



**Outcomes Assessment &
Knowledge Sharing
OAKS**

DRCOG

Sustainable Communities Initiative

Feb. 25, 2015

Sustainable Communities Initiative & TOD

One goal of TOD: *bring riders to the station*

- OAKS **4 SCI Themes** and drawing in the riders:
 1. Housing affordability: More **people living near transit**
 2. Jobs & Economic Development: More **people working near transit**
 3. Accessibility: More **people can easily get to transit**
 4. Site development: attractive, convenient, **places celebrate transit**

Approach & Data

- **45 Station Area Evaluations**

- **Data:** Primary and secondary
- **Compare/contrast 3 sources:** interviews, data, observation

- **64 Interviews**

- **Expertise:** developers, planners, financiers, workforce, public works, organizers, economic development, elected officials
- **Geography:** 5 Corridors, Denver, Region wide
- **Sector:** Public, private, non-profit

- **3 Case Studies**

- Dallas | Portland | San Diego

What did we learn?

**WHERE HAVE WE BEEN, AND
WHERE ARE WE NOW?**

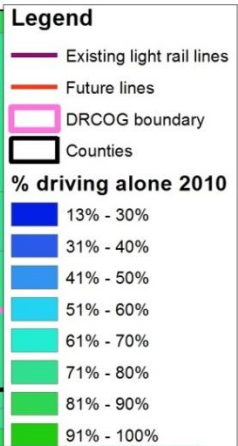
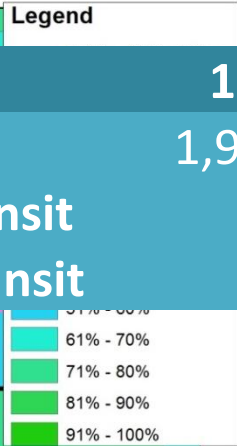


Workers commuting by transit 1990-2010

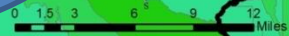
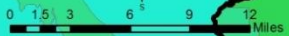
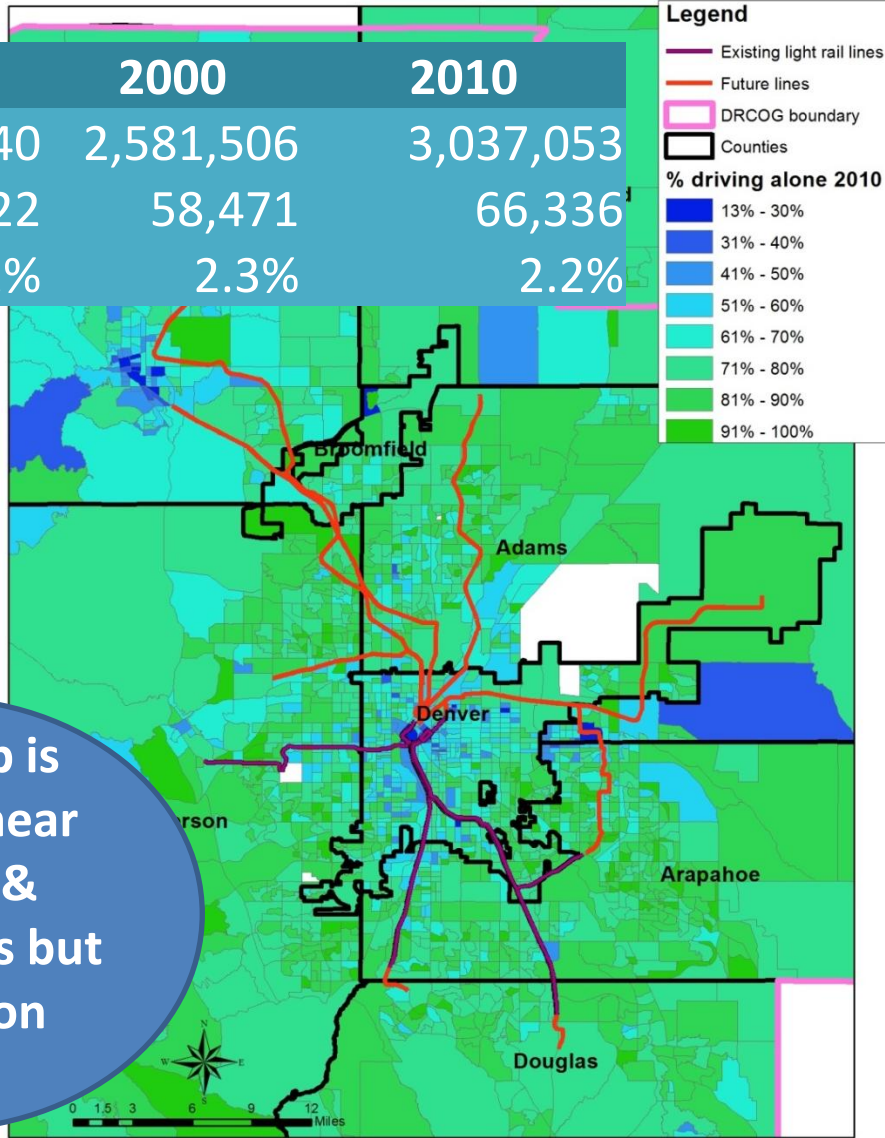
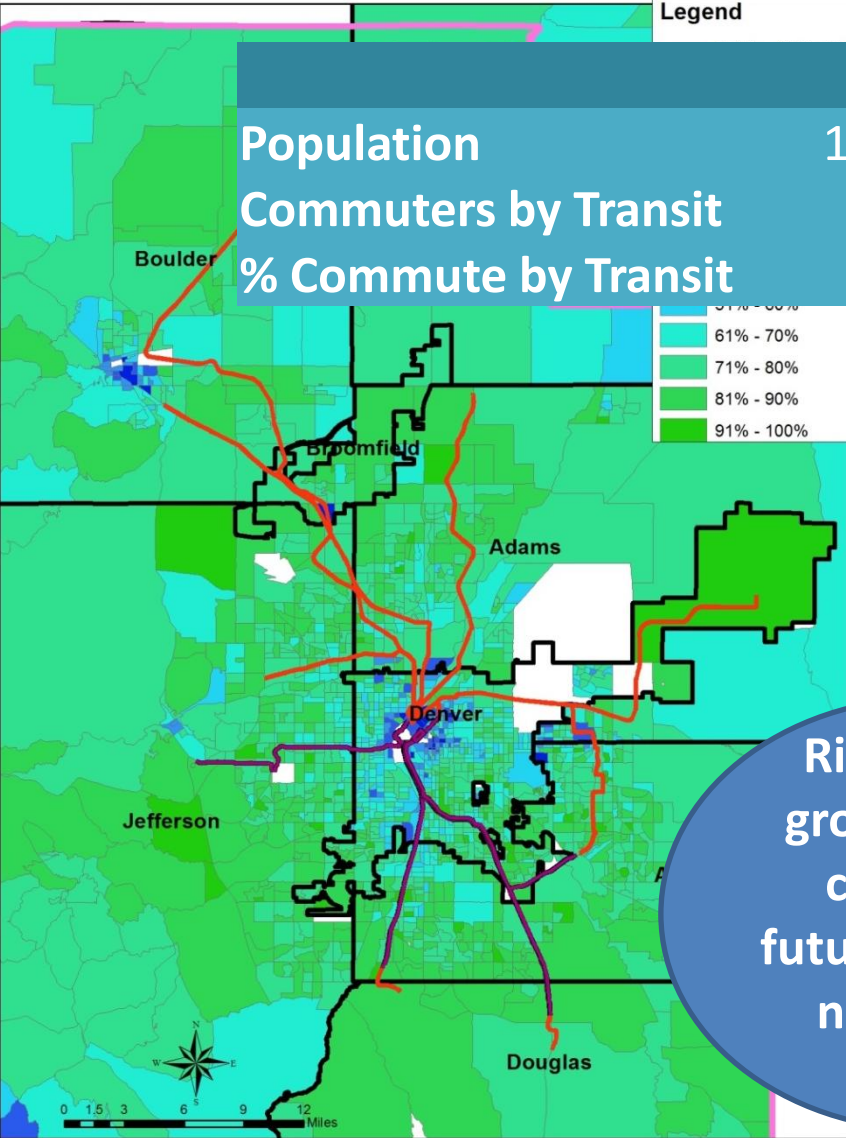
1990 % Driving Alone

