Denver Regional Council Of Governments
Board Retreat | May 13, 2023

Welcome

- Get something to eat and find a seat.
- We will get started at 8:50 a.m.

Getting started

Welcome and **opening remarks**

Steve Conklin, Board chair

Douglas W. Rex, executive director

DENVER REGIONAL COUNCIL OF GOVERNMENTS

DEMOGRAPHICS AND GROWTH

A look at current housing in the Denver Region

Framework for understanding growth in the Denver Region

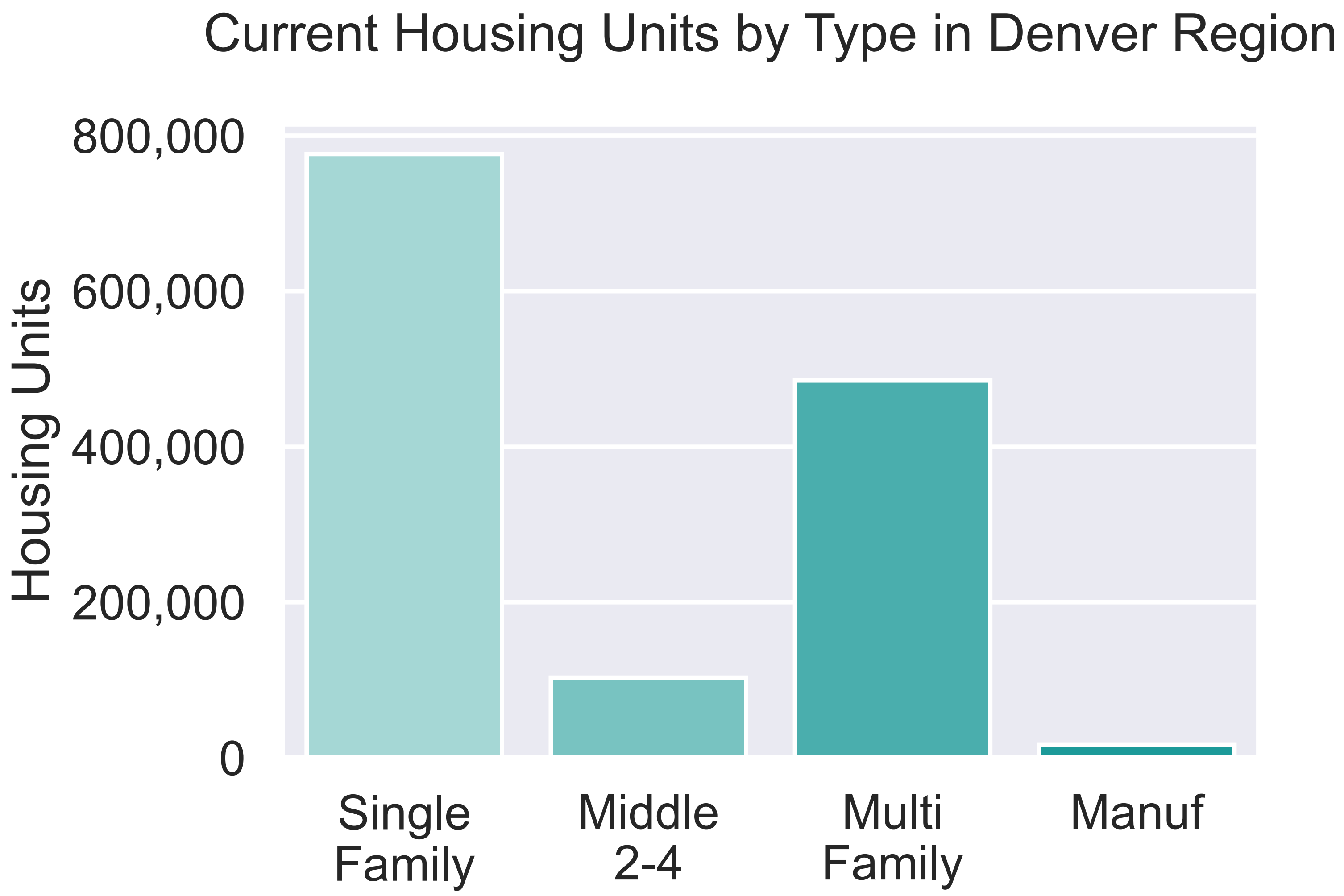
Andy Taylor, AICP
Manager,
Regional Planning and Analytics

Zachary Feldman, PhD
Program Manager,
Data Science and Analytics

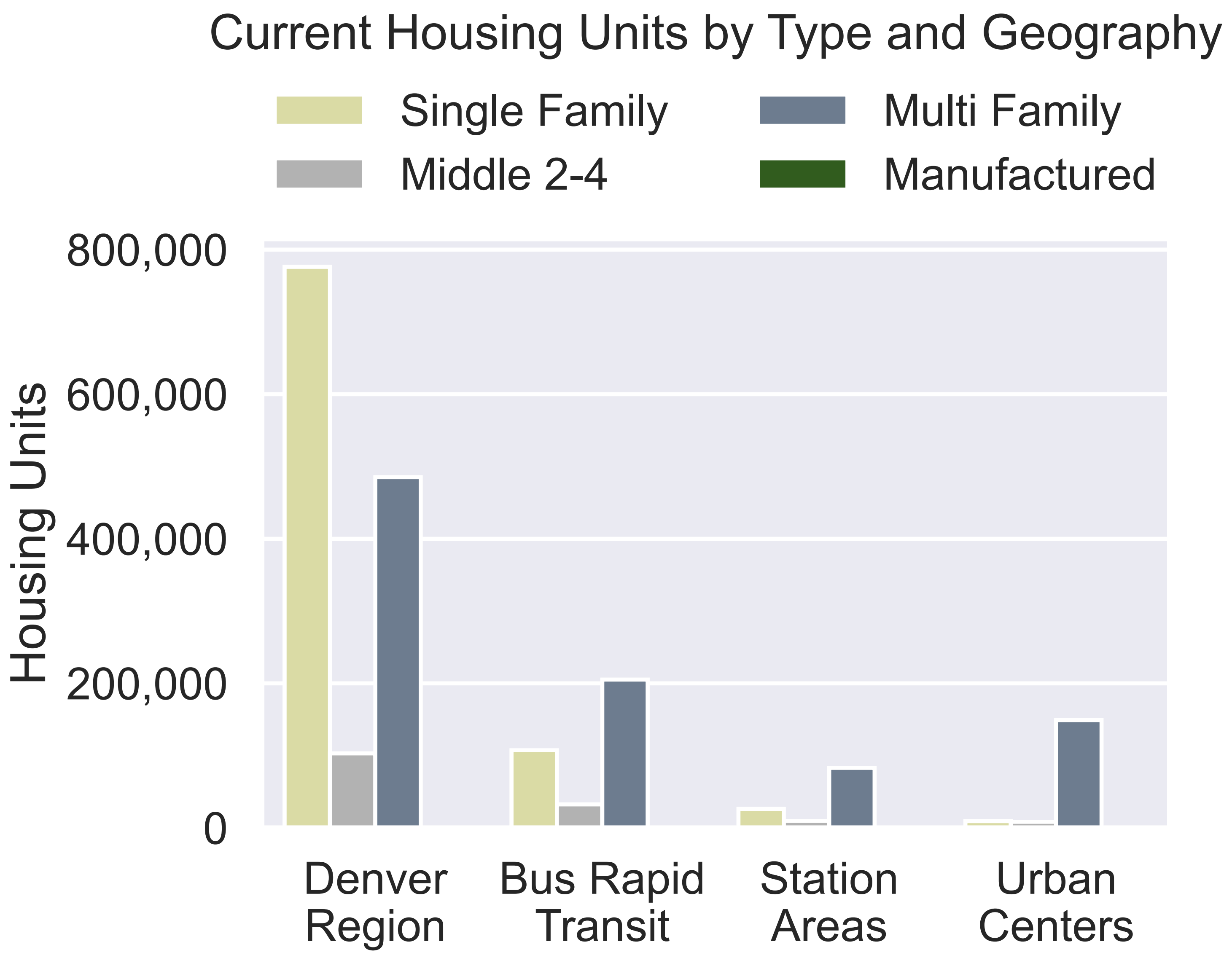
PRESENTATION OUTLINE

- Status of the region's housing stock
- Regional housing demand
- Framework for understanding growth
- Potential Implications

STATUS OF THE REGION'S HOUSING



DRCOG Master Housing Dataset (compiled from local parcel, land use, and building data; supplemented by proprietary data where necessary)



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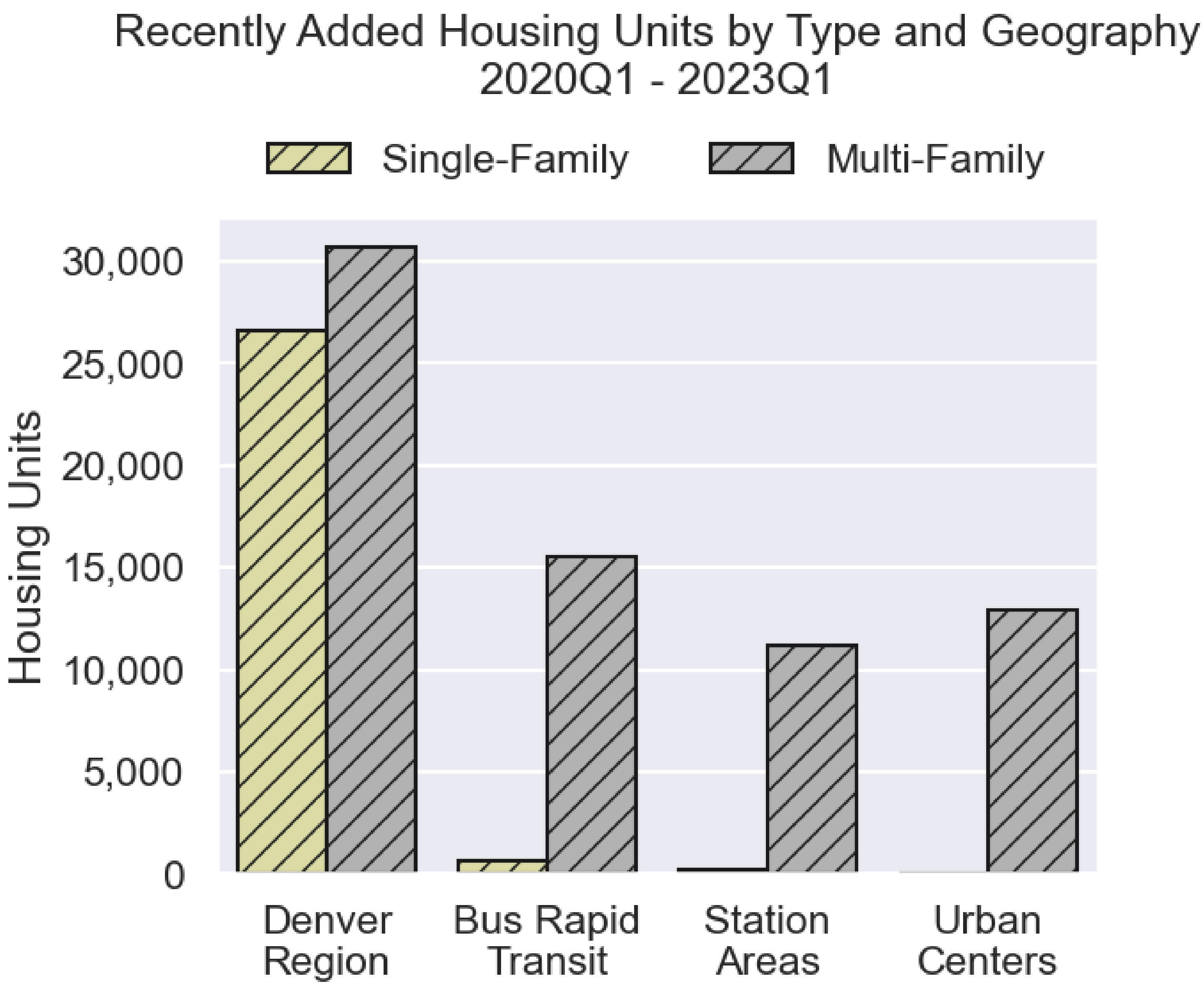
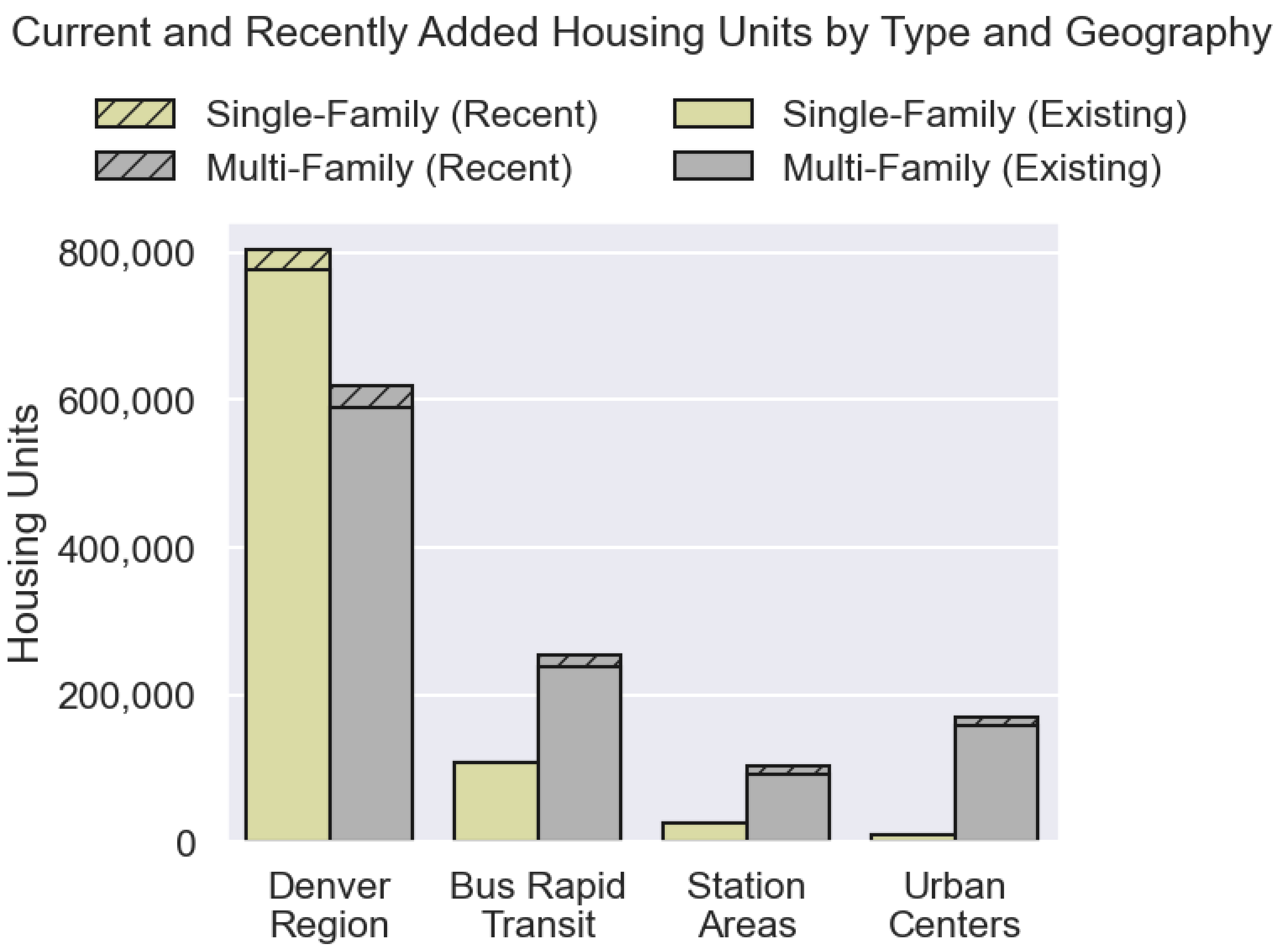


CoStar Realty Information, Inc. (www.costar.com)
Zonda (www.zondahome.com/)



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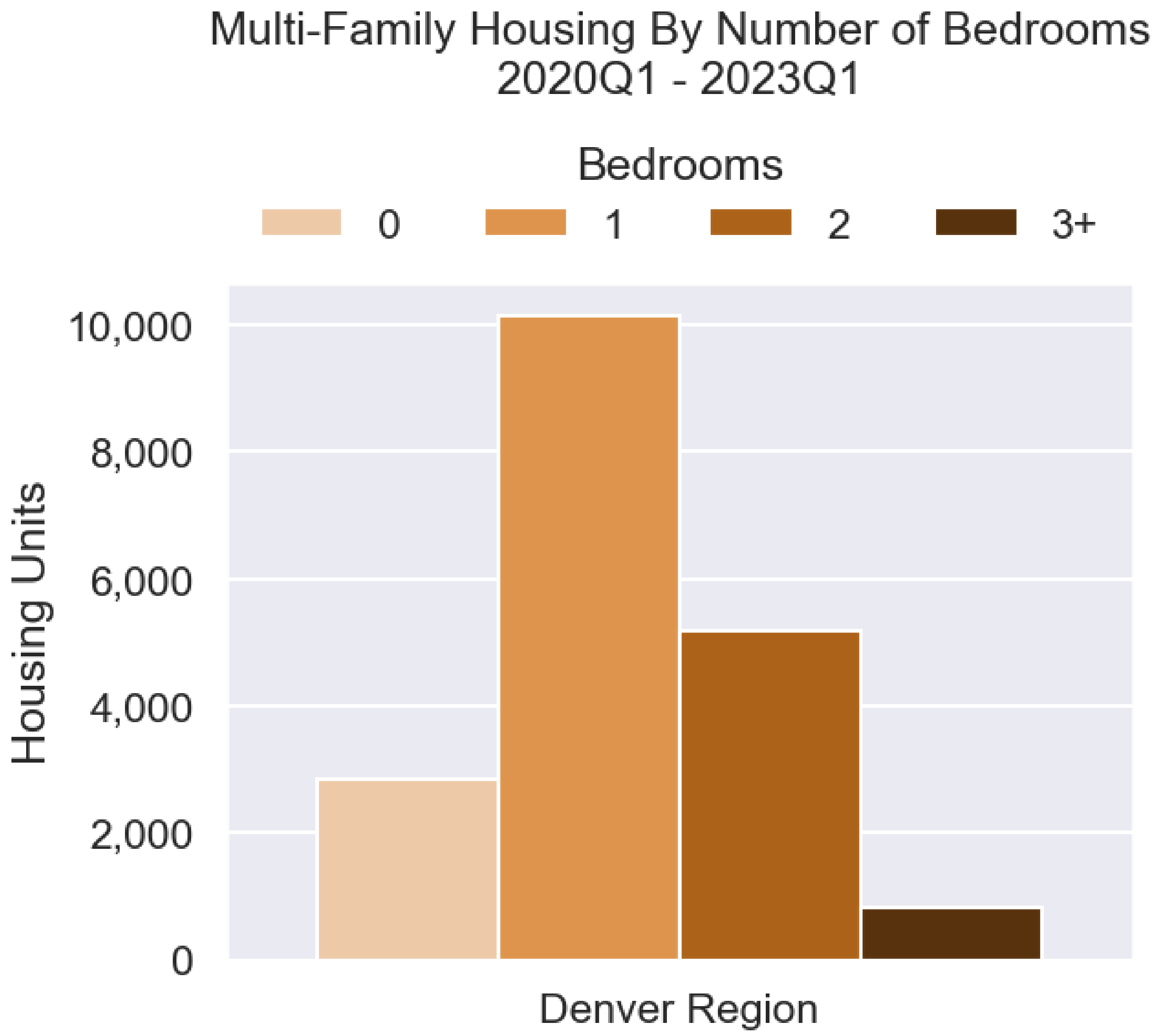

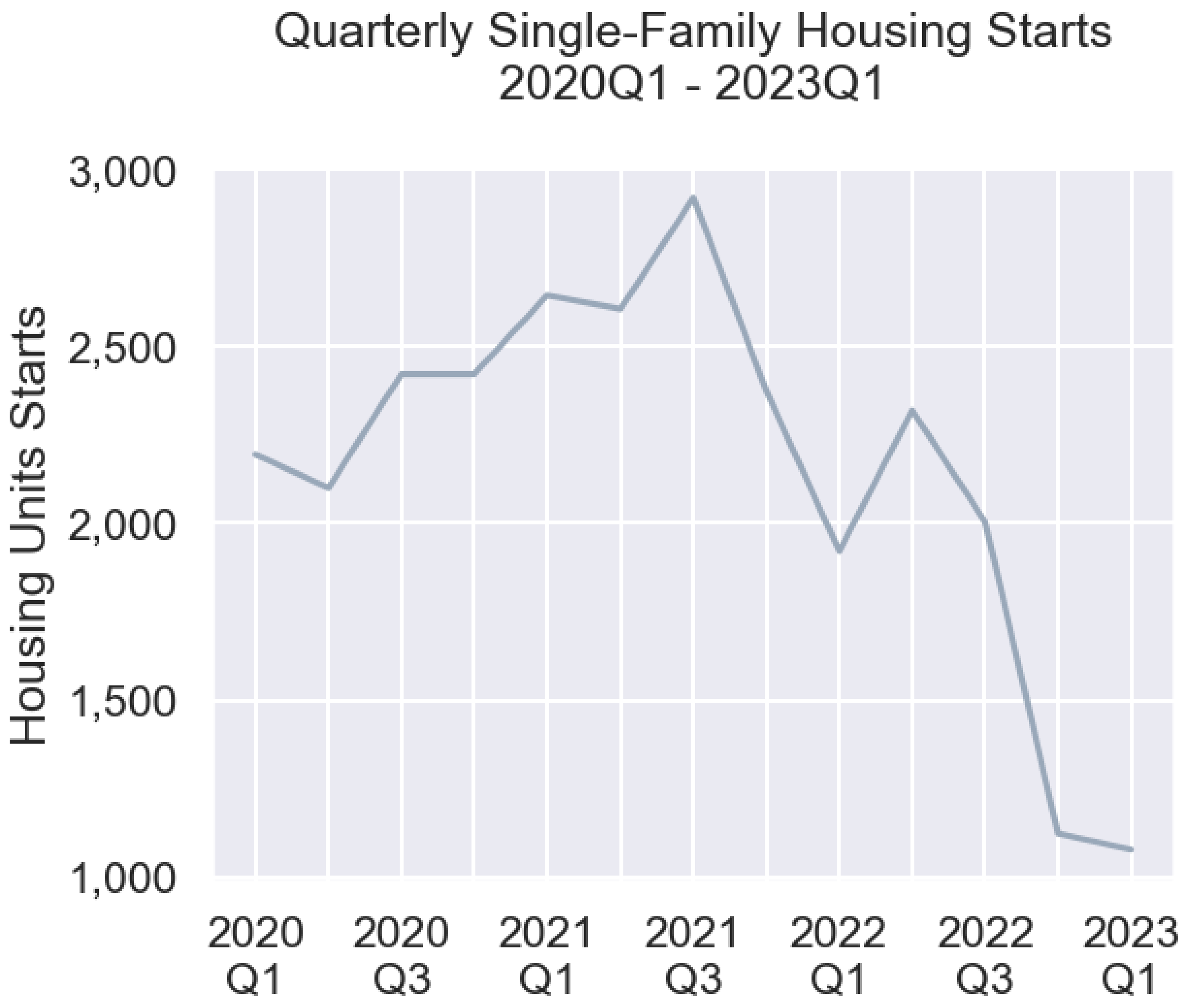

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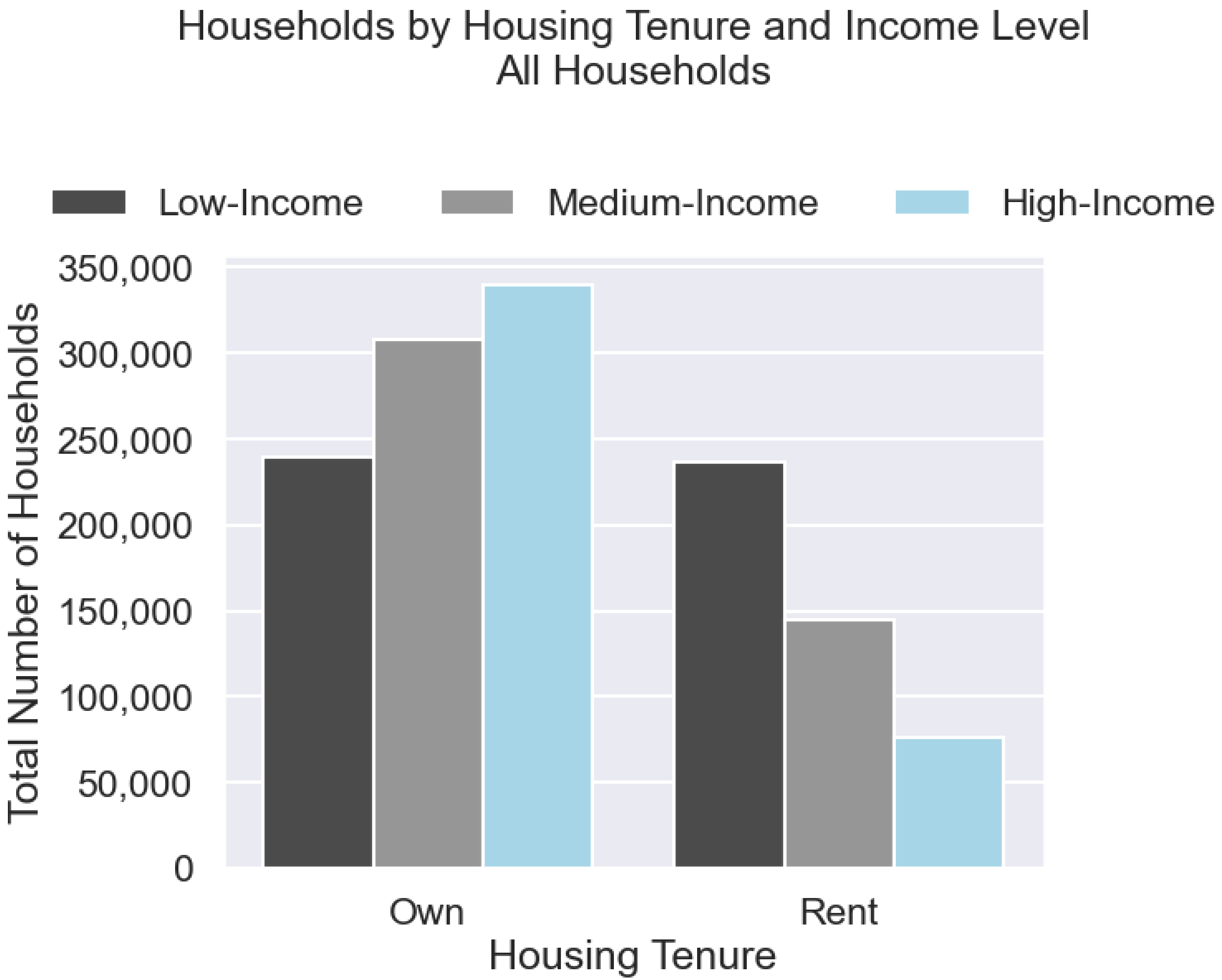
REGIONAL HOUSING DEMAND



ACS public use microdata sample (PUMS) overview. Washington, D.C. :U.S. Census Bureau.

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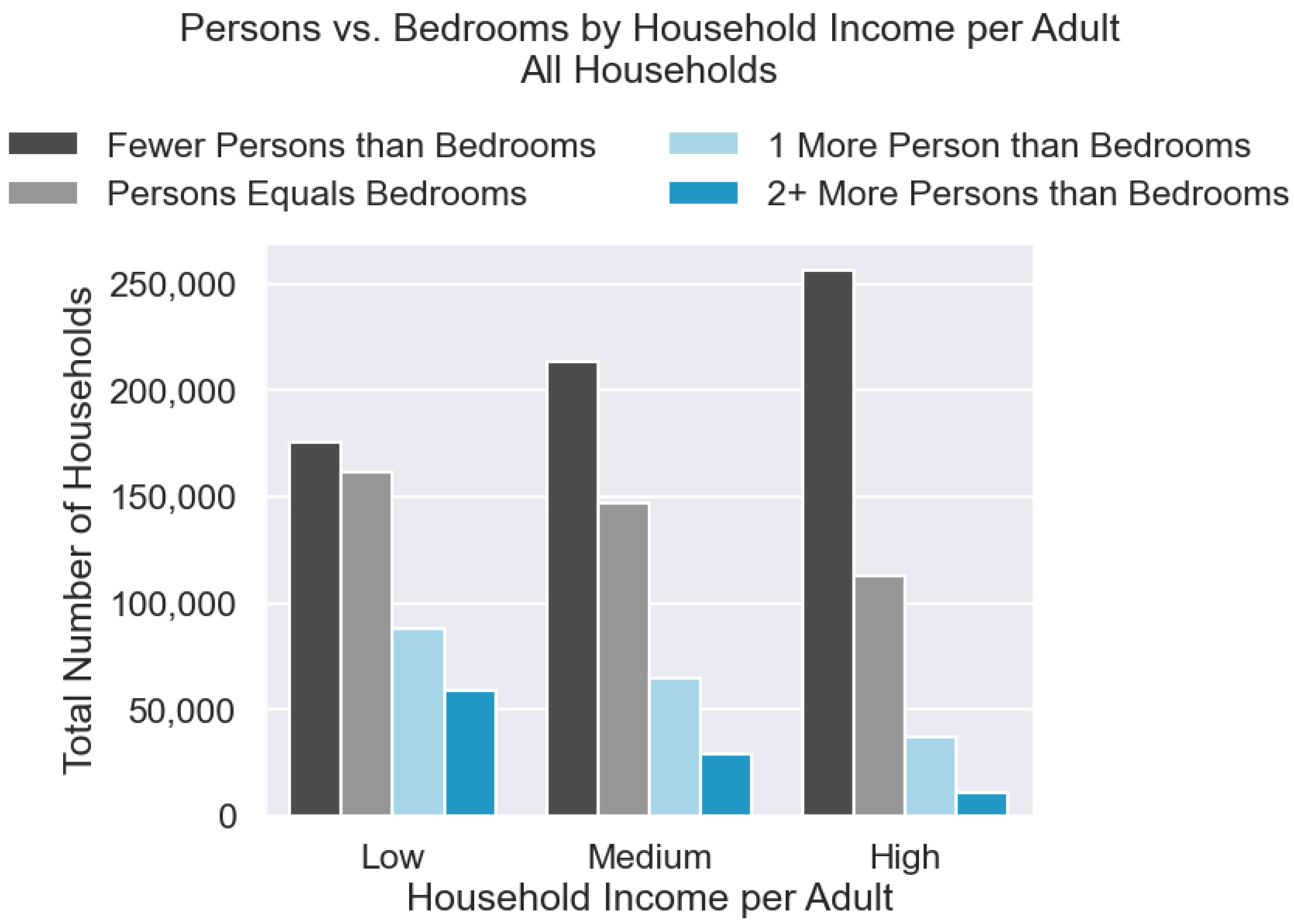

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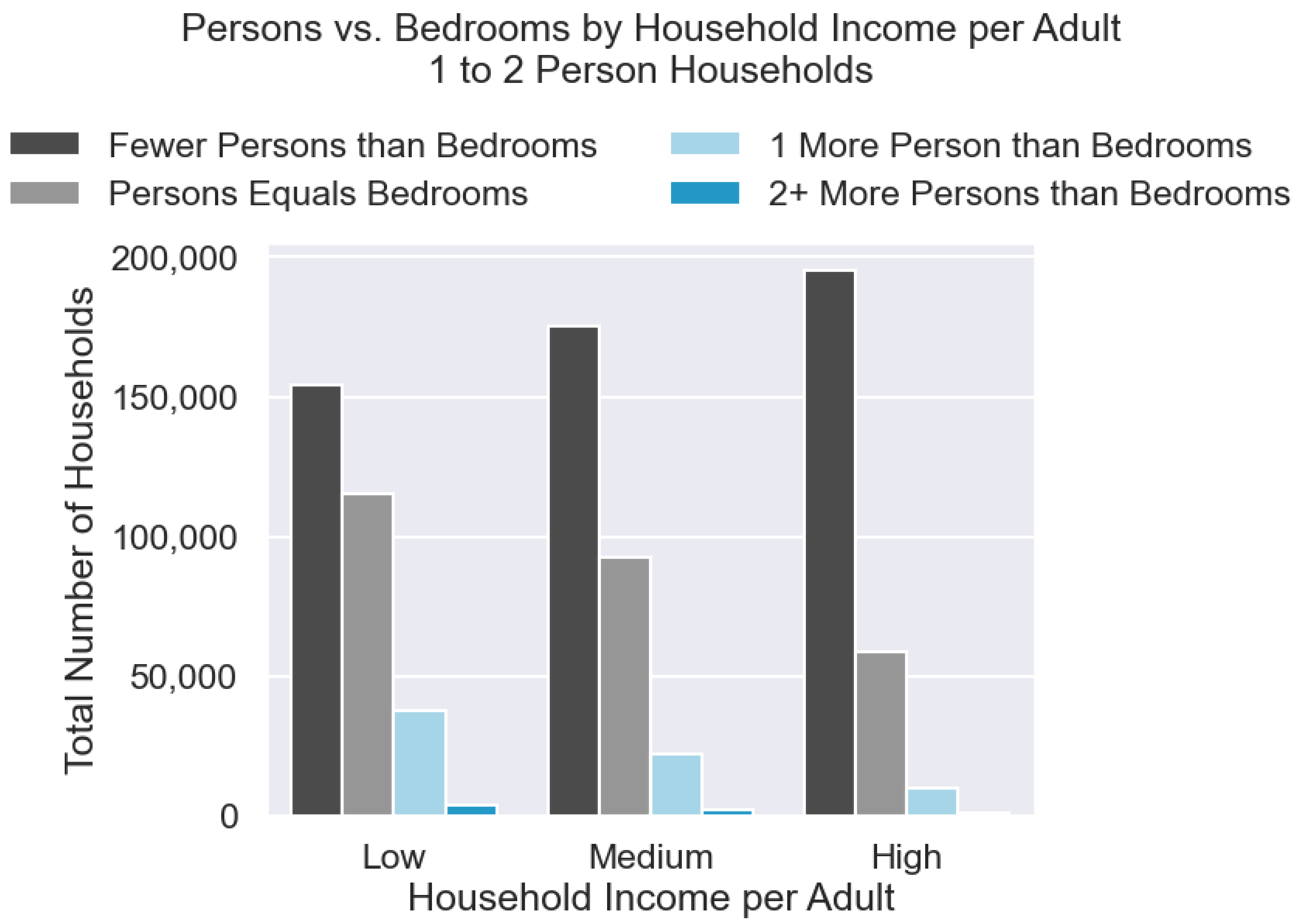

