

COLORADO Aerotropolis

VISIONING STUDY



1

THE HISTORY

What is an aerotropolis?
How did we get here?
What is the study area?
What are the study objectives?

2

THE STUDY

The study created a forum for jurisdictions, stakeholders, and to share ideas, information, and visions for realizing the opportunities presented by an aerotropolis.

3

THE FINDINGS

A proactively planned Aerotropolis has economic potential and has challenges to implement.

THE PARTICIPANTS

Core jurisdiction participants were Adams County, Aurora, Brighton, Commerce City, Denver, and Denver International Airport.



HISTORY

AEROTROPOLIS VISIONING STUDY OBJECTIVES

WHAT IS AN AEROTROPOLIS?

AN URBAN PLAN IN WHICH THE LAYOUT, INFRASTRUCTURE, AND ECONOMY ARE CENTERED AROUND AN AIRPORT.

LEARN ABOUT THE AEROTROPOLIS CONCEPT

COLLABORATE TO CREATE AN AEROTROPOLIS VISION

IDENTIFY COMMONALITIES AMONG LOCAL PLANS

QUANTIFY THE POTENTIAL FOR ECONOMIC GROWTH

IDENTIFY A FRAMEWORK FOR COLLABORATION ON INFRASTRUCTURE INVESTMENTS

OUTLINE GOVERNANCE OPTIONS TO IMPLEMENT INVESTMENTS

BACKGROUND

Denver International Airport (DEN) opened in 1995 on the outskirts of the Denver metropolitan area. In the 20 years since it opened, it has become a powerful economic engine in Colorado with \$26 billion in annual economic impact. The airport sits at the intersection of interstate highways, rail and air freight connections, and will soon open a new commuter rail between DIA and downtown Denver. There are daily direct flights that connect to many major economic centers around the globe. DIA has ample room for growth and is positioned to be competitive in the global marketplace by attracting more commercial activity.

Today there are still thousands of acres of undeveloped land surrounding DIA that represent one of the most unrealized economic opportunities in the world.

VISIONING STUDY & IGA AMENDMENT

During the course of the Visioning Study, Denver and Adams County passed Ballot Measure 1A, an amendment to their original Intergovernmental Agreement regarding DEN. Both the study and the amendment were motivated by a collaborative vision for future development to spur growth and change on and around the airport.

The Visioning Study was conducted independently from the political process that led to the Intergovernmental Agreement (IGA) Amendment. The Colorado Department of Transportation (CDOT) administered the study as a neutral, objective party.

