



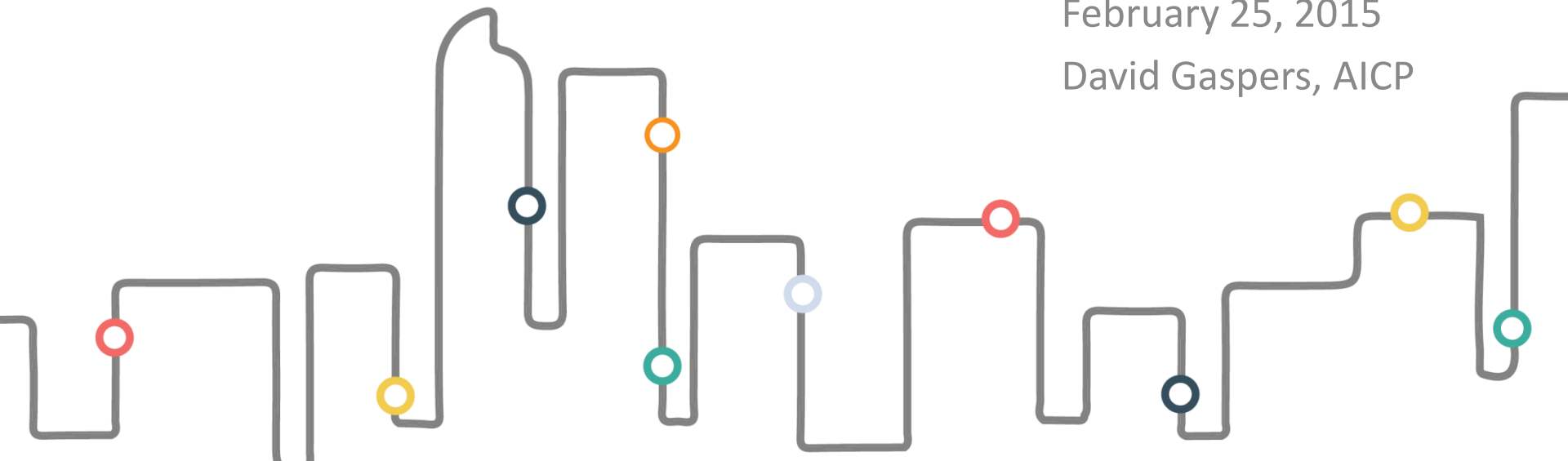
TRANSIT ORIENTED DEVELOPMENT STRATEGIC PLAN • 2014

DRCOG Metro Vision Idea Exchange

Experiences Along the Transit-Oriented Continuum: Denver

February 25, 2015

David Gaspers, AICP

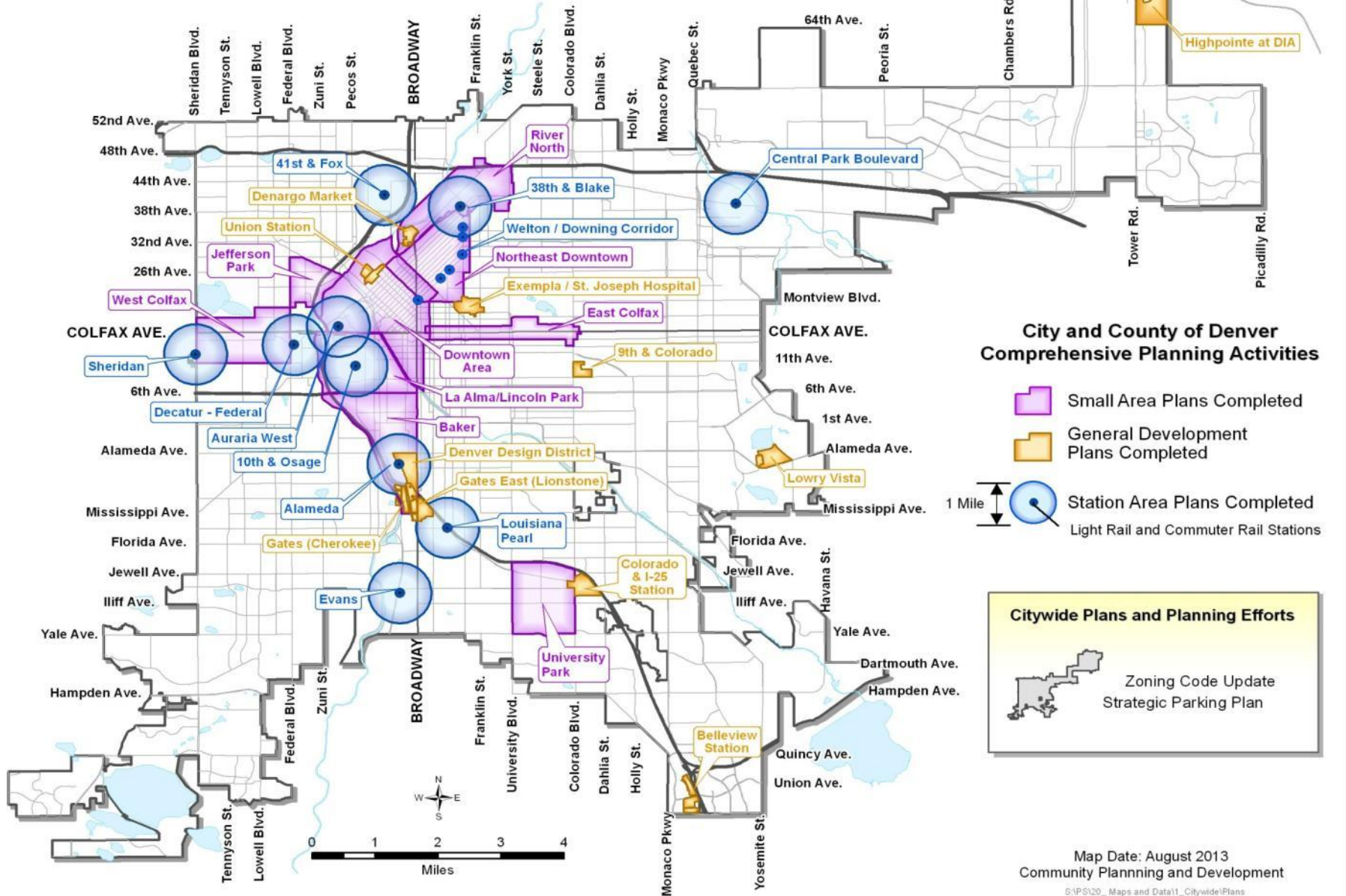


2006 TOD Strategic Plan

- Long-range planning for **20 + stations**
- **New zoning** in station areas
- Established or strengthened **external partnerships** – DHA, ULC, DRCOG, RTD, etc.
- **TOD Fund** established
- Millions of dollars spent on **infrastructure** in station areas
- Collaborated with DURA on **TIF opportunities** at multiple stations





Community Planning and Development Plans Completed Since the Adoption of Blueprint Denver



City and County of Denver Comprehensive Planning Activities

-  Small Area Plans Completed
-  General Development Plans Completed

-  Station Area Plans Completed
-  Light Rail and Commuter Rail Stations

Citywide Plans and Planning Efforts

-  Zoning Code Update
-  Strategic Parking Plan

Map Date: August 2013
Community Planning and Development

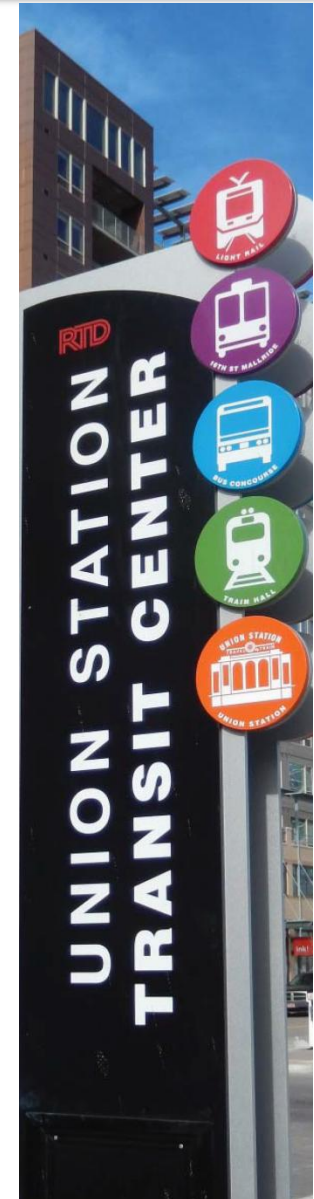
What does the Transit Oriented Denver do?