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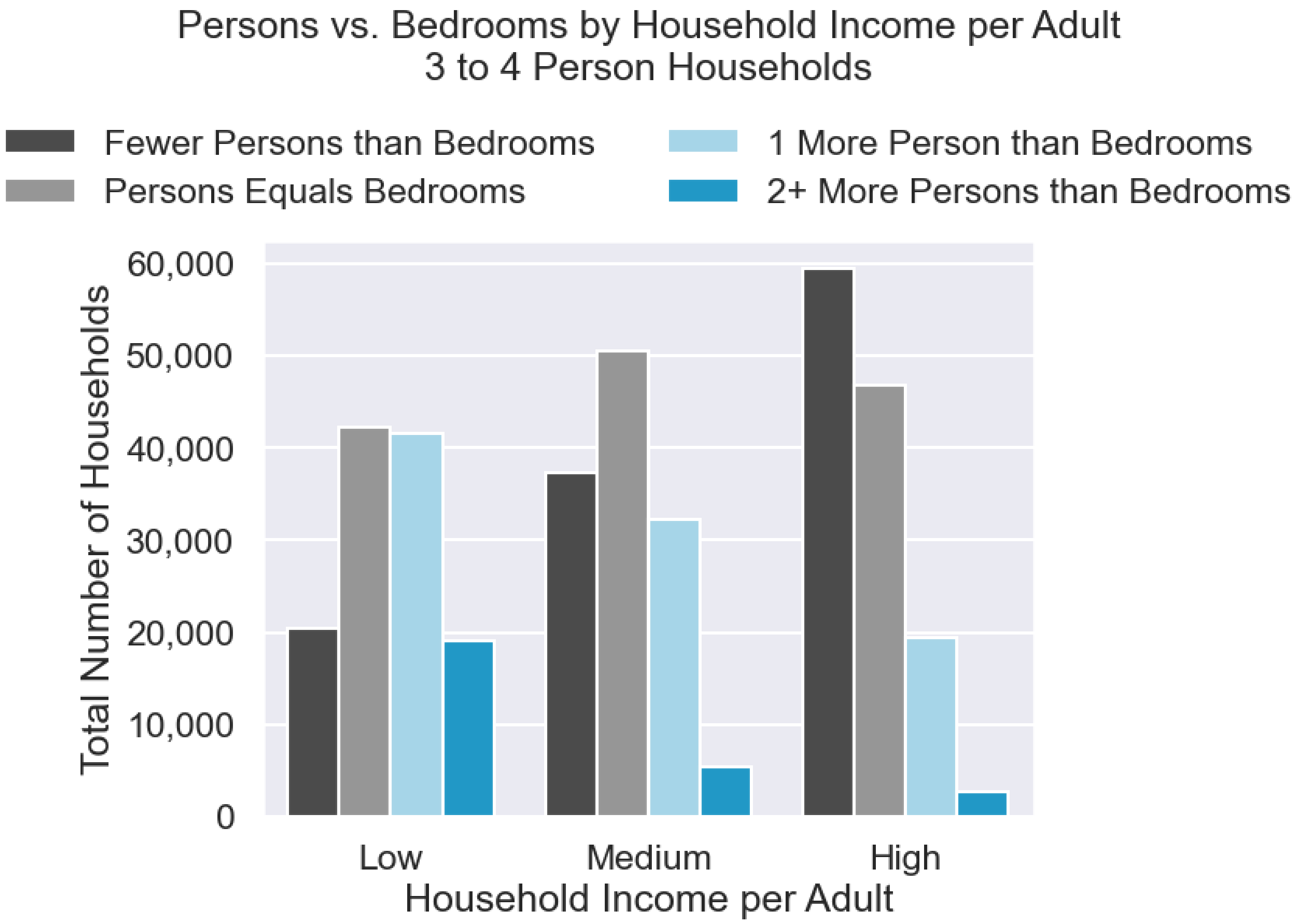

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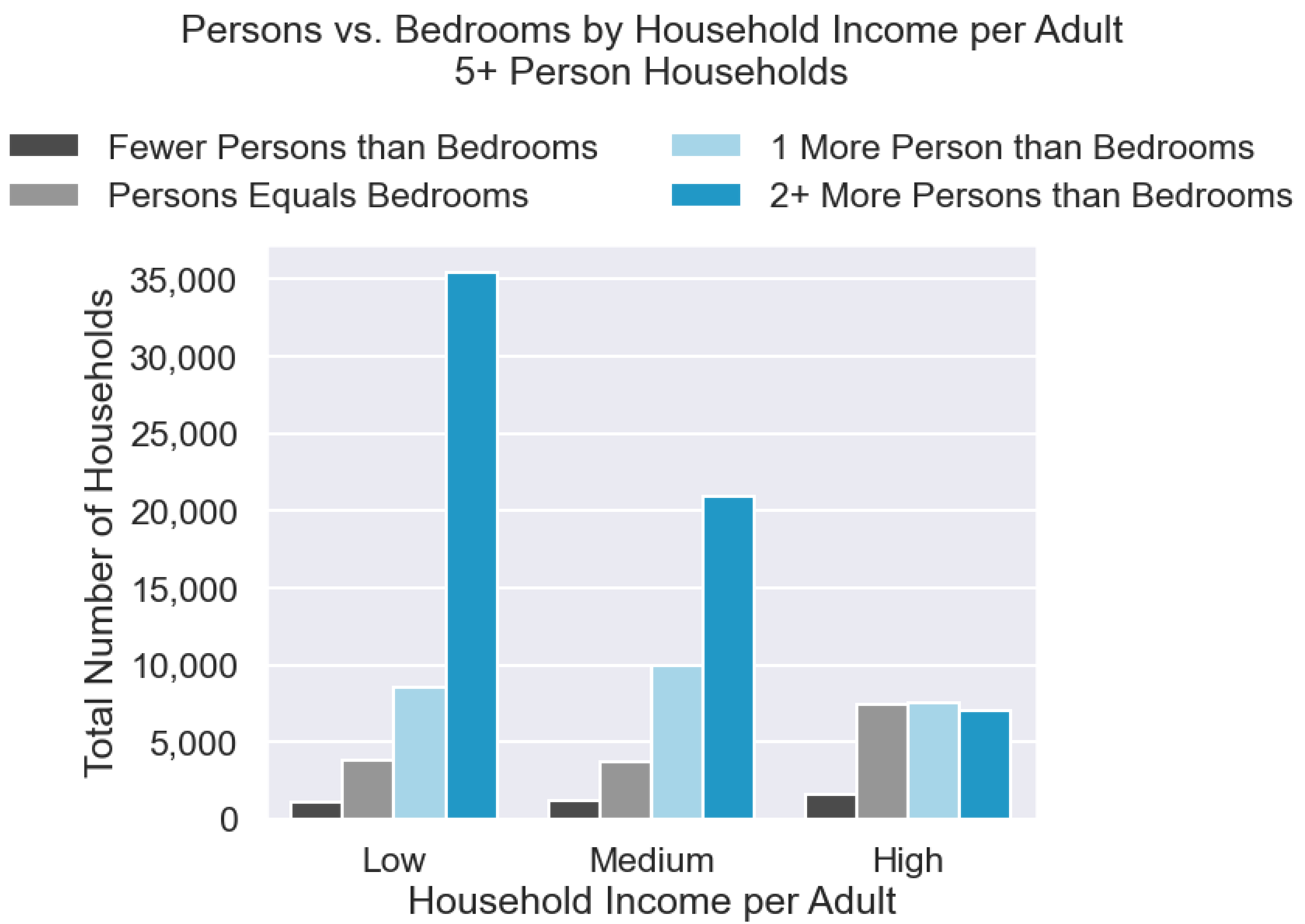

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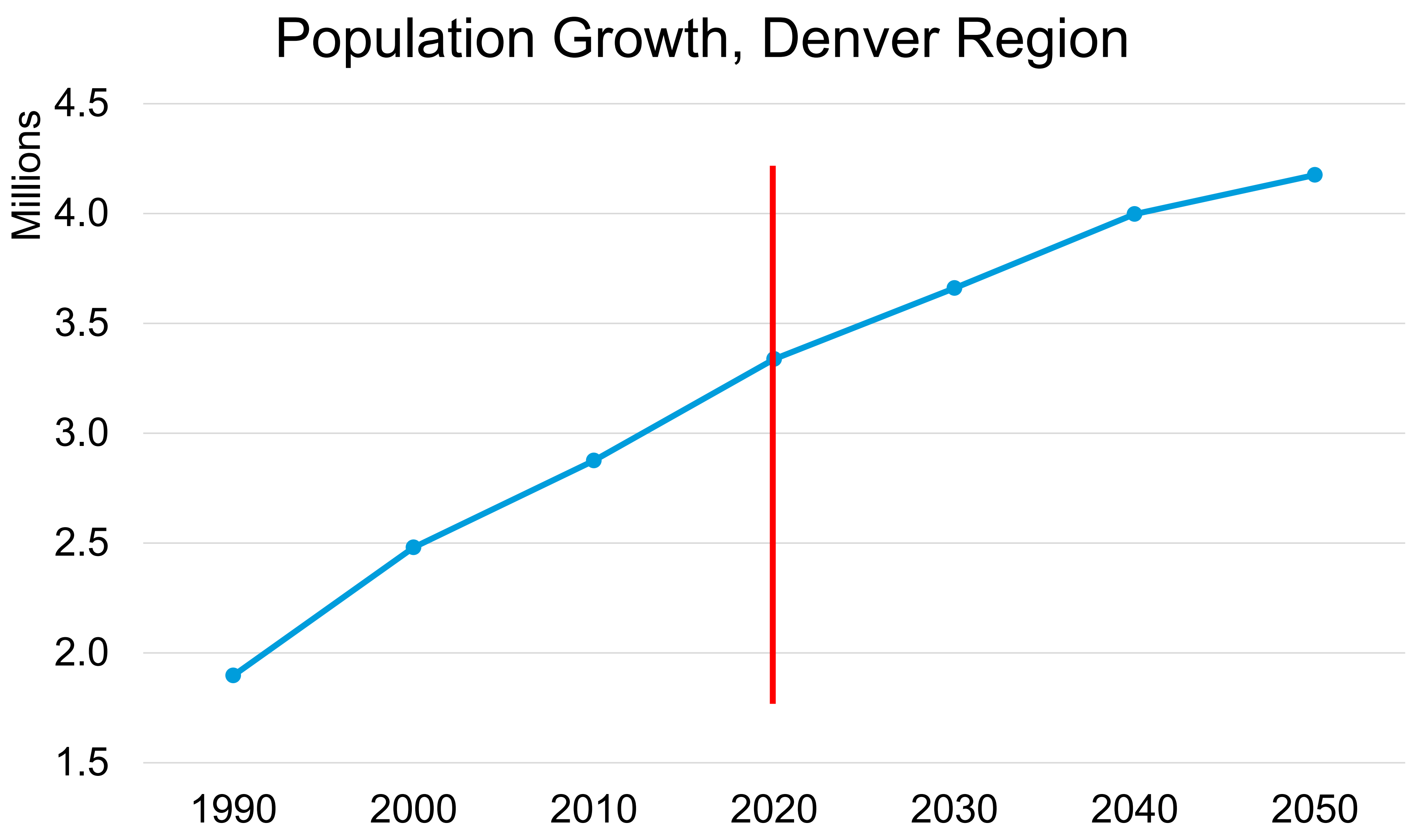
FRAMEWORK FOR UNDERSTANDING GROWTH

A FRAMEWORK FOR UNDERSTANDING GROWTH

- **Projected growth isn't as robust** as recent decades, despite our lived experience here
- **Projected growth looks different** in terms of age and household size
- **Projected growth is not a given**, and relies on key assumptions around in-migration

GROWTH IS LESS ROBUST



Data source:
State Demography Office

POPULATION GROWTH

	1990-2020	2020-2050	1990-2020	2020-2050
DRCOG Region	1,439,907	837,832	76%	25%
Colorado	2,480,275	1,702,183	75%	29%
Nation	83,334,387	56,877,740	34%	17%

Data sources:
State Demography Office
Census Bureau data.census.gov

POPULATION GROWTH

	Robust growth era			New era?		
	1990-2000	2000-2010	2010-2020	2020-2030	2030-2040	2040-2050
DRCOG Region	31%	16%	16%	10%	9%	4%
Colorado	31%	16%	15%	11%	10%	6%
Nation	13%	10%	8%	7%	5%	4%

Data sources:
State Demography Office
Census Bureau data.census.gov

GROWTH LOOKS DIFFERENT

POPULATION GROWTH BY AGE COHORT

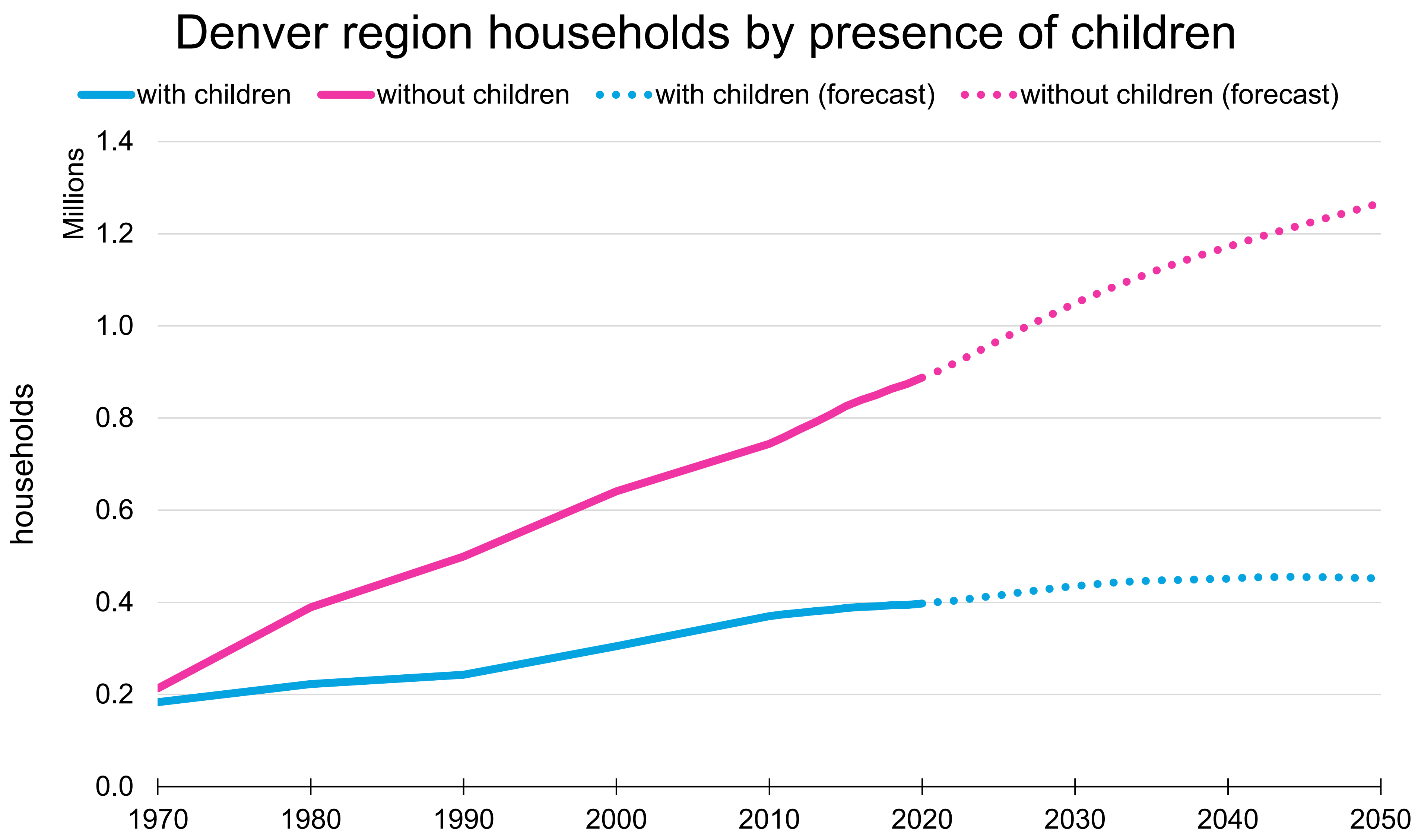
DRCOG Region	1990-2020	2020-2050
0 to 17	47%	2%
18 to 64	75%	17%
65 plus	166%	99%
Total	**76%**	**25%**

Data source:
State Demography Office

HOUSEHOLD GROWTH BY TYPE

2020-2050 households	18-24	25-44	45-64	65+	**Total**
More than one adult with children	-3,200	7,200	37,800	10,800	**52,700**
More than one adult with no children	-2,300	11,500	73,700	155,300	**238,200**
One adult with children	-800	1,600	6,100	1,300	**8,100**
One adult with no children	-5,800	4,200	40,100	122,800	**161,400**
Total	**-12,100**	**24,500**	**157,700**	**290,200**	**460,300**

Data source:
State Demography Office



Data sources:
State Demography Office

IPUMS NHGIS, University of Minnesota, www.nhgis.org

GROWTH IS NOT A GIVEN

WHAT IS GROWTH?

Natural increase

+ Births

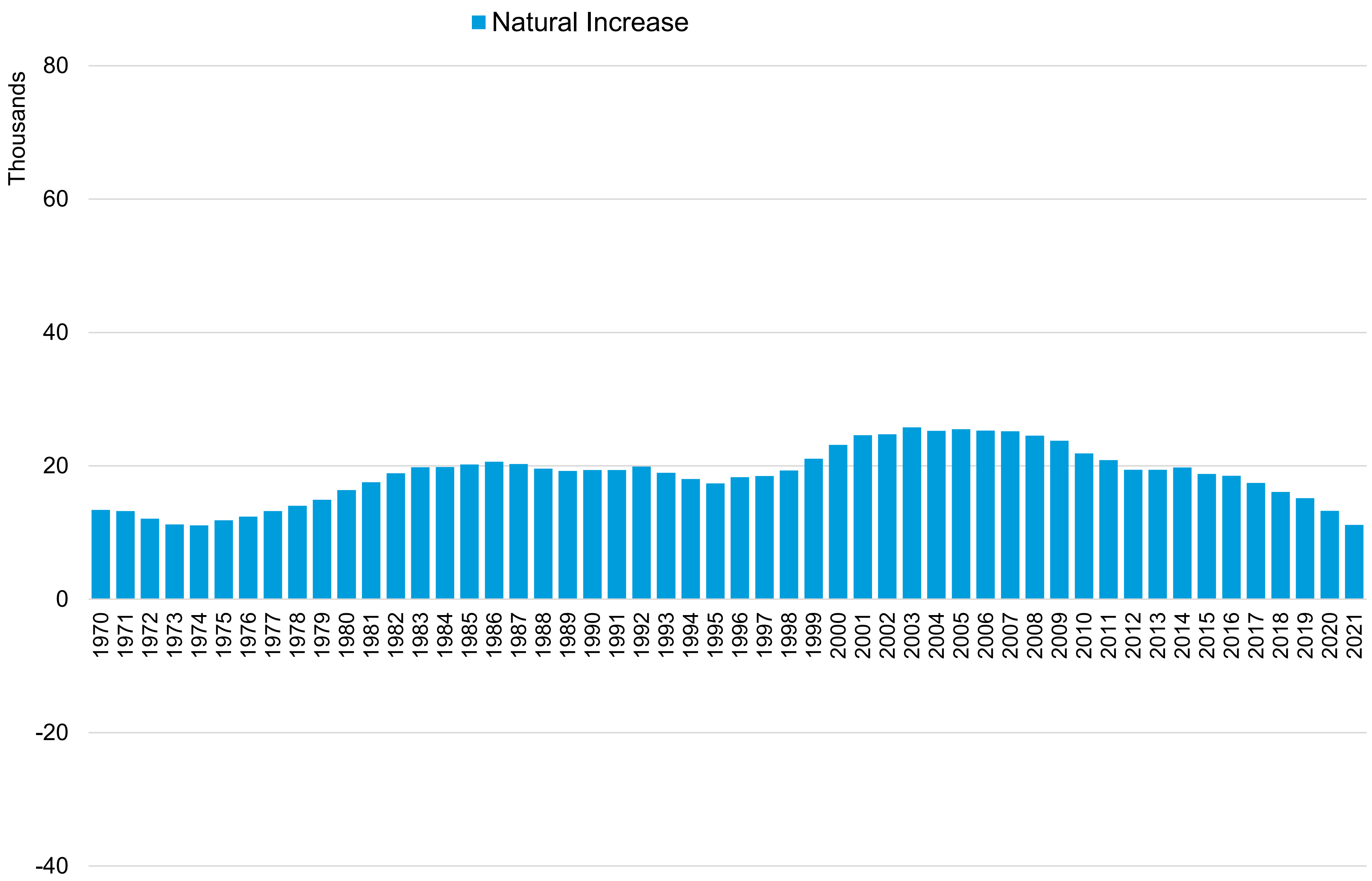
− Deaths

Net migration

+ In migration

− Out migration

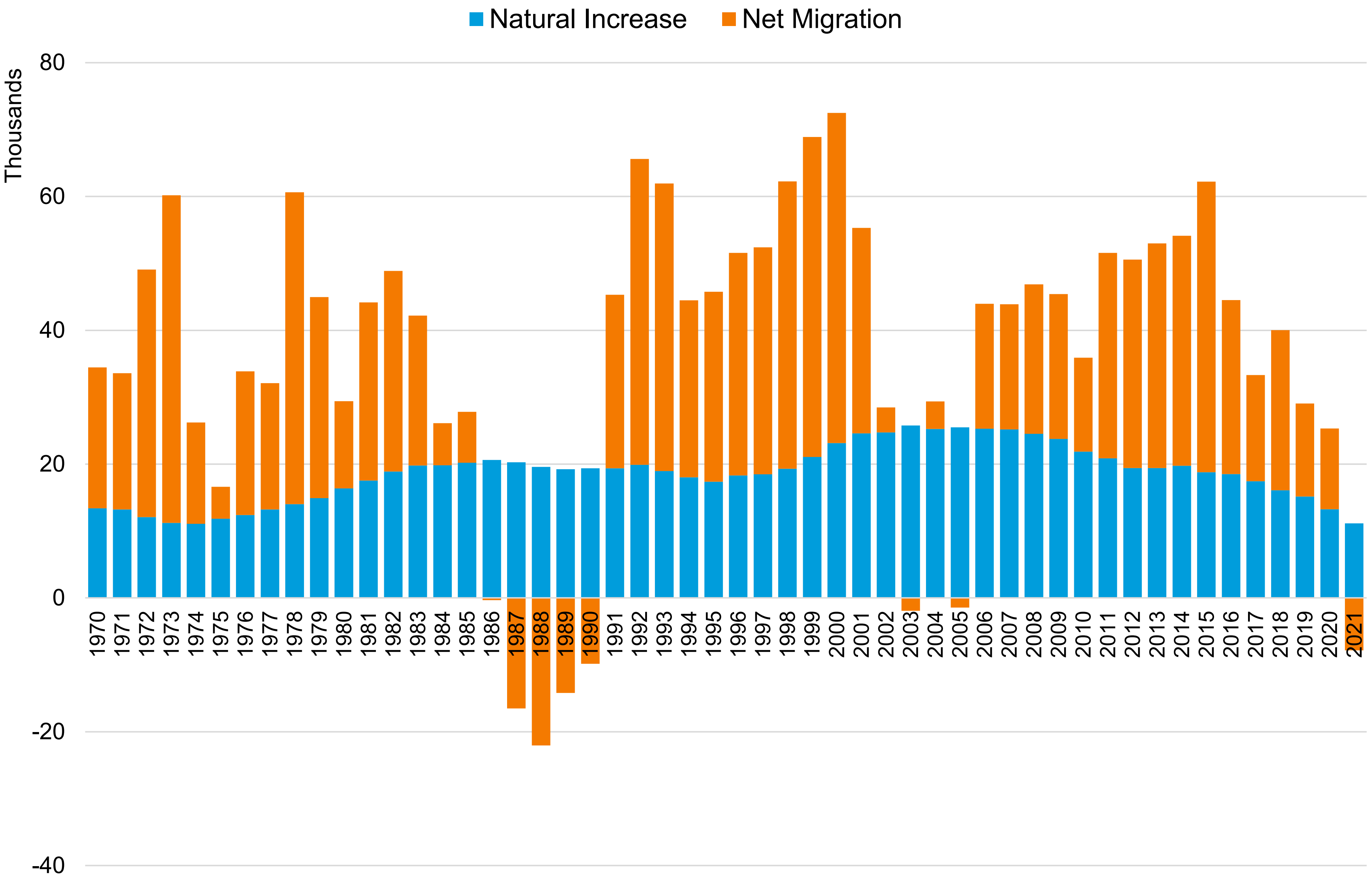
Components of Population Change, 1970-2021



Source:
State Demography Office

Coverage:
Planning Region 3

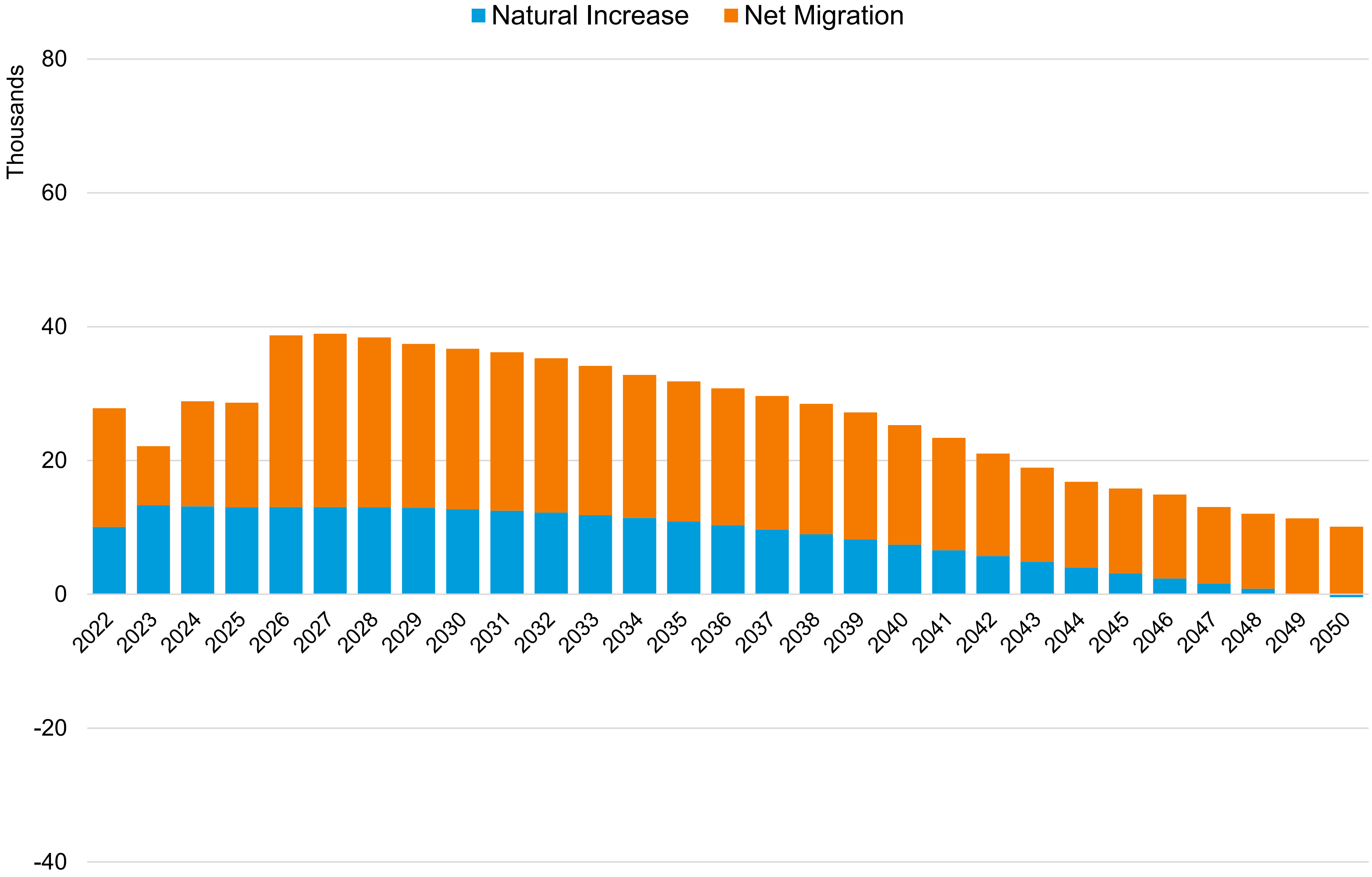
Components of Population Change, 1970-2021



Source:
State Demography Office

Coverage:
Planning Region 3

Components of Population Change, Projected to 2050



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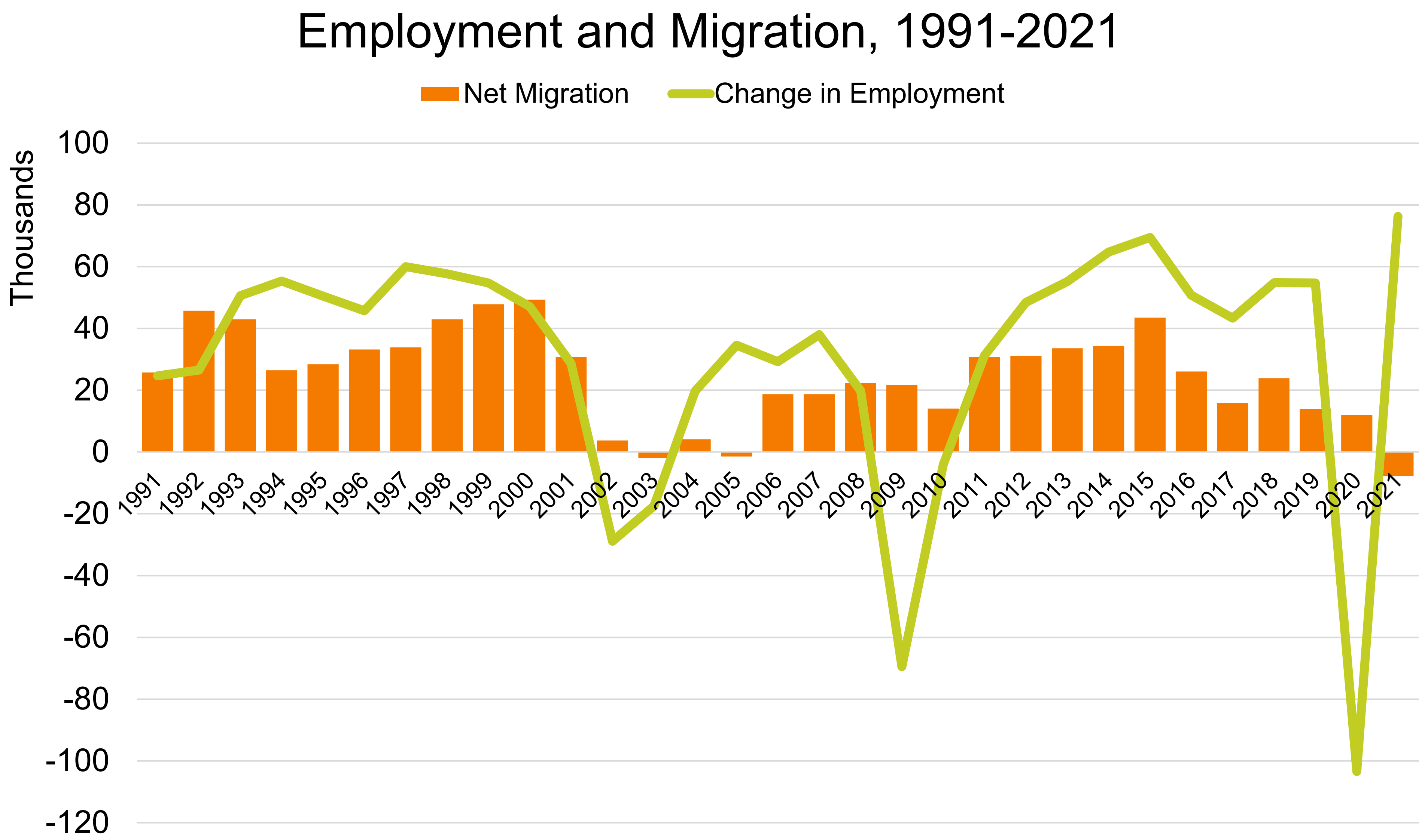

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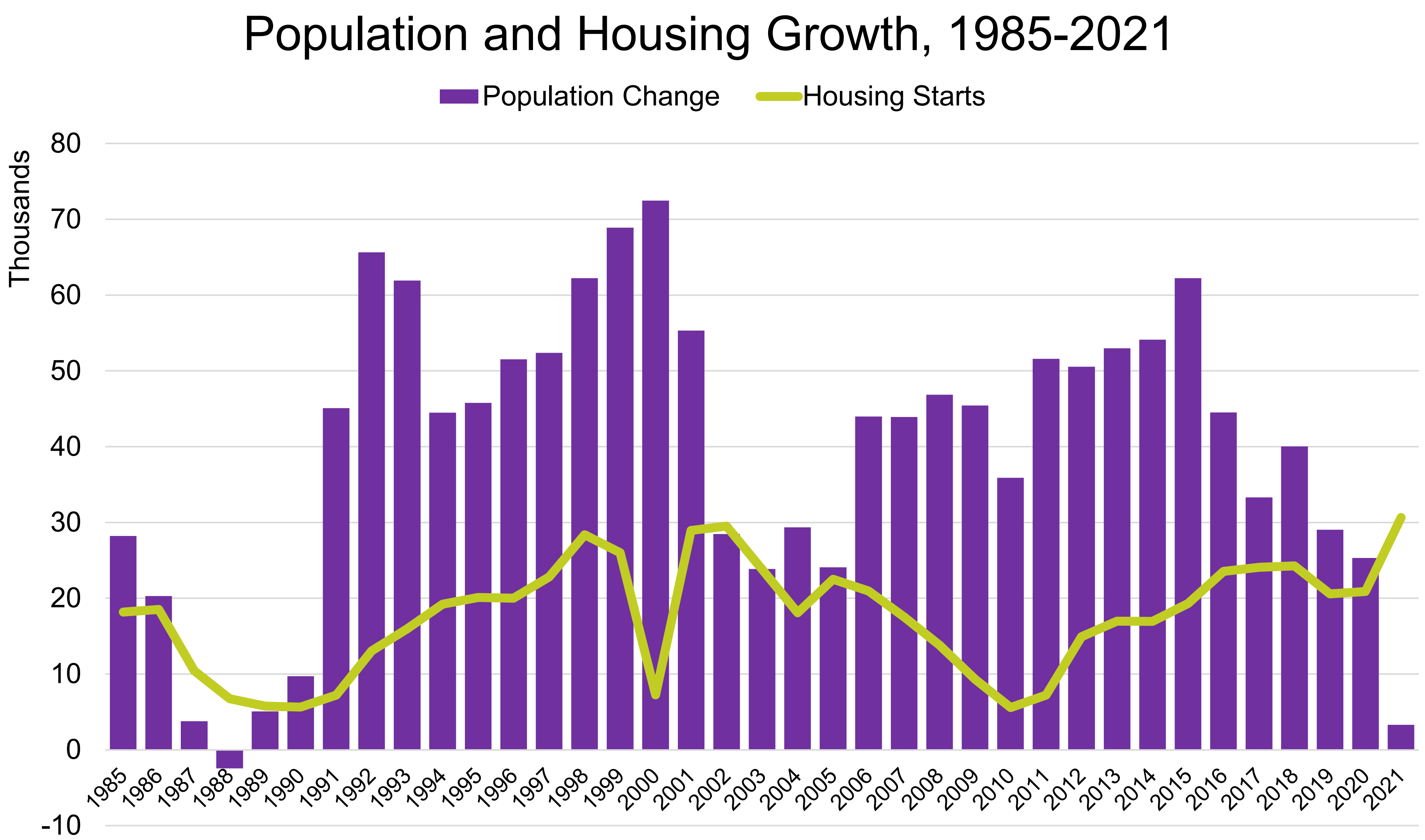

Source:
State Demography Office

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Planning Region 3

POTENTIAL IMPLICATIONS

WHAT DOES THIS MEAN FOR THE REGION?