2010 % Driving Alone

	1990	2000	2010
Population	1,980,140	2,581,506	3,037,053
Commuters by Transit	40,622	58,471	66,336
% Commute by Transit	2.1%	2.3%	2.2%



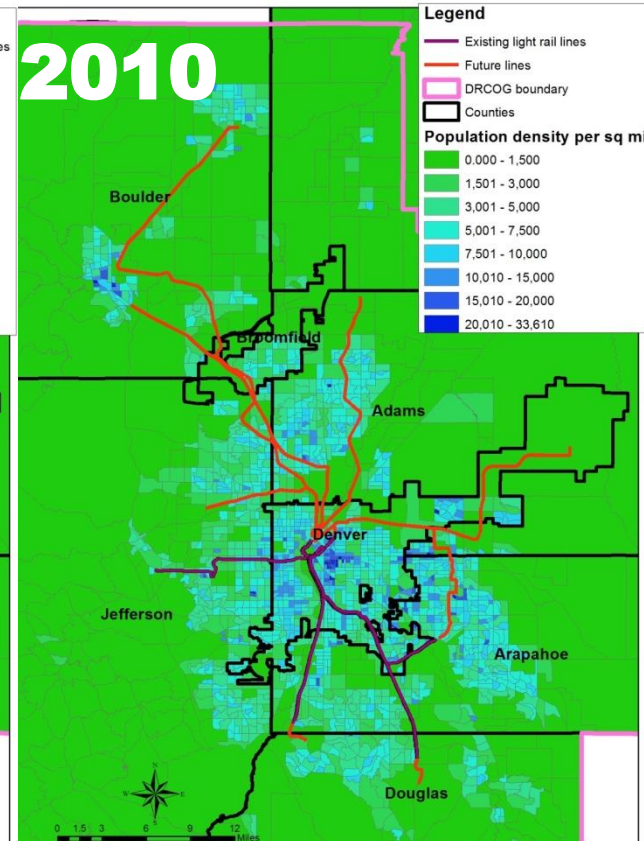
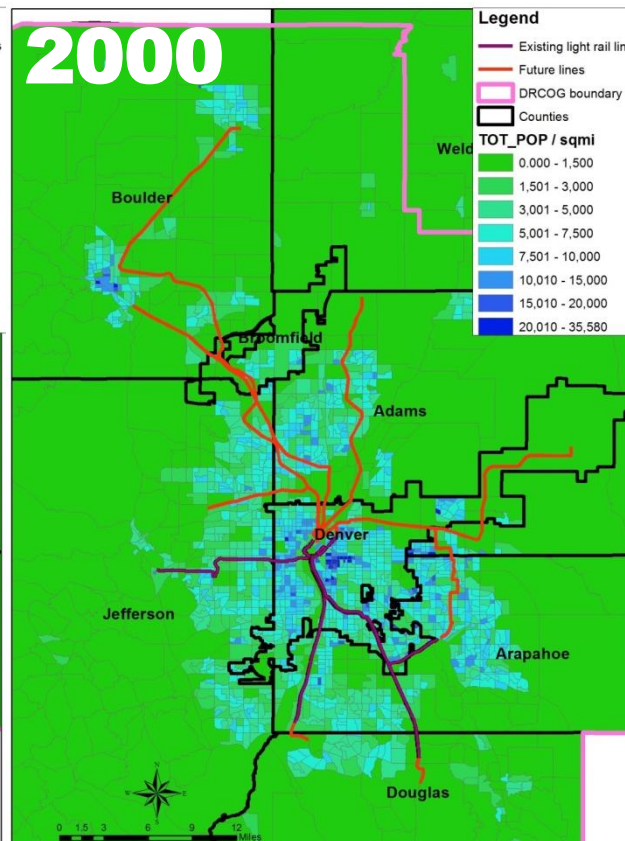
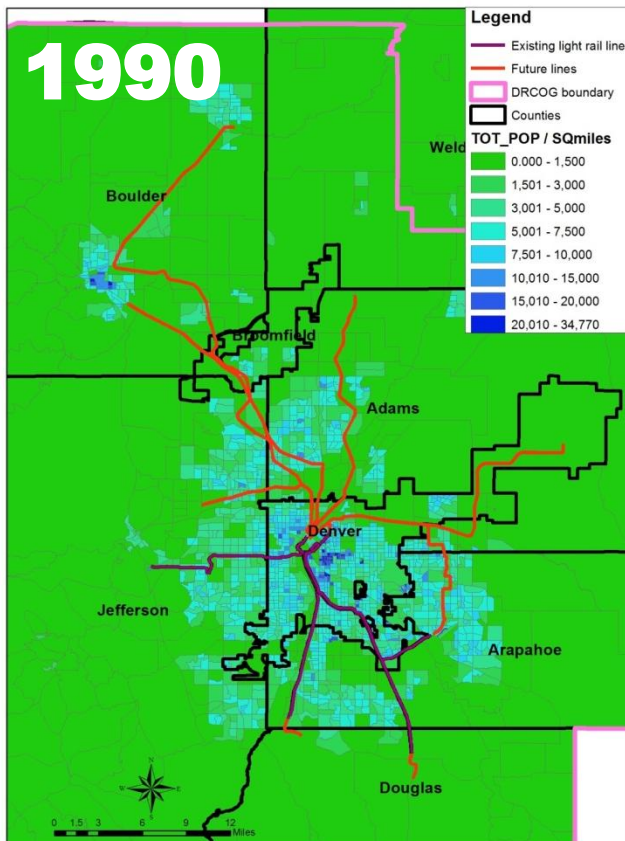
Ridership is growing near current & future lines but not region wide