The 2014 TOD Strategic Plan provides a **foundation to guide transit oriented development** at rail stations through:

- Creating an **implementation action plan** for “moving the **needle**”
 - city-wide high-level **policy recommendations**
 - Station specific **action items**
- Establishing **metrics to monitor Denver’s TOD success** so the City can continue to refine and improve its strategic moves in the future

SETTING THE STAGE

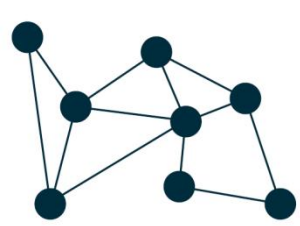
- **Transit Oriented Denver narrative focuses on:**
 - Moving towards **implementation**
 - Denver's **foundation** for TOD success
 - **Connecting and Reconnecting** neighborhoods through
 - **Transit communities** and **transit oriented development**
 - First and last mile **connections**



TOD Principles

TOD PRINCIPLES

connect



Entry Point – access to the regional economy
Last/First Mile – walk, bike, bus to the station
Access to All – connect to new and existing neighborhoods



innovate



Sustainable – economic, social, environmental
Equitable – opportunities for all
Global Economy – compete on the world stage



efficient



Location – one place for live, work, and play decreases need for regional trips
Shared Resources – reduce cost of infrastructure per household
Balance – jobs and homes nearby reduce travel times and long commutes



place



Active – promote safety and visual interest
Vibrant – bring together people and activities
Destination – public life happens in the streets and open space



mix



Choice – housing, jobs, shopping, transit options
Diversity – mix of incomes and age groups
Resilient – stands up through changing economic conditions



shift



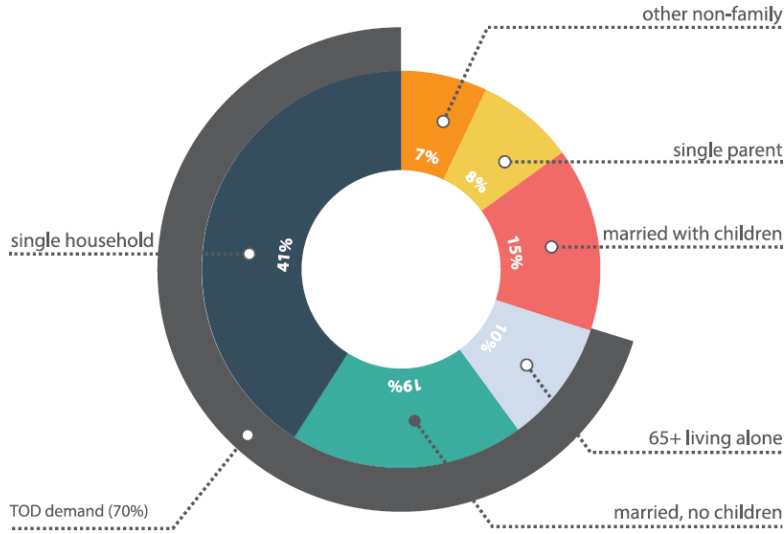
Car Free/Car Lite – becoming non/less car dependant for most trips
Public Space – more room for pedestrians and bikes, less for cars
Reduce and Energize – carbon emissions go down, healthy living goes up



Foundation for TOD Success

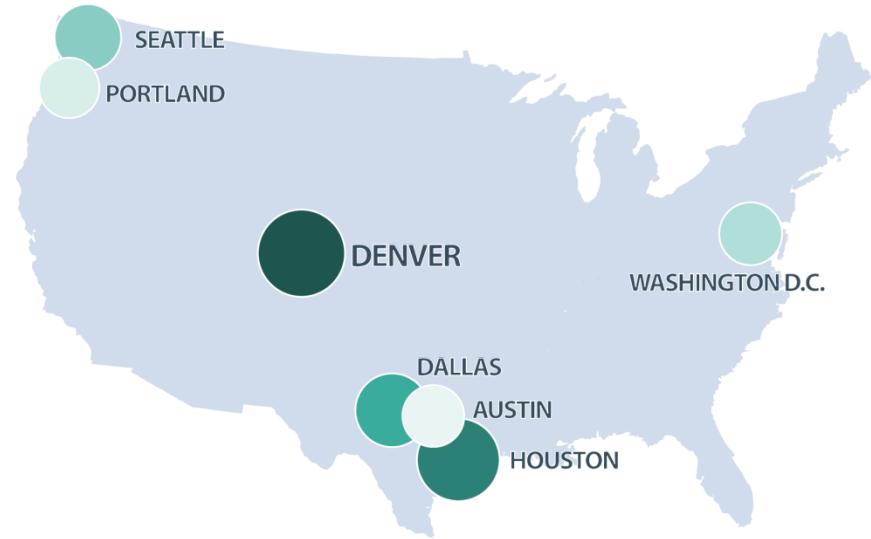
70% OF HOUSEHOLDS ARE MARKET FOR TOD

DENVER HOUSEHOLDS BY TYPE



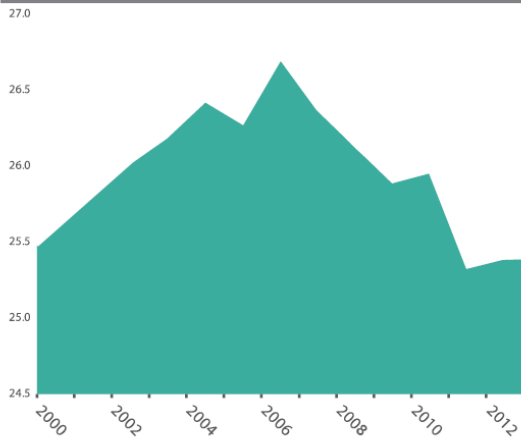
DENVER IS THE #1 CITY FOR MILLENNIALS

TOP 7 GAINERS OF POPULATION AGED 25-34 FROM 2000-2010



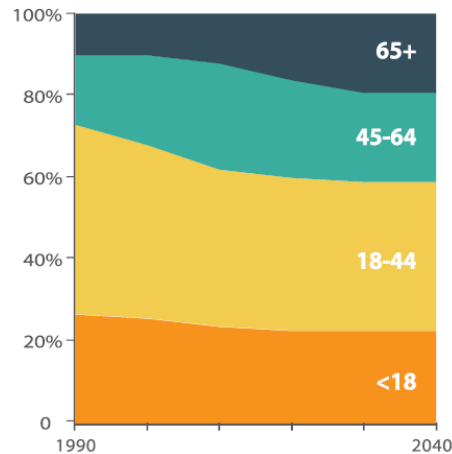
PEOPLE ARE DRIVING LESS

DENVER REGION PER CAPITA VMT



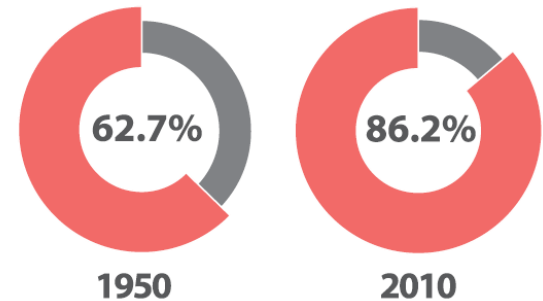
THE POPULATION IS AGING

COLORADO HOUSEHOLDS BY TYPE



COLORADO IS DENSIFYING

COLORADO URBAN POPULATION



Foundation for TOD Success

Directing growth to Station Areas

2013 Permit Data

	2013 Permits	2013 Permit Valuation
TOD Areas	1,905	\$725 million
Citywide	9,471	\$1.8 billion
Percent	20% of permits	40% of permit valuation

*That is an Investment Per Acre ratio of **5.4 to 1***
(TOD Area : Non TOD Area)

ACTION PLAN



- Station evaluation (metrics)
 - Market Readiness - Is the **market ready** for new development?
 - Development Potential - What is the **potential capacity** for new development?
 - TOD Characteristics – How **walkable** is the station area?
- Station categorization
 - **Strategize, Catalyze, Energize**
- **Action items** for each station
- City-wide **policy recommendations**

Station Evaluation

Screen
#1

Market Readiness

HH Growth • Commercial Investment •
Unimproved Land Value • Property Transactions

Screen
#2

Development Potential

Parcelization • Ownership • Developable Land •
Infrastructure Investment • Infrastructure Need

Station Categorization

Market Readiness

Population Growth

Employment Growth

TOD Demographics

Property Values

Residential Price Appreciation

Office Rents

Retail Rents

Residential Development

Activity (\$ of permit value)

Commercial Development

Activity (\$ of permit value)