1. The Denver region is not in free fall. We are **not going to see a decrease in population**.
2. BUT…**population growth will be significantly slower** over the next three decades than over the past three decades.
3. The Denver region and Colorado will continue to see population growth **faster than the national average**.

WHAT DOES THIS MEAN FOR THE REGION?

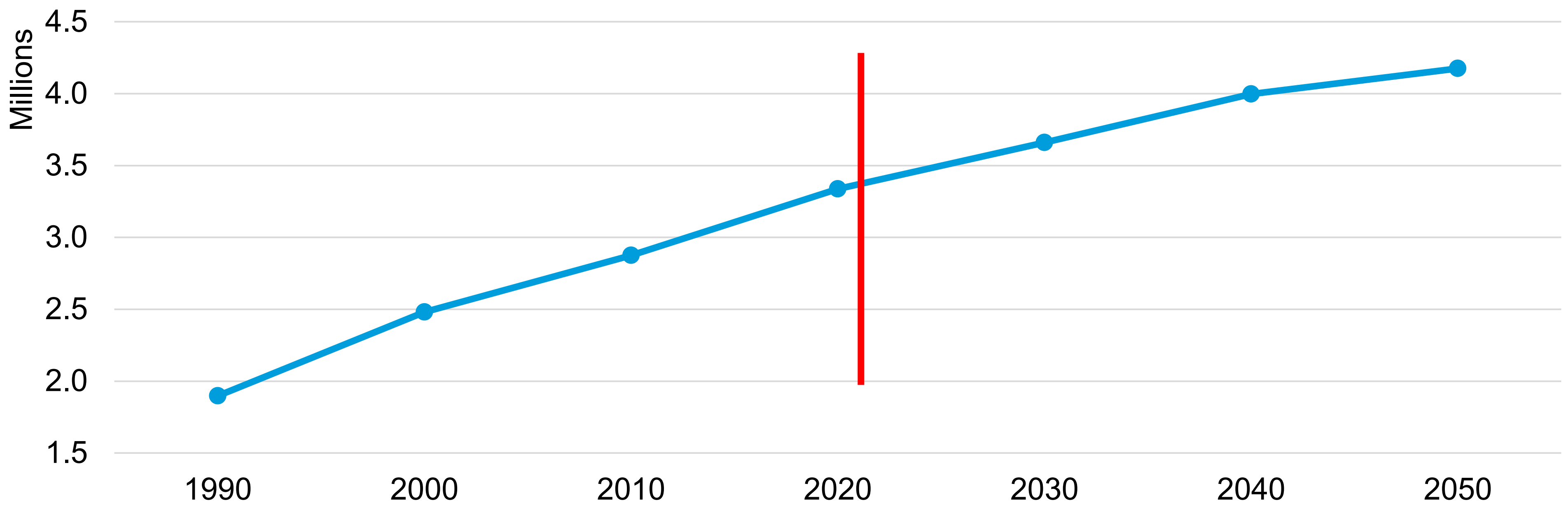
4. The Denver region will see **no growth in children** over the next three decades.
5. Expect continued fast **growth among older adults** with age 65+ population growing over **seven times faster** than the under 65 population (99% vs 13%)
6. Most forecasted household **growth will be among older adults and households without children**.

WHAT DOES THIS MEAN FOR THE REGION?

7. The region will face **new transportation demands** as older adults require increased mobility services and employment increases in home aid and health care sectors.
8. Communities will continue to face **different housing demands** with growth in older and smaller households.
9. BUT… even with changes in what housing gets built, existing **single-family homes will continue to be most of our housing stock**.

WHAT DOES THIS MEAN FOR THE REGION?

10. Strategy still matters. **This forecast can still change** with the choices in front of us. Action or in-action.



THANK YOU!

QUESTIONS?

Andy Taylor, Manager
Regional Planning and Analytics
ataylor@drcog.org
303-480-5636

Zach Feldman, Program Manager
Data Science and Analytics
zfeldman@drcog.org
303-480-5637

New opportunities for the Area Agency On Aging amid a changing health care landscape

Jayla Sanchez-Warren, director,
Area Agency on Aging

AJ Diamontopoulos, manager,
Area Agency on Aging

Background

- Designated the area agency on aging for the **Denver region in 1974**.
- Serves the City and County of Broomfield, City and County of Denver and Adams, Arapahoe, Clear Creek, Douglas, Gilpin and Jefferson counties.
- Area agencies on aging receive their authority and funding from the U.S. Administration on Aging and the State Unit on Aging.

Purpose of area agencies on aging

- Fund and provide services to help people age with dignity and in the least restrictive environment possible.
- Support caregivers.
- Advocate for older adults.
- Plan for current and future needs.

What we're able to do now

Between July 2022 and February 2023, the Area Agency on Aging network served 20,387 people with services like:

- Meals.
- Transportation.
- Counseling.
- In-home care.
- Caregiver support.
- Chores.

From December 2022 through February 2023 Information and Assistance program staff spoke to 3,271 people.

Demand for services – current waitlist

Service	Total on the waitlist	Unable to serve
Adult day care/adult day health	1	1
Assisted transportation	19	673
Case management	14	14
Chores	277	13
Chores (hoarding)	15	0
Congregate meals	0	0
Counseling	1	0
Evidence-based disease prevention and health promotion	13	0
Home-delivered meals	682	3
Homemaker assistance	33	216
Homemaker assistance (voucher)	33	0
Legal assistance	0	63
Material aid (audiology)	252	0
Material aid (optometry)	23	0
Transportation (voucher)	440	0
Visually impaired assistance (counseling)	0	0
Visually impaired assistance (education)	0	0
Totals	1,803	983

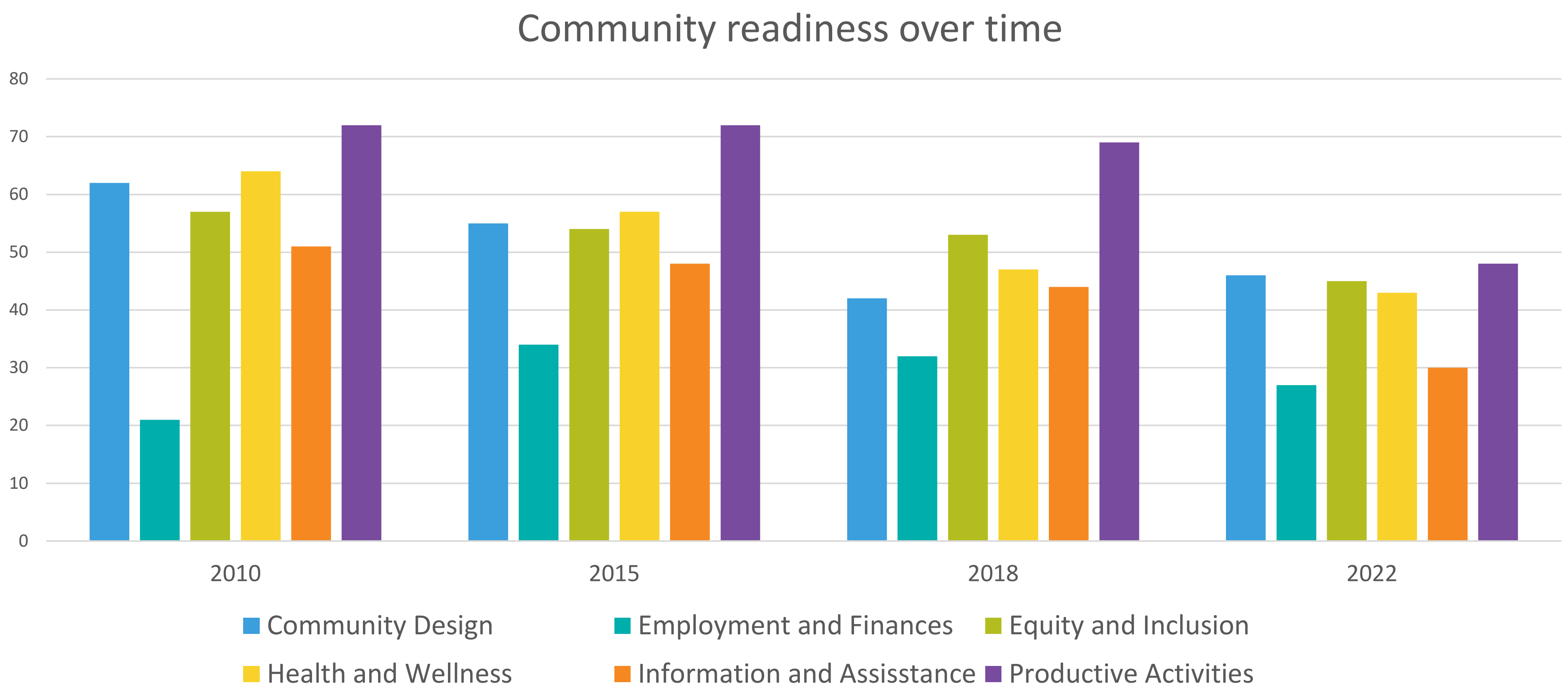
TOP PROBLEMS FOR OLDER ADULTS IN THE REGION

- Not knowing what services are available.
- Doing heavy housework.
- Having enough money to meet daily expenses.
- Maintaining the home.
- Maintaining yard.

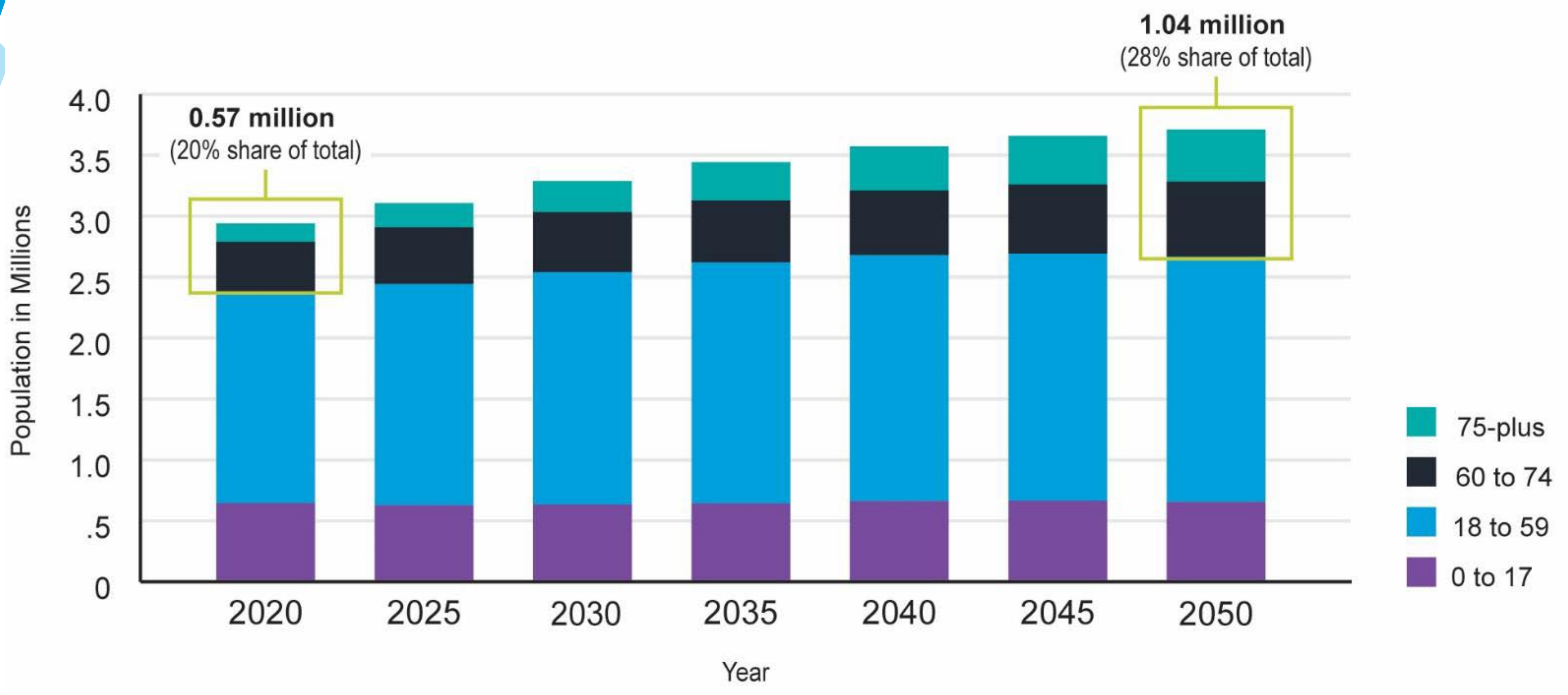
TOP PROBLEMS FOR OLDER ADULTS IN THE REGION

- Physical health.
- Having safe and affordable transportation.
- Having housing to suit your needs.
- Feeling like your voice is heard in the community.
- Paying property taxes.

Is the region ready for an aging population?



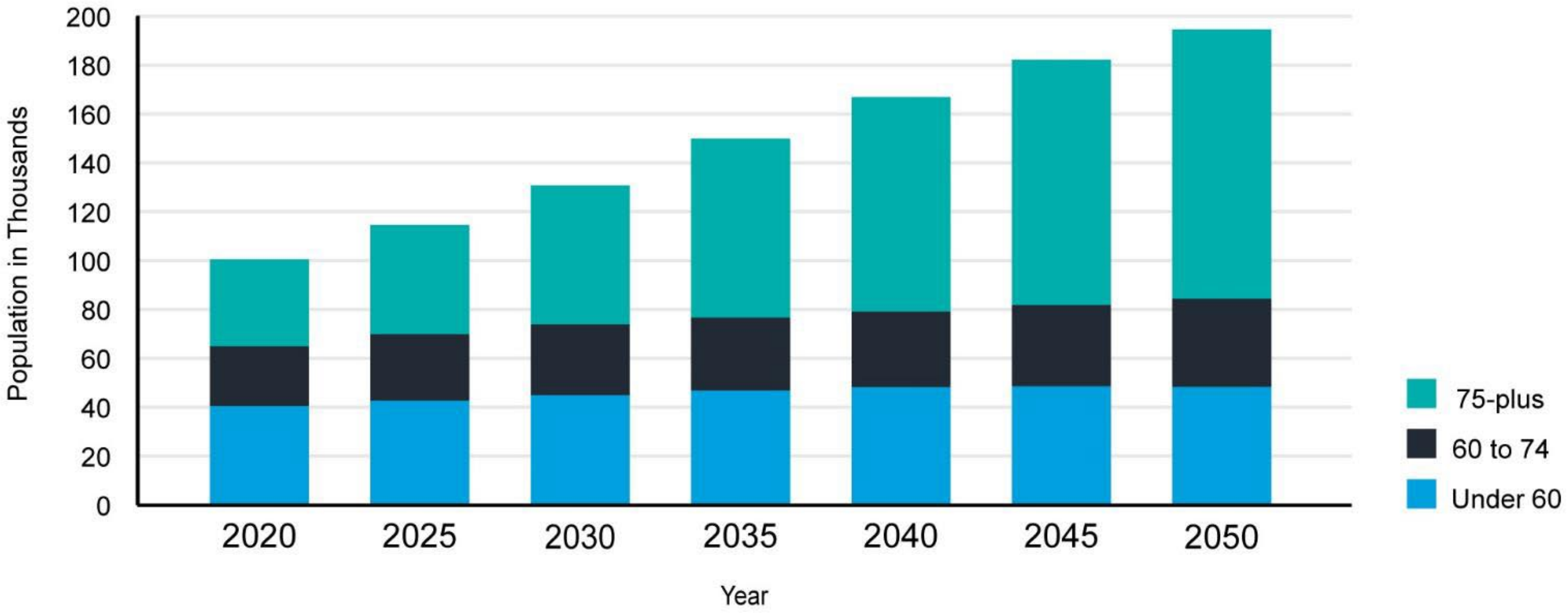
2020 to 2050 population forecast



Forecasted population growth in the Denver region

Age	1990-2020	2020-2050
0 to 17	47% growth	2% growth
18 to 64	75% growth	17% growth
65-plus	166% growth	99% growth
Total population	**76% growth**	**25% growth**

Individuals with self-care or independent living difficulties



Opportunities for new ways to pay

PAYMENT FOR HEALTH CARE IS CHANGING

- Programs that require/incentivize health care providers to screen patients for needs and refer them to community organizations.
- Medicare Advantage insurance plans.
- The Centers for Medicare and Medicaid will require all admitted hospital patients over age 18 to be screened.
- Hospital Transformation Program requires all Medicaid patients to be screened.

What does this mean?

- The DRCOG Area Agency on Aging staff estimates that the agency, and its network, will receive an additional 17,000 referrals
- All community-based organizations will receive an additional 100,000 referrals.

Preparations

The Area Agency on Aging is currently:

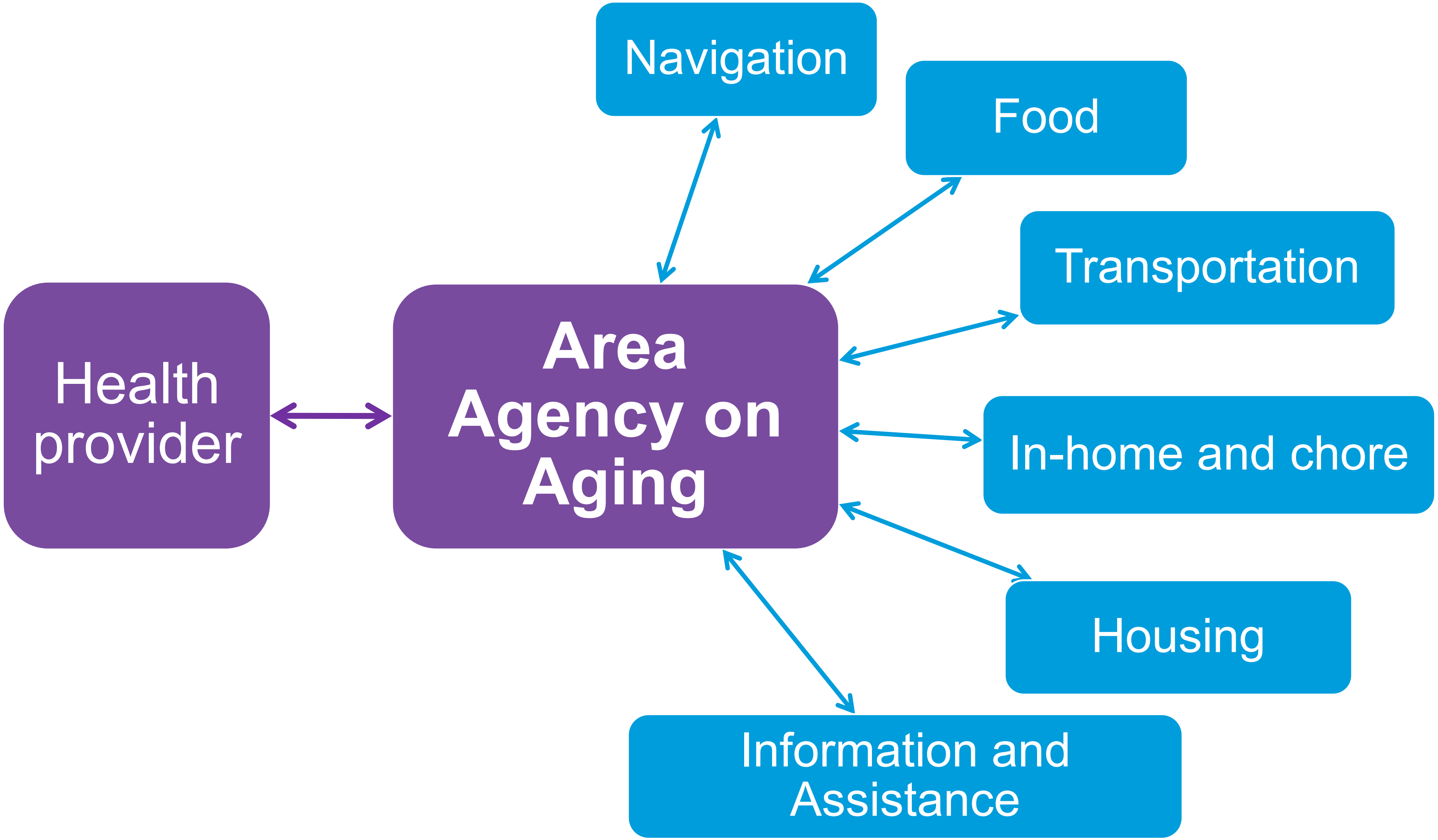
- Developing a community care hub model from the Administration for Community Living.
- Reducing administrative burden on our contracted partners and leveraging the power of the agency network.

Preparations

The Area Agency on Aging is currently:

- Enhancing data collection and sharing capabilities in order to:
  - Receive client referrals digitally.
  - Securely transfer client information to the appropriate community service provider.
  - “Close the loop” and report on services delivered to each client, when appropriate.
- Participating in initiatives that will assist the agency like the Social Health Information Exchange.

The ideal structure



What's needed to meet the challenge

- Understanding of the issue.
- Funding.
- Technology.
- Access to decision makers in health care.
- Access to state and federal agencies.
- DRCOG Board assistance and support.

Thank you.

Any questions?

Jayla Sanchez-Warren
jswarren@drcog.org &
AJ Diamontopoulos
adiamontopoulos@drcog.org

DENVER REGIONAL COUNCIL OF GOVERNMENTS

THE STATE OF HOUSING:

HOW DID WE GET HERE, AND WHAT CAN WE DO ABOUT IT?

PRESENTED BY :

Heidi Aggeler, *Managing Director*

ROOT POLICY RESEARCH

Denver, Colorado 80220
970.880.1415 x102
heidi@rootpolicy.com

WHAT WE DO

- Housing Market Studies
- Strategic Plans for Housing & Community Development
- Fair Housing Studies
- HUD Consolidated Plans
- Economic Mobility Studies

EXPERIENCE

- Years of Housing Market Research= 20
- Years of Fair Housing Planning = 18
- Years of Consolidated Plan experience = 29
- Years of Economic Equity Research = 12

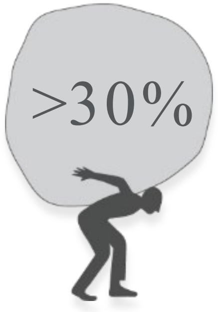
Root Policy was founded to advance economic consulting and policy analysis in many areas critical to the development of thriving communities.

Federal definition of affordable housing:

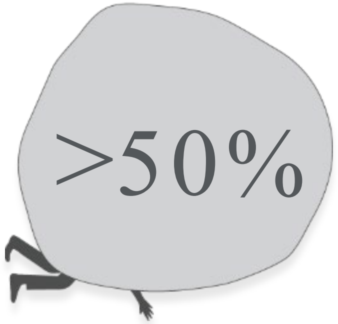
1. Housing costs are "affordable" if they do not exceed 30% of household's gross monthly income

2. "Costs" include basic utilities, mortgage insurance, HOA fees and property taxes

Households paying >30% for housing are **"cost burdened"**



Households paying >50% for housing are **"severely cost burdened"**



"extremely" low income
=< $28,150 per year, poverty level

< 30% AMI

Affordable rent: < $704/mo.
Affordable home: <$94,500

Public housing, Section 8, tenant-based rental assistance, transitional housing, other deeply subsidized rentals.

"very" low income
$28,150-$56,300 per year

30-60% AMI

Affordable rent: $704-$1,408/mo.
Affordable home: $94,500-$190,000

Public housing, Section 8, rental tax credit developments, other rental products. Shared equity and land trust for homeownership.

"low" income
$56,300-$71,550 per year

60-80% AMI

Affordable rent: $1,408-$1,790/mo.
Affordable home: $190,000 - $240,500

Rental tax credit developments and privately provided rental housing. Ownership with shared equity, land trust, some other deed-restricted products.

"median" to "moderate" income
$71,550-$107,325 per year

80-120% AMI

Affordable rent: $1,790-$2,683/mo.
Affordable home: $240,500-$362,000

Privately provided rental housing. General target for homeownership programs and some deed-restricted products. Attached homes in some areas.

Note: AMI levels are for a 2-person household. Overall median is $117,800 (4-person household)

Denver Metro's Housing Cost Rankings

8th most expensive housing market in 2022 - Zillow home price index

7th highest average mortgage payment to support a typical home at $3,107 - Zillow

21st most expensive in for-sale home price per sq ft - RealtyHop

HOW WE GOT HERE

Underbuilding relative to demand

Population growth
Employment growth
Millennials forming independent households
Baby Boomers staying in homes longer
Second and vacation ownership
Zoning barriers

Price Inflation

Rising construction and labor costs
Very low interest rates leading to value increases

HISTORICAL PRODUCTION GAPS

Between 2010 and 2019, Colorado added:

- 273,395 households
- 249,032 housing units
- Existing vacant units were inadequate to fill that gap

At the same time:

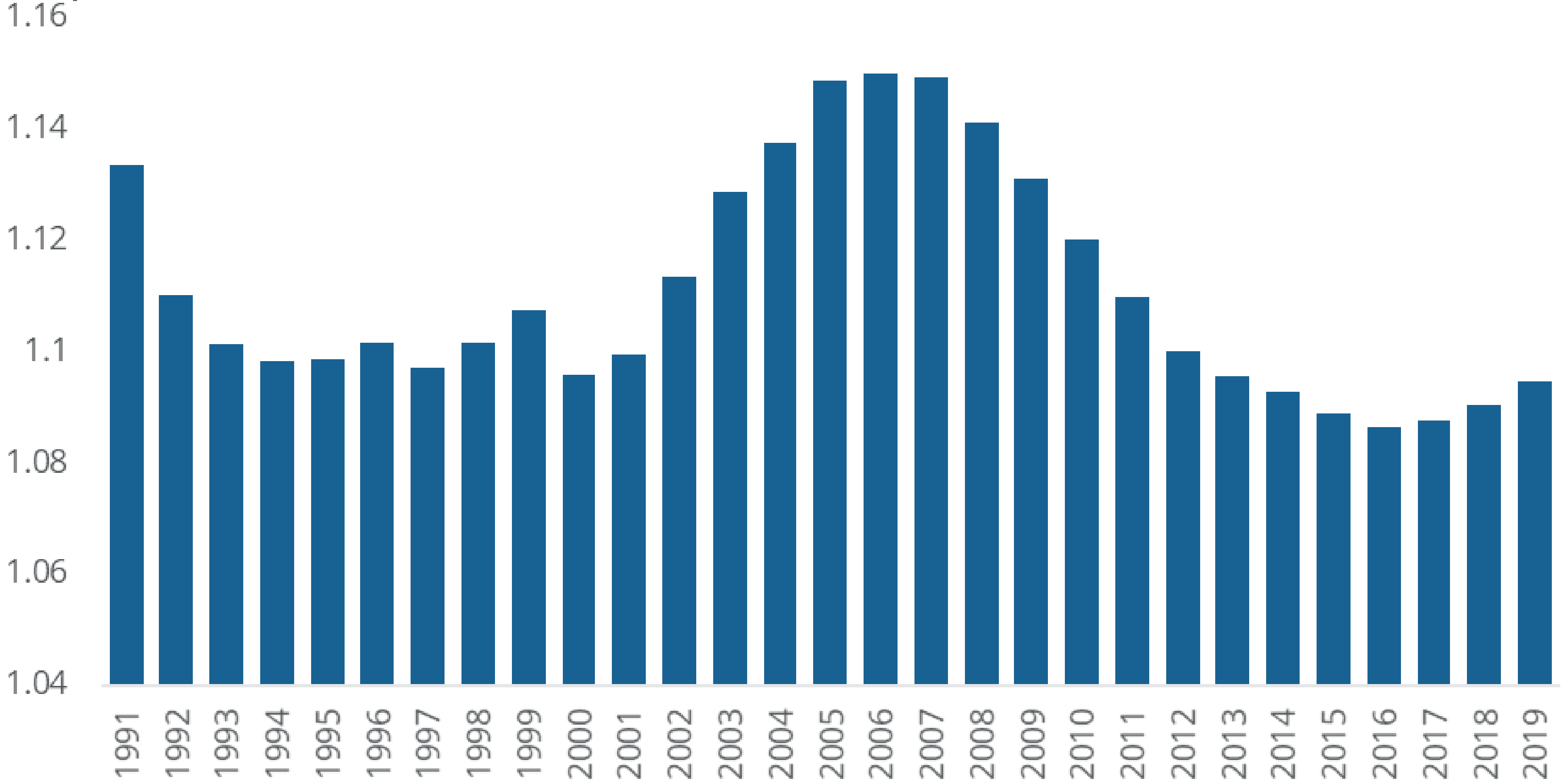
- Jobs grew by 2.5% annually
- Residents in working ages (18 to 64 years old) grew by 1.5% annually
- Residents in retirement ages (65 years old+) grew by 4.8% annually

RATIO OF HOUSING UNITS TO HOUSEHOLDS,

COLORADO, 1991-2019

In 2016, Colorado reached the lowest number of housing units per household, at 1.086

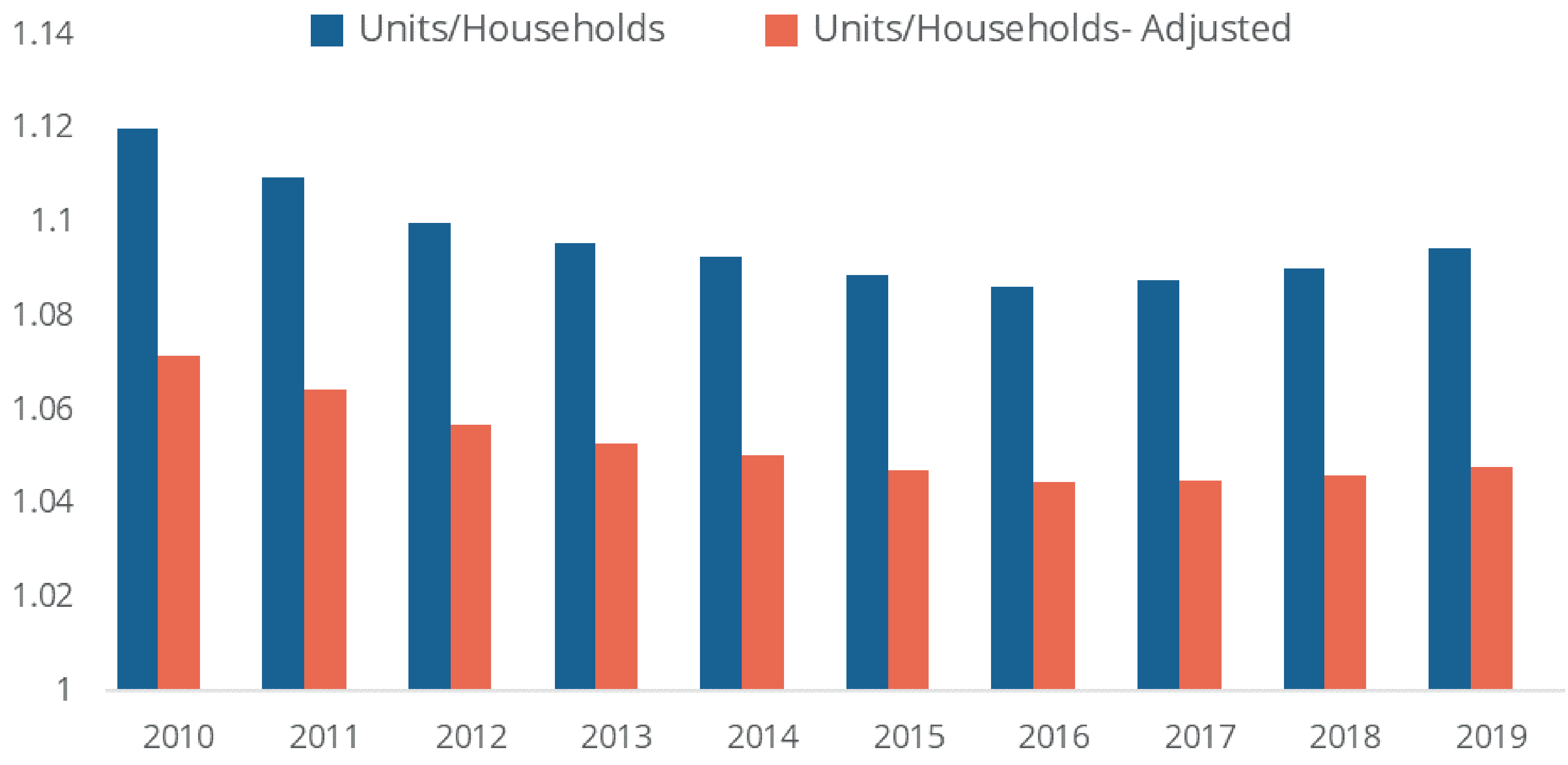
Housing production remains below pre -recession levels