UNREALIZED OPPORTUNITY

>\$1 BILLION
IN PLANNED ROADS NEAR DEN

25,000 ACRES
OF PLANNED DEVELOPMENTS NEAR DEN

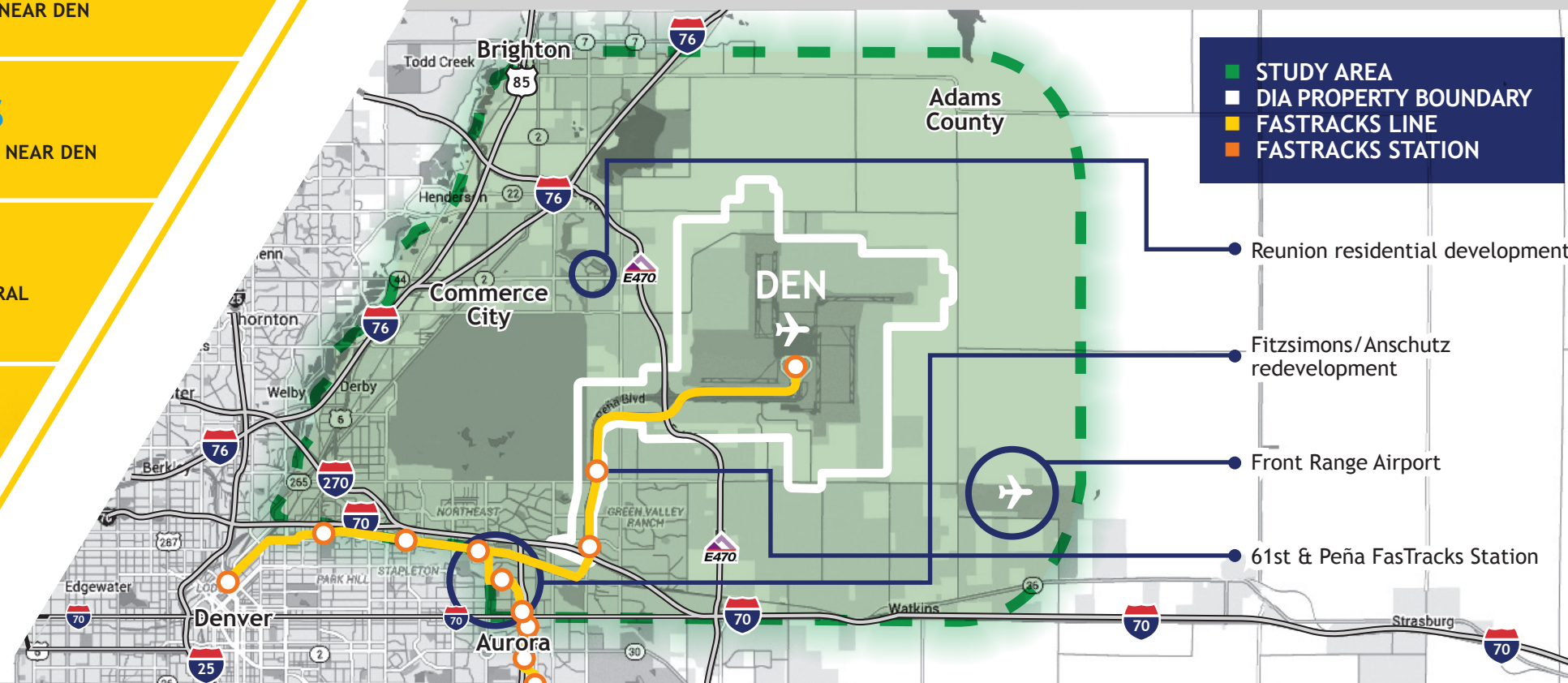
DIA IS 25 MILES
FROM DOWNTOWN DENVER IN A NATURAL METROPOLITAN EXPANSION AREA

1,500 ACRES
OF NET LEASABLE DIA PROPERTY

POTENTIAL AT DIA TO BUILD
6 MORE RUNWAYS

AEROTROPOLIS STUDY AREA

The Colorado study area boundaries define an area of influence that impacts or will be impacted by the current and future economic conditions both on and off airport.



VISION

"A sustainable, efficient, well-connected, and globally recognized Aerotropolis that capitalizes on the economic opportunity surrounding the Denver International Airport through collaborative planning, development, and marketing."

— COLORADO AEROTROPOLIS VISIONING STUDY PARTICIPANTS

STUDY PARTICIPATION

A forum was created as a platform for core jurisdictions and other stakeholders to share ideas, information, and visions for realizing the opportunities presented by an aerotropolis



124 INDIVIDUALS PARTICIPATED IN THE STUDY



STAKEHOLDERS FROM LOCAL AND REGIONAL PLANNING AND ECONOMIC DEVELOPMENT AGENCIES



37 OPEN MEETINGS THAT GENERATED IDEAS THROUGH DISCUSSION AND EXERCISES



THE CORE

- ▶ The core participants in the study were the jurisdictions adjacent to or near the airport – Adams County, Aurora, Brighton, Commerce City, and Denver, in coordination with DIA.
- ▶ They were joined by representatives from interested economic development groups, transportation agencies, and other infrastructure agencies.



VISIONING STUDY

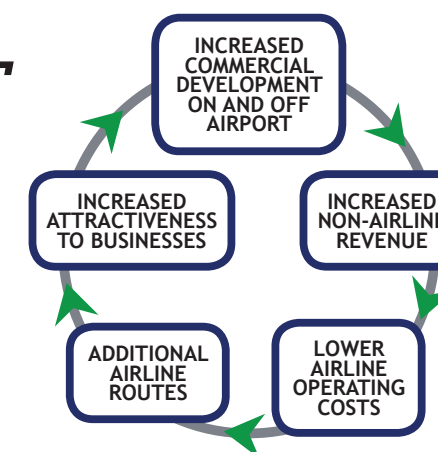
RESEARCH

Visioning Study participants learned of other aerotropolis case studies that outlined keys to success and obstacles to avoid.

CYCLE OF DEVELOPMENT

After reviewing the aerotropolis case studies, study participants came to understand the importance of infrastructure as the first step in launching a healthy cycle of development.

It was found that collaborative investments in transportation, water, power, communications resources, and other supporting civil infrastructure have historically been the catalyst for a self-sustaining aerotropolis. Investment in infrastructure can be a trigger that leads to increased attractiveness to businesses that achieves the ultimate goal of benefiting both the airport and the economy.