Development Potential

Adopted Plans

Transit-Supportive Zoning

Parcelization

Vacant Land

Redevelopment Land

Ownership

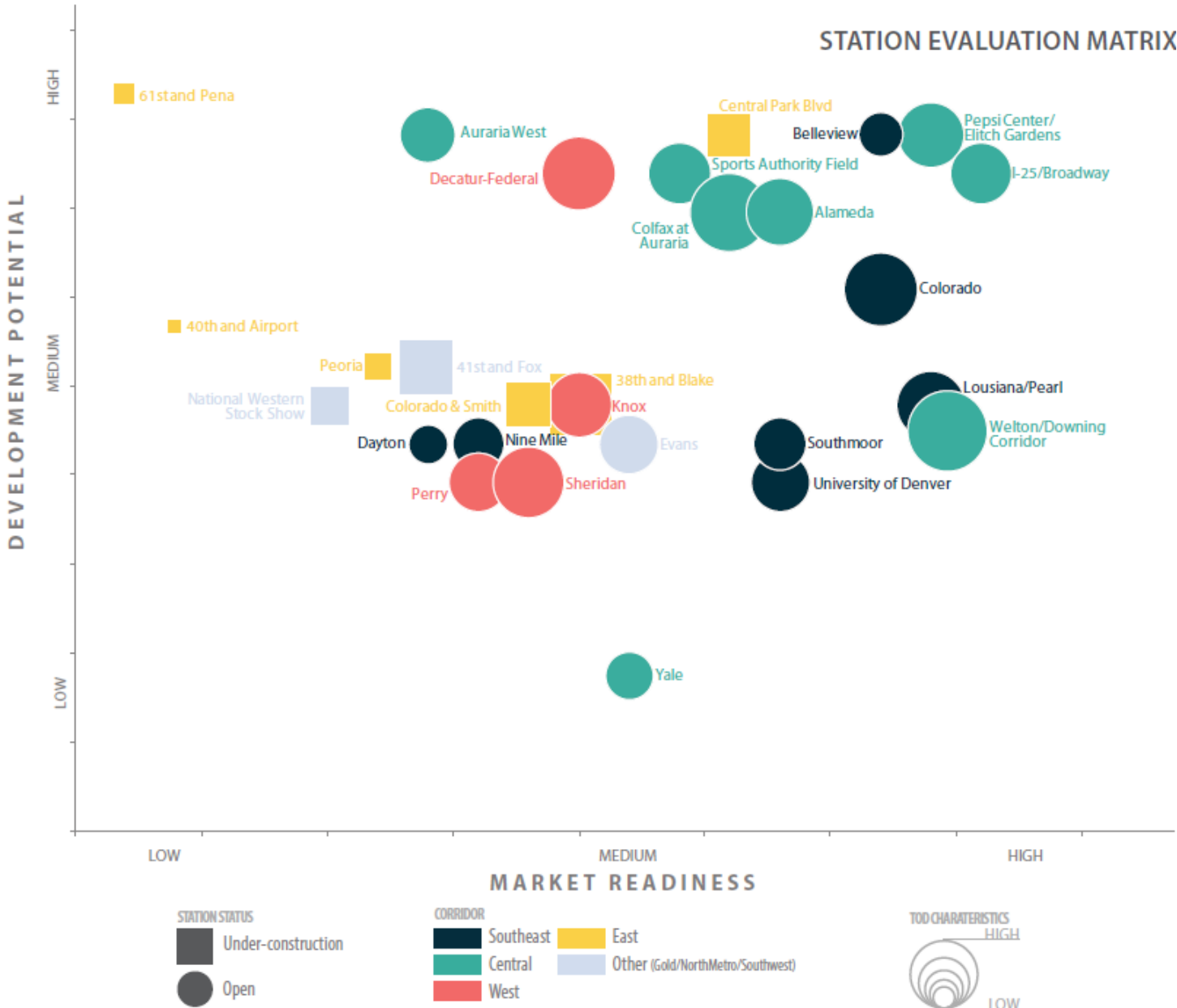
(Owners/Developable Land)

District in Place

Infrastructure Investment (\$)

Infrastructure Needs (\$)

Station Evaluation



Station Evaluation

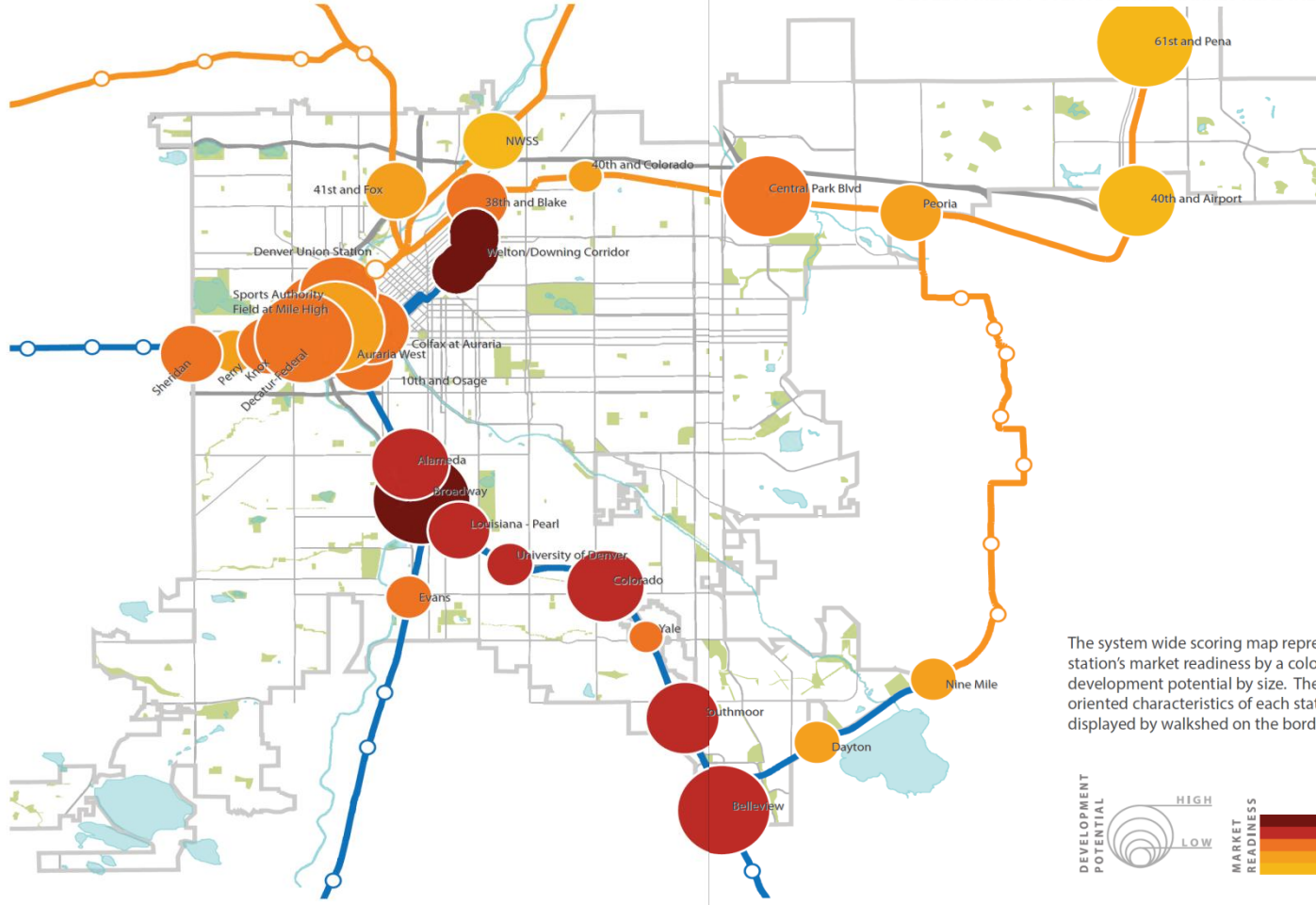
SYSTEM WIDE SCORING

DEVELOPMENT POTENTIAL AND MARKET READINESS

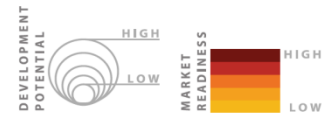
TRANSIT ORIENTED CHARACTERISTICS- BY WALKSHED

LOW
MEDIUM
HIGH

- 40th and Airport
- 61st and Pena
- Peoria
- Dayton
- Bellevue
- Yale
- Central Park Blvd
- Southmoor
- Nine Mile
- NWSS
- Auraria West
- 40th & Colorado
- Evans
- Perry
- U of Dnvr
- 41st & Fox
- Mile High Stadium
- 125 & Broadway
- Knox
- Pepsi Center
- Alameda



The system wide scoring map represents each station's market readiness by a color, and development potential by size. The transit-oriented characteristics of each station is displayed by walkshed on the border.