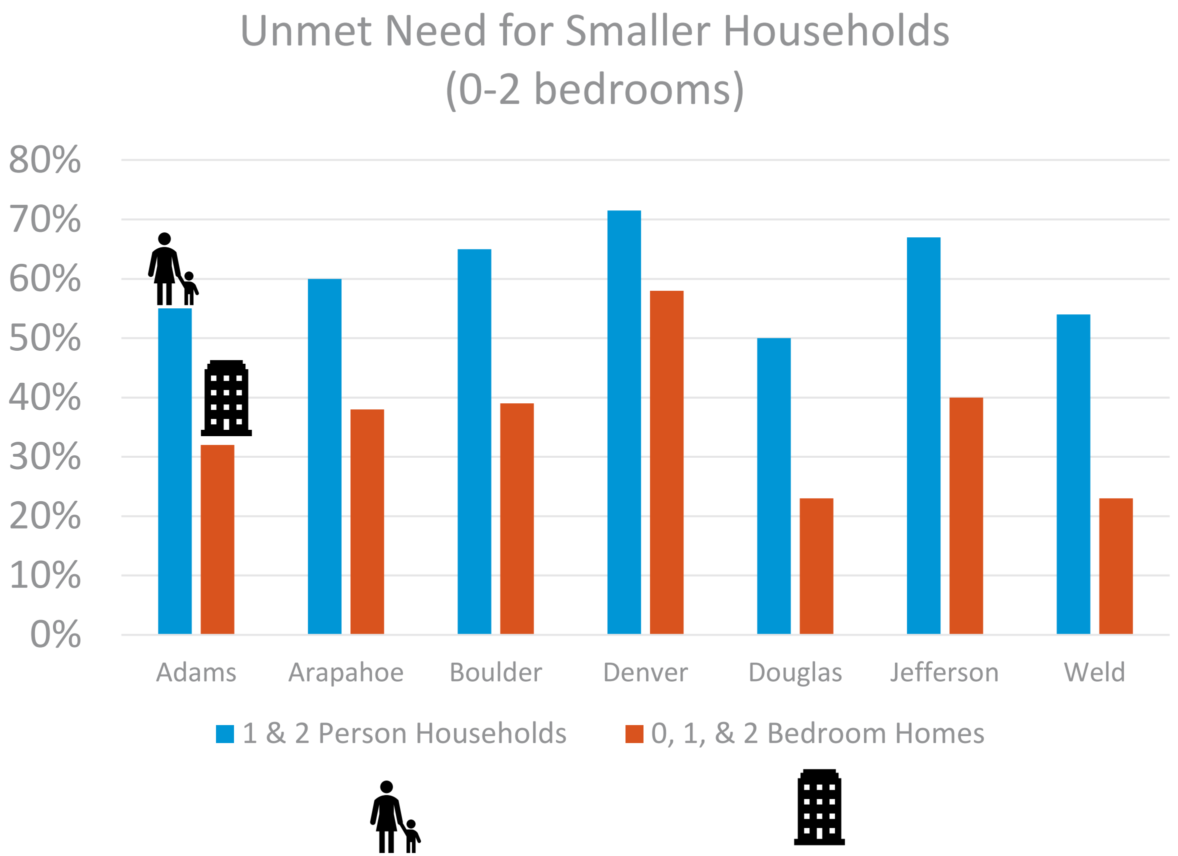
Source: Colorado Department of Local Affairs

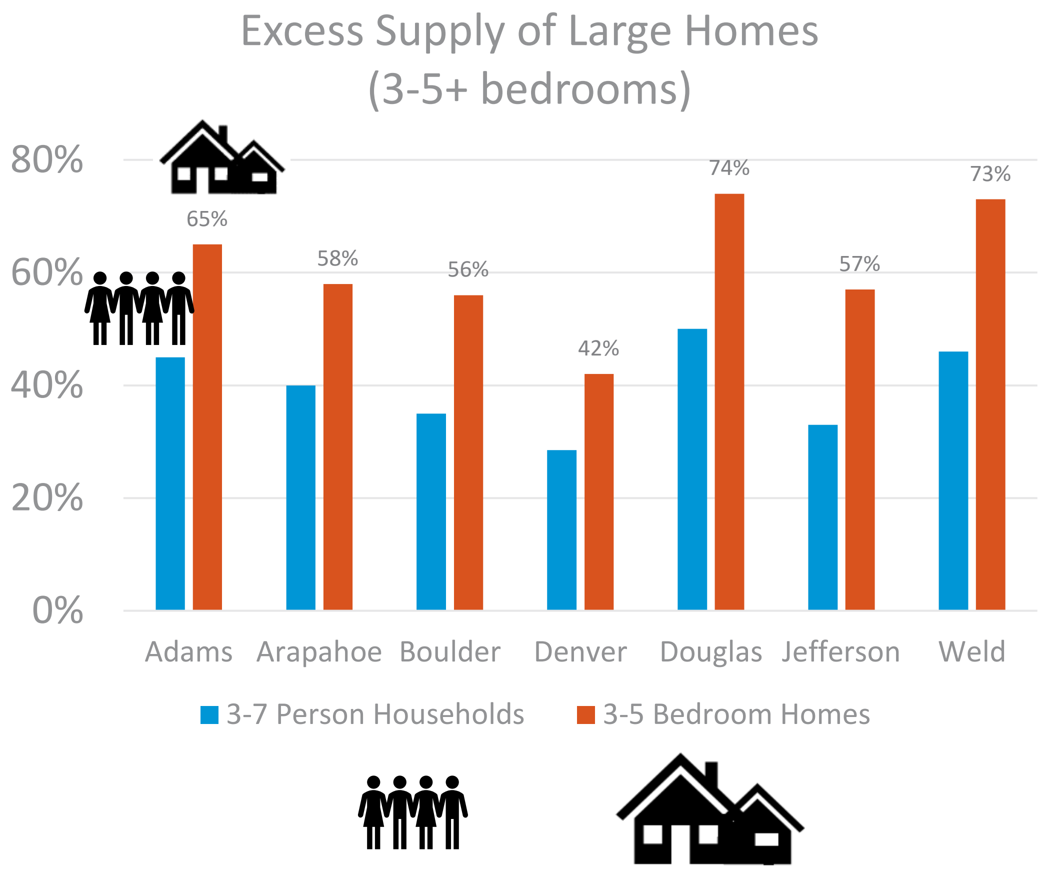
RATIO OF HOUSING UNITS TO HOUSEHOLDS ADJUSTED FOR SEASONAL VACANCIES, COLORADO, 2010-2019

Units available per permanent resident are lower after removing the inventory of vacant units for seasonal, recreational, and occasional use. In 2019, 1.09 units per household is reduced to 1.04 units per permanent household



In addition to *income* mismatch: household/home-size mismatch





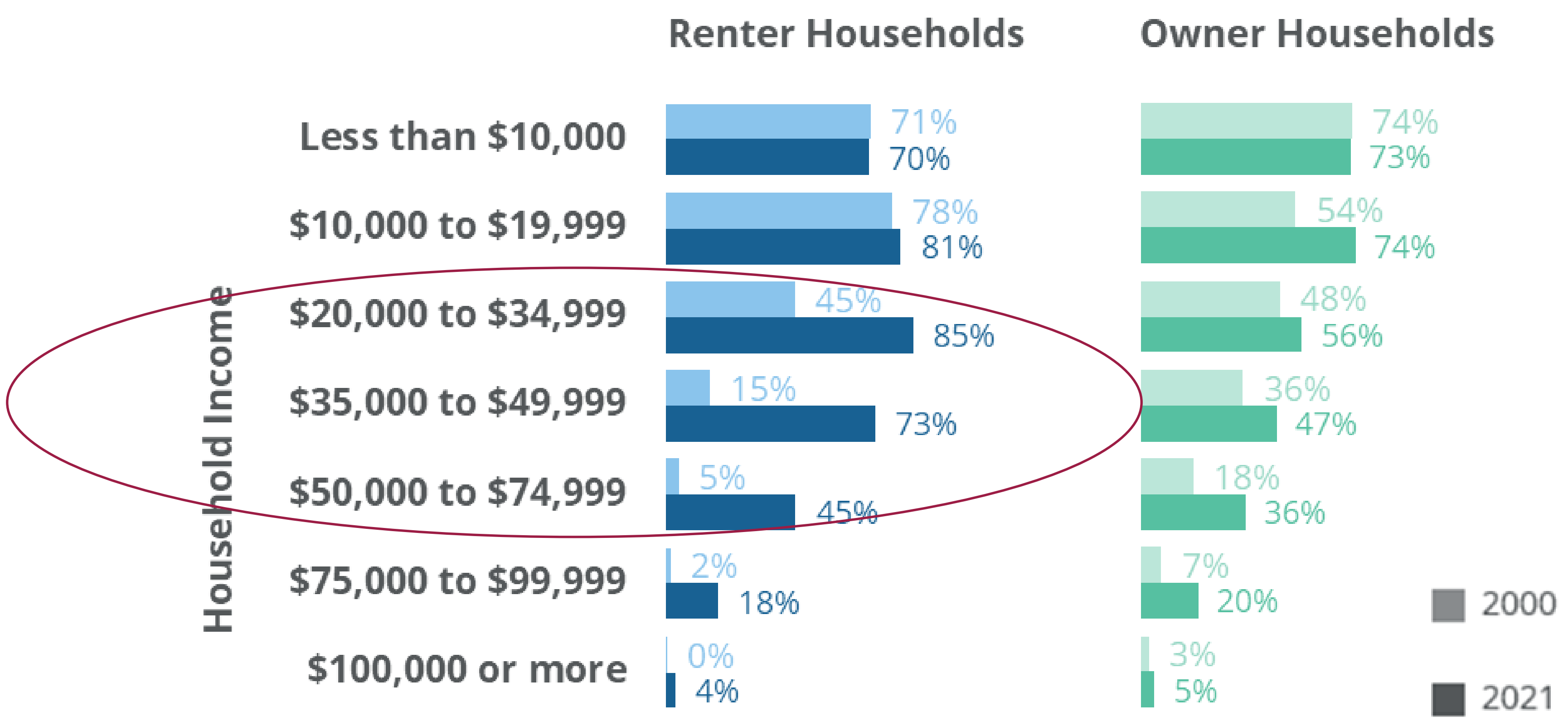
Note: The picture is different for family households with low incomes: forthcoming… future analysis with protected Census data

Urban and Regional Planning
COLLEGE OF ARCHITECTURE AND PLANNING
UNIVERSITY OF COLORADO **DENVER**

CURRENT AND FUTURE NEEDS

SHARE OF HOUSEHOLDS COST BURDENED

COLORADO, 2000-2021

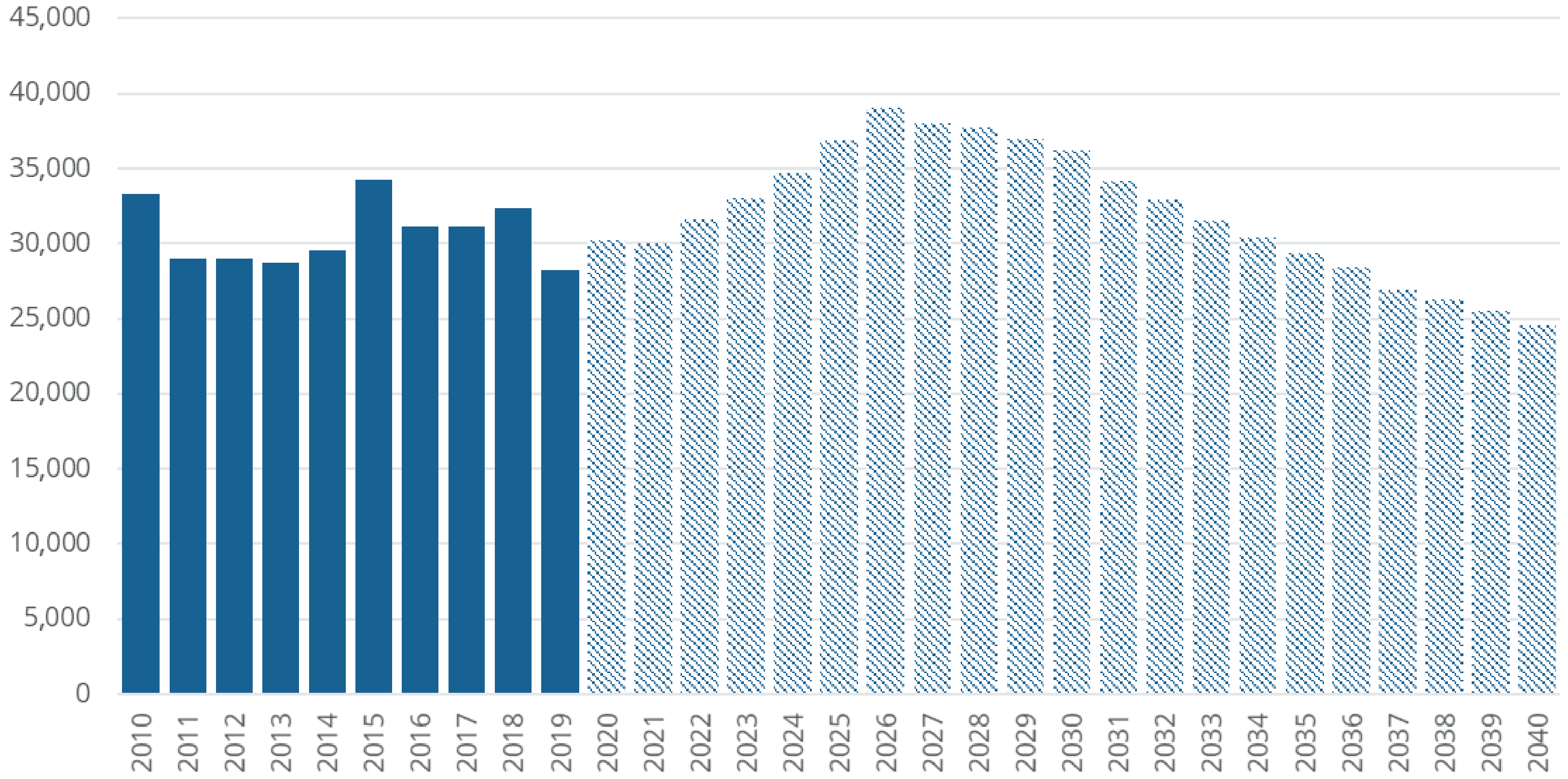


Source: American Community Survey

HOUSEHOLD GROWTH in COLORADO will not decline significantly until 2040

The Colorado State Demography Office estimates:

- Growth of 35,000 households per year between 2020 and 2030
- Decreasing to around 29,600 households per year between 2030 and 2040



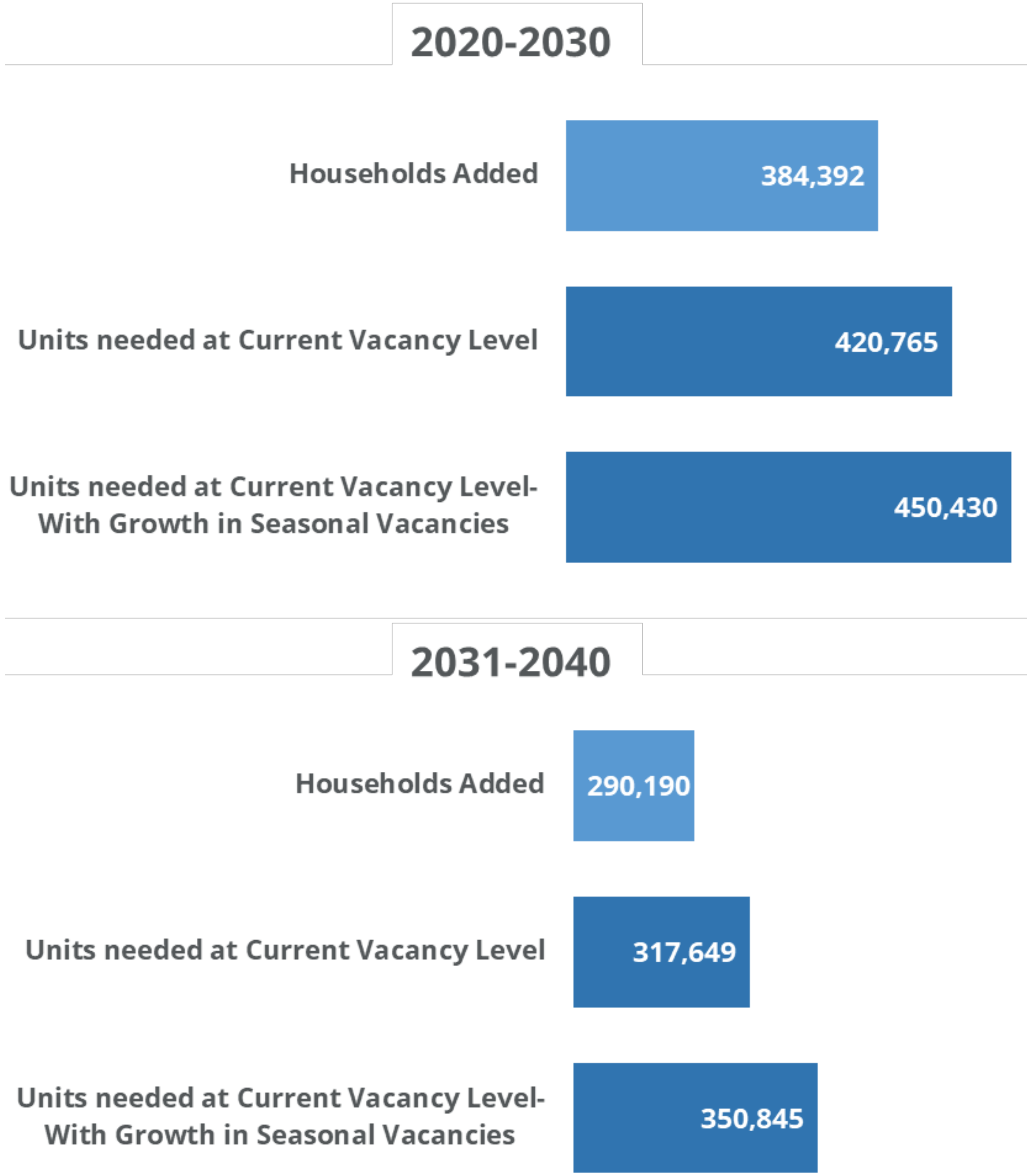
HOUSING UNITS NEEDED

In Colorado, through 2030, about **45,000 units are needed annually** to keep up with demand, accounting for seasonal/vacation home demand

Recent annual average production was **26,500 units**

This amounts to an **annual shortage of 18,500 units**

After 2030, annual production to keep up with demand will be closer to **35,000 units**



PUBLIC SECTOR ROLE IN ADDRESSING NEEDS

Focus on the public sector's sphere of influence

WITHIN CONTROL

- Funding prioritization and allocation
- Producing publicly assisted housing
- Zoning consistent with housing needs and market demand
- Balancing employment growth and housing growth —for example, pairing economic development incentives with housing production incentives
- Mitigating discriminatory activity

OUTSIDE OF CONTROL

- Fed funds rate, interest rates
- Wages (outside of public sector jobs)
- Commodities pricing and construction costs (outside of regulatory costs)
- In-migration
- Second and vacation ownership
- Out-of-state ownership
- NIMBYism (mostly)

Common and potential public sector roles in addressing housing needs

Local Governments

- Understand housing needs and set goals for addressing needs
- Reduce zoning and development barriers to affordable and market rate housing production
- Mandate or incentivize affordable housing development
- Create local or participate in regional affordable housing funds
- Catalyze redevelopment of underutilized property into housing

Regional Councils

- Provide data, analysis, mapping, and guidance in interpreting
- Replicate Fed “Beige Book” qualitative indicators on housing needs
- Convene experts, industry, funders, local governments to problem solve
- Lead regional housing strategies
- Create regional affordable housing funds
- Support local governments on sensitive issues by connecting them to research, policy analysis, best practices, national peers

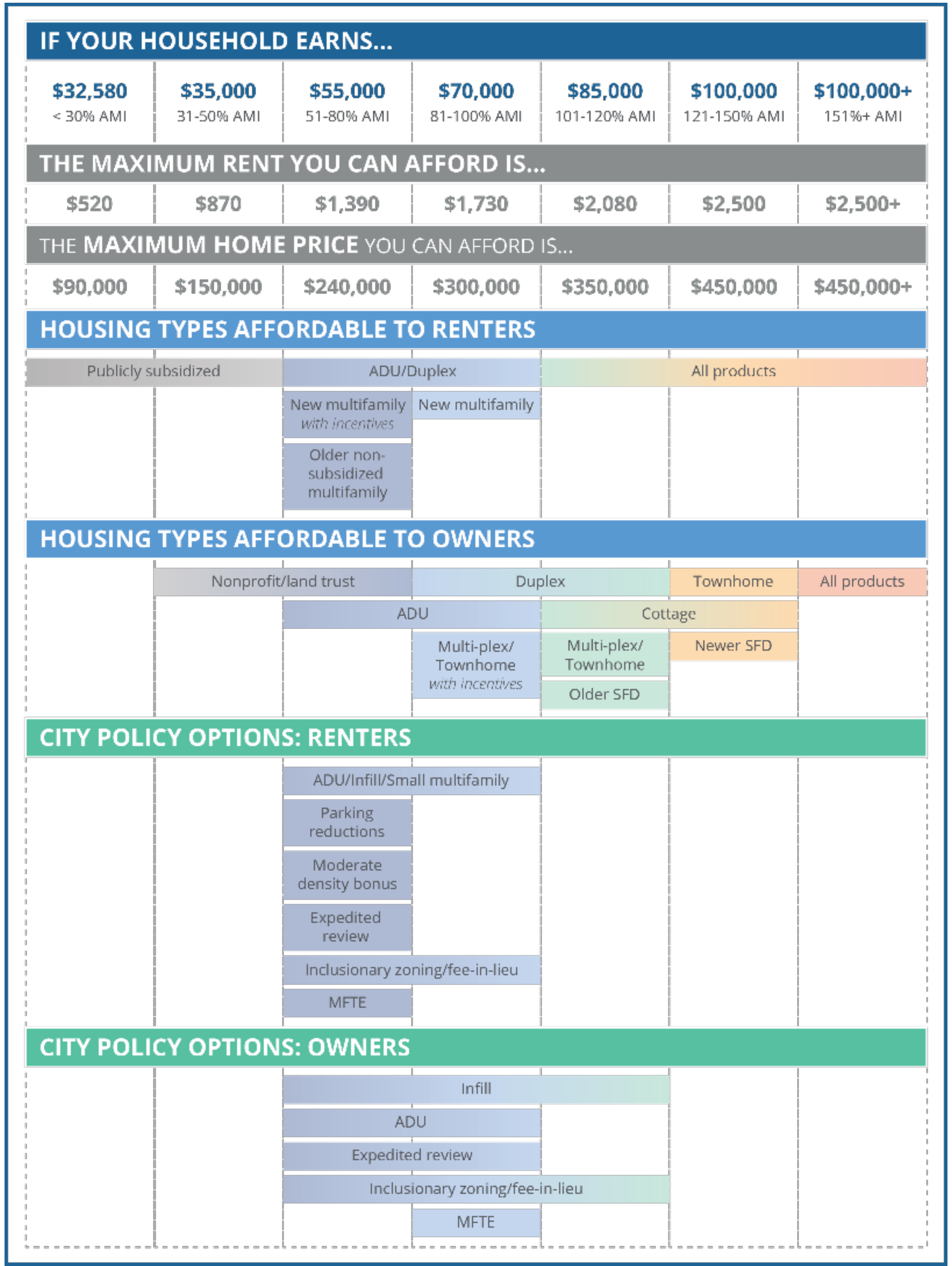
Move beyond studying housing needs through a Housing Strategy

"Finding the most effective way to direct and leverage resources"

"Deliberately choosing a different set of activities to deliver a unique mix of value"

"Directing resources to a more efficient outcome"

Tailor policy interventions to needs



ROOT POLICY
RESEARCH

DENVER REGIONAL COUNCIL OF GOVERNMENTS

REGIONAL HOUSING STRATEGY NEXT STEPS

Sheila Lynch, Director of Regional Planning and Development

REGIONAL HOUSING STRATEGY NEXT STEPS

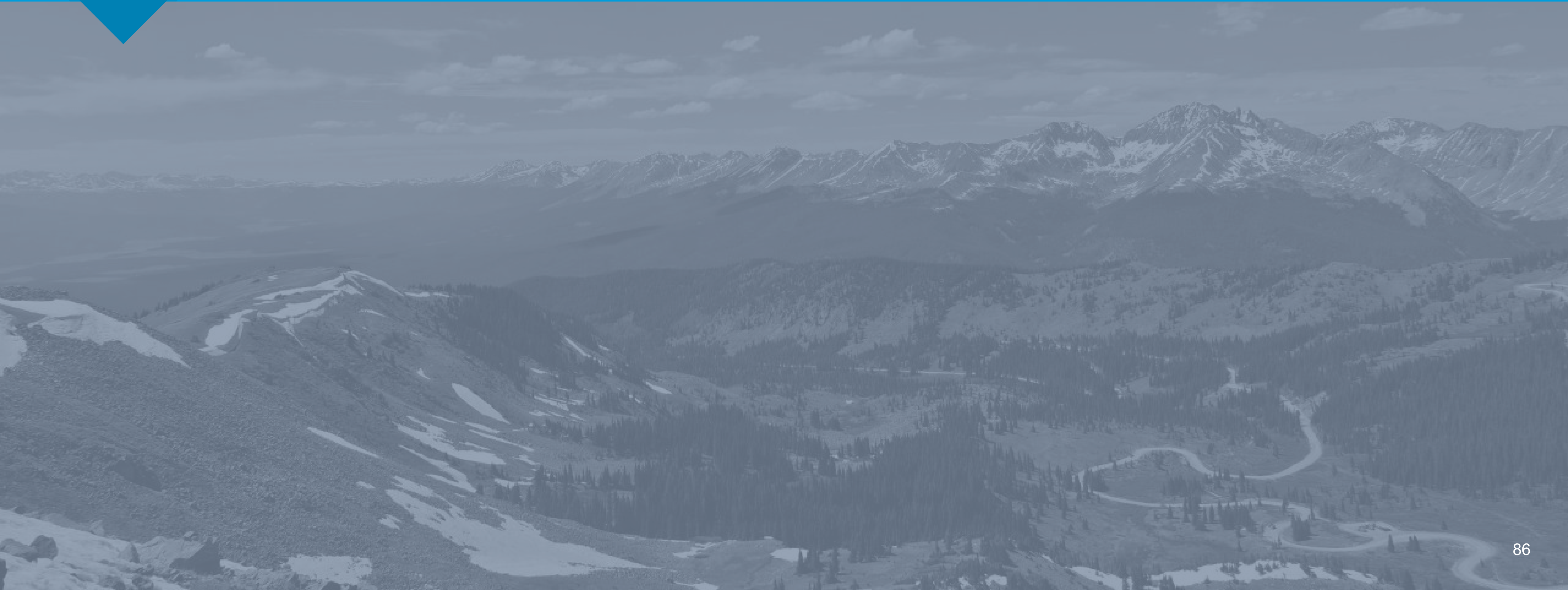
- 2023 Legislative Session Takeaways
- Learnings from other regions
- Housing work underway across the region
- Metro Vision as a foundation
- Interactive Activity: Guidance on next steps

2023 LEGISLATIVE SESSION TAKEAWAYS

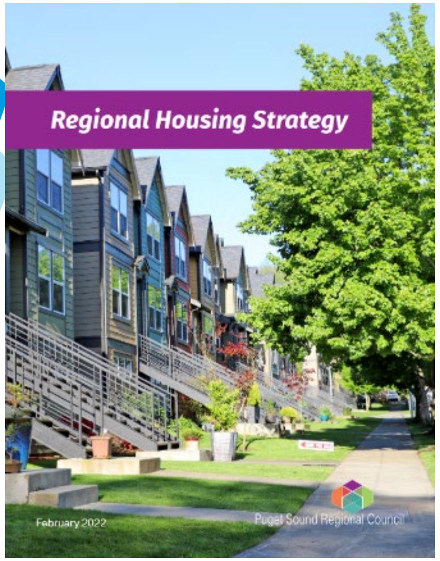
2023 LEGISLATIVE SESSION TAKEAWAYS

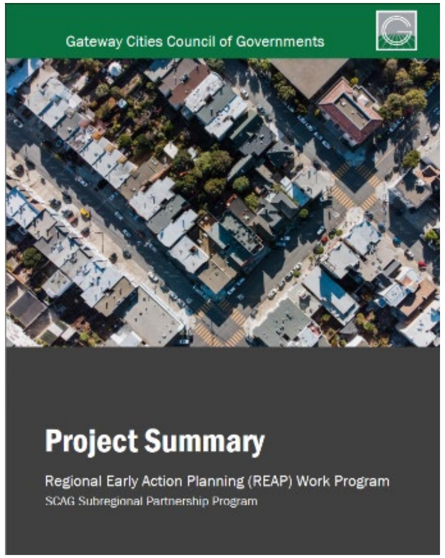
- Regional collaboration to address housing is needed
- Assessments should drive programs and policies
- Housing in the right places
- Leverage existing and planned transit investment
- Statewide policy approaches are not contextual
- Mandates are not collaboration

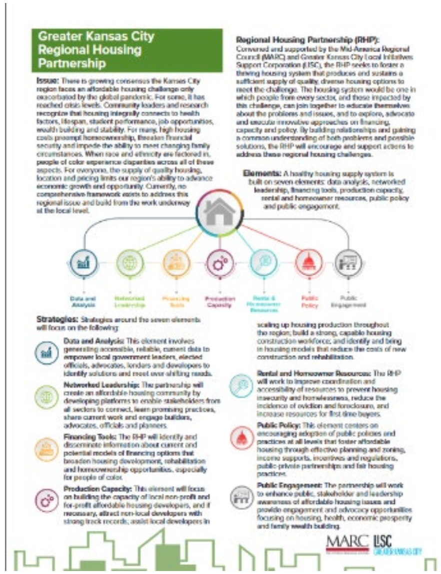
LEARNINGS WITH OTHER REGIONS

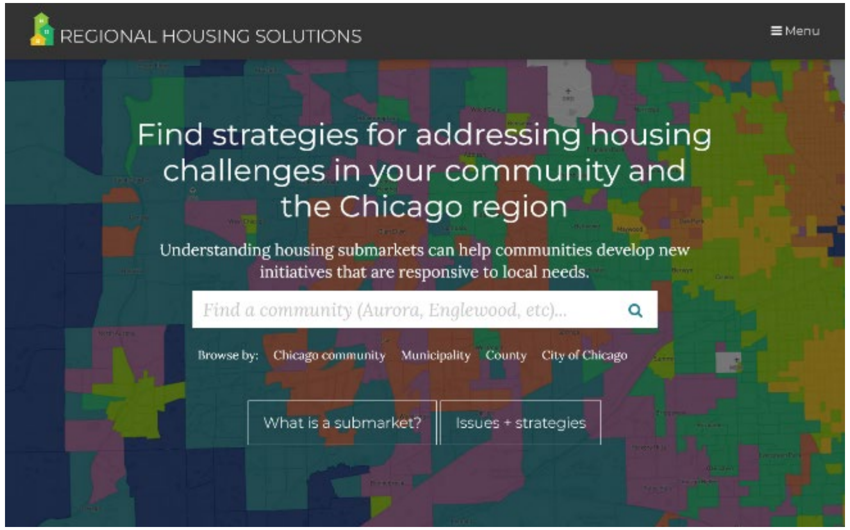


LEARNINGS FROM OTHER REGIONS









DANE COUNTY REGIONAL HOUSING STRATEGY

LEARNINGS FROM OTHER REGIONS

- Puget Sound
- Central Ohio
- Dane County, Wisconsin
- Kansas City
- Houston
- Chicago
- Southwestern LA County

APPLICABLE ELEMENTS FROM OTHER REGIONS

- Analysis at the **regional scale**
- **Sub-market analysis** can drive focused interventions
- **Convening and resource sharing** for local governments
- **Engagement** in strategy development AND implementation
- Housing and transportation **investment alignment**
- Dedicated **funding** and resources

TAKEAWAYS FROM OTHER REGIONS

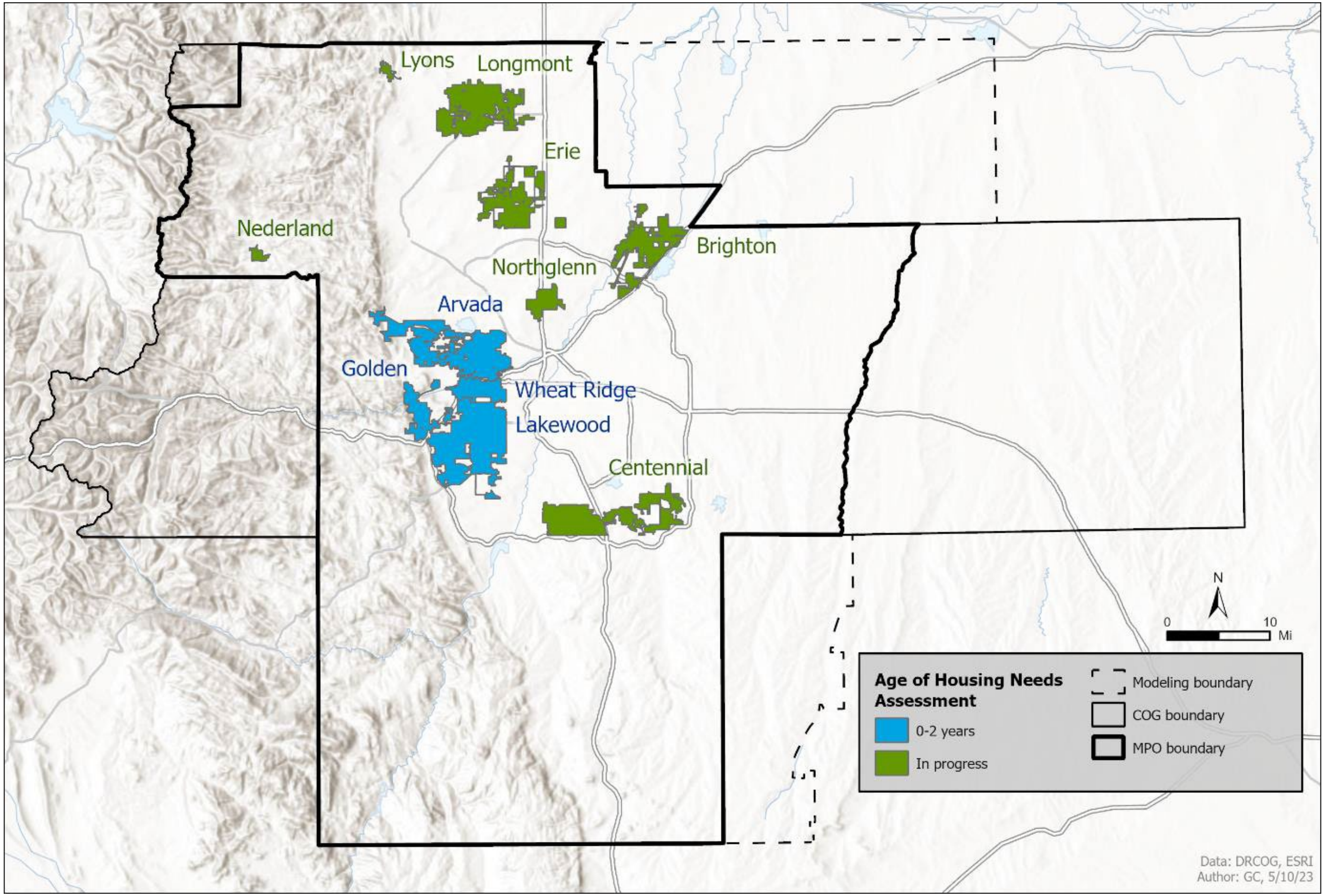
- Be responsive to your region's needs and unique context
- Action without strategy makes prioritizing resources and measuring progress difficult
- Clarity in regional actions and local actions
- Leveraging partnerships is essential
- Sustaining programming and implementation after the plan is complete is needed

LOCAL HOUSING WORK UNDERWAY

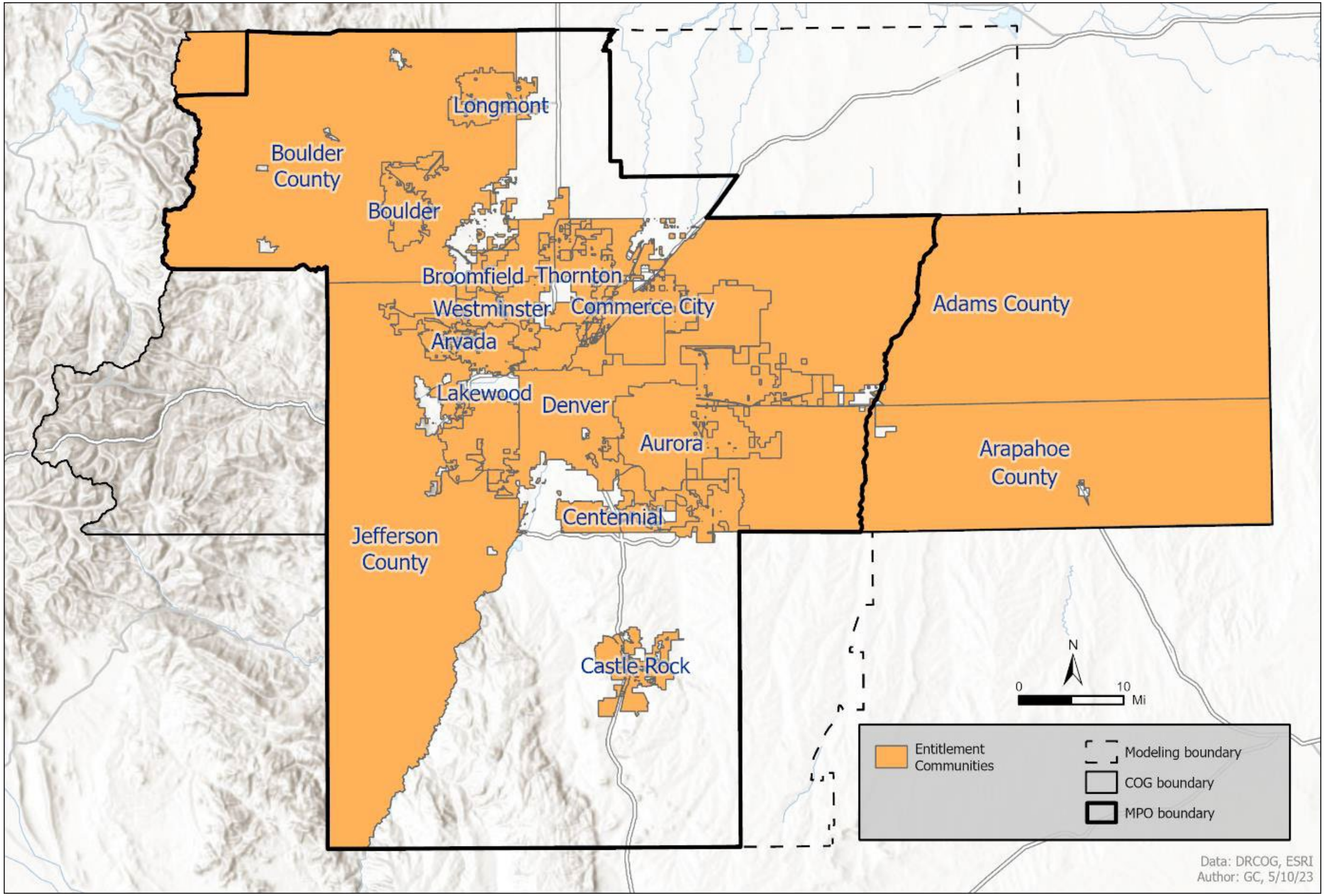
EXISTING ASSETS AND OPPORTUNITIES

- **Innovative Affordable Housing Strategies (HB21-1271)**
  - Innovative Housing Planning Grant Program (IHOP)
- **Housing and Urban Development (HUD) Entitlement Communities**
  - HUD Consolidated Plans
- **Proposition 123**

RECENT HOUSING ASSESSMENTS



HUD ENTITLEMENT COMMUNITIES



MOVING FROM PLANS TO POLICY AND PROGRAM CHANGES

- City and County of Denver
  - Article X – Mandatory Affordable Housing
    - Effective July 2022
- City of Littleton
  - Inclusionary Housing Ordinance
  - Passed November 2022
  - Based on 2017 Housing Study and Needs Assessment
- Colorado Housing Preservation Network
  - 2016: Colorado Housing and Finance Authority (CHFA) partnered with other stakeholders to form the network
  - Developed database to identify and prioritize affordable housing preservation opportunities

METRO VISION AS A FOUNDATION

ONE REGION, MANY PLACES

Desired outcome: Diverse **housing options** meet the needs of residents of all ages, incomes and abilities.