- 1 Infrastructure can be a catalyst starting a cycle of development
- 2 When commercial development occurs on airport property, the airport benefits from non-airline revenue
- 3 Non-airline revenue allows airports to lower operating costs for airlines
- 4 This increases the attractiveness of the airport for further development
- 5 Increased development leads to further investments in infrastructure

FINDINGS

Participants recognize need for infrastructure investments

The established local plans have many commonalities

Participants share enthusiasm for catalytic actions

THE ANALYSIS TO QUANTIFY THE POTENTIAL OF A COLORADO AEROTROPOLIS FOUND:

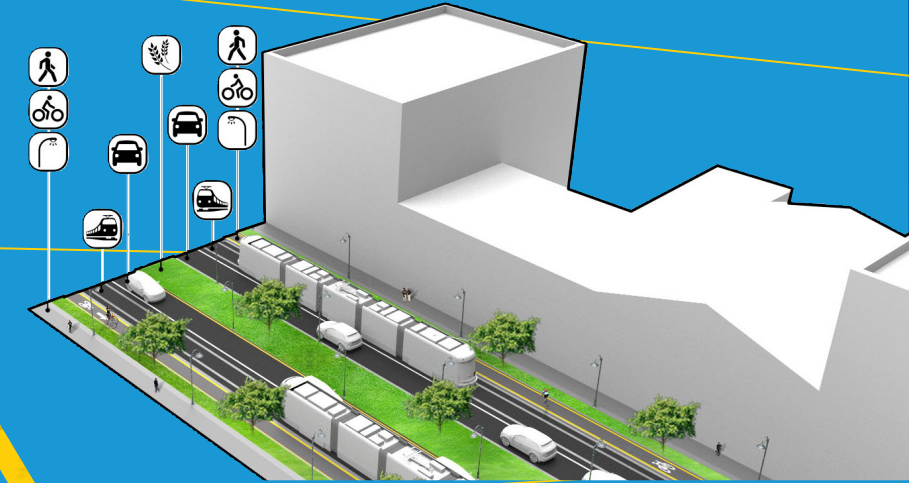
Local revenues could range between \$705 to \$735 million and are roughly similar to the costs associated with additional infrastructure investment of \$725 to \$775 million

INFRASTRUCTURE

The study examined water, wastewater, drainage, power, communications, and transportation infrastructure. It determined collaborative opportunities for catalytic and sustainable infrastructure investments based on projected development under near- and long-term Aerotropolis Scenarios.

The focus of the infrastructure investment would be to provide fast and efficient multimodal movement options for delivery of people, goods, and information between DIA and the surrounding development areas.

REPRESENTATIVE MULTIMODAL CONCEPT FOR AEROTROPOLIS ARTERIAL



QUANTIFYING AEROTROPOLIS ECONOMIC POTENTIAL

DIA IS MIDWAY BETWEEN EUROPE, ASIA, AFRICA, AND SOUTH AMERICA



DIA IS A REGIONAL ASSET WITH IMMENSE ECONOMIC DEVELOPMENT POTENTIAL

74,000 NEW JOBS

BY 2040, A PROACTIVELY PLANNED AEROTROPOLIS COULD GENERATE AN ADDITIONAL 18,500 ON-AIRPORT AND 55,500 OFF-AIRPORT JOBS

210,000 RESIDENTS

LIVING IN AND NEAR THE COLORADO AEROTROPOLIS AREA



NEW DEVELOPMENT
18 TO 32 MILLION SQUARE FEET OF ADDITIONAL COMMERCIAL DEVELOPMENT



CONSTRUCTION
UP TO 9,500 DIRECT AND 3,200 INDIRECT CONSTRUCTION JOBS OVER 25 YEARS



BENEFITS FROM GROWTH
GENERATED BY AN AEROTROPOLIS RESULTS IN ECONOMIC AND FISCAL NET GAINS FOR THE DENVER METROPOLITAN AREA



INCREASED LABOR PRODUCTIVITY
FROM "AGGLOMERATION" EFFECT THAT ATTRACTS HIGHLY QUALIFIED TALENT POOL TO THE ROCKY MOUNTAIN REGION



75,000 NEW HOUSING UNITS
CONSTRUCTED TO HOUSE AEROTROPOLIS WORKERS



EMPLOYMENT NODES
WHERE SIMILAR INDUSTRIES AND BUSINESSES CAN CLUSTER TOGETHER

GOVERNANCE

The study identified a near-term objective to establish a regional entity or a governance structure for advancing infrastructure investments.

Upon further exploration of this concept, the study:

- Identified key decision points that will need to be negotiated.
- Recommended a process for further negotiations.
- Identified possible candidate mechanisms for structuring a regional entity.

CHALLENGES TO REALIZING AEROTROPOLIS ECONOMIC POTENTIAL



COMPETITION
WITH OTHER MAJOR AIRPORT HUBS FOR AIRPORT-RELATED INDUSTRIES



REVENUE STREAM
AVAILABILITY TO FINANCE INITIAL INVESTMENTS



GOVERNANCE
TO PROVIDE AN EFFECTIVE REGIONAL STRUCTURE



STRATEGY
TO FOSTER COLLABORATIVE AND ROBUST ECONOMIC DEVELOPMENT



COMPETITION
WITH OTHER REGIONAL PRIORITIES FOR GENERATED REVENUE



LOCATION
OF NEW HOUSING TO ACHIEVE BALANCED AND SUSTAINABLE GROWTH