- 10th & Osage
- Welton/Downing Corridor
- Colfax at Auraria
- Colorado
- Decatur-Federal
- 38th & Blake
- Sheridan
- Louisiana & Peral

HIGH

MEDIUM HIGH

Station Categorization

The Continuum: Steps to TOD Success

Strategize

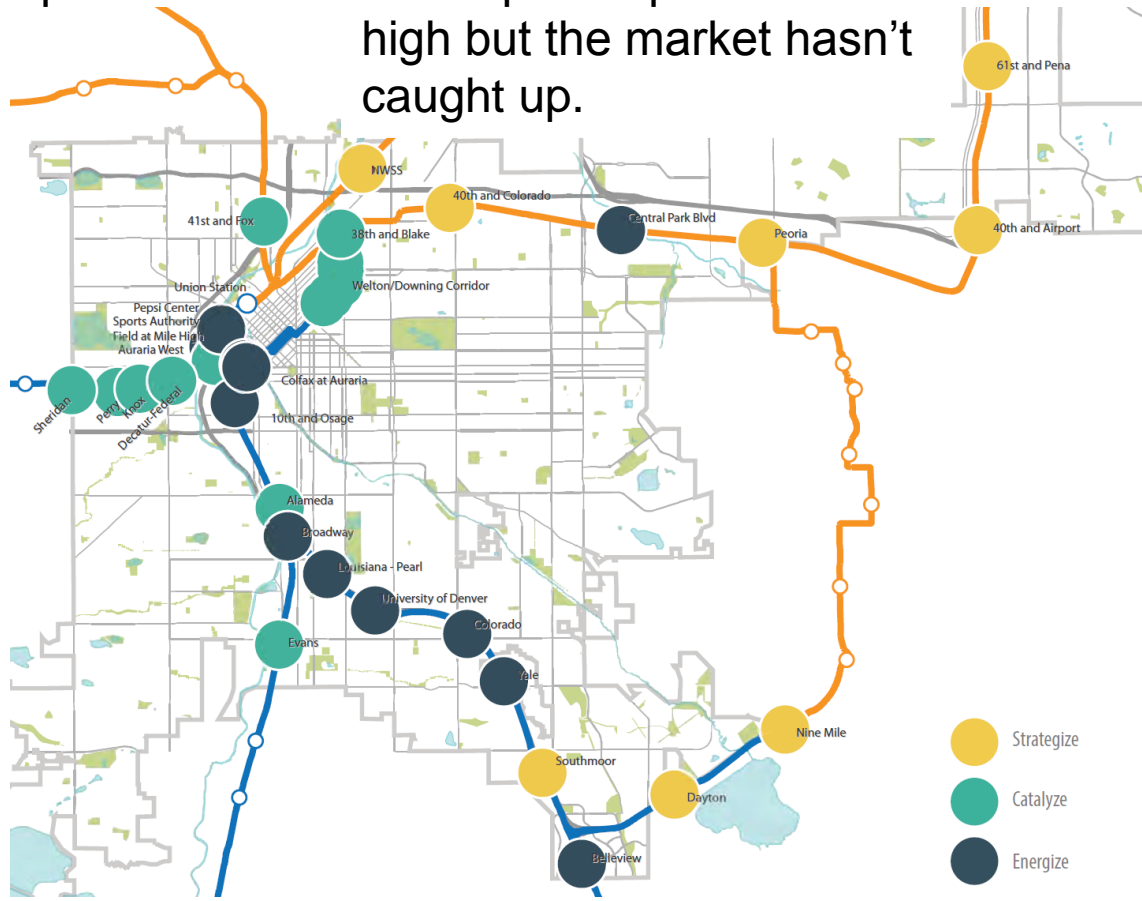
Stations with low market readiness and/or low development potential.

Catalyze

Stations where the market is strong but development potential is low or development potential is high but the market hasn't caught up.

Energize

Stations where both the market readiness and development potential are strong.



Case Study: 38th & Blake

The City's role in TOD



Strategic and collaborative



Planning



Clear ***Regulations***



Strong ***Partnerships***



Infrastructure priorities

Investment creating tax base and
jobs

Case Study: 38th and Blake Planning

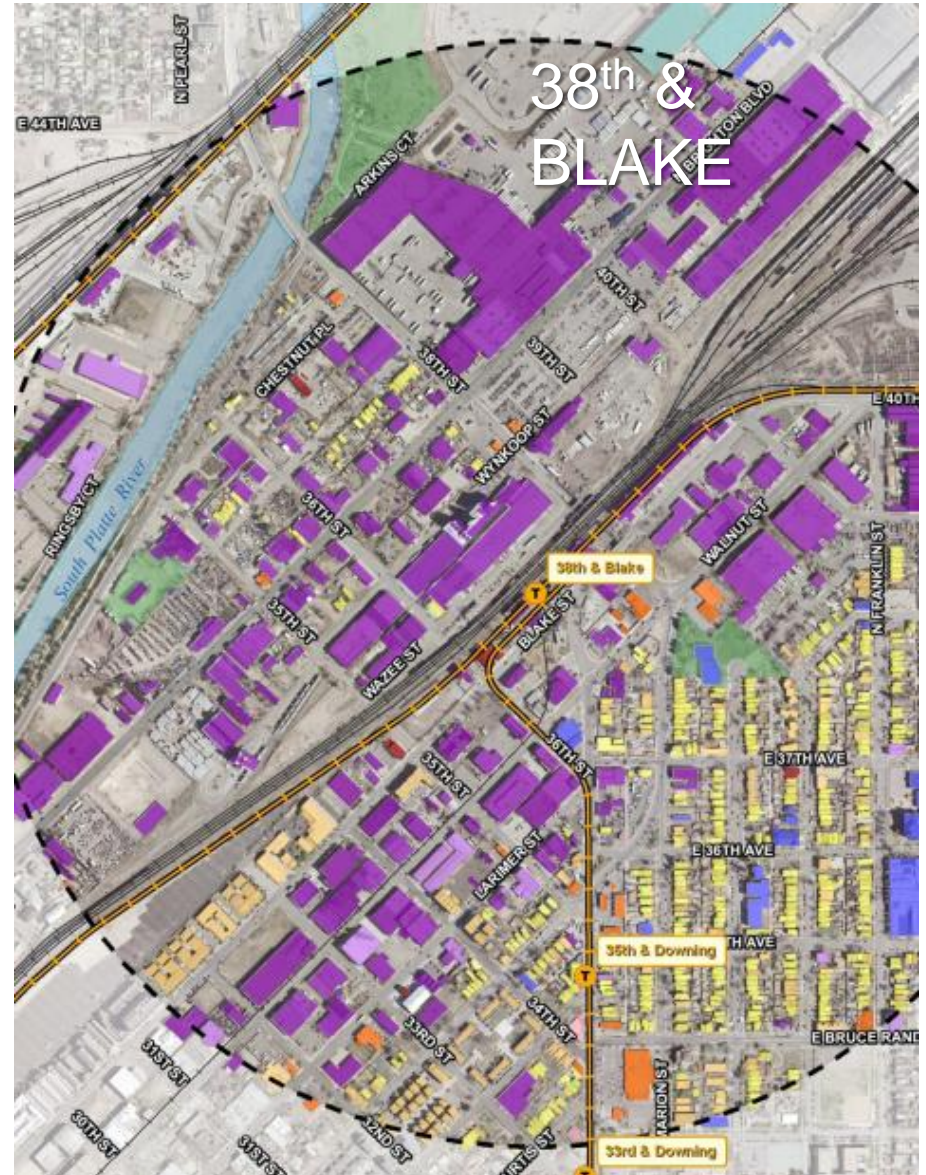
38TH & BLAKE

Facts	Corridor	East
	Opening	2016
	Projected Ridership	1,870
	RTD Parking Spaces	200

Typology

Score	Market Readiness	Medium
	Development Potential	Medium
	TOD Characteristics	Medium - High

Status	Plan	●
	Infrastructure Analysis	●
	Zoning	●
	Infrastructure Investment	\$\$