- urban centers
- traditional downtowns
- transit station areas
- access to employment centers
- compact, mixed-use development in suburban settings
- multimodal corridors
- access to active transportation options

URBAN CENTERS AS A REGIONAL PLANNING TOOL

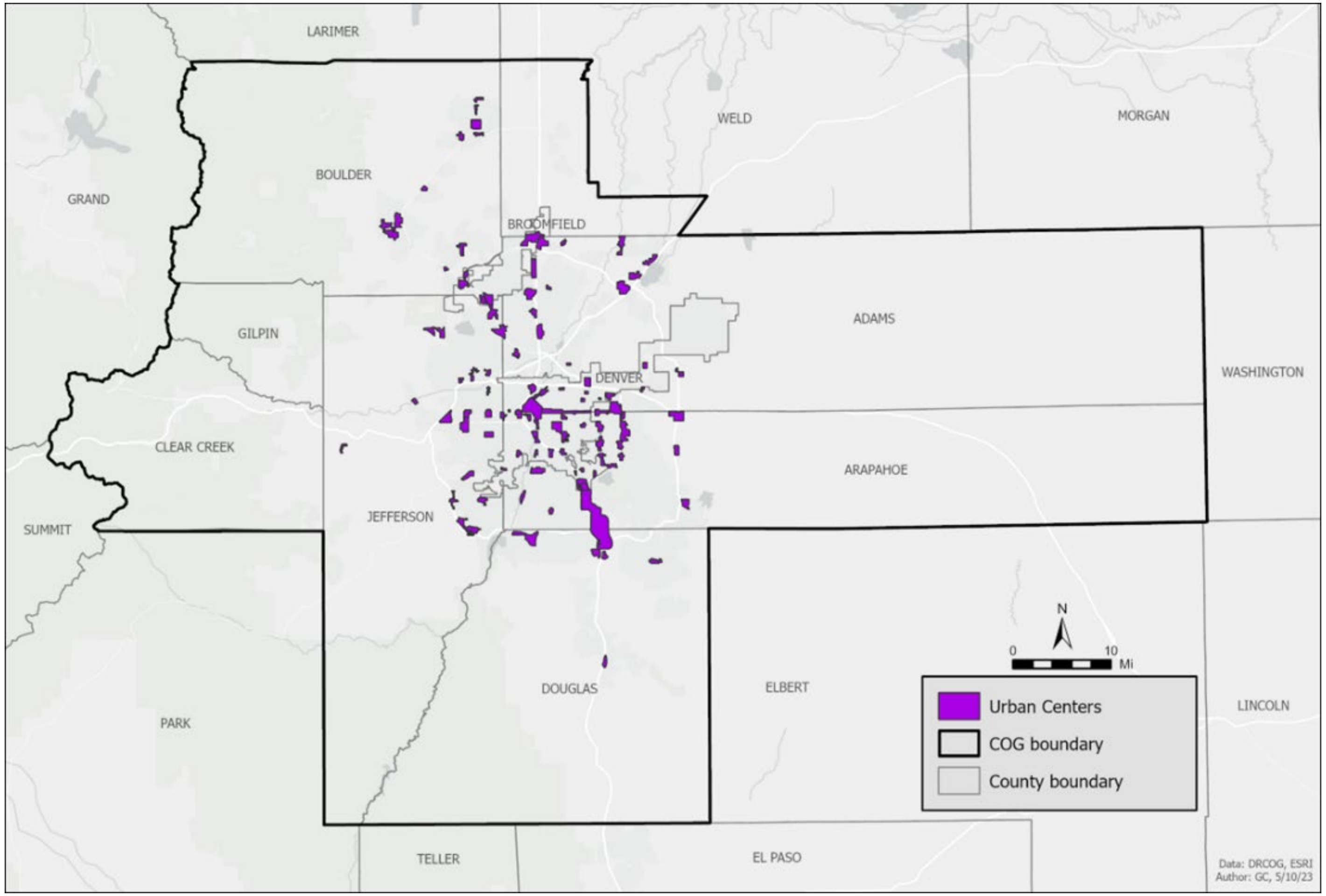
105

Urban Centers

Identified By

26

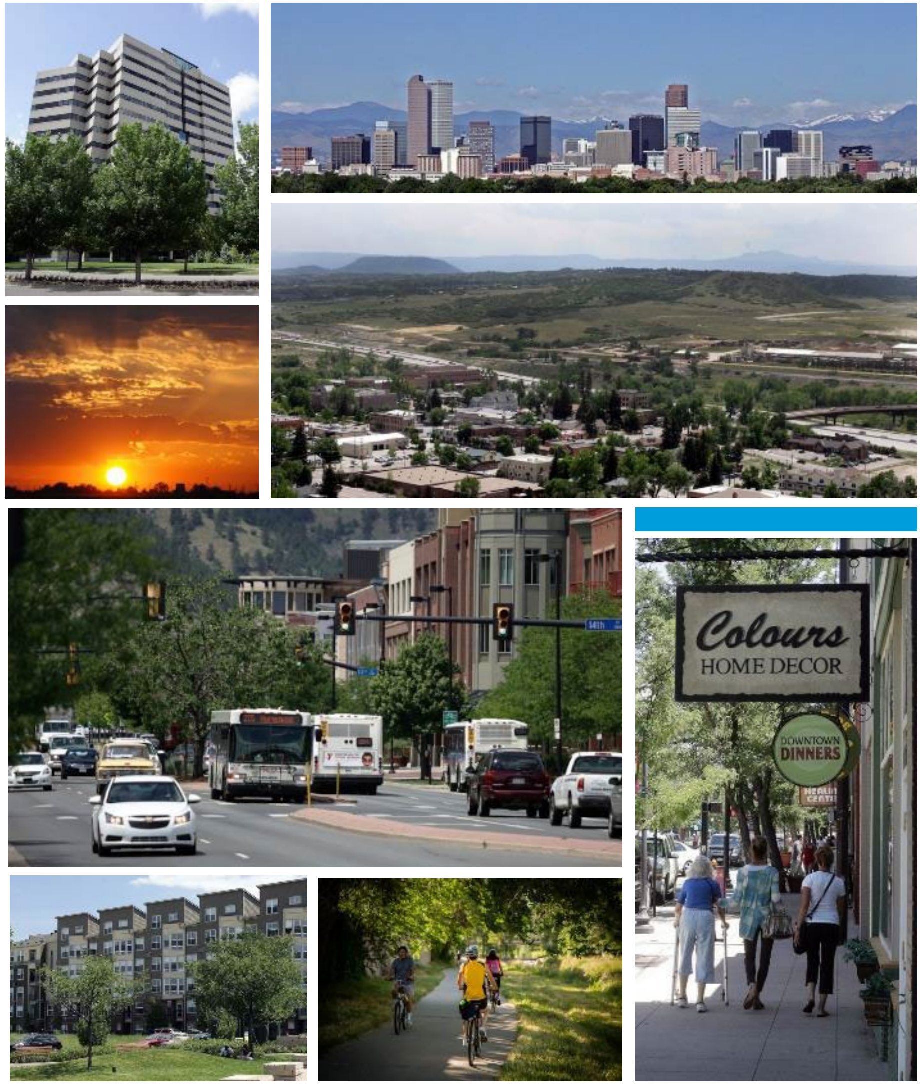
Local Governments



HOUSING IN THE RIGHT PLACES

Urban centers can

- be local priorities – including new or changed priorities
- be scaled to community context
- promote efficient development patterns
- promote investment in existing communities
- leverage our past and future transit, roadway and multimodal investments
- enhance our fiscal and environmental sustainability



REGIONAL HOUSING STRATEGY NEXT STEPS

INTERACTIVE ACTIVITY

- Each engagement station displays a high-level work plan
- Visit an engagement station and offer feedback
  - Feedback can be specific or reflective
- We can keep the stations up for the rest of the day
- We will compile and share at a future board meeting

THANK YOU!

QUESTIONS?

Sheila Lynch
Regional Planning and Development
slynch@drcog.org
303-480-6839

The Overlooked Potential of Urban Corridors

DRCOG Board Retreat 2023

Agenda

1. **The Colorado Crisis**
2. **Revitalization Concept and Basic Premise**
3. **California Example**
4. **Local Examples**
5. **Proposed Role for DRCOG**

Introductions of Session Speakers – Civic Results Board of Directors

Marilee Utter

- **President and Founder of Citiventures Associates**
- **Executive VP for Urban Land Institute**
- **Private sector roles in Development and Finance**
- **Public sector roles leading RTD TOD Department and Denver Asset Management Office**

Rick Pilgrim

- **Former Mayor of Bow Mar and Past Chair of MMC**
- **Senior VP at HDR**
- **45 years of transportation planning and design experience across United States**
- **Previous positions at CDOT and RTD**

The Problem

- **Denver is in a crisis of housing and mobility**
  - **Housing shortfall:**
    - **All non-luxury housing**
    - **Focus on affordable and "missing middle"**
  - **Mobility:**
    - **Transit usage**
    - **Safety**

How did we get here?

- **Substantial changes exacerbated by the Pandemic:**
  - **Post-Great Recession housing shortages**
  - **Inflation-driven housing prices**
  - **Technology-enabled remote work force—new hybrid office schedules**
  - **Consumer shopping choices**
  - **Travel behaviors – purpose, timing, day of week**
  - **Perceived safety issues with transit**
  - **Declining transit service with declining ridership**

Housing Crisis – some statistics

KEY FINDINGS

- **2022 Region housing deficit range of 13k to 31k units.**
- **To meet population growth by 2028 and close the housing deficit, must build 31K-49K housing units.**
- **Elevated housing prices plus rising interest rates, affordability at an all-time low.**
  - Over past 8 years cost of home purchase up 105%
- **Household incomes have not kept pace with rising housing costs.**
  - November 2015 to December 2022, average hourly wage increased 37%.
- **Between 5,200 and 8,100 permits are needed annually through 2028 to close the gap.**
- **Majority of Denver housing unit permits for multi-family 5-plus structures.**
  - Last ten years, 23% SF permits and 77% MF permits.
- **Homebuilder confidence has declined 75% since a recent high in November 2020.**
- **Various legislation before State and municipal governments will reduce affordability.**
  - Example: Full house electrification costs 50-58% of Average Household Income

Transportation Challenges – some statistics

KEY FINDINGS

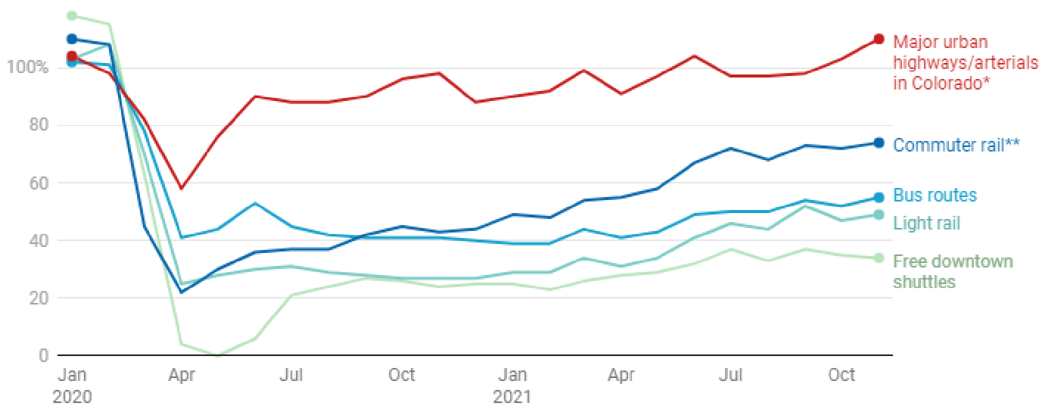
- Transit ridership fell nationally - many past regular riders — as many as 25% — may not return to riding public transit for several years, if ever. (S&P's Jan. 12)
- In the Denver region, both vehicle miles driven and mass transit ridership fell at the beginning of the pandemic.
    - RTD's decline was sharper, uneven and recovered more slowly.
- RTD ridership plunged, bottoming out at 30% of normal in spring 2020.
- Buses attracted 56% as many riders in November 2022 as in the same month in 2019
- 6 major train corridors that were open in late 2019 fell short of the bus recovery rate by at least 15%.
    - Ranging from the B-Line, at 37%, to the R-Line, at nearly 48%

A slow recovery in Denver-area mass transit ridership

Both vehicle miles driven and mass transit ridership fell at the beginning of the pandemic, but the Regional Transportation District's decline was sharper and has recovered more slowly. A standout is the A-Line, which has raised commuter rail performance.

Driving and transit change

Percentage of 2019 monthly levels



**Road traffic volume is measured by millions of vehicle miles traveled (not seasonally adjusted). **The N-Line, which opened in September 2020, has bolstered commuter rail ridership since then.*

Chart: Kevin Hamm, The Denver Post • Source: Regional Transportation District, U.S. Department of Transportation • Get the data • Created with Datawrapper

2050 Metro Vision Provides Guidance

Goals:

- Healthy, inclusive and livable communities.
- A connected and multimodal region.
- A safe and resilient natural and built environment.
- An efficient and predictable development pattern
- A vibrant regional economy.

DRCOG Knows the Problem

- **DROG has developed an Active Transportation Plan with several big objectives:**

  1. **Regional active transportation corridors**
  2. **Pedestrian focus areas**
  3. **Short-trip opportunity zones**
  4. **Local active transportation networks**

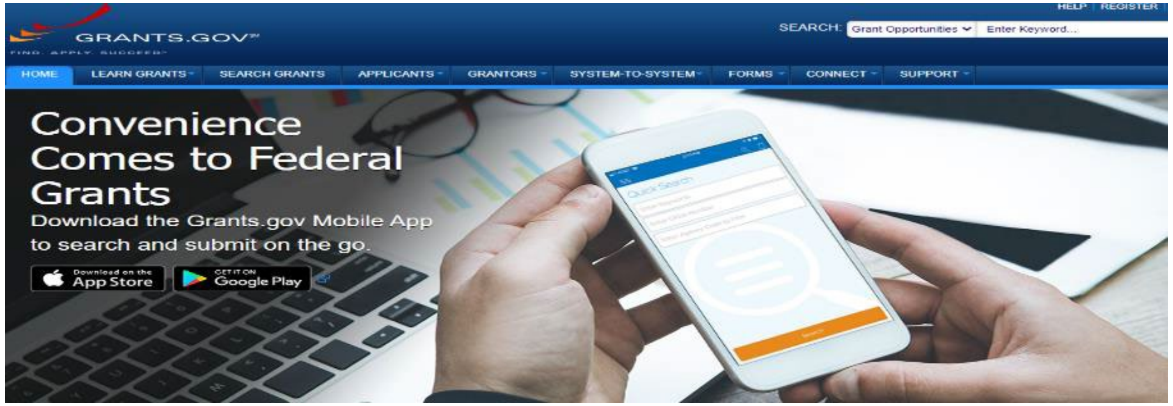
Active Transportation Plan framework

	What does it mean for the region?
Regional active transportation corridors connect significant regional destinations and may serve longer distance bicycle trips, as well as local walking and biking trips.	The regional active transportation corridors are intended to allow safe and comfortable access to existing and future regional destinations for people of all ages, incomes and abilities. Development of the corridors supports Metro Vision outcomes related to creating a connected multimodal region and a vibrant regional economy. The regional network can facilitate cross-jurisdictional collaboration toward a common vision for a regional active transportation network. Local facilities that connect to the regional network are essential to improving mobility across the region.
Pedestrian focus areas have a high concentration of existing or potential pedestrian activity.	Efforts to improve pedestrian safety and convenience in pedestrian focus areas will help the region achieve Metro Vision outcomes related to livable communities, safety, health and transit integration.
Short-trip opportunity zones are areas with a high concentration of short trips (2 miles or less).	The average bicycle trip distance in the Denver region is 1.8 miles. Areas with a large number of trips 2 miles or less hold potential for converting car trips to bicycle trips, which will help fulfill a key Metro Vision target of reducing single-occupant vehicle mode share.
Local active transportation networks are routes that connect residents to local destinations and to the regional network.	Local active transportation networks are the primary means by which people get around by foot or bike. These networks carry the bulk of active transportation trips and should connect to regional active transportation corridors where possible. Additionally, local facilities are the primary implementation mechanism within pedestrian focus areas and short-trip opportunity zones. Local bicycling and walking networks are defined by local agencies and are not addressed in detail in the Active Transportation Plan.

PRESIDENT JOE BIDEN

BUILDING A BETTER AMERICA

BUILD.GOV



OPEN AND UPCOMING INFRASTRUCTURE FUNDING OPPORTUNITIES

OPEN FUNDING OPPORTUNITIES TO APPLY FOR TODAY

Program *Inflation Reduction Act (IRA) Program*	Agency	Description	Deadline	Link to Application/ Information
TRANSPORTATION				
Culvert Removal, Replacement, and Restoration Program	Department of Transportation/ FHWA	Funding for projects to improve or restore anadromous fish passage through the replacement, removal, repair, or improvement of culverts or weirs.	**2/6/2023**	Link to NOFO
RAISE (Rebuilding American Infrastructure with Sustainability and Equity)	Department of Transportation	Funding for surface transportation projects that will improve safety, environmental sustainability, quality of life, mobility and community connectivity, and economic competitiveness.	**2/28/2023**	Link to NOFO

Transportation Planning and Operations
drcog
DENVER REGIONAL COUNCIL OF GOVERNMENTS

2023 Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Grant

Information about the PROTECT Grant program is available here.

DRCOG requests that all PROTECT grant requests in the Denver region be submitted for Transportation Advisory Committee (TAC) review at the July 24, 2023 meeting for information and discussion – *not approval*.

DRCOG will not provide letters of support for any project not presented at this meeting or that are not consistent with the 2050 Metro Vision Regional Transportation Plan.

Please submit this form to ckennedy@drcog.org by 5:00pm MST on July 13, 2023.

GRANTS.GOV
FIND. APPLY. SUCCEED.

HOME | LEARN GRANTS | SEARCH GRANTS | APPLICANTS | GRANTORS

GRANTS.GOV 〉 *View Opportunity*

VIEW GRANT OPPORTUNITY

DOT-SS4A-FY23-01
Safe Streets and Roads for All Funding Opportunity
Department of Transportation
69A345 Office of the Under Secretary for Policy

SYNOPSIS | VERSION HISTORY | RELATED DOCUMENTS | PACKAGE

FY22 awards announced: $185 million for 45 communities across the United States

On February 28, 2023, U.S. Transportation Secretary Pete Buttigieg announced a historic $185 million in grant awards for 45 projects through the new Reconnecting Communities Pilot Program, a first-of-its-kind initiative to

Example Federal Grant Opportunities

EPA Redevelopment and Brownfields Remediation

- Assessment Grants
- Revolving Loan Fund (RLF) Grants
- Cleanup Grants
- Multipurpose (MP) Grants
- Planning Team Grants

Other Federal Grants

- RAISE Grants - $1.5 B 2023
- EPA Environmental Justice Block Grants
  - $100M EJCPS to CBO's or partnerships;
  - $70M with up to $1M per project
- FTA NOFA for Areas of Persistent Poverty Program - $20M
- National Blueprint for Transportation Decarbonization:
  - Increase convenience
  - Improve efficiency
  - Transition to clean options

Resources are Available

- **Resources are available to make this happen**
- **SB 213 may be back next year**
- **How/where do jurisdictions start?**

Resource	Entity Responsible
Planning Assistance	DRCOG, RTD, CDOT
State Funding	Prop 123, SB283 – Mechanisms for Federal Infrastructure Funding = $84M, Clean Energy Program
Federal Funding	EPA, HUD, USDOT, FHWA, FTA, Building a Better America

Solutions are Complex

- **Must be a combination of land use and active transportation**

<u>Land Use</u>
- Mixed Use
- Community-oriented
- Walkable
- TOD

<u>Active Transportation</u>
- Transit
- Pedestrian
- Bicycle
- Micromobility

Overlooked Opportunity: Urban Corridors

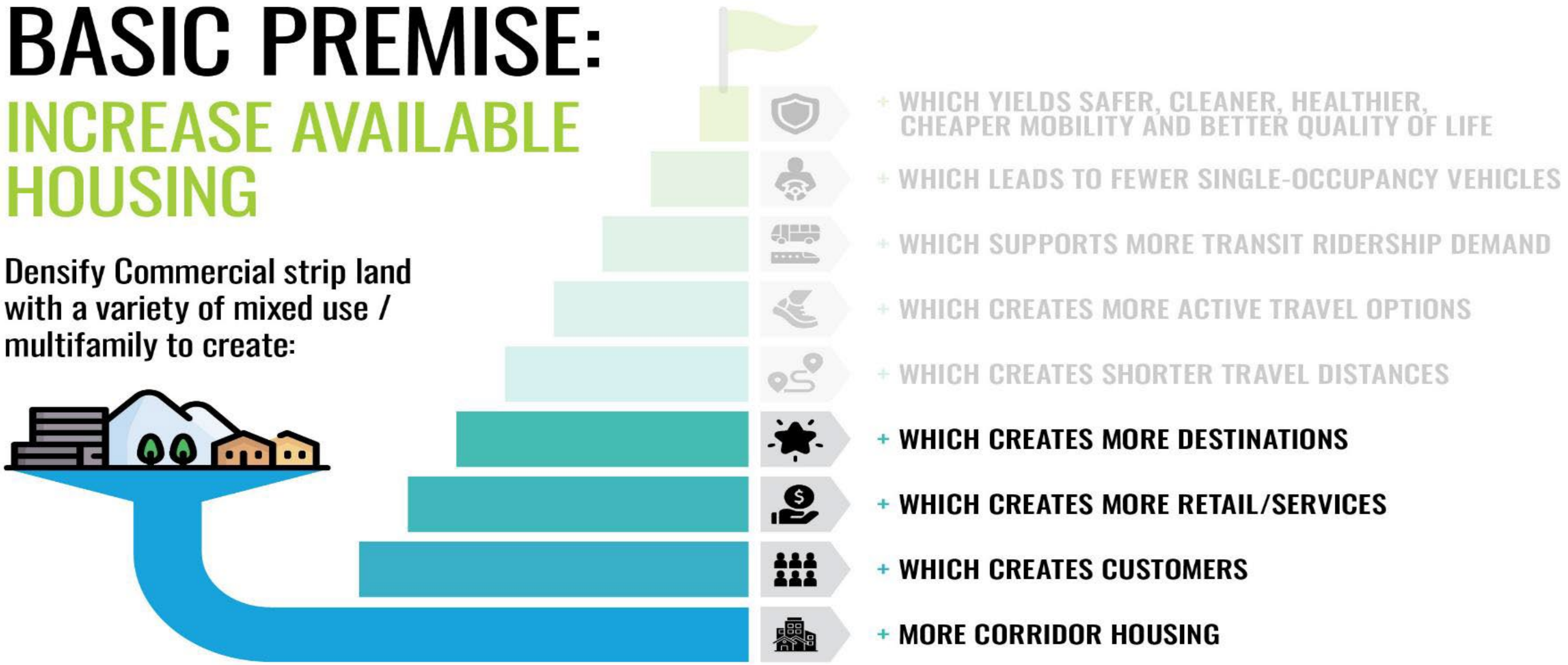
- **Corridor Revitalization by adding Multifamily/Mixed-Use:**
  - **Large segments of underutilized land**
    - **FAR in ranges of 0.2 – 0.5**
  - **Support Revitalization Plans**
    - **Along State highways**
    - **Urban arterial corridors**
  - **Development integrated with Transportation Plans**
    - **Transit System Plan**
    - **BRT System Plan**