But where is the population headed?

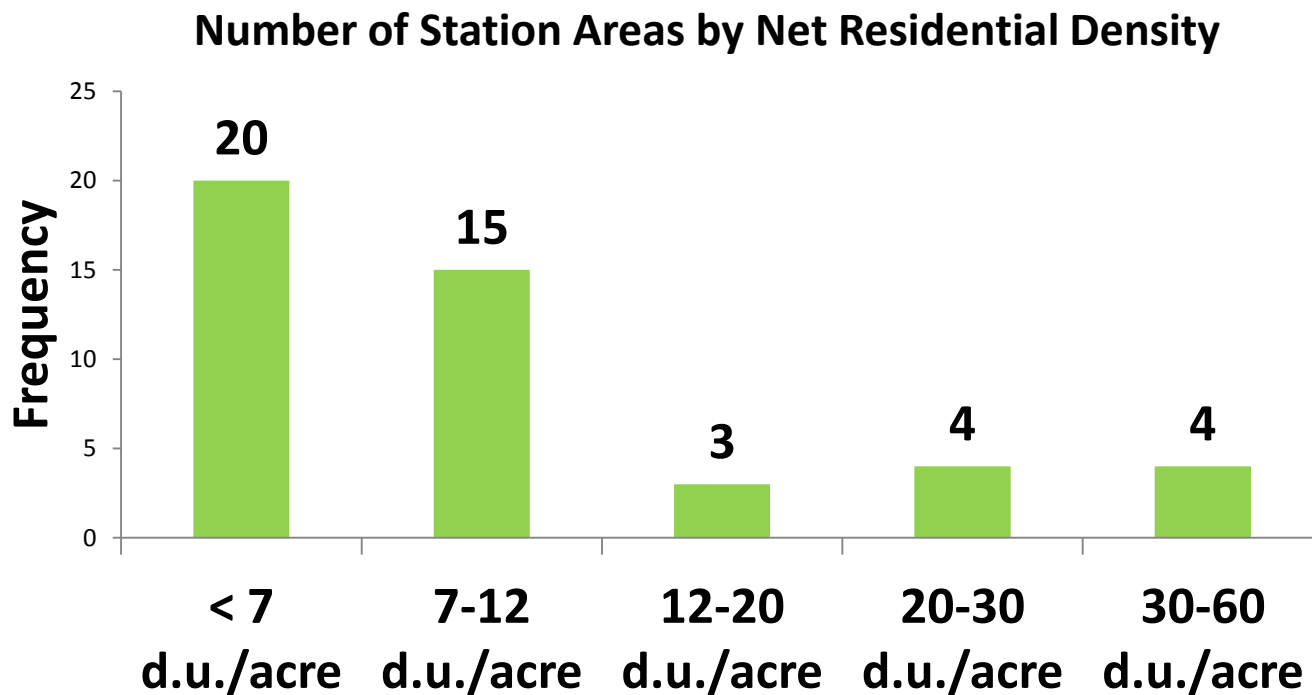
	Pop. Urbanized Area	Pop. Station Areas
1990	1,980,140	
2000	2,581,506	162,648
2010	3,037,053	187,216