Case Study: 38th and Blake Regulations

38TH & BLAKE

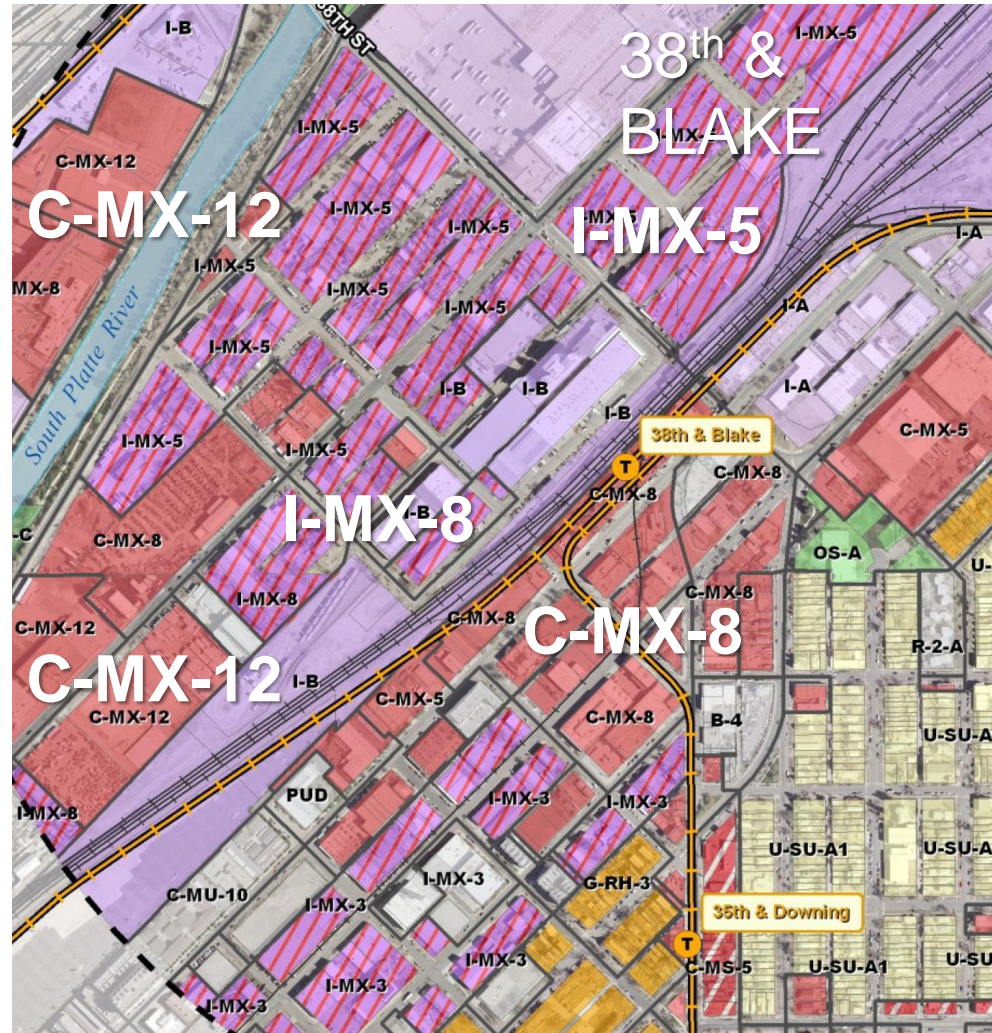
Facts	Corridor	East
	Opening	2016
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Typology

GU-IN
general urban innovation

Score	Market Readiness	Medium
	Development Potential	Medium
	TOD Characteristics	Medium - High

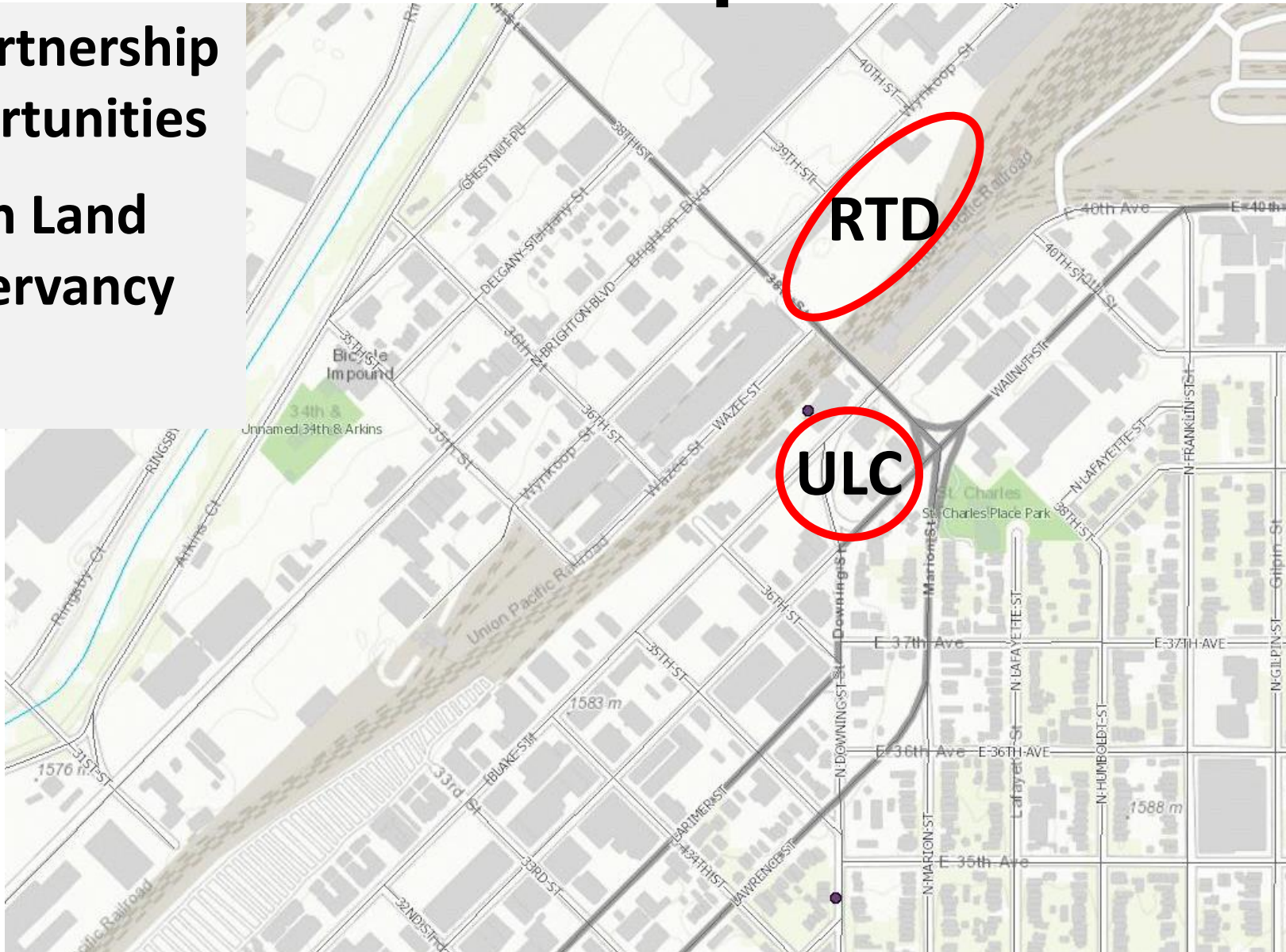
Status	Plan	●
	Infrastructure Analysis	●
	Zoning	●
	Infrastructure Investment	\$\$