Corridor Revitalization

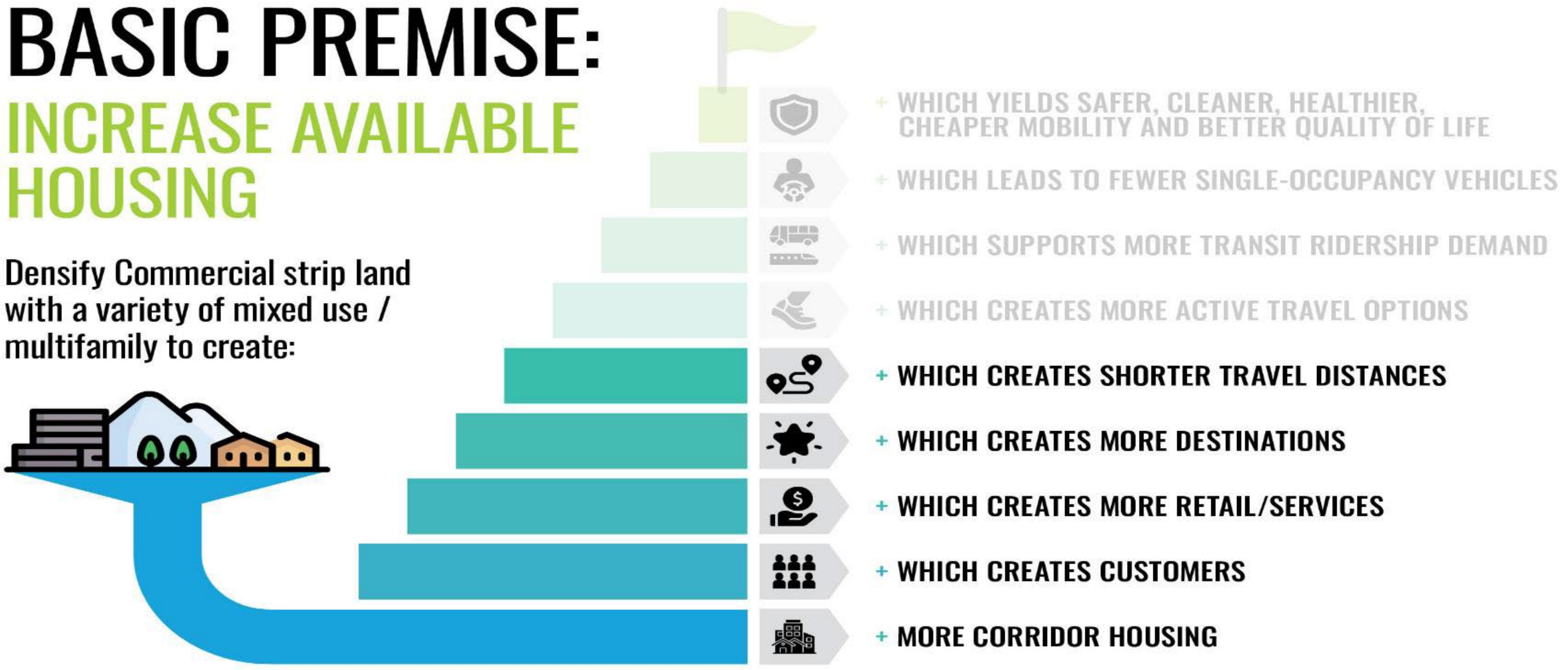
Corridor Revitalization

Corridor Revitalization

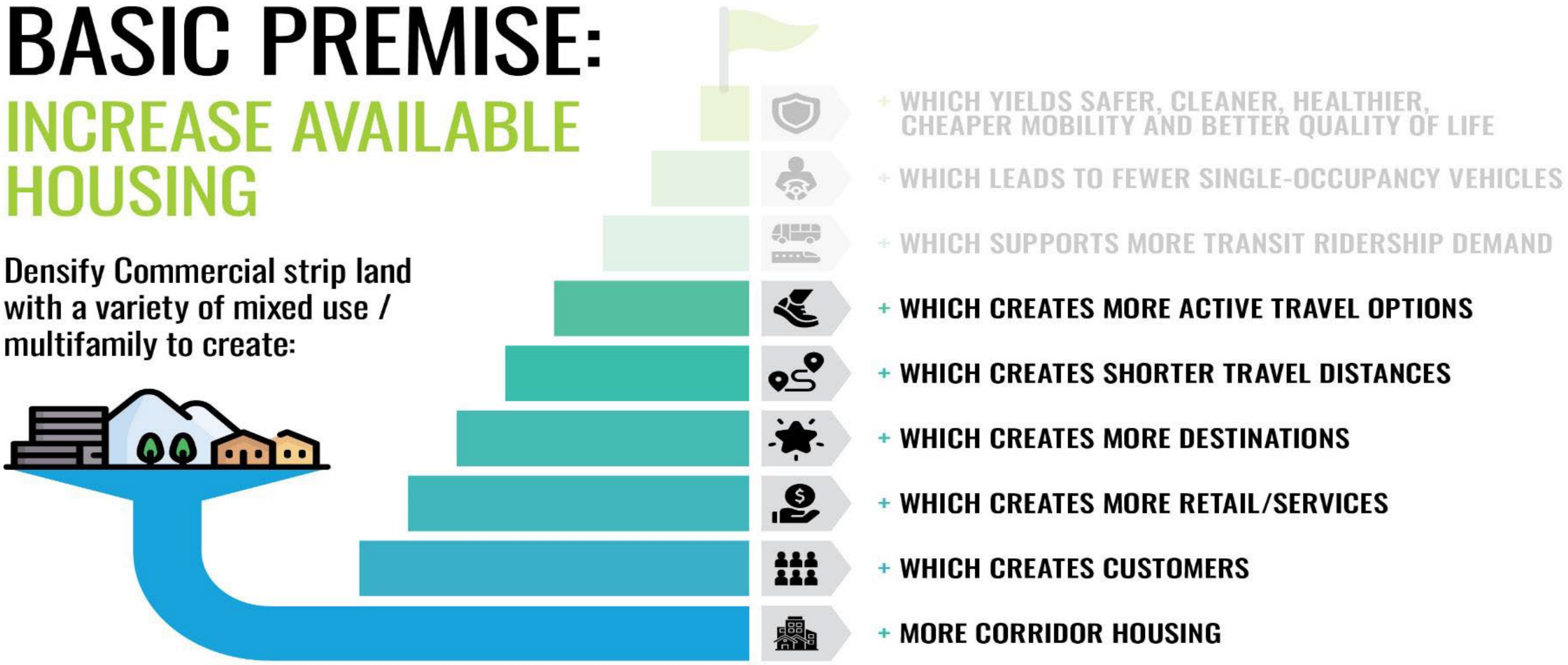
Corridor Revitalization



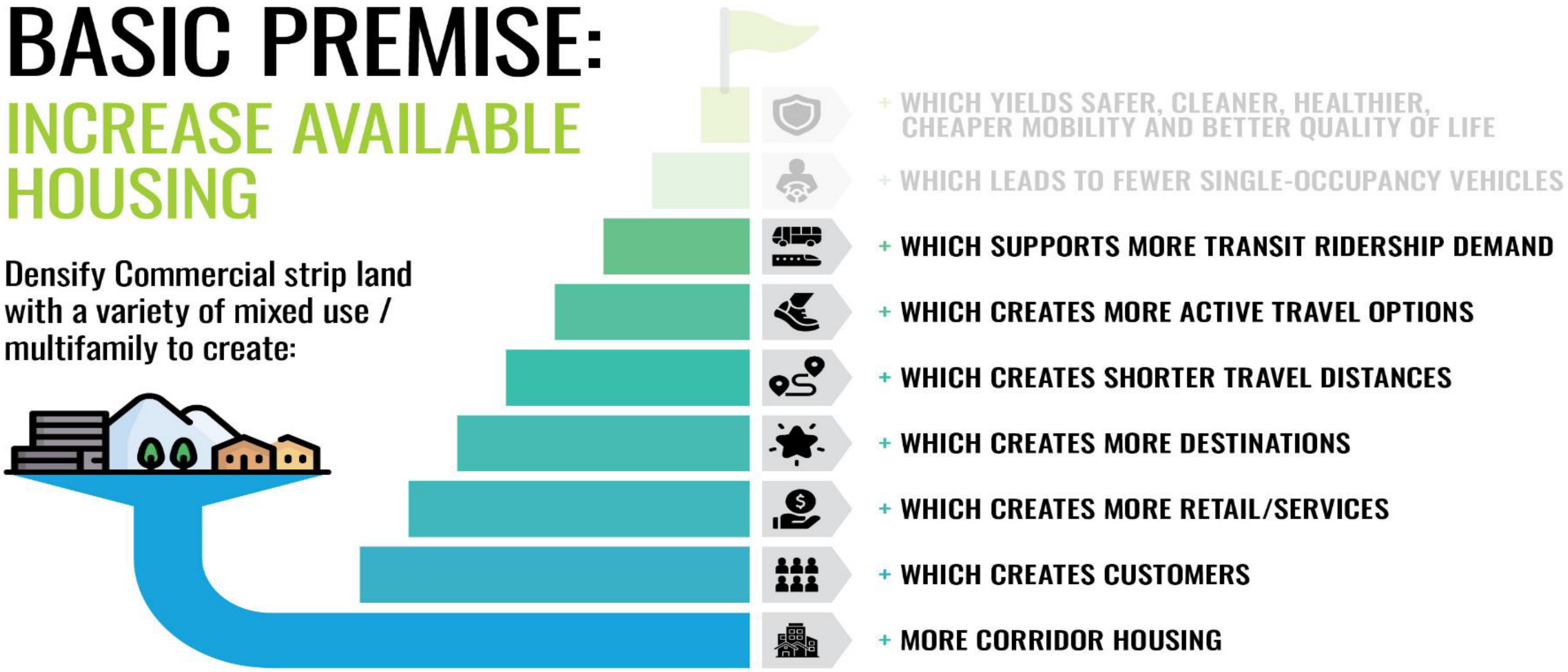
Corridor Revitalization



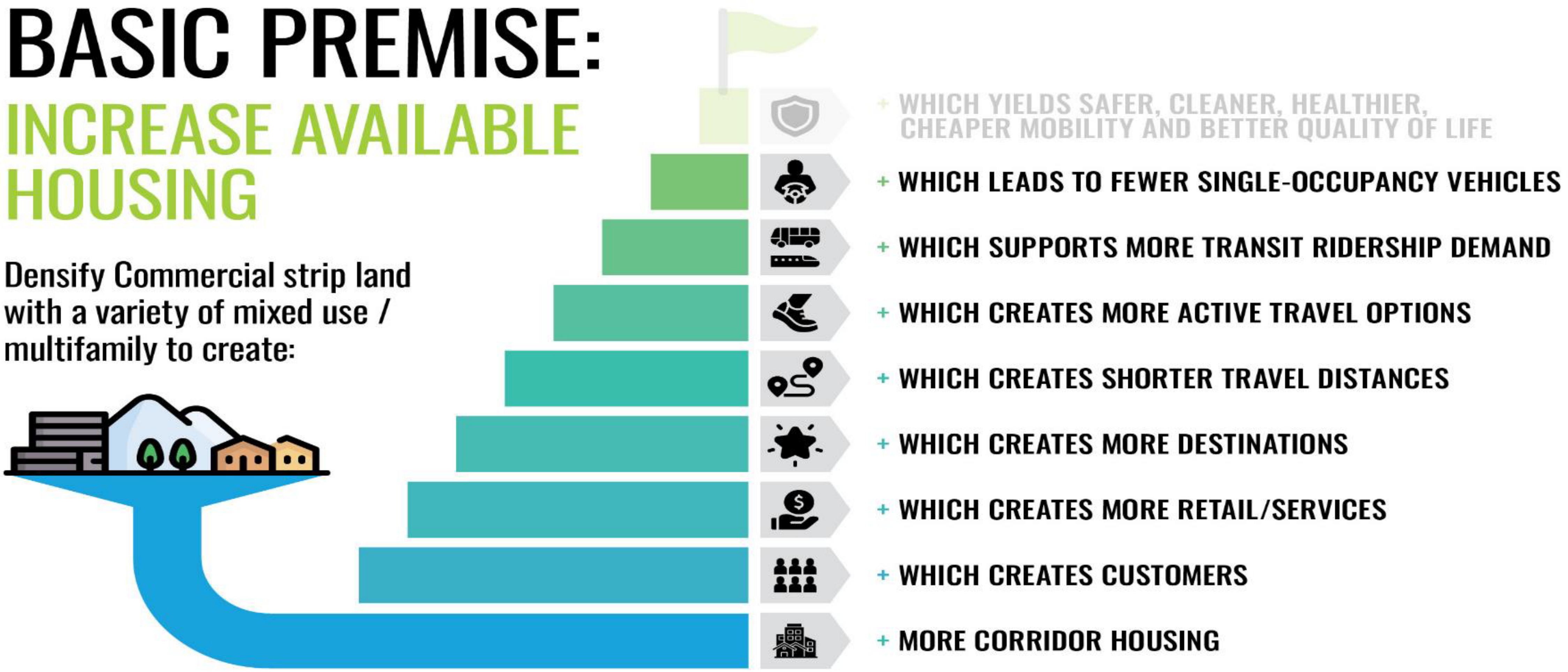
Corridor Revitalization



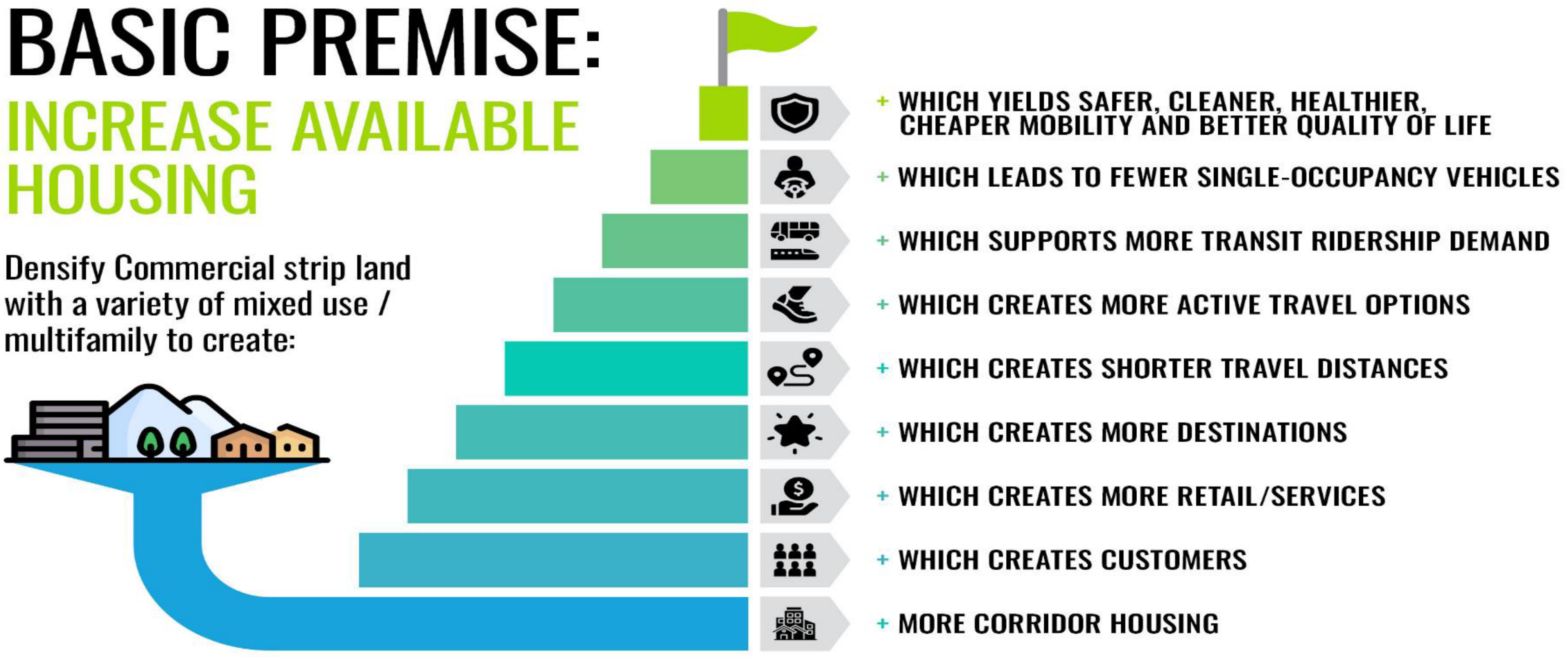
Corridor Revitalization



Corridor Revitalization



The Communities We Want



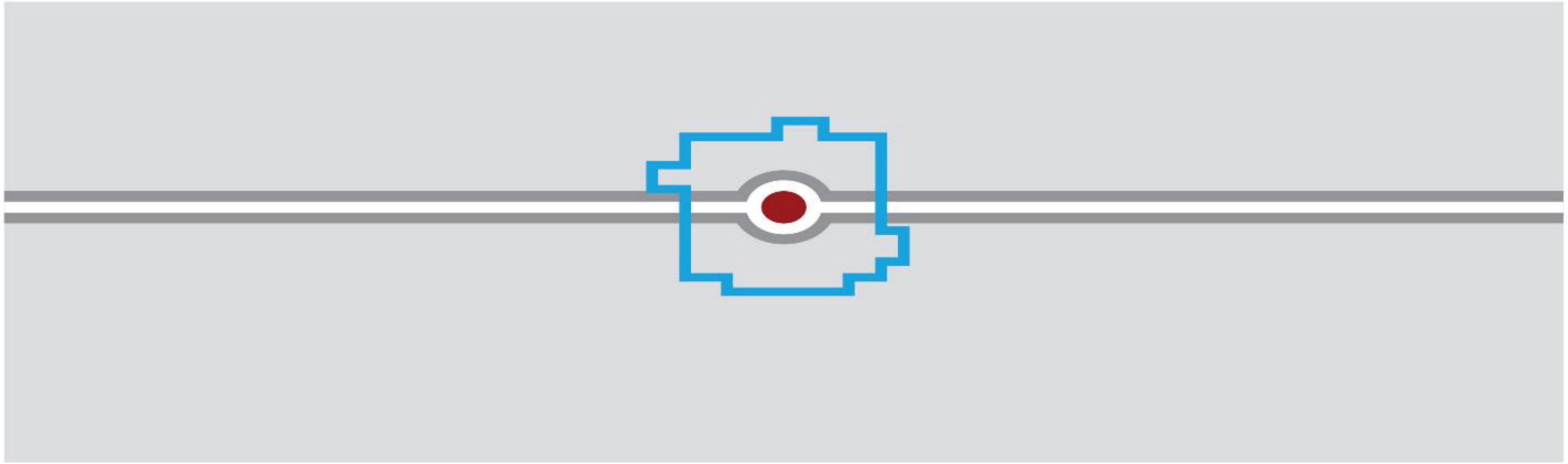
Expanded Version of What We Know

TRANSIT-ORIENTED DEVELOPMENT

Transit-Oriented Development (TOD) creates compact, mixed-use communities near transit where people enjoy easy access to jobs and services.

Planned TOD

1/4 MILE RADIUS



Expanded Version of What We Know

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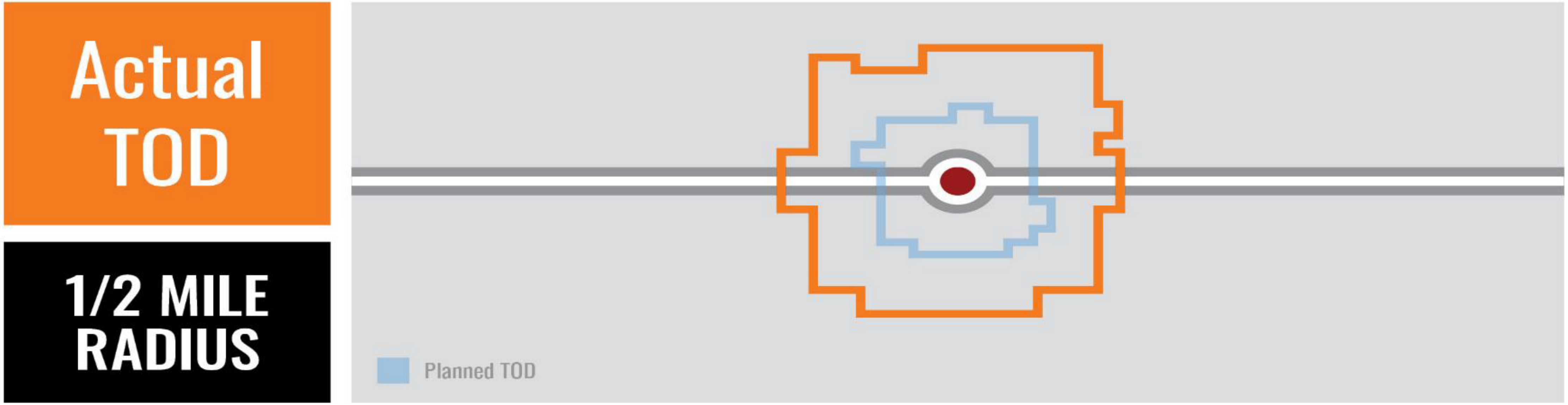


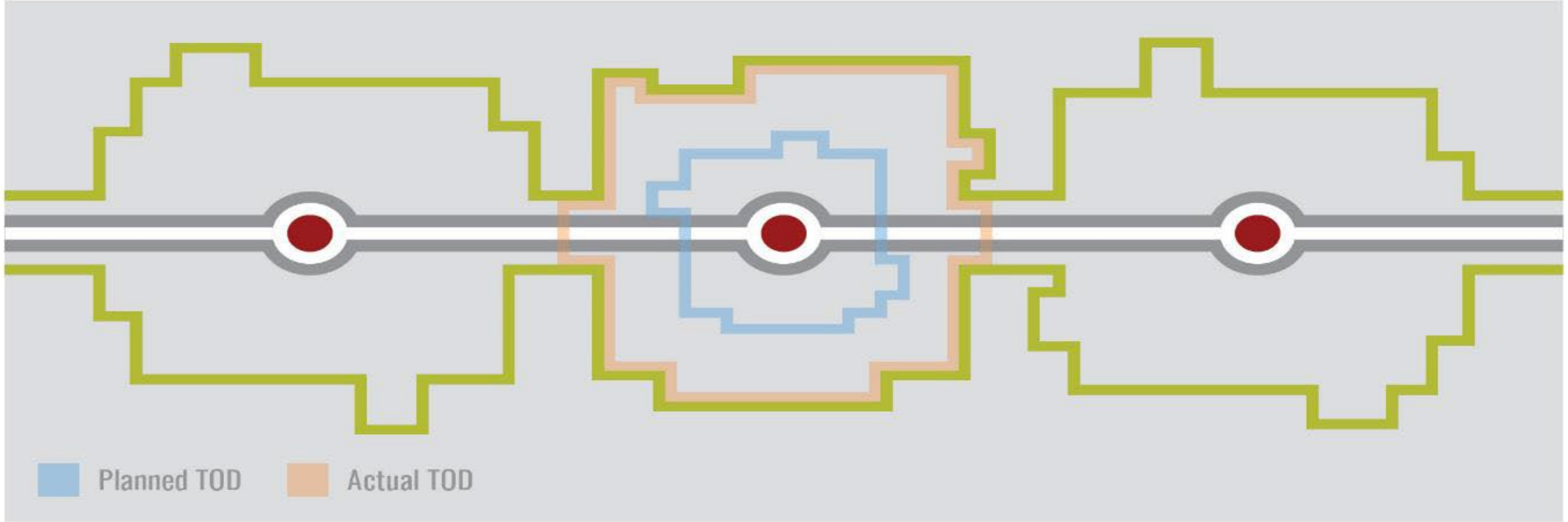
Expanded Version of What We Know

TRANSIT-ORIENTED DEVELOPMENT

Transit-Oriented Development (TOD) creates compact, mixed-use communities near transit where people enjoy easy access to jobs and services.

Corridor TOD

1/2 MILE RADIUS

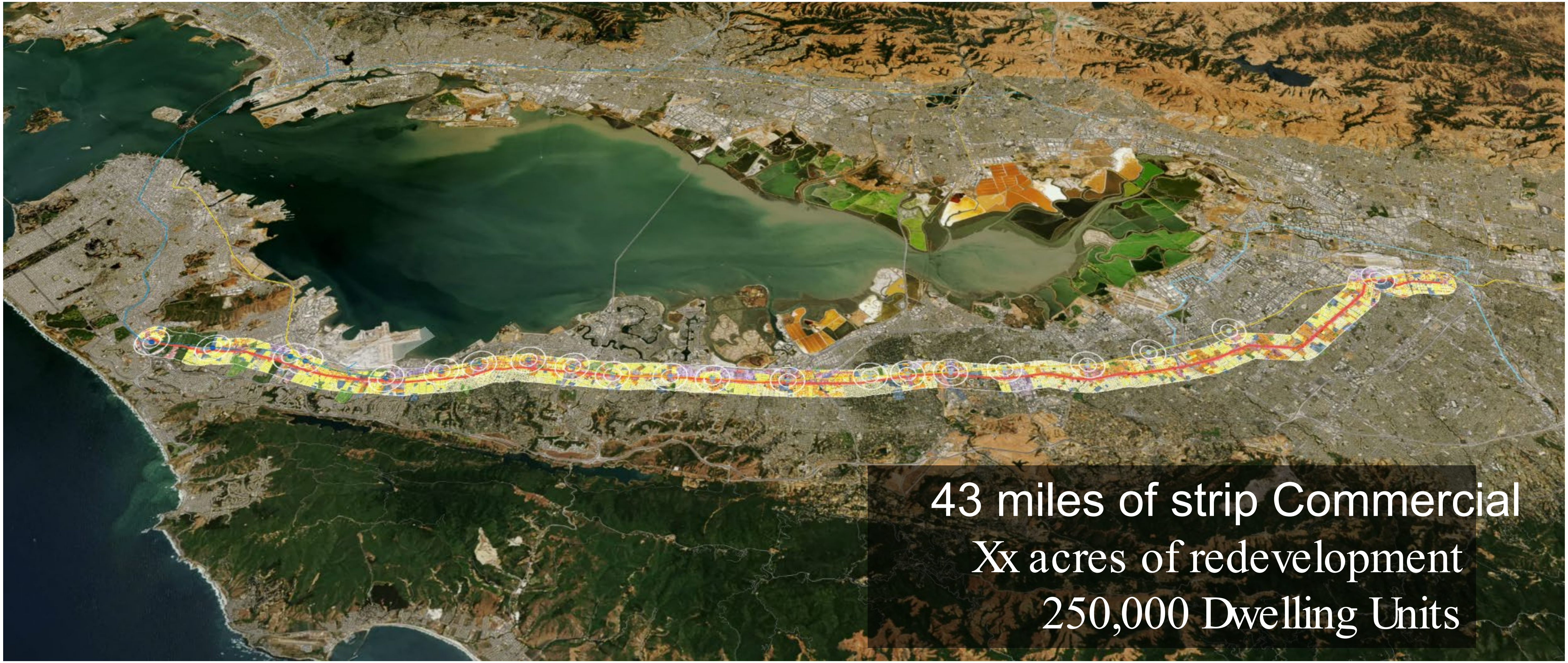


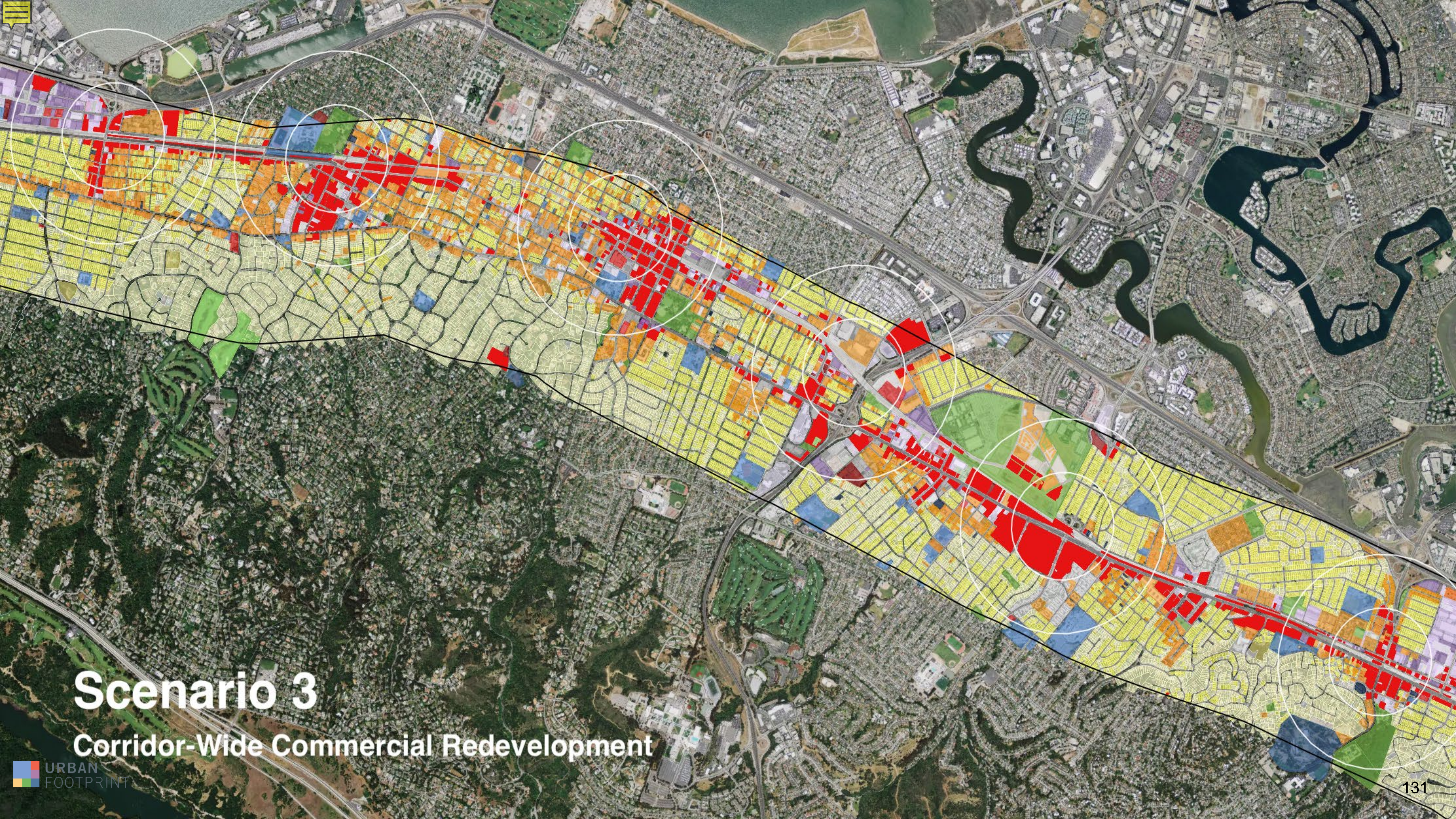
TOD at the Corridor Level

- **Evolution of Transit Oriented Development (TOD) to corridor-level**
- **Focused on previous/planned accessibility and mobility investments**
- **Provides location-specific incentive for land use development**
- **Will be implemented with and without direct public subsidy – cost of land and regulations are key**

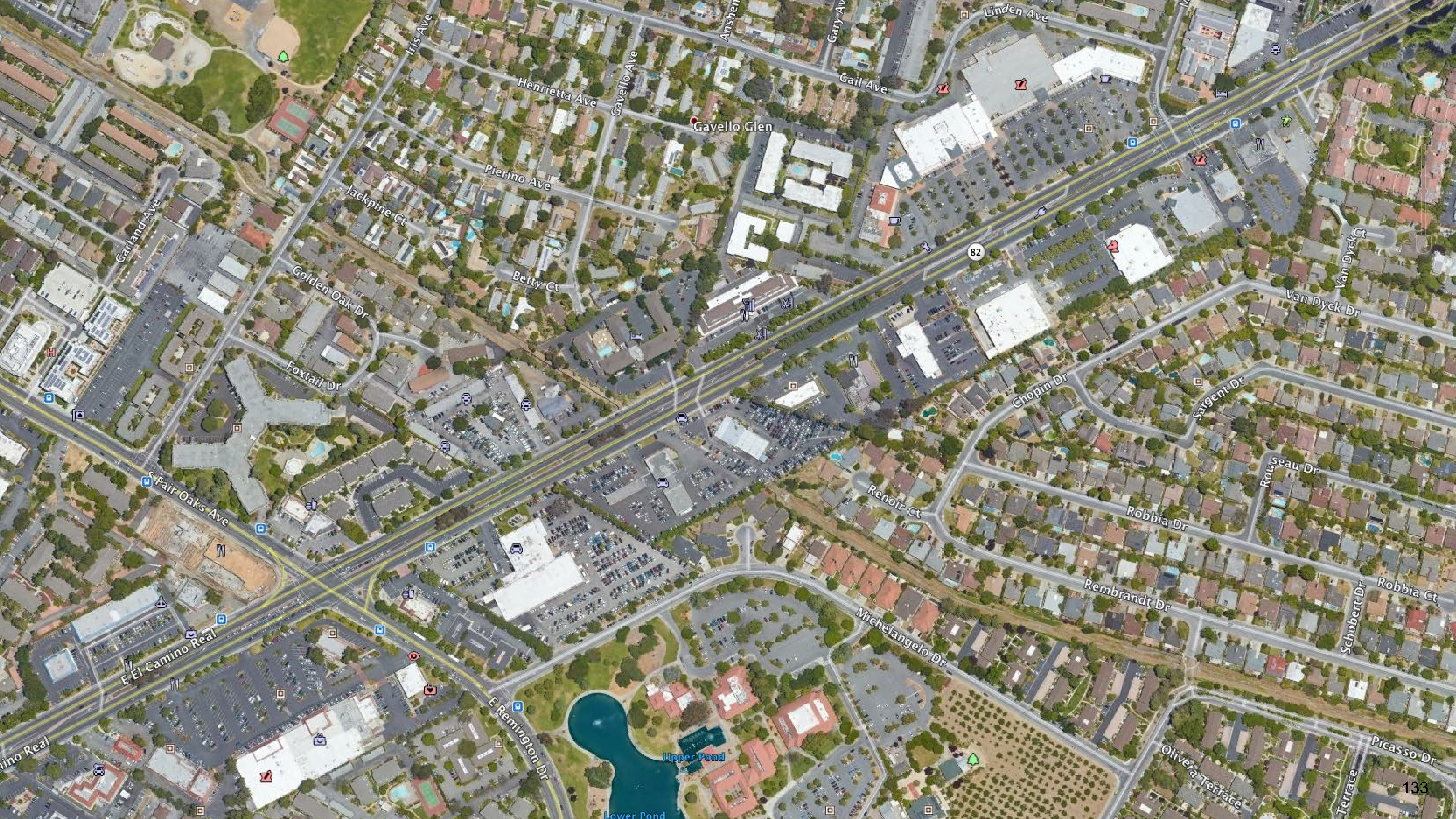
California Example – El Camino Real; US 101
San Jose to San Francisco

HDR|Calthorpe

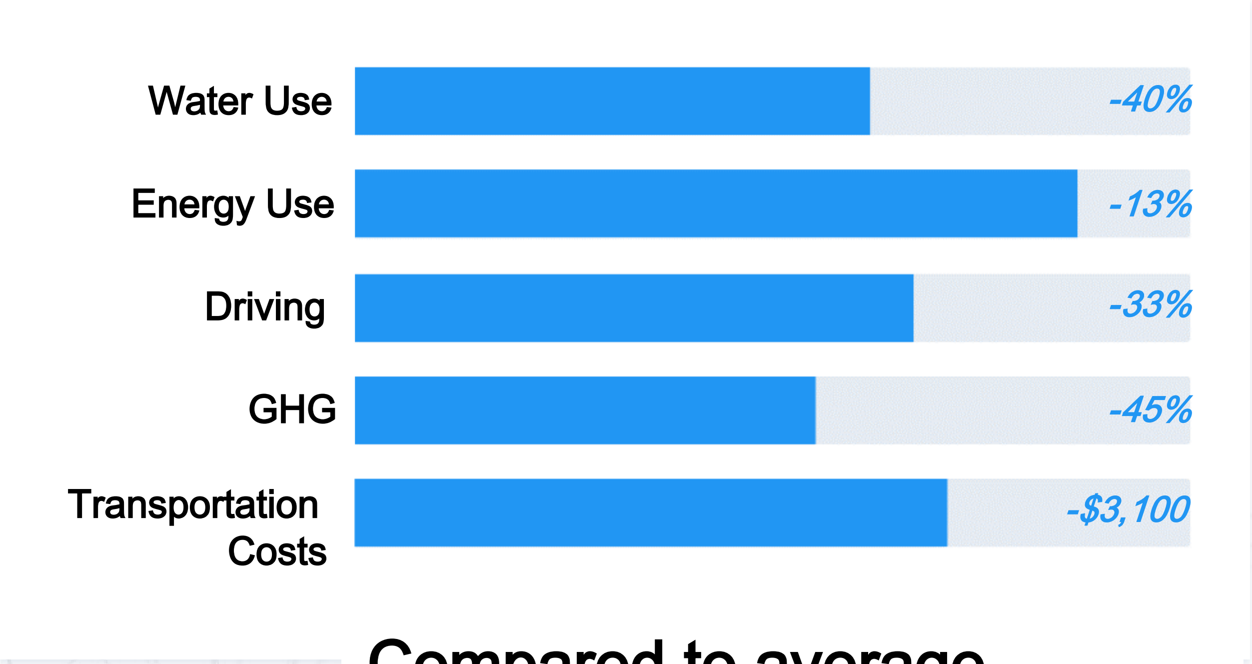



Scenario 3
Corridor-Wide Commercial Redevelopment
URBAN
FOOTPRINT


Cherry Orchard
Shopping Center
Allario Shopping Center
Cherry Orchard
Apartment Homes
Trader Joe's
82
Ross Dress for Less
Toys"R"Us
Old Olson
Cherry Orchard
S Mathilda Ave
Villa Cerise
Mathilda Garden
Apartments
Safeway
24 Hour Fitness
Super Sport
Sunnyvale Saratoga Rd
S Sunnyvale Ave
Cherrywood Dr
Talisman Dr
Cezanne Dr
Cezanne Apartments
El Camino Real



Iris Ave
Henrietta Ave
Gavello Ave
Gavello Glen
Anshen
Gary Ave
Linden Ave
Gail Ave
Pierino Ave
Jackpine Ct
Garland Ave
Betty Ct
Golden Oak Dr
Foxtail Dr
82
Van Dyck Ct
Van Dyck Dr
Chopin Dr
Sargent Dr
Rousseau Dr
Renoir Ct
Robbia Dr
Robbia Ct
Rembrandt Dr
Schubert Dr
Michelangelo Dr
S Fair Oaks Ave
E El Camino Real
mino Real
E Remington Dr
Upper Pond
Lower Pond
Olivera Terrace
Picasso Dr
Terrace



Compared to average Alameda County household

+ 250,000 Homes

Diverse Housing Opportunities

	Small parcels (less than 1 acre)		Large parcels	
4 lane boulevards	Live/Work townhomes	32 units/acre	3-5 story wrap	80 units/acre
6+ lane boulevards	4-story tuck under	60 units/acre	4-story + 1 podium	100 units/acre
TOD areas on boulevards	4-story + 1 podium	100 units/acre	5-story + 2 podium	150 units/acre

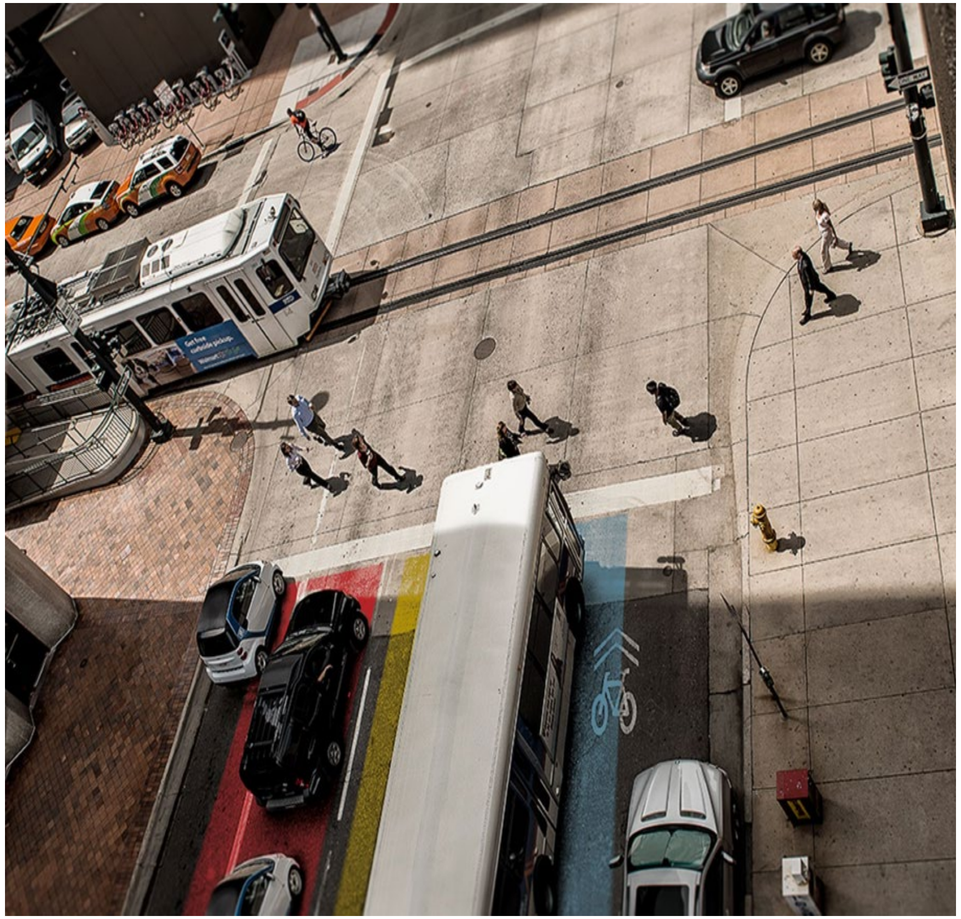
3 Story Walk Up- 60 Du/ac
Small Lot – 6 lanes