95% of population growth 2000-2010 outside of station areas



Room for Growth in Station Areas

Net residential density is <7 d.u./acre in 43% of station areas



Net Residential Density



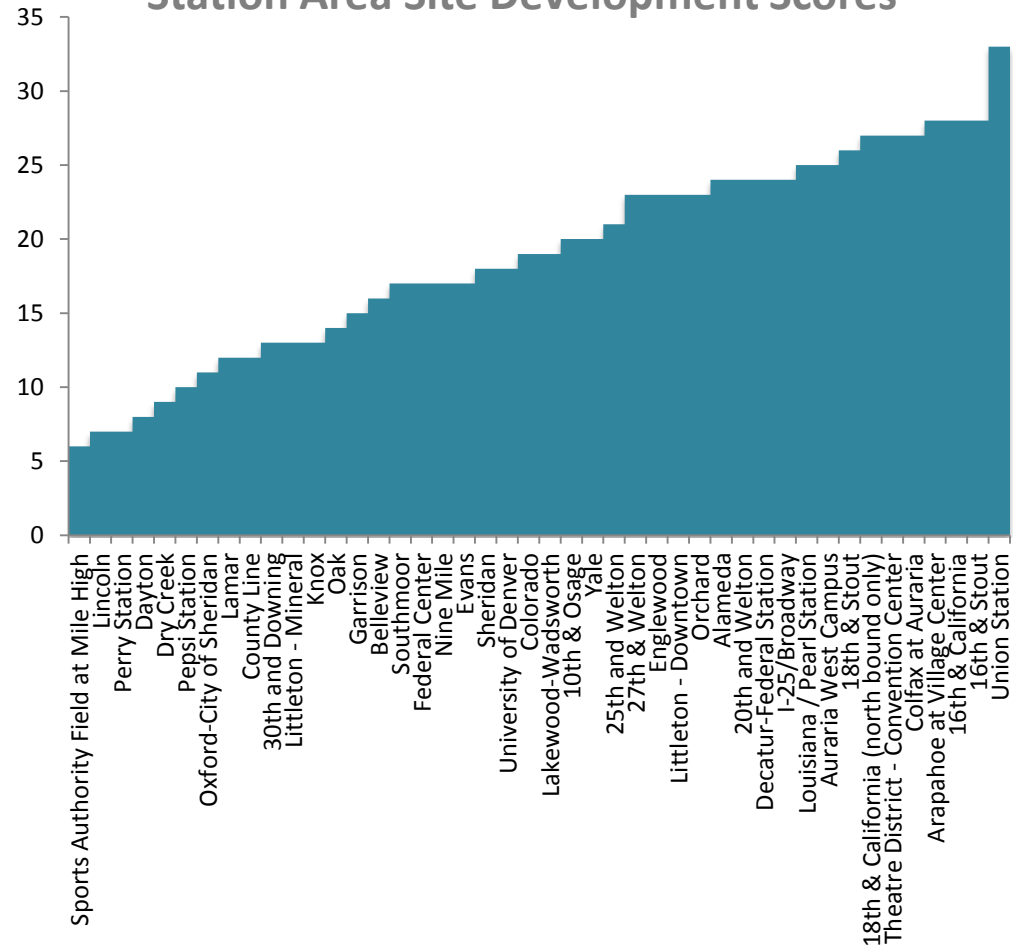
Denver

But site development, amenities, infrastructure and funding limit housing development

Site Development Criteria

- Station design
- Major Destinations/attractions
- Mix/Segregation of uses
- Housing density
- Public amenities
- Zoning
- Vibrancy and utilization
- Sub-area or station plans with goals (10 do not have plans)

Station Area Site Development Scores

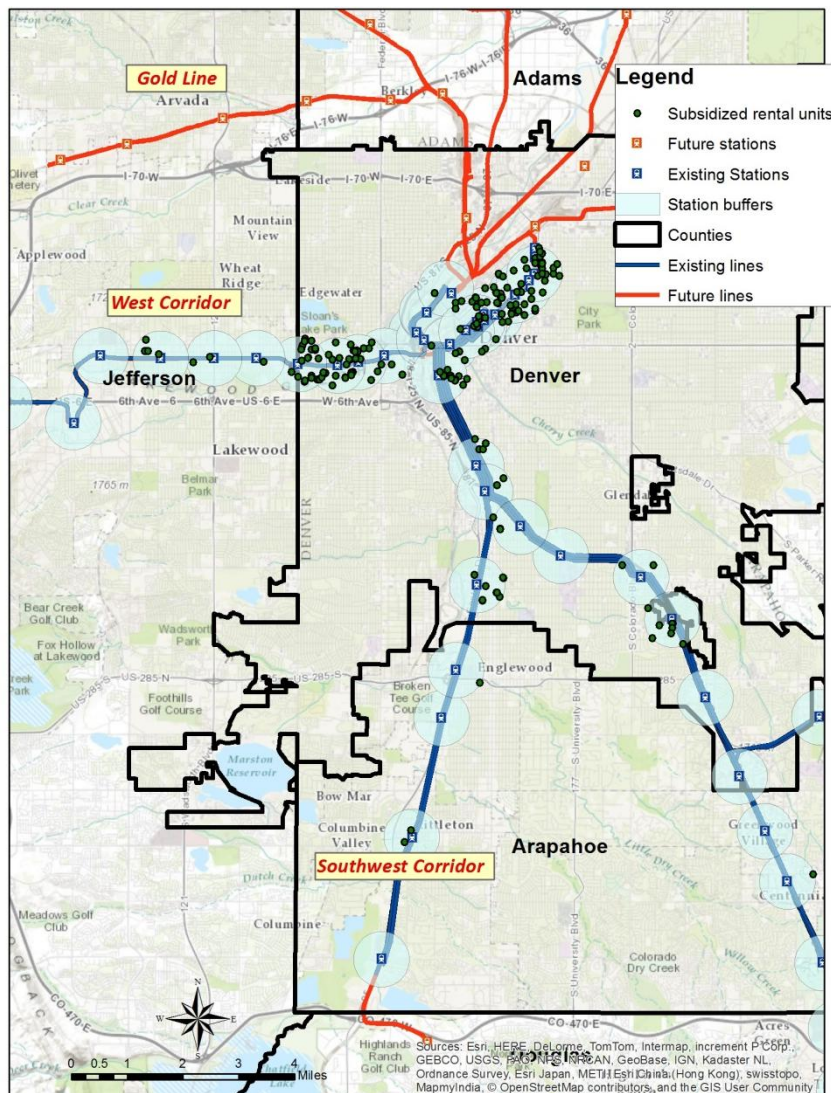
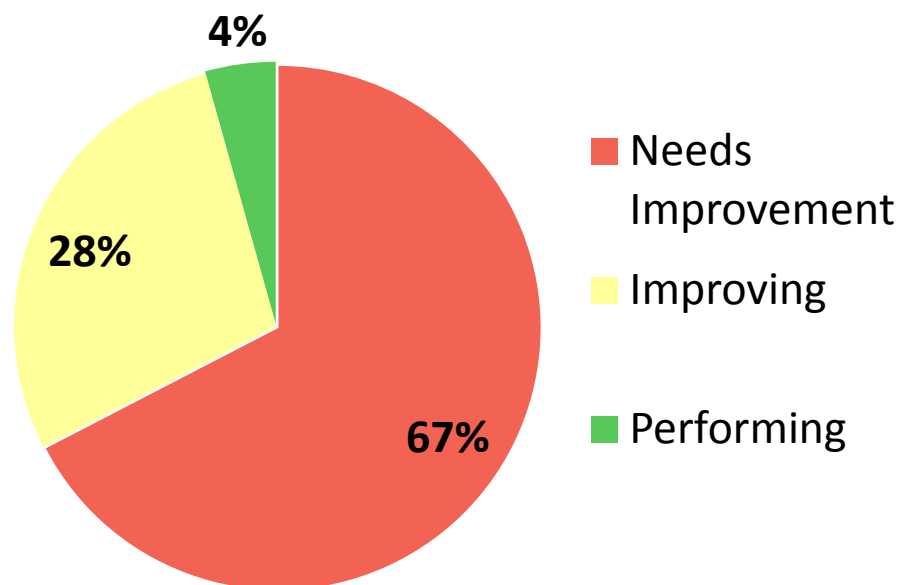