Case Study: 38th and Blake Partnerships

TOD Partnership Opportunities

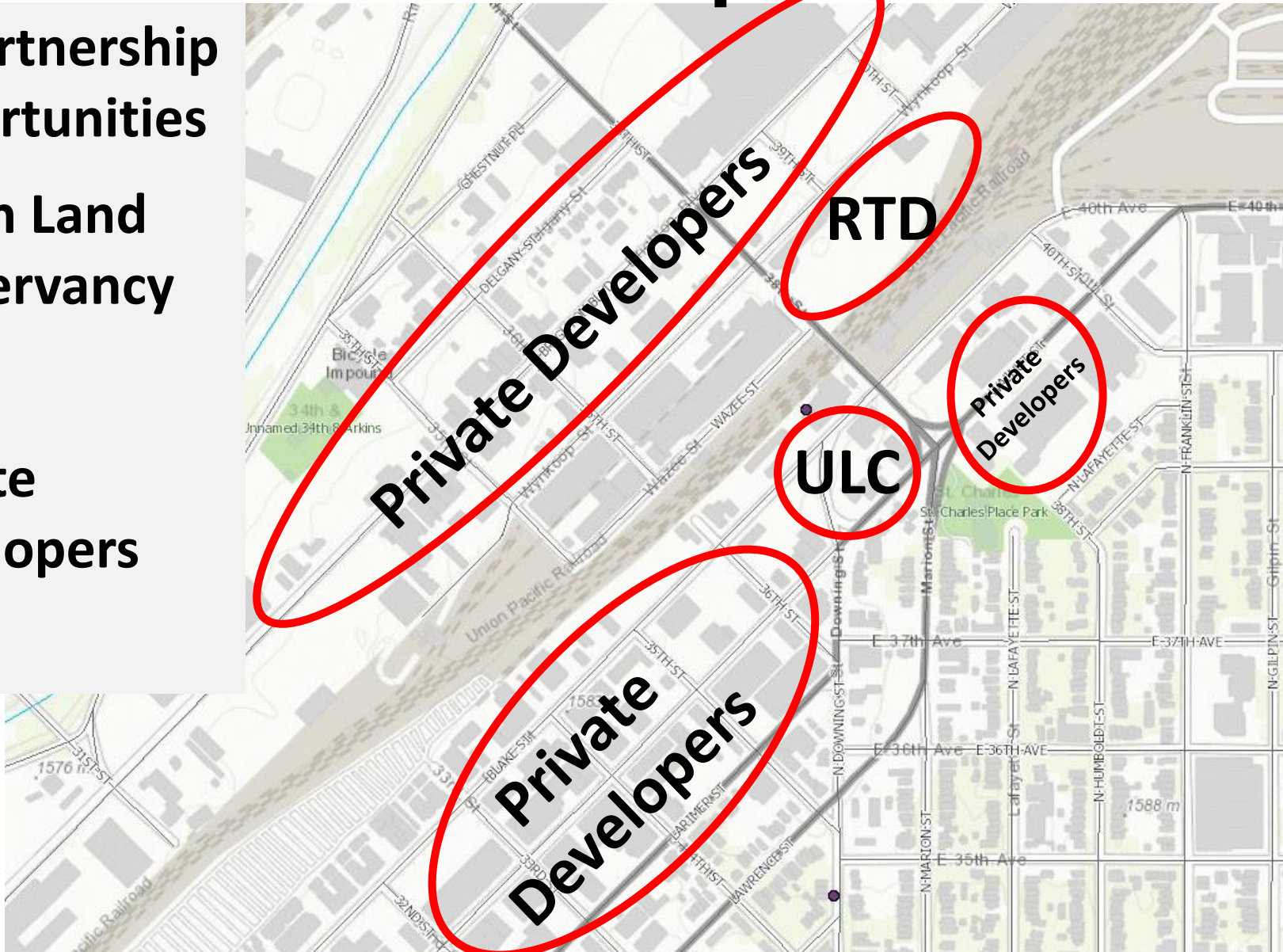
- Urban Land Conservancy
- RTD



Case Study: 38th and Blake Partnerships

TOD Partnership Opportunities

- Urban Land Conservancy
- RTD
- Private Developers



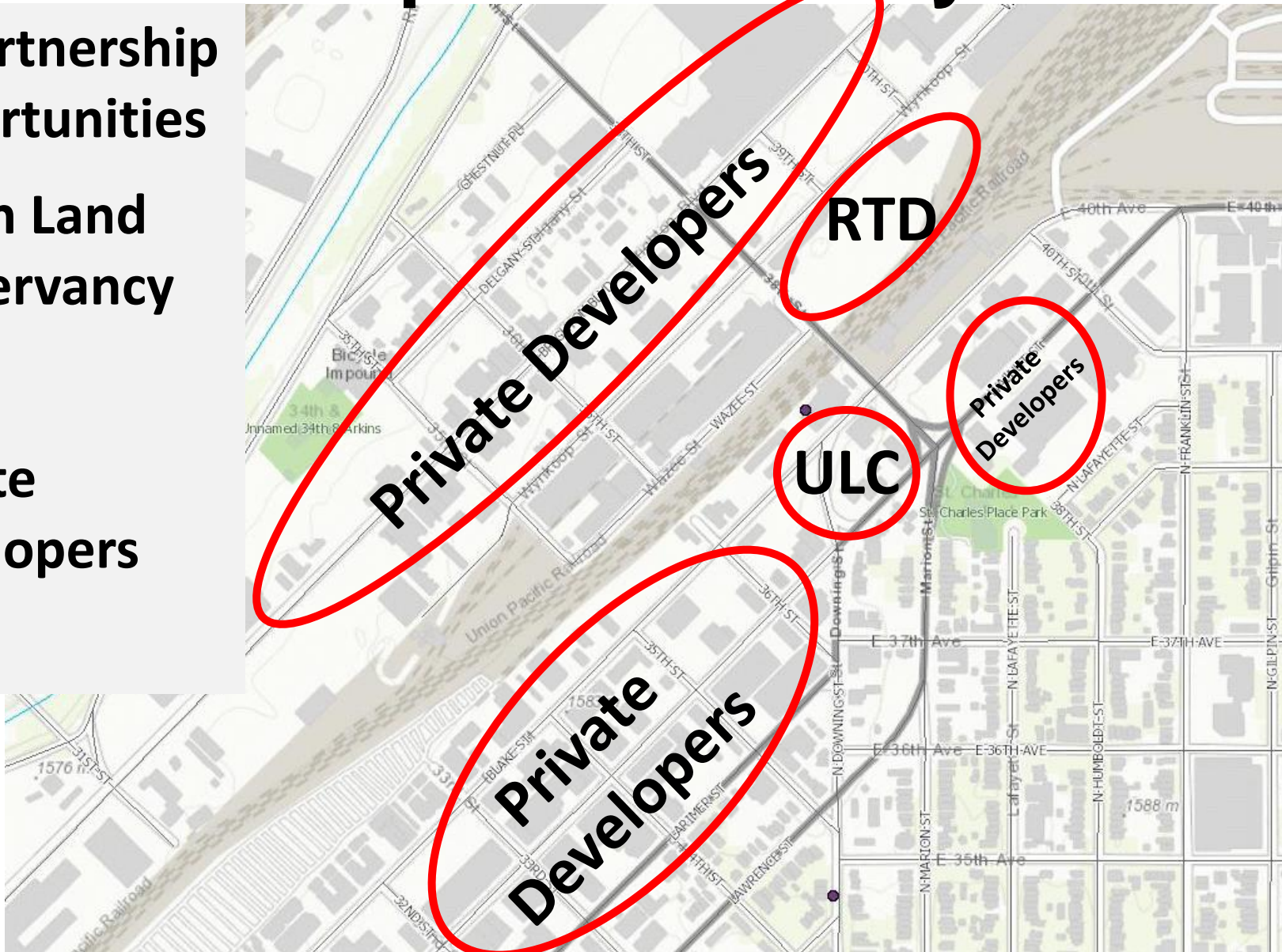
Case Study: 38th and Blake Development Activity



Case Study: 38th and Blake Development Activity

TOD Partnership Opportunities

- Urban Land Conservancy
- RTD
- Private Developers



Case Study: 38th and Blake Infrastructure Priorities

Action Plan

Coordinate with CPD, PW and DoF on Time frames for funding and implementation of prioritized infrastructure investments

Time frame: 2014/2015

Catalysts

31st and 36th Outfall System	••••
38th Outfall System	•••
35th and 36th at Brighton Signalization	•
Brighton Reconstruction	•••
Downing Two Way conversion	•
Lawrence St. removal	•
Marion Two Way conversion	••
37th Ped improvements	••
Pedestrian route improvements	•••
Proposed Bike route additions	•
Neighborhood Lighting	•
Sidewalk Construction – Phase I and II	•••
Marion St. Sidewalks (36th to Walnut)	•