NAILS
BOSS CLEANERS
STERLING


4 Story - 80 Du/ac
Large Lot – 4 lanes

STANDARD SUBURBAN


Ekova
r • grill • coffee



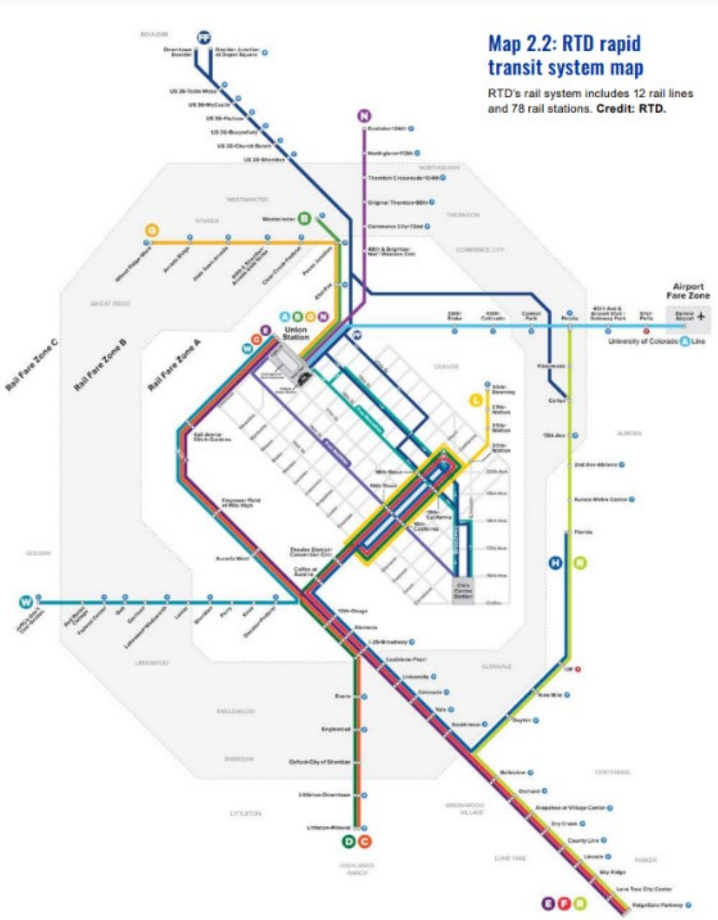
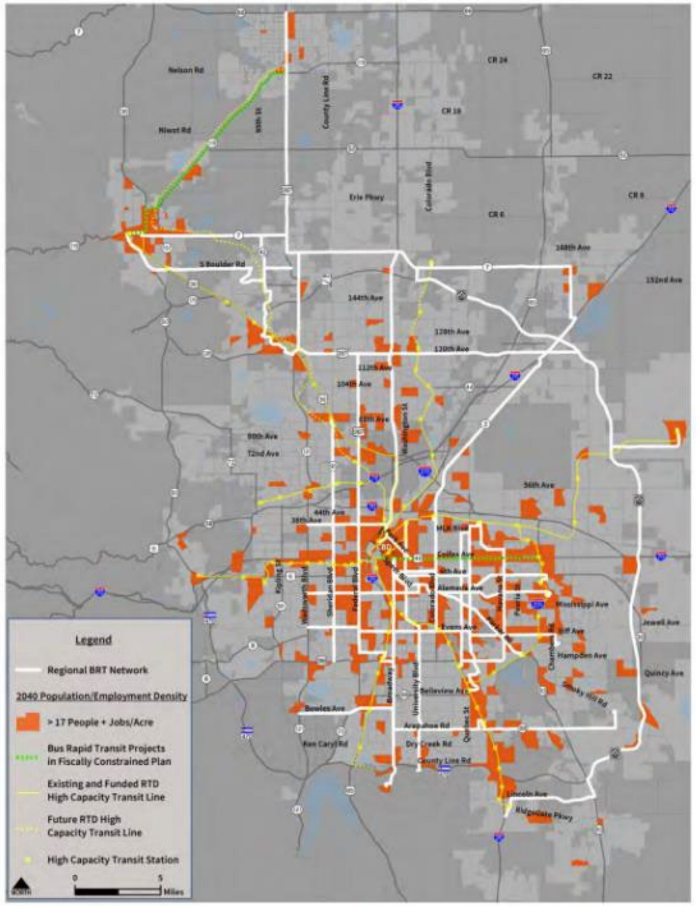


Figure 25. 2040 Jobs and Population Density

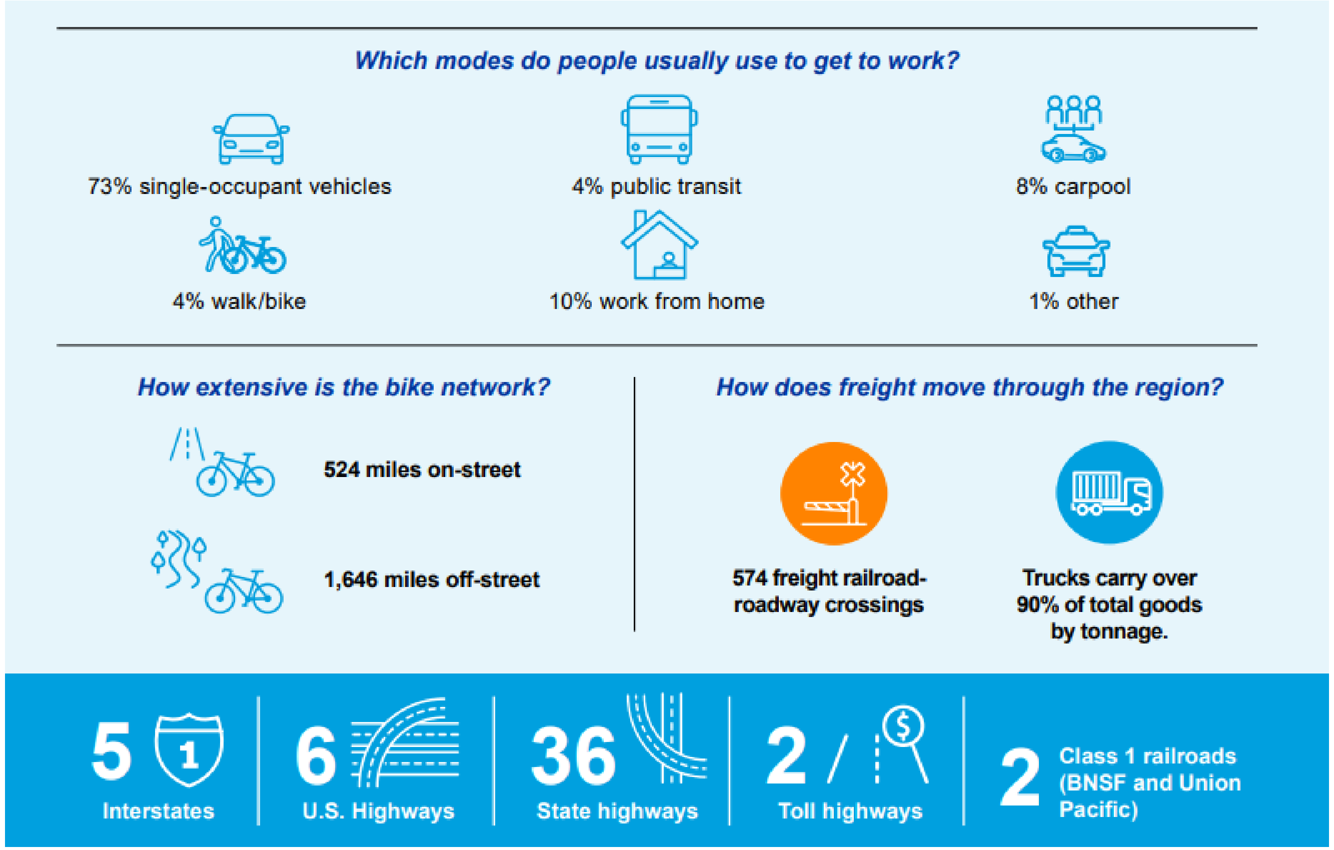


Source: DRCOG Regional Travel Demand Model (Focus 2.1)

Transportation Investments

More Density Supports Next Generation Transit

- **BRT (Bus Rapid Transit)**
- **ART (Autonomous Rapid Transit)**
- **Light Rail**
- **Connected Systems**



Bus Rapid Transit

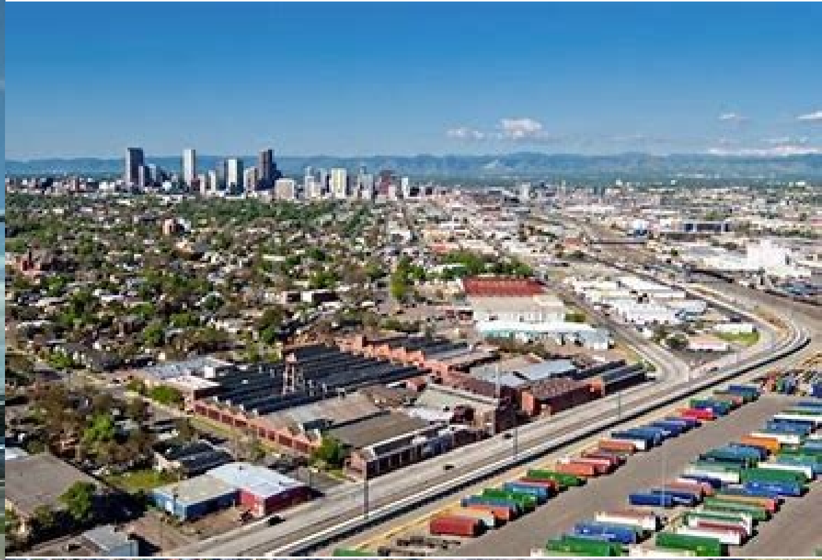
Autonomous Rapid Transit Bus

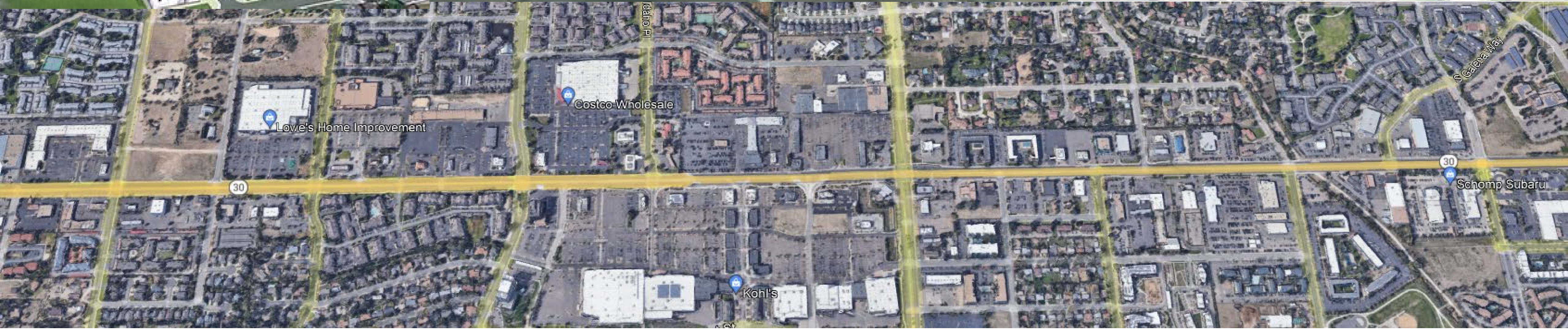
Autonomous Rapid Transit Van

Robinsons
EL CAMINO
ART
ART

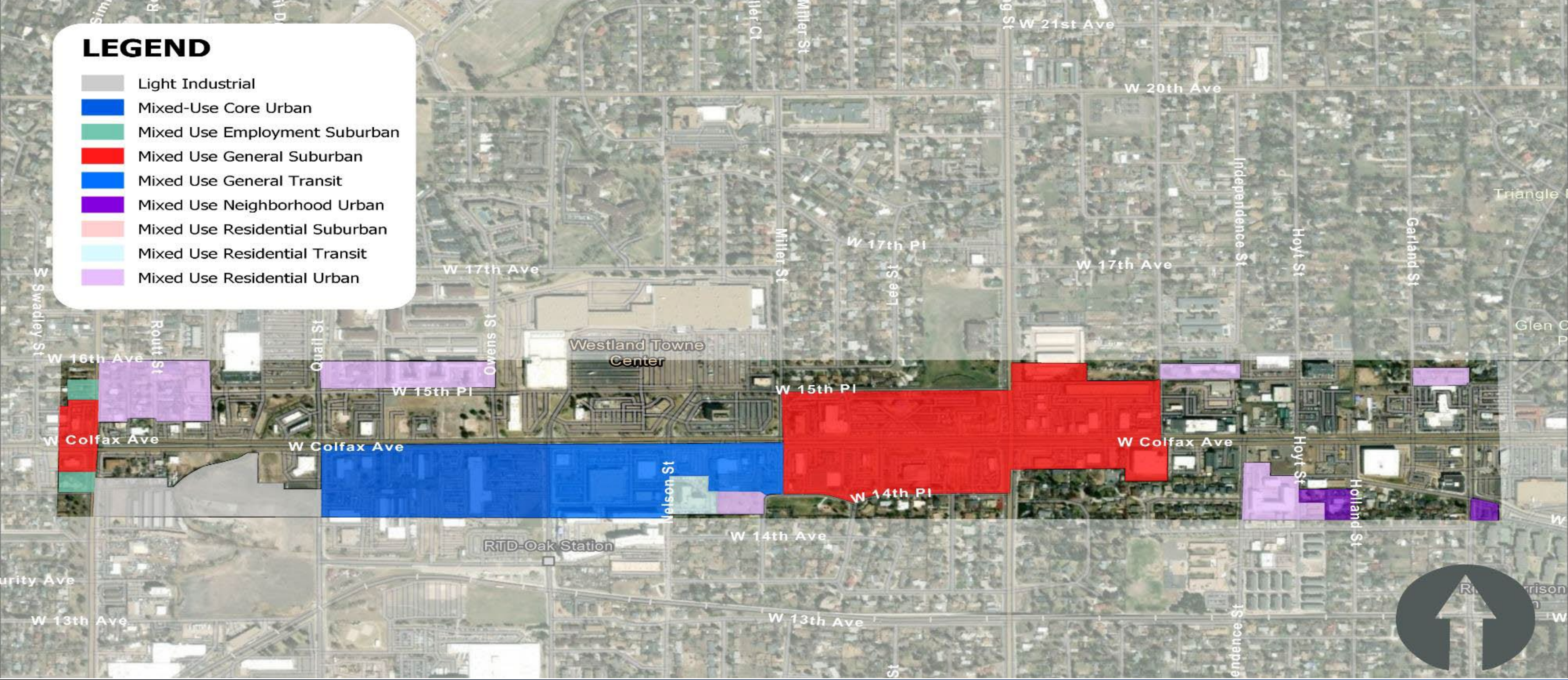

ART
ART

Denver Area Arterials – 1970’s

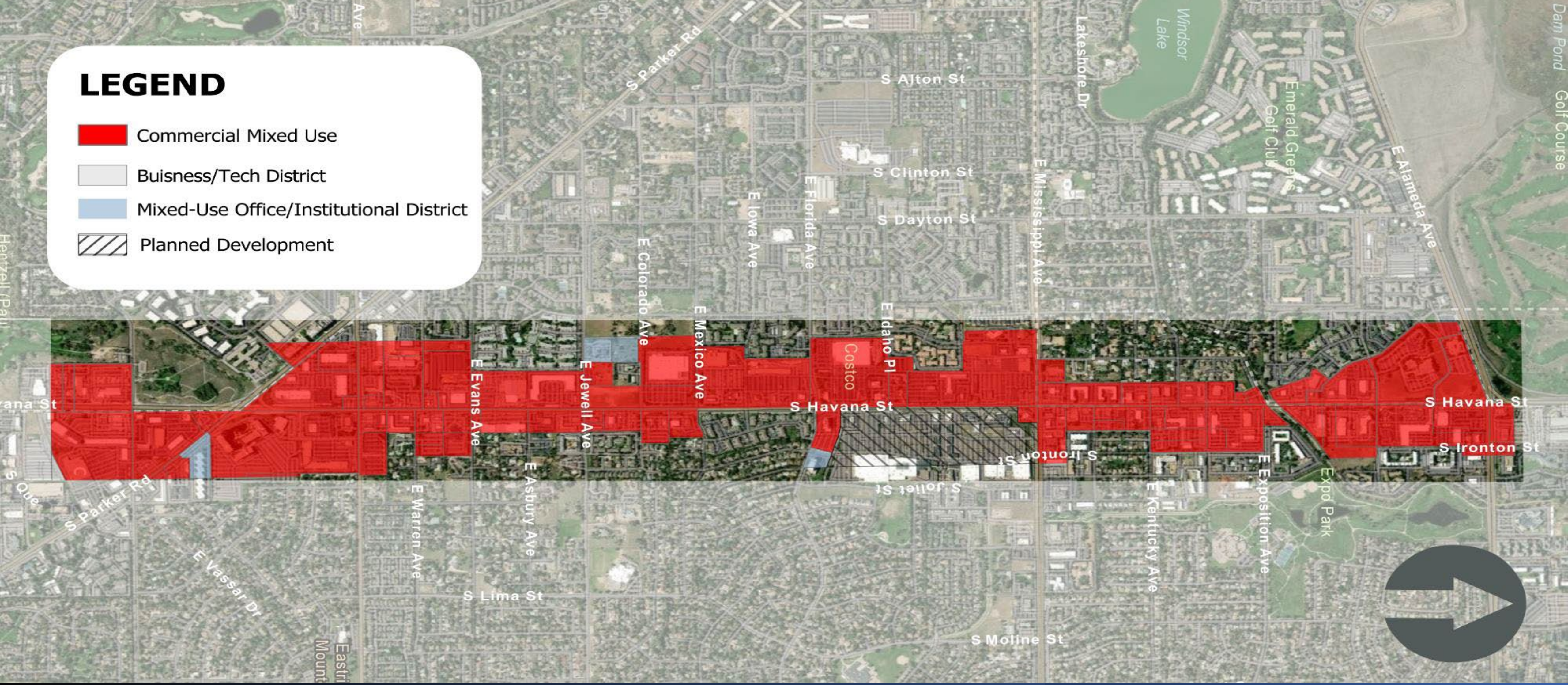




Denver Area Arterials – 2020's



Lakewood Arterial – West Colfax



Aurora Arterial – Havana

Implementation: A Major Role for DRCOG

1. **Provide regional planning data on urban corridors:**
   - **Traffic volumes, Transit services**
   - **Aerial photos**
   - **Low-FAR land parcels**
   - **Utilities**

2. **Sponsor EPA-type planning teams to local jurisdictions to:**
   - **Identify potential corridors and development parcels**
   - **Identify willing landowners**
   - **Outline next implementation steps**
   - **Identify/write appropriate grant funding and other resources**

The Overlooked Potential of Urban Corridors

So where do we go from here?

But where to Start?

Average Speed

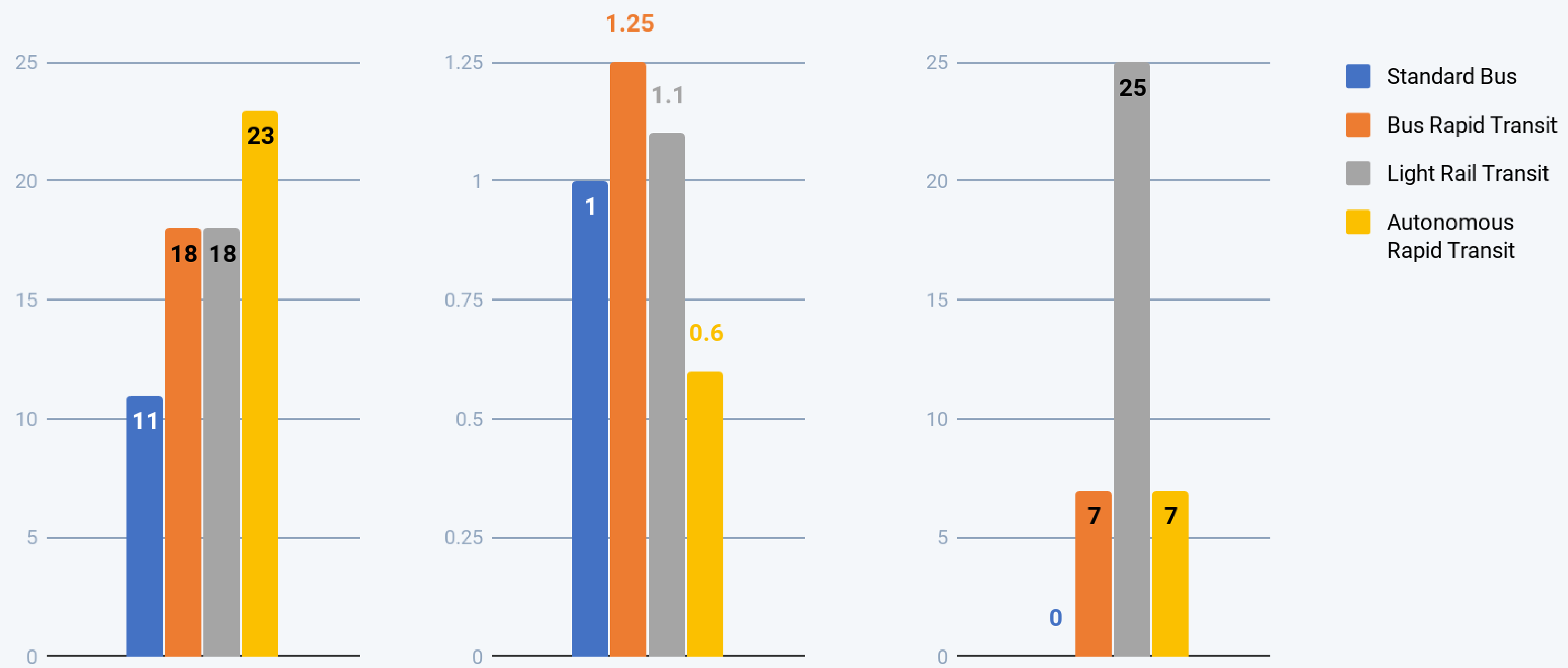
MHP

O & M Costs

Million per Service Mile

Construction Costs

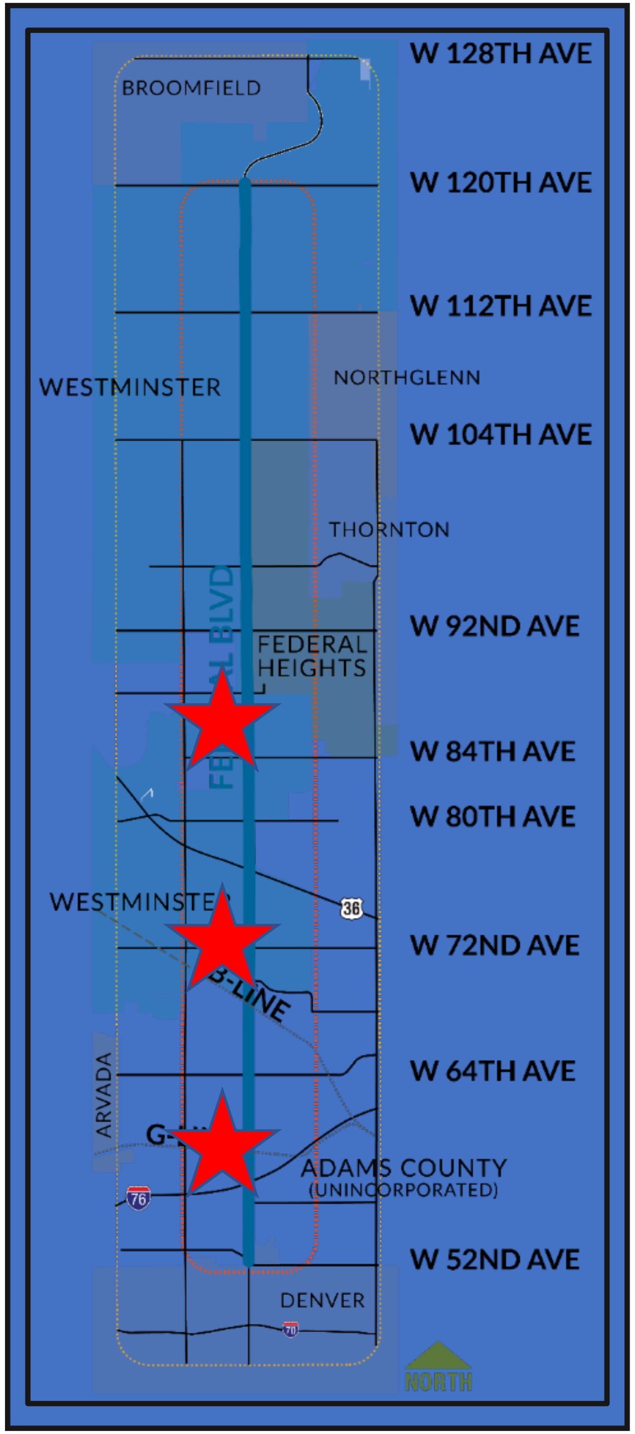
Million per Service Mile



Development along the Federal Boulevard Corridor

DRCOG Board Retreat
May 13, 2023

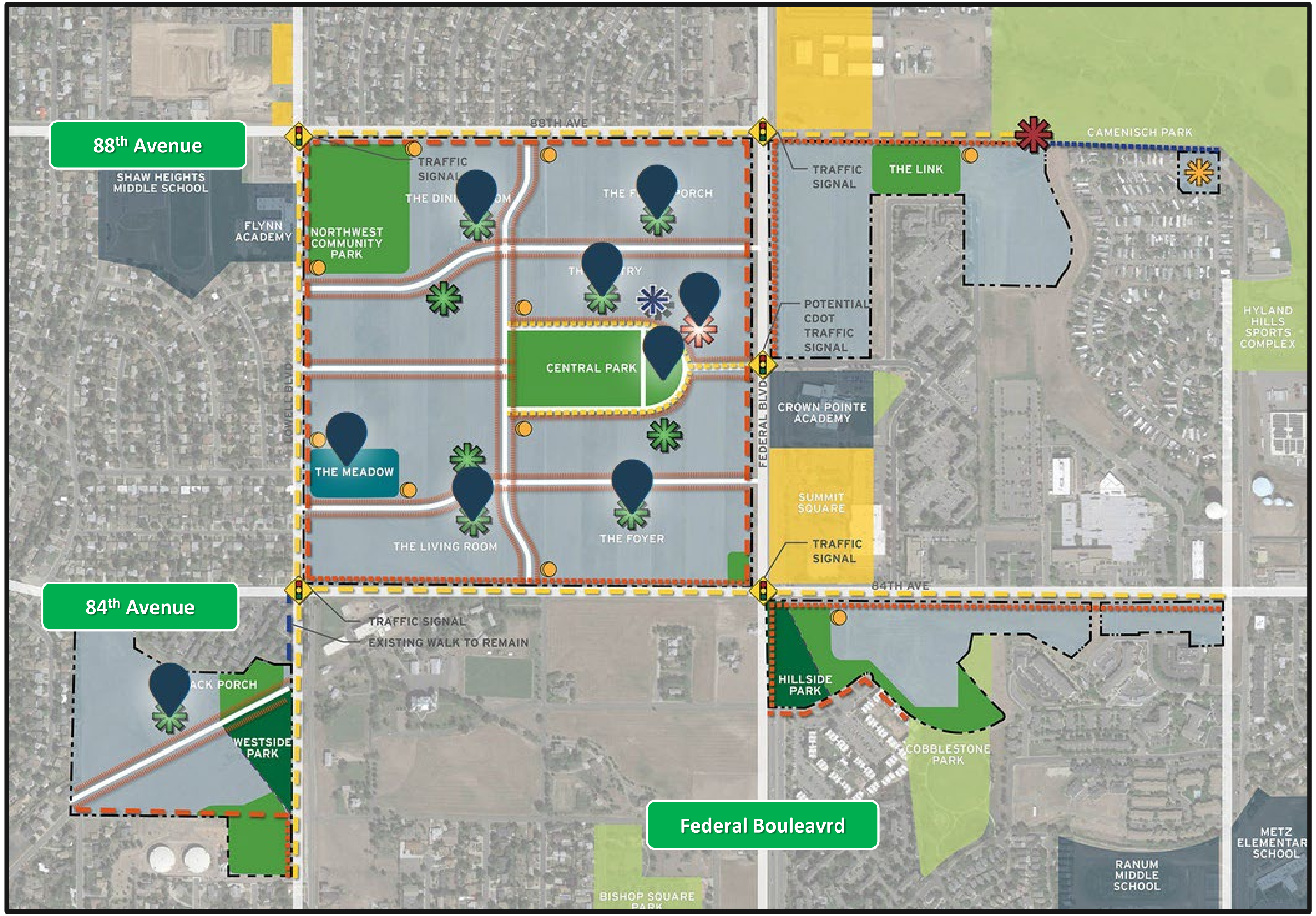
Chris W. Chovan
Senior Transportation and Mobility Planner
Adams County Public Works



Corridor Stats

- Three jurisdictions
- Primarily 6-lane cross-section
- Primary alternate to I-25
- Crosses two freeways
- Two RTD Commuter Rail stations
- RTD Route 31 – ridership is 3rd highest in the region

Uplands Development



Uplands Development

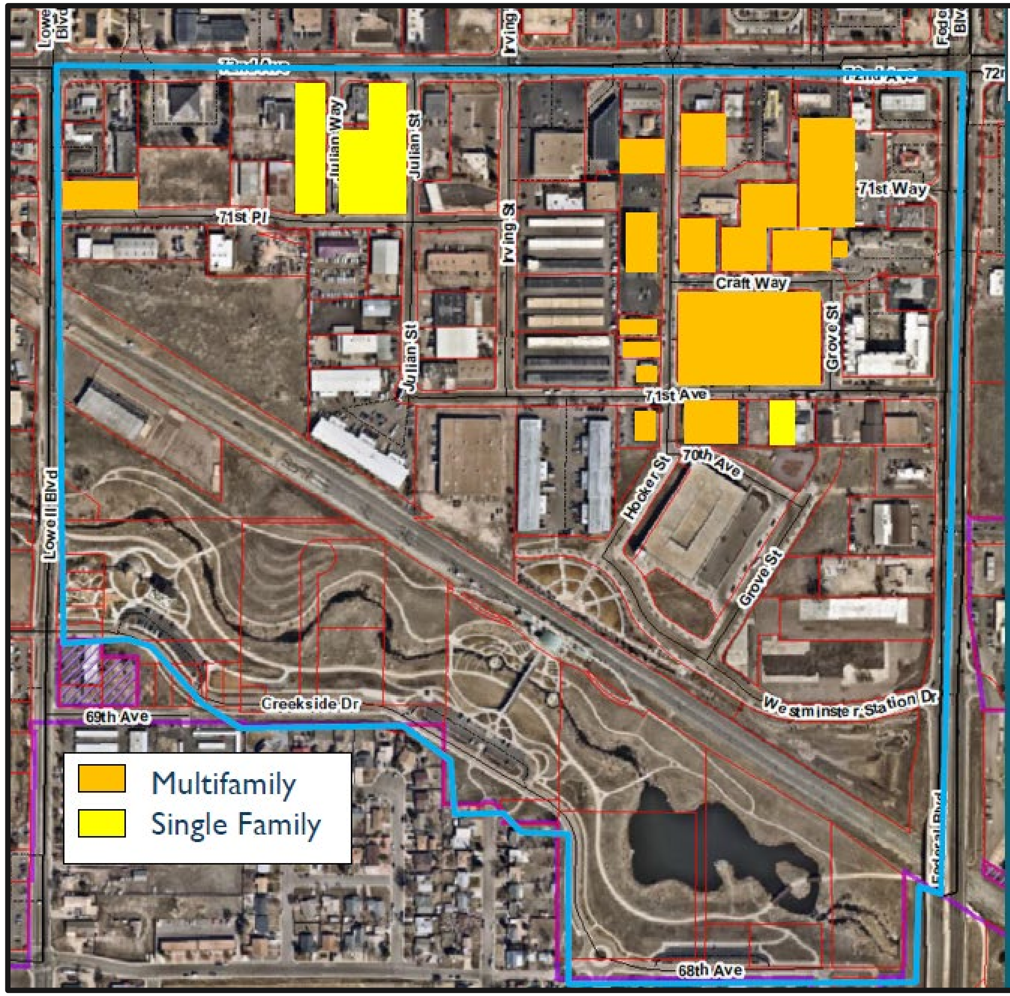
Westminster Station Area

Table 2-3: Potential Development Summary	
New Development	
Residential (units)	1,340
Projected Population	2,600
Non-Residential (square feet)	
Retail	372,000
Office	279,000
Total Square Feet	651,000
Projected Jobs	1,820