...especially affordable housing development

Housing Affordability Criteria

- Mix of incomes
- Share of cost-burdened households
- Share of rental units
- Number of subsidized units
- Net Residential Density

Housing Affordability in Station Areas



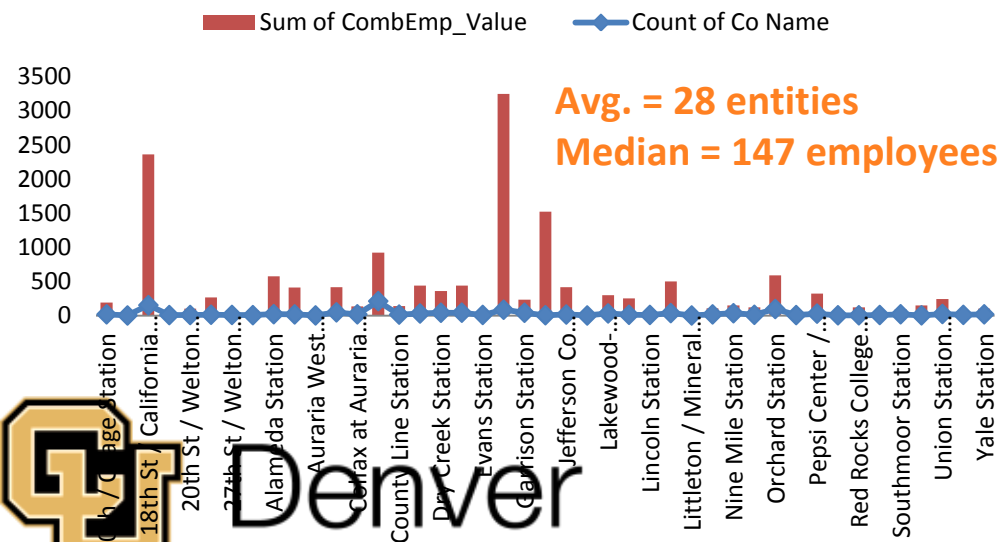
Station areas also need Amenities & Work Supports