Action Items

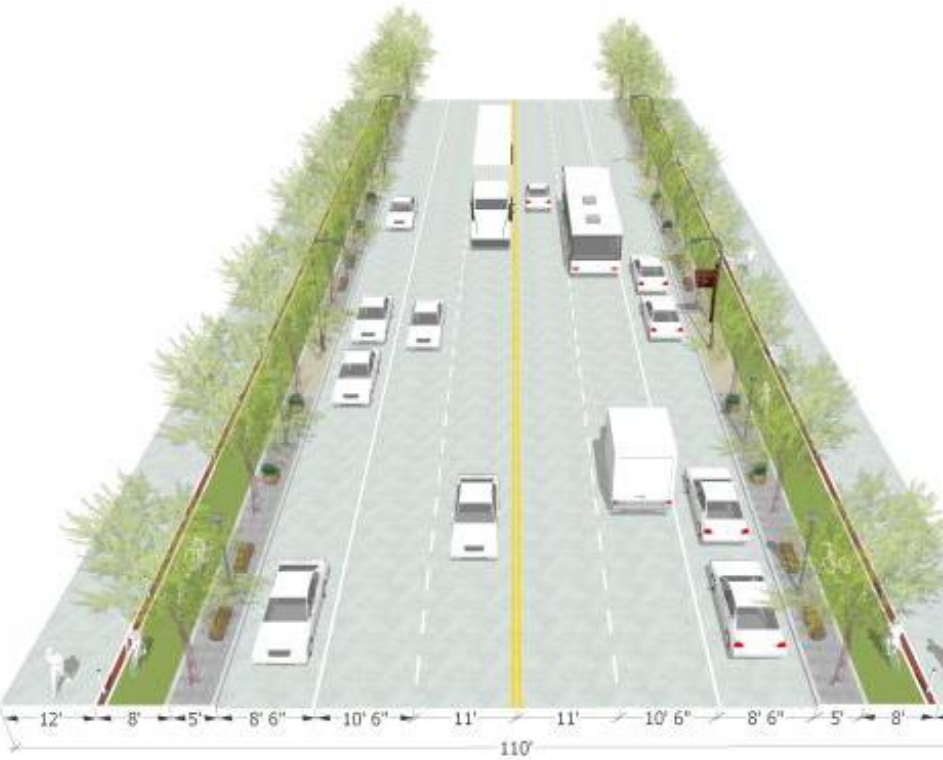
Infrastructure

Prioritization

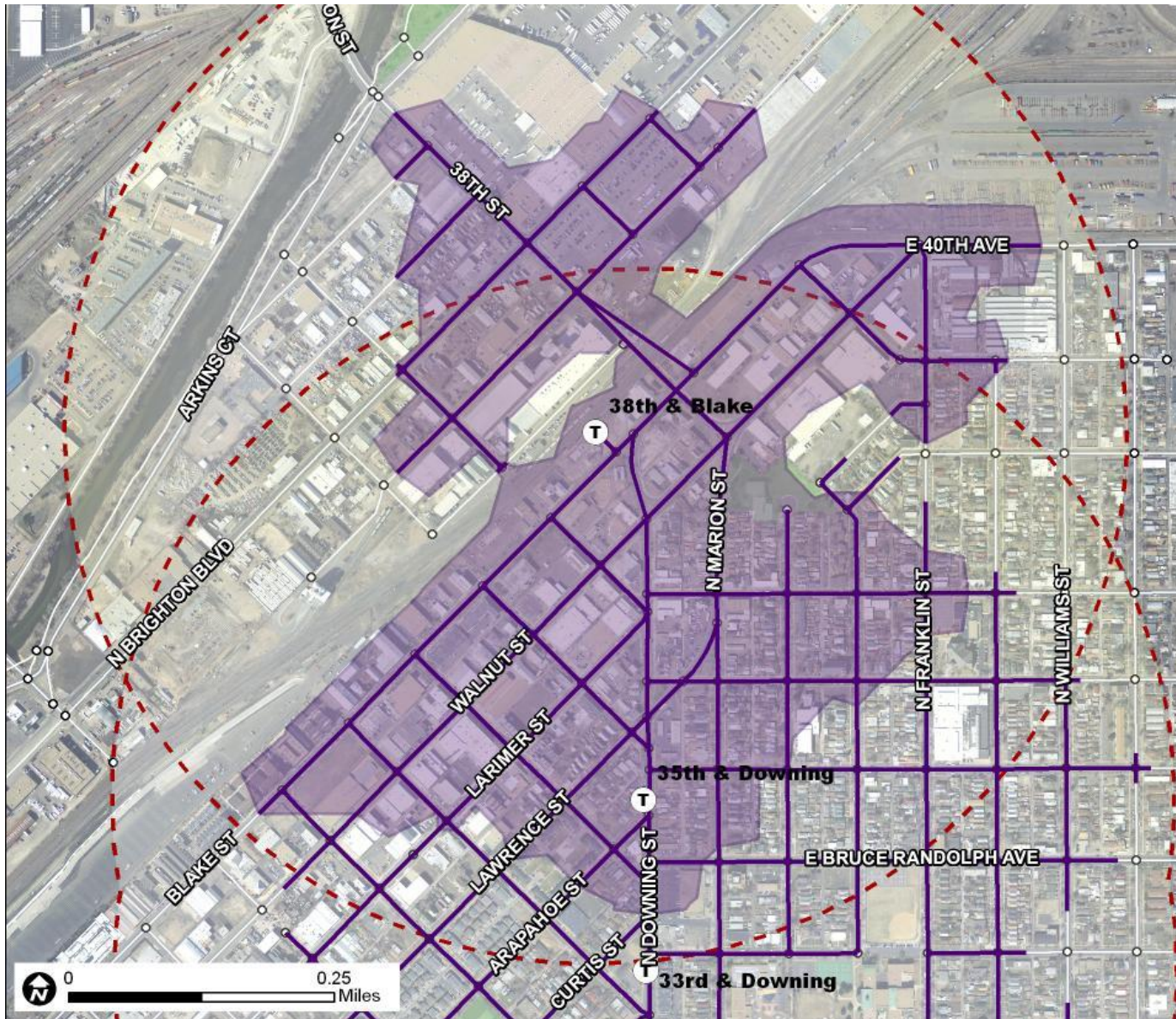
Financing strategies

- ● \$0 - \$1,000,000 ;
- ●● \$1,000,001 - \$2,500,000
- ●●● \$2,500,001 - \$10,000,000
- ●●●● \$10,000,001 - \$25,000,000
- ●●●●● \$25,000,001 - \$52,500,000

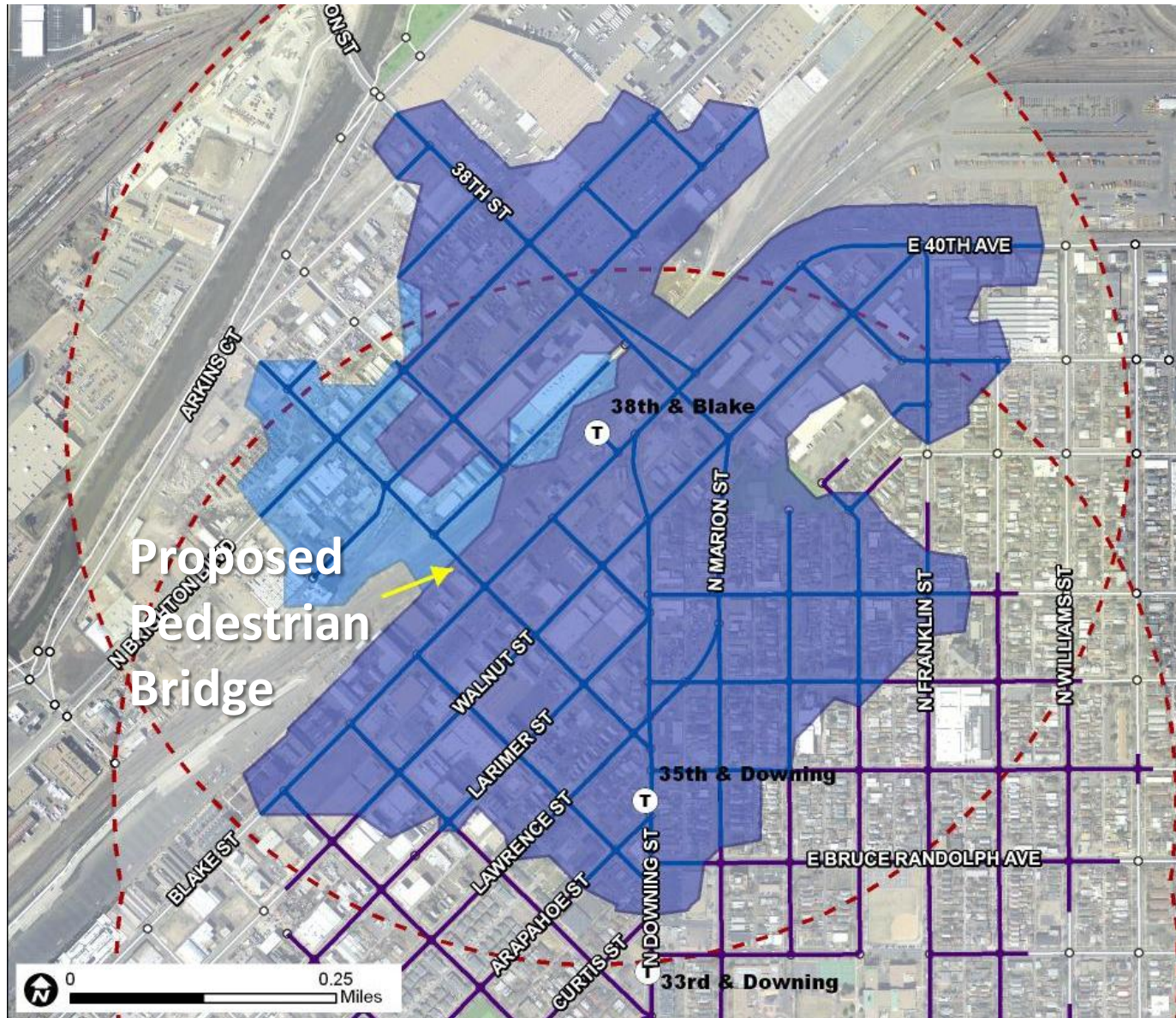
Case Study: 38th and Blake Infrastructure Priorities



