safe or attractive area for families to bring their children but includes many of the services that we rely upon. In what ways would the future plans for the station area take this into account? What sorts of amenities might be added that would make this an area where families like my own would come for services, activities, shopping and more?

I urge you to consider the following factors:

1. Most families using the station live east of Broadway and north of Alameda. We have to cross through the big box retail, commercial and parking areas to reach the station. What design changes could be made to make crossing Broadway and Alameda more safe and attractive? Could a pedestrian bridge be added? What sort of landscape design could you implement to create walking paths through the existing areas that are safe and attractive?
2. Over time I imagine that the station parking areas will be redeveloped with transit oriented development. While many families will not desire or be the likely market for the residential created in this area, what amenities will be offered that will make this an area that families will want to visit? Will there be a child friendly park or other open space? Will new businesses that serve families be encouraged to locate in the transit-oriented area?
3. Last, I urge you to address the future of the existing retail area that is identified as a "Town Center" on the City of Denver's TOD webpage. This area begins at Alameda and runs south, almost to the Broadway station. Many of the businesses in this area are used by families like my own every day. I realize that this area is not oriented in any way to the transit station and is only really safe and accessible by car. Are there plans to redevelop this area? How can residents assist in helping to identify what sorts of retail we'd like to stay in this area and what we'd like to see removed?

Thank you for your time.

### **Sample Statement 3**

Affordable Housing Advocate

My name is Randy Emerson and I am condo owner in the West Washington Park neighborhood. I purchased my condo through a program offered by Denver's Inclusionary Housing Ordinance which requires that developers of more than 30 units make a percentage available to households at less than 80% of Denver's area median income.

I realize that the opportunity I had to purchase my home is rare and that it is extremely important that you consider opportunities to include affordable rental and homeownership within the Alameda station area.

Lower income Denver households spend a combined 59% of their incomes on housing and transportation. Incorporating affordable housing into transit-oriented developments provides opportunities to address the lack of affordable housing in the Denver area by dealing with housing and transportation costs simultaneously. At the same time, locating affordable housing near transit provides a reliable base of transit riders who are likely to have less need for parking and will utilize rail and bus service during the off peak hours that RTD is interested in servicing.

The demand for affordable housing near transit is great. According to the Center for Transit-Oriented Development, 40% of the growth in demand for housing within a half mile of transit will come from households who earn less than 80% of Denver's area median income or \$51,600 for a family of three today. This could equate to demand for 62,000 units of affordable housing near transit.

How will Alameda station be a part of addressing this need? I urge you to consider the following options:

1. Encourage RTD to make their surface parking lot at the station available for affordable housing development – either by developing it themselves or in partnership with local developers.
2. Encourage RTD to work with the City to lower parking requirements and create shared parking solutions so that use of this land can be maximized and not wasted with parking spots that are not needed and are costly to build.
3. Encourage the City, the state and other funding partners to make the maximum level of funding available to make affordable housing development possible in this station area – even if it means requesting waivers from traditional limits on upfront subsidy. Making these properties affordable to build in the short term will make their owners able offer them affordably in the long term.
4. Work with the Denver Urban Renewal Agency to implement a Tax Increment Financing district for affordable housing at this station. Proceeds from the TIF would be dedicated to financing the upfront infrastructure costs – which can make the difference in whether or not a property can be affordable.

Thank you for your attention to this important issue.