Convenience Stores

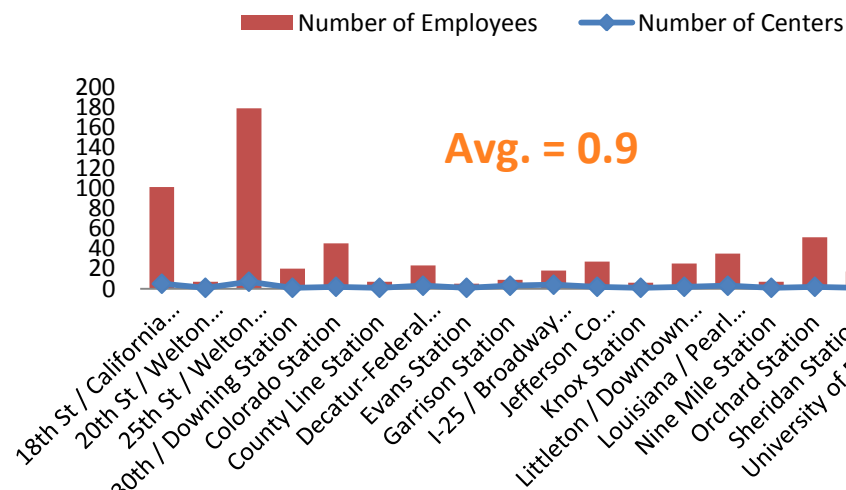


Only 18 station areas have at least one child care center

Number & Size of Health Care Services

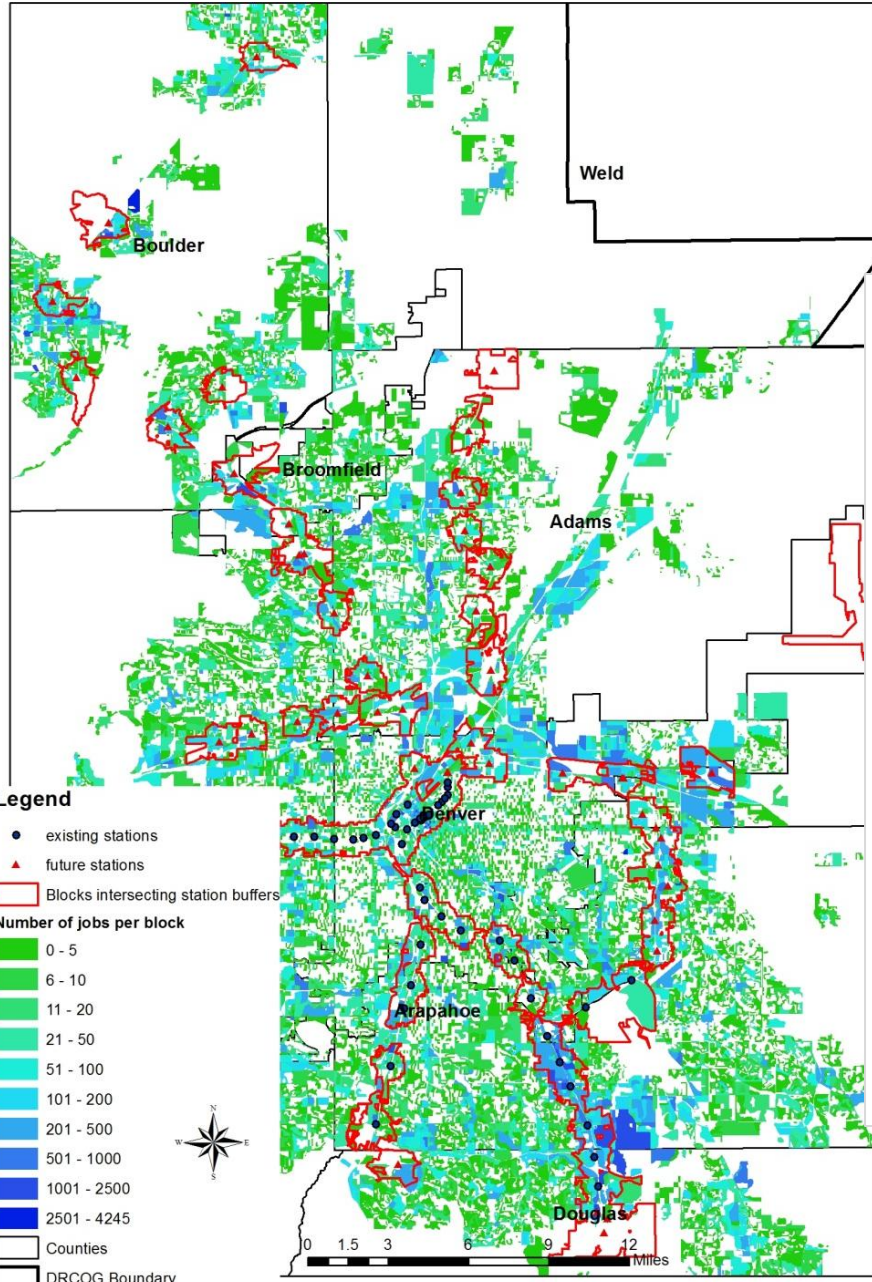


Child Care Centers (18 of 45 stations)

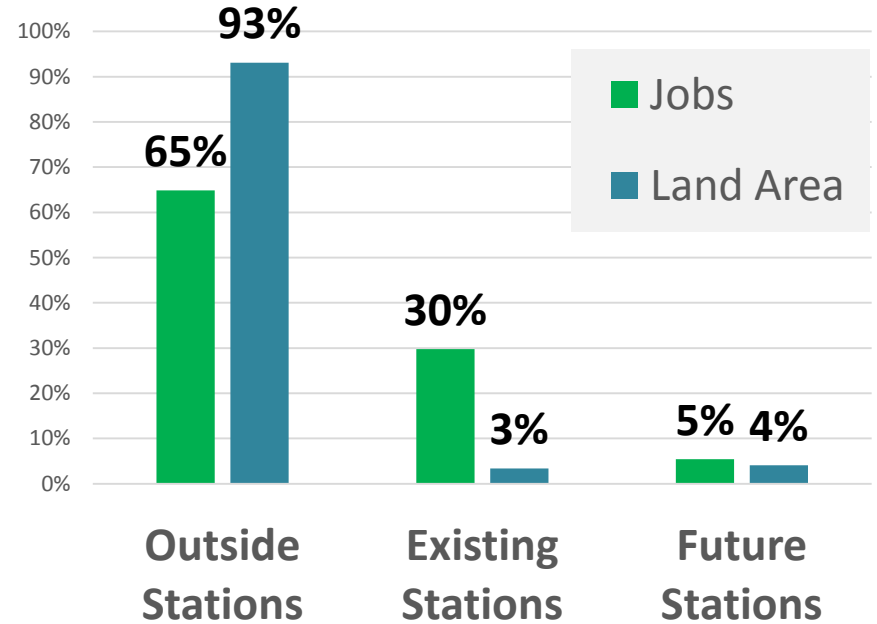


Jobs may be densifying near transit more than housing

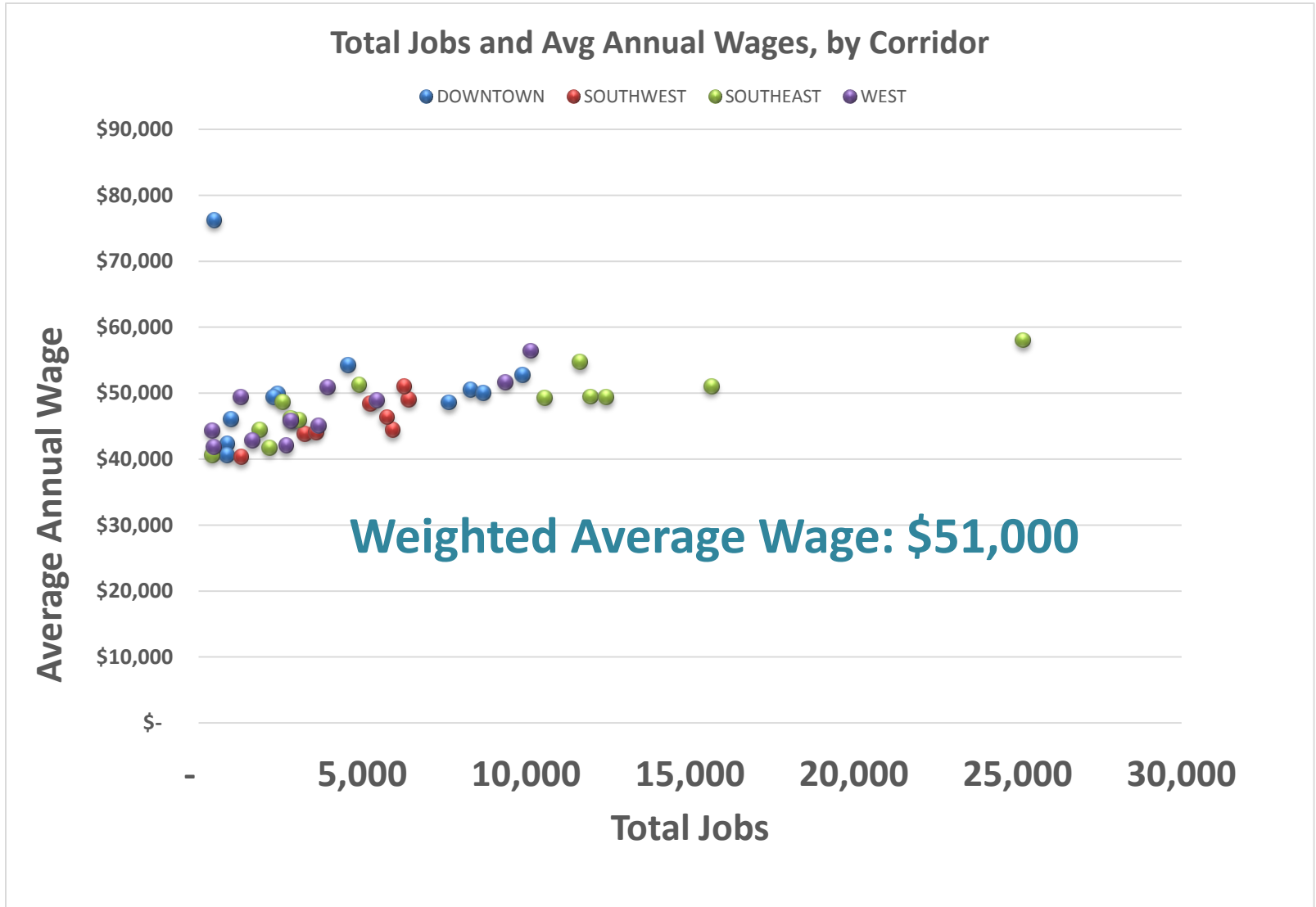
30% of region's jobs are in current station areas on just 3% of urbanized land