Case Study: 38th and Blake Infrastructure Priorities



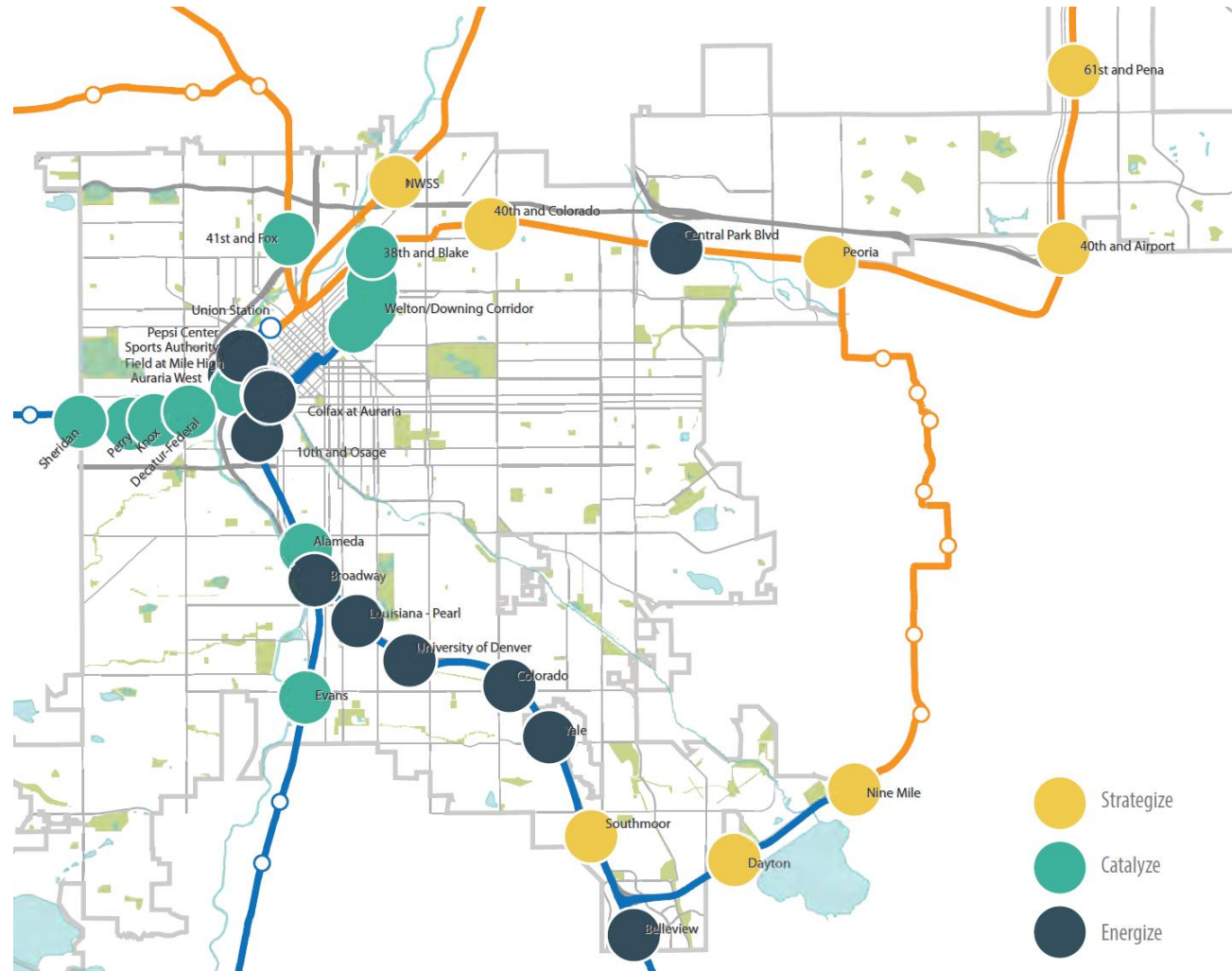
Case Study: 38th and Blake Infrastructure Priorities



Case Study: 38th and Blake Investment

North Denver
Cornerstone
Collaborative
Department of
Finance

- Financing Plans for Catalyze Stations



Case Study: 38th and Blake Investment

Example of Station Area Fiscal Return Analysis

Office of Economic Development

- City Return on Investment

Likely Scenario											
Quadrant	Land	Allowable Height	Market Height	Market Bldg Size	Office SqFt	Retail & Services SqFt	Residential SqFt	Total Real Prop Value	Residential Value	Commercial Value	Bus Personal Property Value
1	631,600	13	8	2,785,356	1,671,214	139,268	974,875	\$ 671,270,796	\$ 272,964,888	\$ 398,305,908	\$ 28,288,772
2	501,000	12	3.5	676,350	0	67,635	608,715	\$ 185,319,900	\$ 170,440,200	\$ 14,879,700	\$ 1,056,797
3	583,700	10	4.5	1,287,059	386,118	257,412	643,529	\$ 321,764,625	\$ 180,188,190	\$ 141,576,435	\$ 10,055,145
4	366,000	10	6	988,200	691,740	296,460	0	\$ 217,404,000	\$ -	\$ 217,404,000	\$ 15,440,625
Project Totals	2,082,300			5,736,965	2,749,071	760,775	2,227,119	\$ 1,395,759,321	\$ 623,593,278	\$ 772,166,043	\$ 54,841,338

Block	Total Value	Employment	Payroll	Avg Annual Wage	Construction Fiscal	Annual Tax Revenues	Annual Net Fiscal Benefit	Annual Sales Tax Proceeds	Est Annual Net New Sales Tax
1	\$ 699,559,568	5,919	\$ 384,727,298	\$ 65,000	\$ 13,370.0	\$ 12,891.6	\$ 1,596.5	\$ 1,002.7	\$ 376.0
2	\$ 186,376,697	169	\$ 5,918,063	35,000	\$ 4,967.0	\$ 2,035.9	\$ (294.5)	\$ 487.0	\$ 182.6
3	\$ 331,819,770	1,931	\$ 86,876,449	45,000	\$ 7,222.5	\$ 5,124.0	\$ 312.9	\$ 1,853.4	\$ 695.0
4	\$ 232,844,625	3,047	\$ 137,112,750	45,000	\$ 3,210.9	\$ 5,133.1	\$ 1,056.8	\$ 2,134.5	\$ 800.4
Totals	\$ 1,450,600,659	11,066	\$ 614,634,559	\$ 55,545	\$ 28,770.4	\$ 25,184.6	\$ 2,671.7	\$ 5,477.6	\$ 2,054.1

in \$1,000

Case Study: 38th & Blake

The City's role in TOD



Strategic and collaborative



Planning



Clear ***Regulations***



Strong ***Partnerships***



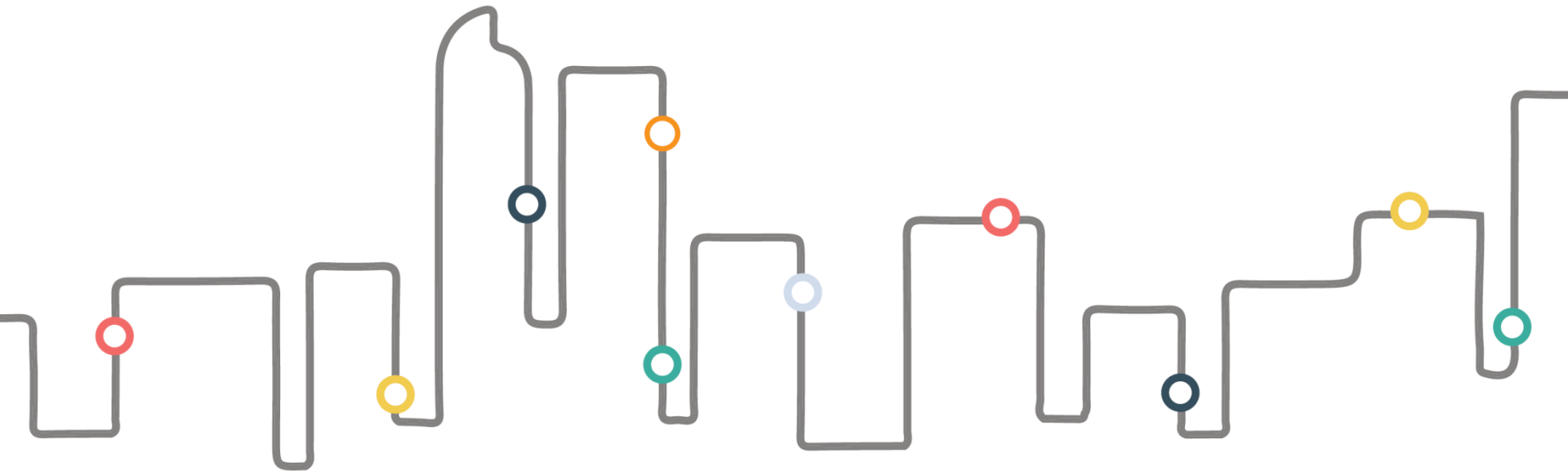
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Investment creating tax base and
jobs

TRANSIT ORIENTED DENVER



TRANSIT ORIENTED DEVELOPMENT STRATEGIC PLAN • 2014



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