Source: City of Westminster

Westminster Station Area

Westminster Station Area



RESIDENTIAL UNITS

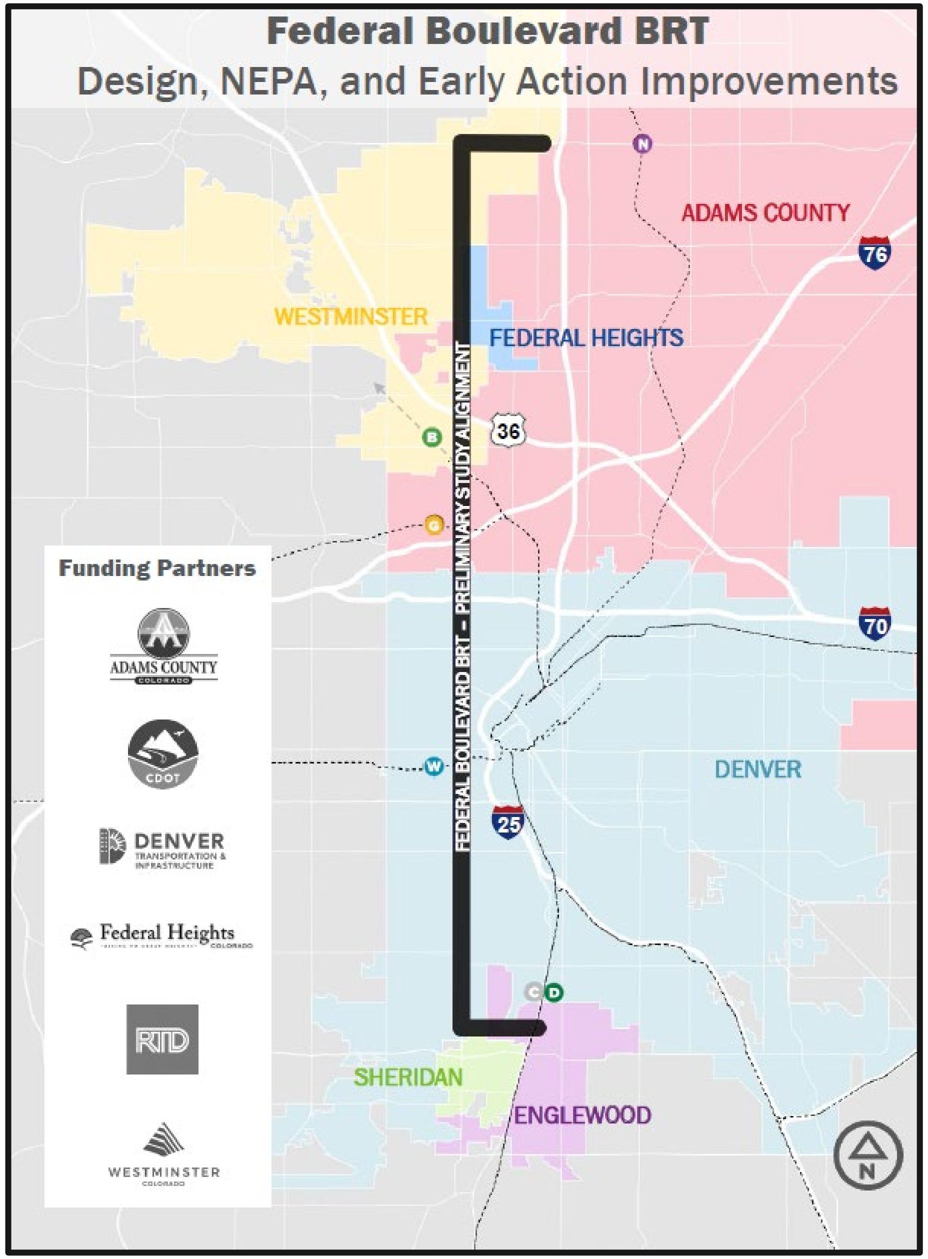
Existing Units	341
New Units Allowed	1,340
Total Units Allowed (Existing + New)	1,681

- Missing piece of the TOD
- New units may include:
  - Townhomes
  - Live/Work
  - Multifamily Apartments
  - Condominiums
- Mix of ownership and rental
- Mix of market-rate, attainable and workforce
- Rehabilitate or replace older, multifamily housing stock

Clear Creek/Federal Station Area

Clear Creek/Federal Station Area

Clear Creek/Federal Station Area



Transportation Investment

Partnership with Westminster, Federal Heights, Adams County, City of Denver, RTD, DRCOG, and CDOT

Discussion/Questions

Chris W. Chovan
cchovan@adcogov.org
720-930-9284 (mobile)

CASTLE ROCK DOWNTOWN DEVELOPMENT

Tara Vargish
Director of Development Services

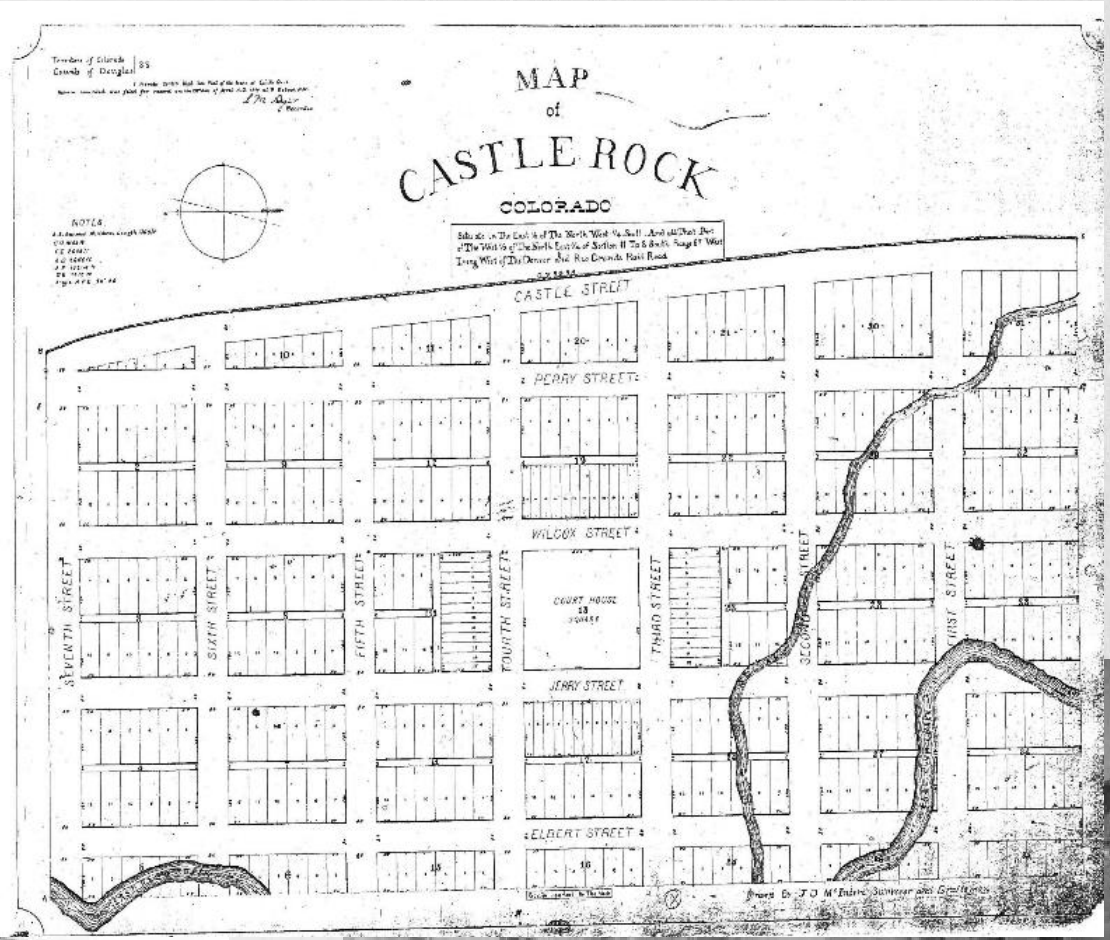
DRCOG BOARD RETREAT
MAY 13, 2023

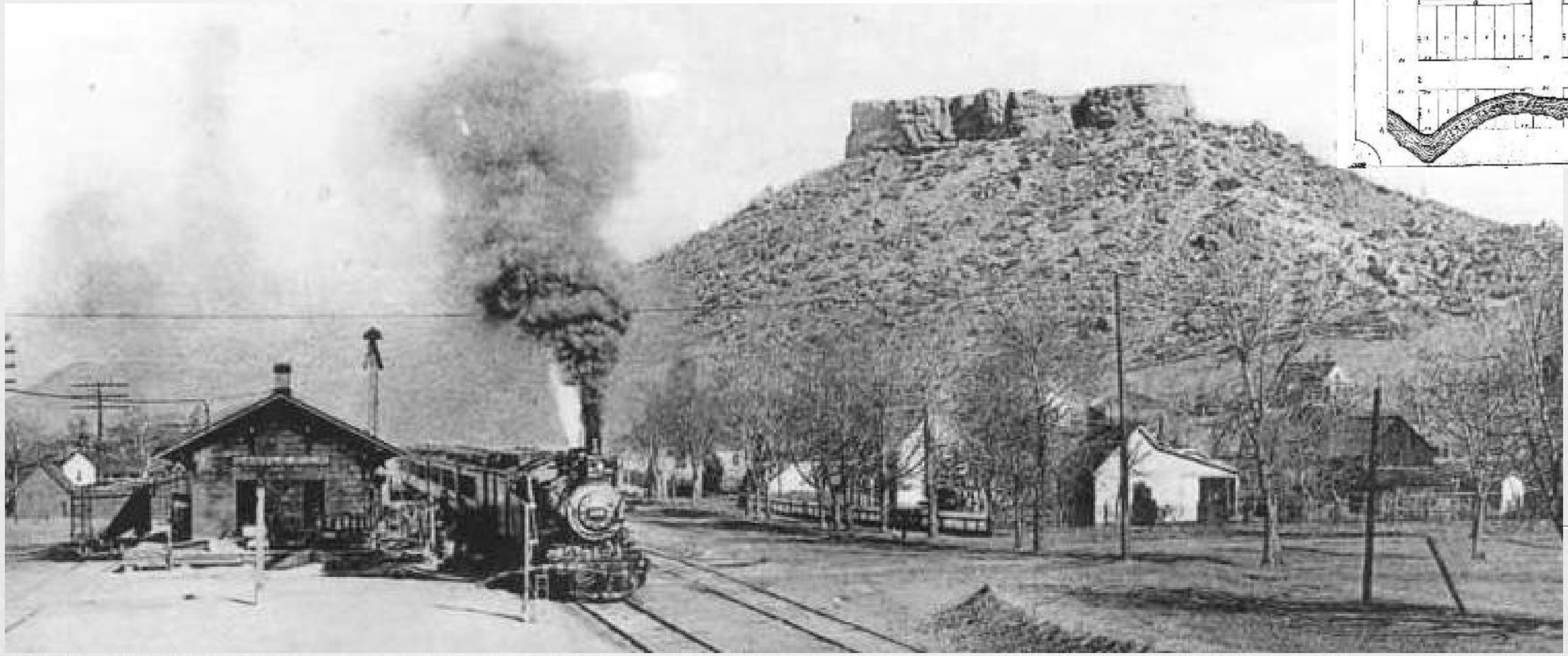
CASTLE ROCK DOWNTOWN

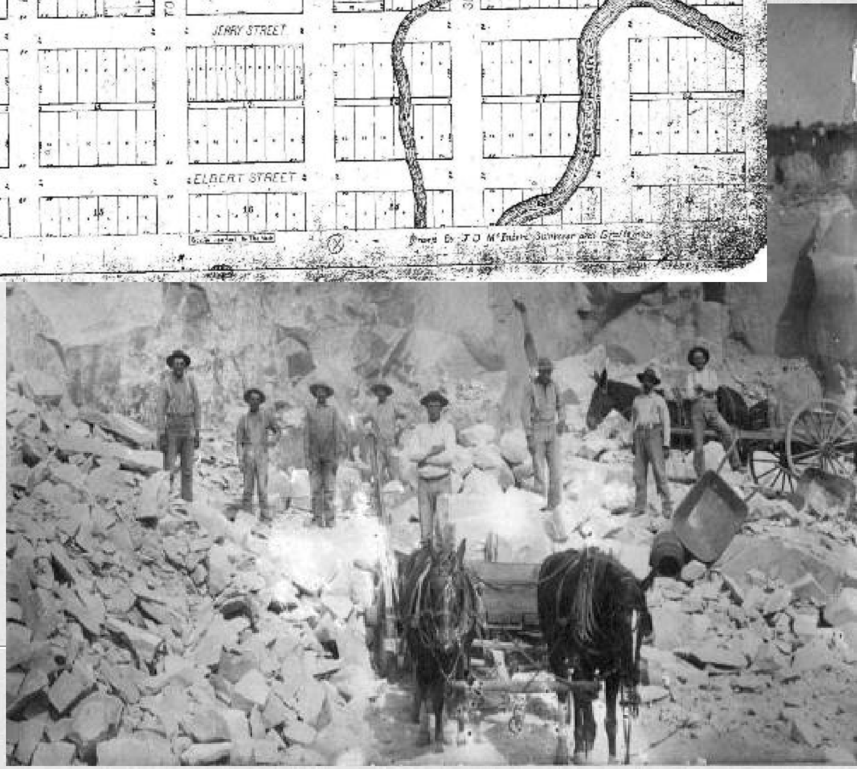
- What’s happened in Castle Rock’s downtown?
- How did it happen?
- What are some challenges and tools related to achieving success?

CASTLE ROCK

- Job and Transportation
- 1874 – Downtown area originally platted
- 1881 – Town of Castle Rock incorporated

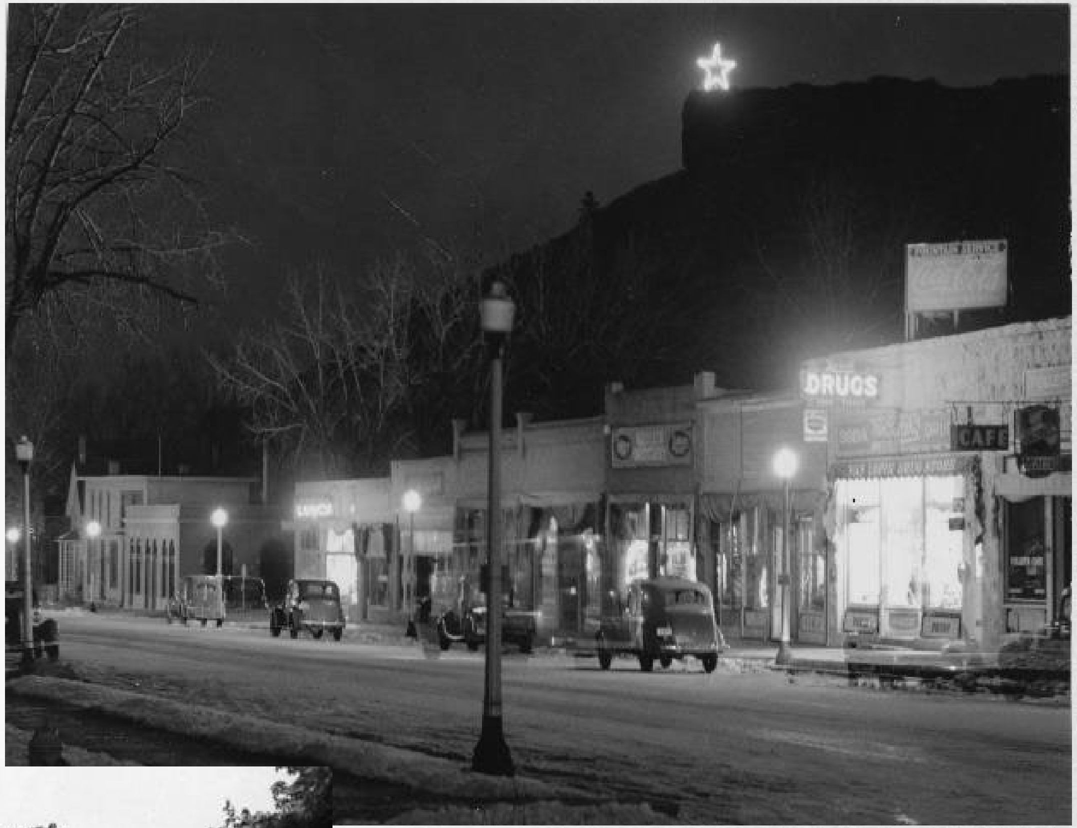




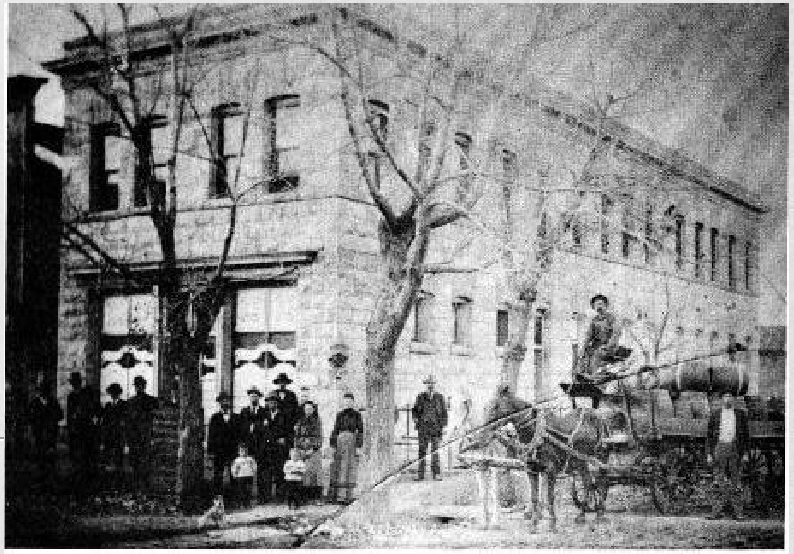


CASTLE ROCK


OWENS HOUSE

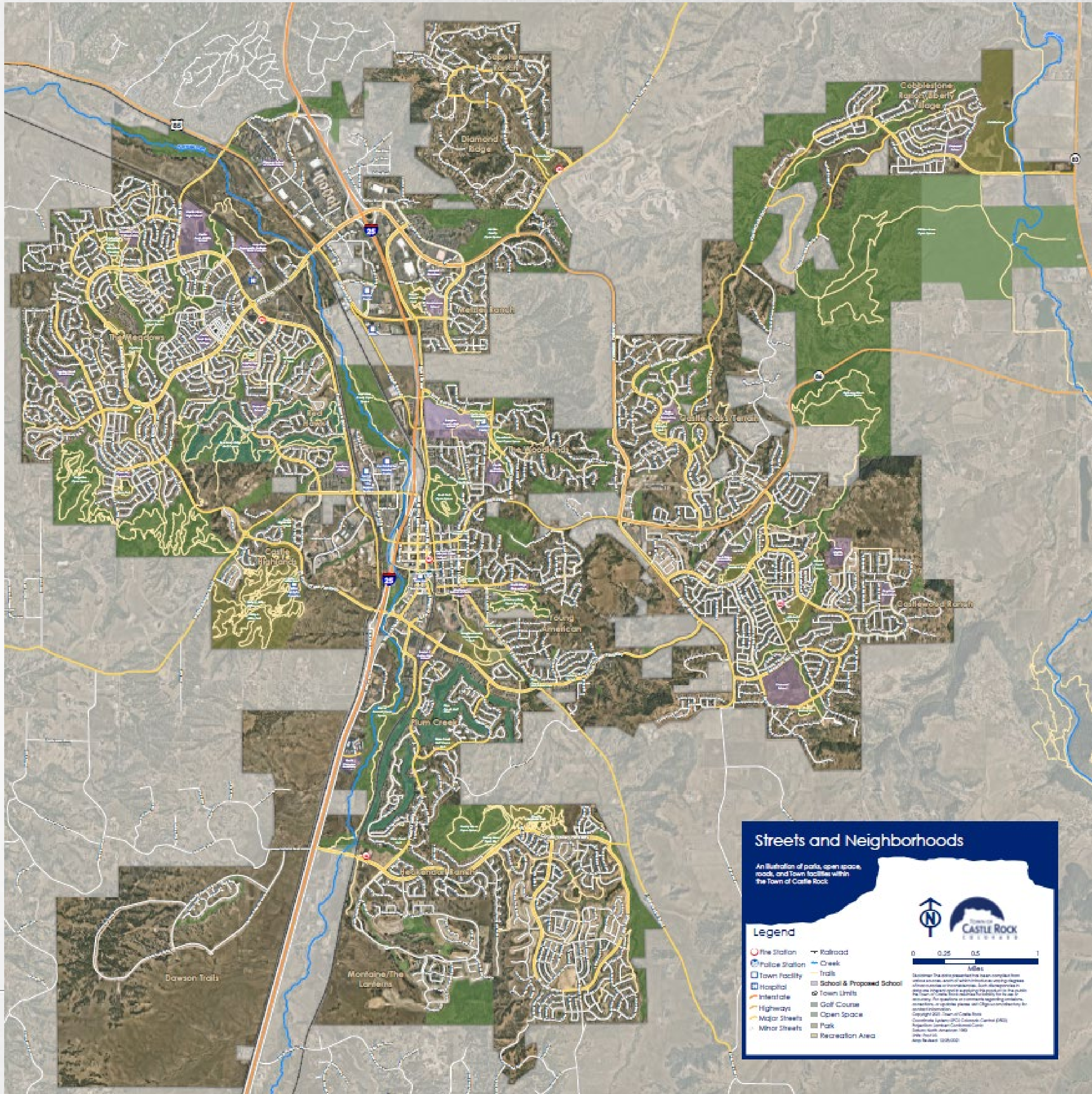

DRUGS
CAFE


M-187- High School, Castle Rock, Colo 1925
FRANK J. DUCA
BOX 281
LITTLETON, COLO. 80120



CASTLE ROCK

- 1900-2000: Population grew from 304 to 20,224
- 1980s-1990's majority of Castle Rock areas annexed and zoned
- Entitlements for aprx.141,000 Realistic range 113k-122k
- 2023: through March 31st, population at 83,078
- 2023: Aprx. 34.7 square miles



CASTLE ROCK DOWNTOWN

Approximately 214 acres

- Wolfensberger Road on north
- I-25 on west
- Union Pacific railroad on east
- Extends south of Plum Creek Parkway, generally south of Safeway

CASTLE ROCK DOWNTOWN

What's happened in Castle Rock's downtown?

Since 2010:

- 615 residential units added
  (366 built, 249 under construction)
- 408 public parking spaces added
- $286M est. development investment built and under construction
- $5M est. development investments under review

CASTLE ROCK DOWNTOWN

How did this happen?

- Long term vision for density in downtown
- Creation of Downtown Development Authority
- Creation of Downtown Overlay District zoning
- Partnership with Town, DDA, DMA, and visionary developers
- DDA and Town investments in downtown
- DDA and Town tools to assist in financing

  - TIF, Sales tax sharing, PIFs, BIDs

LONG TERM VISION FOR DOWNTOWN

Last 18+ years a number of steps have been taken to facilitate a more active and vibrant Downtown:

2003: Downtown Merchants Association

2005: Downtown Advisory Commission

2007: Historic Preservation Plan- recommended downtown zoning overlay

2008: Downtown Development Authority created

Property owners voted in a 3 ml property tax, with Town match

DDA Plan of Development

Downtown Master Plan

2009-2010: Downtown/Historic Preservation Team work on downtown zoning recommendations

2010: Downtown Overlay District

DOWNTOWN OVERLAY DISTRICT

2010 Downtown Overlay District adopted into Town Code

- Allows Multi-family as use by right, No density cap
- Zero parking requirements downtown
- Allows 100% lot coverage
- Increased building height allowances
- Architectural, material, window transparency regulations

Design Review Board created for streamlined downtown development review and approvals

2015-2022 Amendments to the DOD

- Parking requirements for core and north
  - Residential 1 space per unit
  - Non-residential 1 space per 500 sqft of new construction (first 2,000 sqft exempt)

PARTNERSHIPS

DOWNTOWN MERCHANTS ASSOCIATION

Created by the merchants to activate Downtown

- Recognizing that downtowns are fragile ecosystems that need assistance to be vibrant

DMA produces community events that:

- Improve the quality of life for residents and visitors
- Generate commerce
- Help accomplish goals in the 2030 Comprehensive Master Plan and Downtown Master Plan
    - Continuing the tradition of local community events, including arts, cultural and entertainment opportunities
    - Reinforcing the community's small-town character and promoting economic vitality
    - Maintaining a high-quality of life as a safe, family-friendly community with a variety of recreational opportunities and community events
    - Preserving and enhancing history and heritage through a

DOWNTOWN DEVELOPMENT AUTHORITY

Downtowns require investment and strategic planning

Plan of Development: Activate Downtown through Revitalization, Redevelopment, Adaptive Reuse, Ambience, Infrastructure

Programs: Lights Over Wilcox, Rink at the Rock, Flowerboxes, Patios, Façade Improvement Program, Crosswalks, Carriage Rides, Banners,

TIF Projects: Festival Park, The Move, Mercantile Commons, Riverwalk, Encore, The View, 221 Wilcox.

DOWNTOWN DEVELOPMENT

Since 2010:

- Rink at the Rock
- ACME Water Tower Center
- Mirage Center
- The Move
- Mercantile Commons (12 units/mixed use)
- Festival Park
- Wild Blue Yonder Brewery
- Riverwalk (north and south) (230 units/mixed use)
- Encore (124 units)
- DC Library (under construction)
- The View (under construction – 221 units/mixed use)
- 221 Wilcox (under construction – 28 units/mix use)

$286,000,000 Invested in Downtown

THE MOVE BUILDING

<u>Project Details</u>

2015-2016 construction

50,000 SF of tech-oriented office

Modelled after the TAXI building in lower downtown Denver

This was a business retention project to keep expanding businesses that were outgrowing their existing space in CR.

Utilized DDA Loan

MERCANTILE COMMONS

<u>Project Details</u>

2016-2017 construction
30,000 SF
12 for rent residential apartments
7,000 SF of retail
7,000 SF of office space

- First new residential space in Downtown Castle Rock in many years.

- This building provides the opportunity to live/work within walking distance of the retail and dining options in Downtown.

FESTIVAL PARK

DDA Plan of Development:

Goal to Activate Downtown and provide a special place for the community to gather

<u>Project Details</u>

2015-2017 construction

Closed portion of Second Street

Gateway and iconic lantern overlook

Splash Pad

Large covered pavilion

Garden nooks, benches, two fire places

Access to Sellars Gulch

Funding

Downtown Development Authority $4M

Town of Castle Rock $2.9M

WILD BLUE YONDER

Project Details

2018 construction

3,400 square feet addition

Maintained existing historic building (1902) and carriage house (1870)

RIVERWALK

- Existing buildings in 2016
- Festival Park under construction across Wilcox Street
- Developer interest in creating a mixed use development with residential living and unique retail opportunities

RIVERWALK

<u>Project Details</u>

2017-2019 construction
100% leased
230 for rent units
11,000 SF of retail
30,000 SF of office
298 parking spaces

Great Divide Brewery, Mod Mountain Boutique, Glacier Ice Cream, Tribe

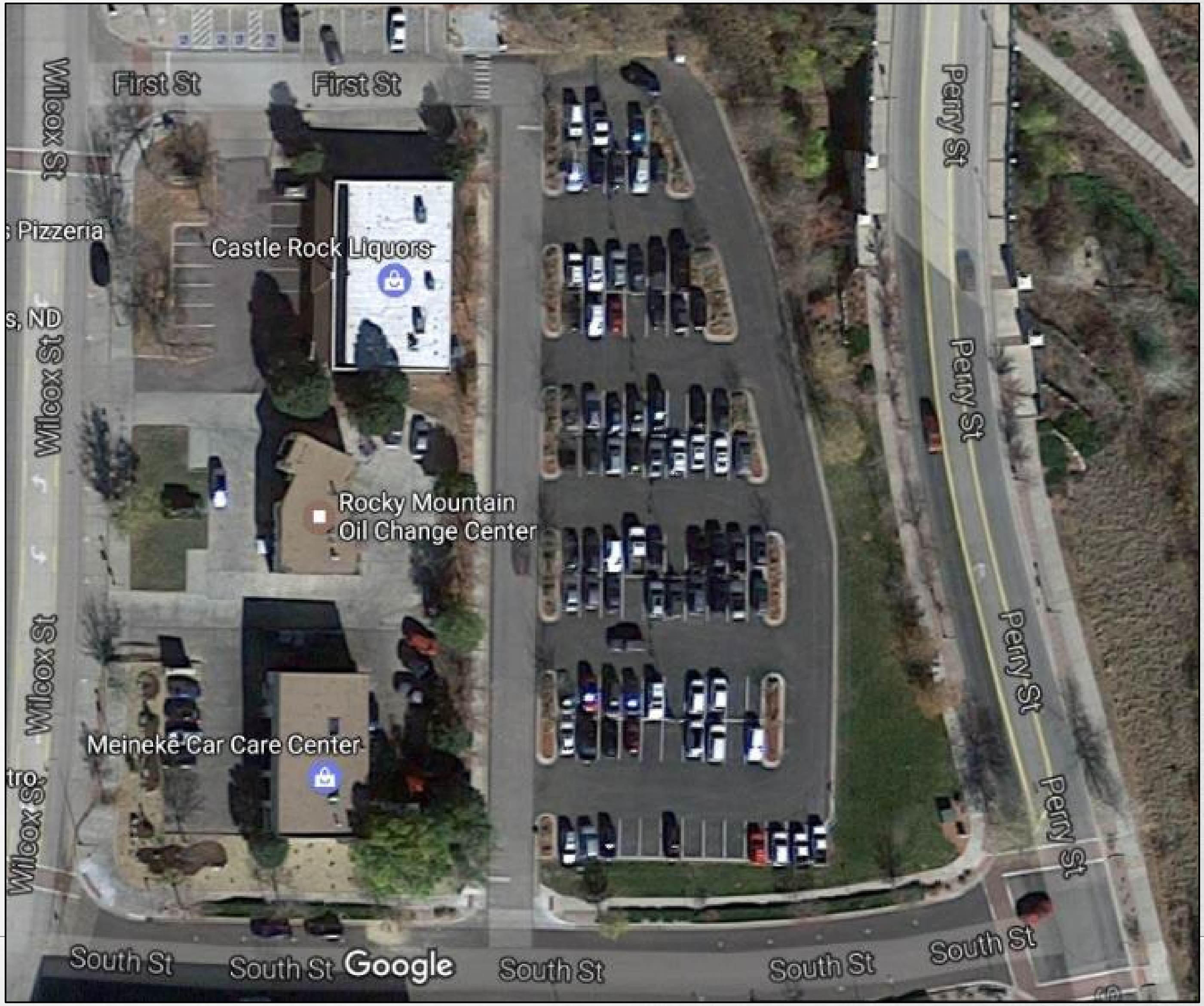
Hollis+Miller Architects, Riverwalk Dental Arts, Craft Coworking

RIVERWALK

ENCORE

- Existing buildings in 2018
- Three businesses and Town owned parking lot behind

ENCORE


First St
First St
Wilcox St
Pizzeria
Castle Rock Liquors
s, ND
Wilcox St
Rocky Mountain
Oil Change Center
Wilcox St
Meineke Car Care Center
tro
Wilcox St
Perry St
Perry St
Perry St
Perry St
South St
South St
Google
South St
South St
South St

ENCORE

Project Details

124 units for sale condos
308 Public parking spaces
293 Private parking spaces
Train Horn Quiet Zone

New Dining Options – Dos Santos, Coff33, Block & Bottle, B’s Craft Deli

Strong Downtown Economy

ENCORE

DDA Plan of Development:

- The sales tax collected in the downtown area has remained mostly flat for the past four years (2008). The downtown core area is fragile. The infrastructure is tired, and there is limited opportunity for expanded parking reserves. It is primed for more development and remains the historic heart of our community.
- Potential for a civic plaza…which would be the center for ceremonial and political events.
- Encourages the creation of an active use park nearby residential.
- Mixed use development along Wilcox…including uses such a restaurant or coffee shop near town hall.
- New residences a top priority of the downtown's overall economic development.
- Establishing a Quiet Zone will improve the quality of life of residents and visitors by reducing train horn noise and…improving safety conditions for vehicles and pedestrians.

DOUGLAS COUNTY LIBRARY

Project Details

42,000 SF Library

62,000 SF District-wide Service Center

4,000 SF History Center and Archives

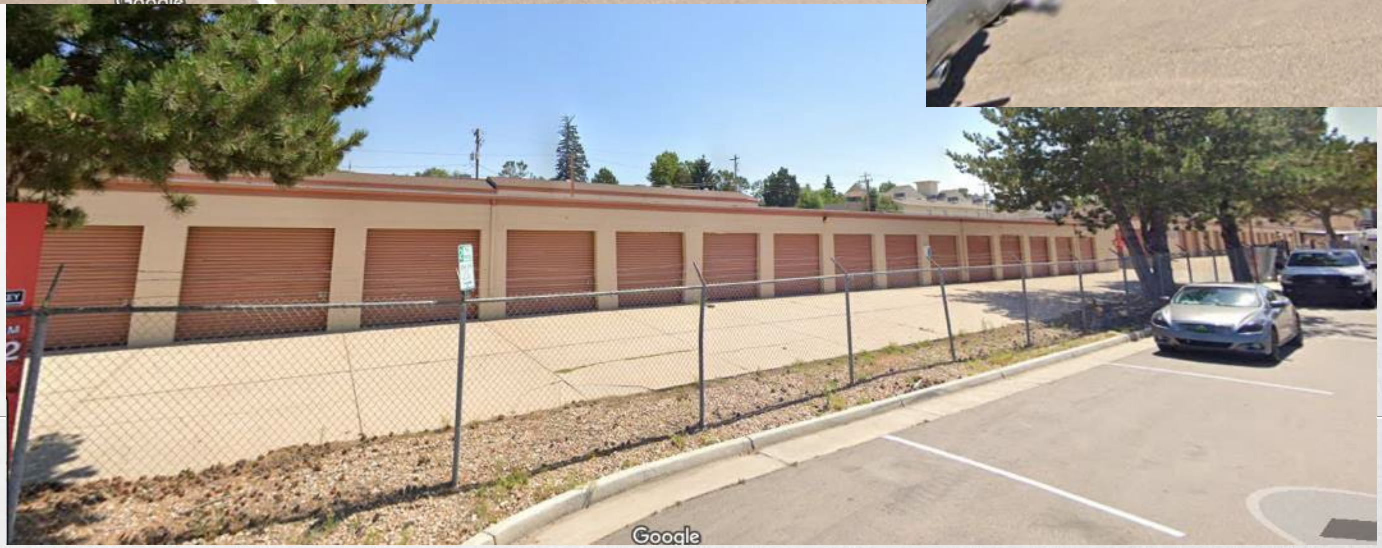
Completion Estimate: Summer 2023

Existing Library to close 5/21/23

Grand Opening 8/26/23

THE VIEW


Register Online!
Pay Online!
Manage Online!
WWW.PANDJSTORAGE.COM
303.688.2242
Google


Google

THE VIEW

Project Details

North end of Downtown
221 units for rent
14,300 SF office space
5,000 SF retail
432 parking spaces with 399 as covered spaces
100 Town-owned public parking spaces

One of few major possible parking opportunities on north end of Downtown

Completion Estimate: Mid 2024

221 WILCOX

Project Details

28 for-rent residential apartment units
11,257 SF office space
8,353 SF retail
28 subsurface parking spaces
Completion Estimate: Fall 2024

CASTLE ROCK DOWNTOWN

What are some challenges and tools related to achieving success?

Success has been defined a little bit differently with each Council

- *Downtown is important*
- *Heart of the community*
  - Health of the community often judged based on the health of Downtown
  - Preserve history and character and encourage mixed use development

Vibrant, Walkable, Active Downtown

- *Think about what Downtown is like 24/7/365*
  - Ice Rink
  - Residential and Office Uses
- *Foot Traffic*
  - Ice Cream Shop – barometer of success – w/o foot traffic can't stay in business
  - Farmers Market –attractions that increase foot traffic

CASTLE ROCK DOWNTOWN

What are some challenges and tools related to achieving success?

Tools

- DDA taxing structure creates new property taxes that can be used for redevelopment incentives (TIF)
- New sales tax share backs
- Public improvement fees
- General improvement district

Challenges

- Increased desire to be downtown increases traffic and need to seek out parking
- Property costs, development cost, infill construction

PARTNERSHIPS

THANK YOU!

Tara Vargish
Director of Development Services

tvargish@CRgov.com