Comparison of Jobs to Land Area by Urbanized Area & Transit Zones



Jobs & Wages by Corridor

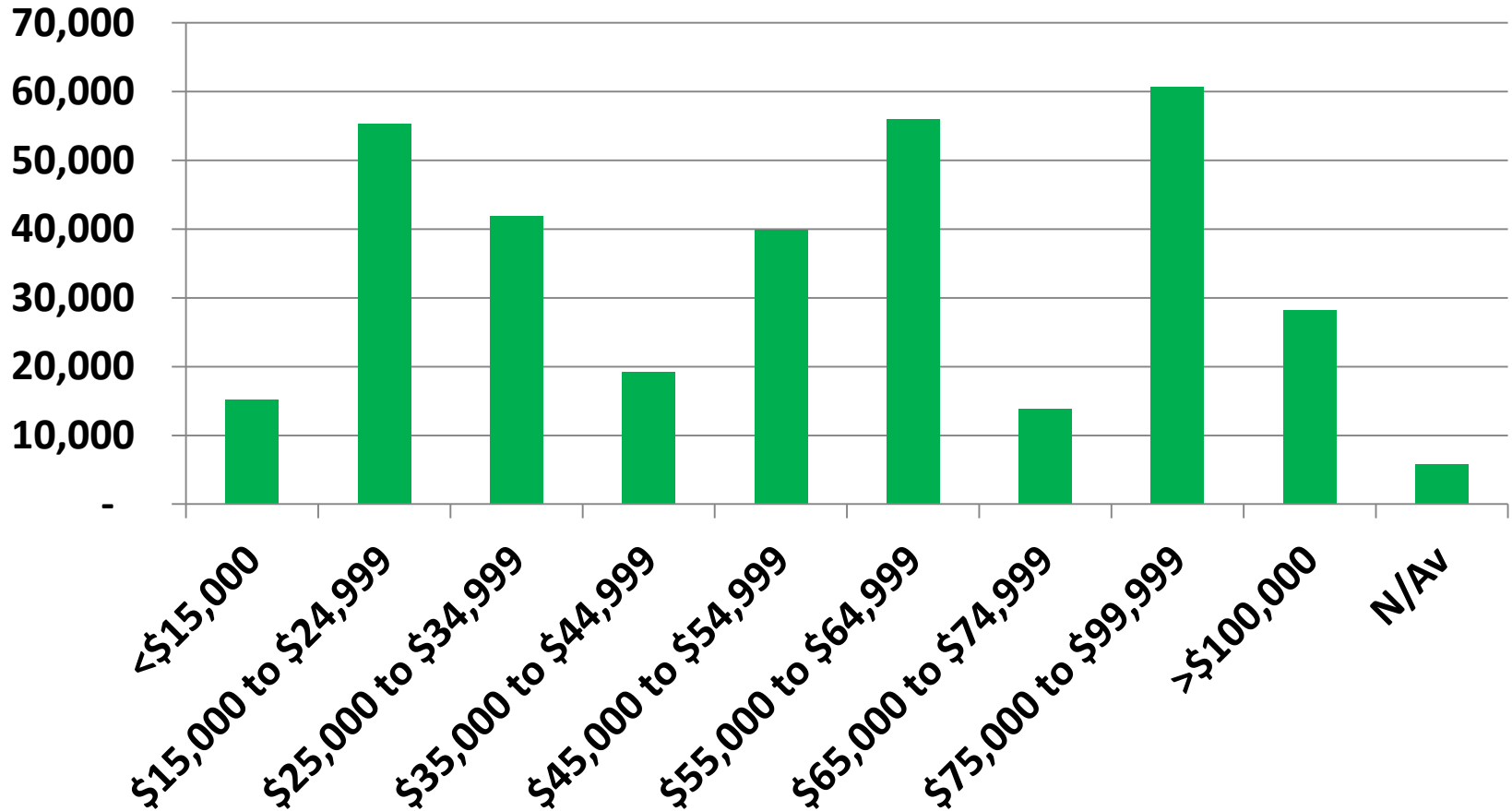


Denver

67% of Jobs in Station Areas pay less than \$65,000

Lower wages require affordable housing and transportation

Number of Jobs by Wage Groups
in Station Areas



Station Area Analysis Criteria

STATION AREA ANALYSIS

Station Area *(immediately adjacent to rail station)*

Wayfinding

Connectivity & Barriers

Disability Accessible

Parking

Station Design

Safety



Half-Mile Zone *(average walking distance to station)*

Safety

Ridership

Quality of Walk

Plans

Buses

Infrastructure

Jobs: type & #

Vibrancy

Amenities

Destinations

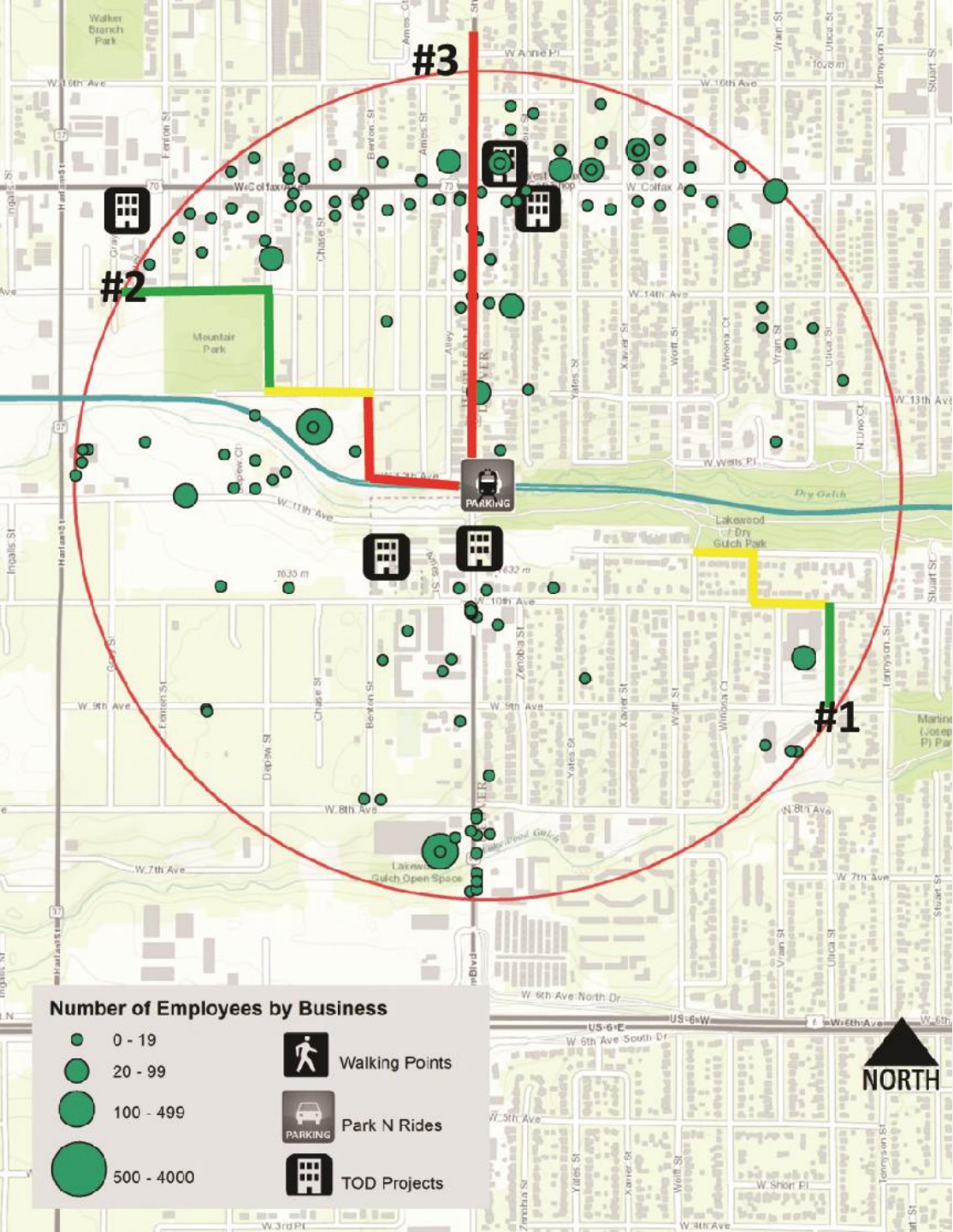
Density

Affordability

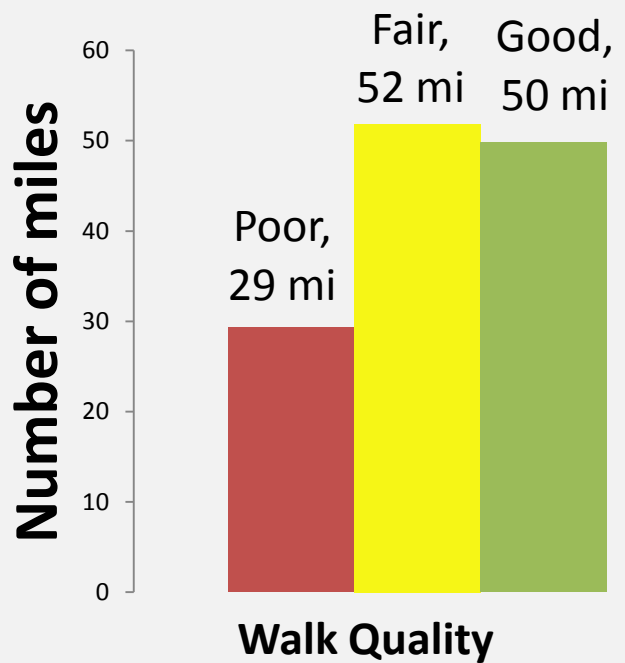


Walkability Results

- Walked 131 miles
- 62% of walks were poor or fair



Miles by Quality of Walk



Walkability, Travel Time, and Decision to take Transit

Number of Minutes to Walk a Half-Mile to Transit

Corridor	Lowest	Highest	Average
Downtown	8	20	12
Southeast	7	20	13
Southwest	8	21	11
West	9	17	12

Findings & Recommendations

“THE TOP 15”

Top 15: Generally & By Issue Areas

General	Jobs & Econ. Development	Housing	Planning & Site Development	access
Collaboration as Foundation	Streamline Review	Funding for Housing	Market TOD	Monitoring
Urban Centers & Stations Areas	Holistic Approach = Integrate Housing + Mobility + Economy	Changing Demographics	Education & Outreach	Future Corridors
Add Capacity Best Practices & Tools		Regional Approach to Housing	Plan for Complete Communities Complete Housing Complete Mobility	First/Last Mile Connections
Real Estate Acquisition				Connect Adjacent Neighborhoods

Recommendations

1. Collaboration Lays Foundation
2. Holistic Strategic Planning | Integrate Housing AND Mobility AND Infrastructure AND Economy AND Environmental Planning
3. Station Areas as “Whole Communities” = “Complete Housing” + “Complete Mobility Choices”
transit-centric ≠ auto-centric



Recommendations (cont'd.)

4. Streamline Development Review
5. Connect Station Areas with Adjacent Neighborhoods & Districts
6. Prioritize First/Last Mile Connections



Recommendations (cont'd.)

7. Evolve Metro Vision's "Centers" Concept to Address Station Areas
8. Establish Real Estate Acquisition Programs
9. Leverage Funding & Identify New Funding for Housing & Infrastructure



Recommendations (cont'd.)

10. Address Changing Demographics
11. Develop Regional Approach to Housing
12. Leverage & Market TOD as a Catalyst for Economic Prosperity



Recommendations (cont'd.)

13. Education & Outreach

14. Monitor Investments & Development in Transit Communities

15. Advance Planning for Future Transit Corridors

16. Best Practices Toolkit

