



DENVER
THE MILE HIGH CITY

TOD STRATEGIC PLAN UPDATE



October 15, 2013
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David A. Gaspers

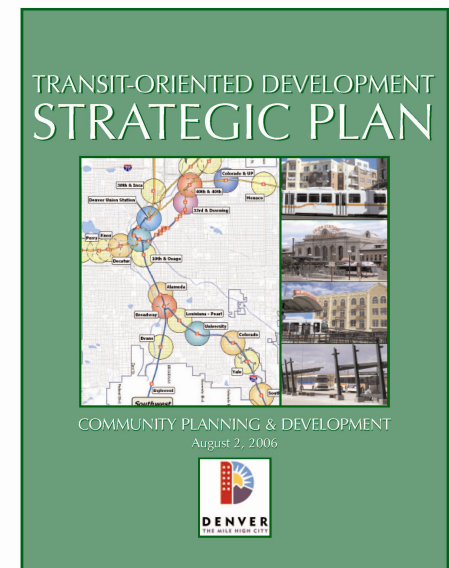
TOD Strategic Plan

Current Plan was completed in 2006:

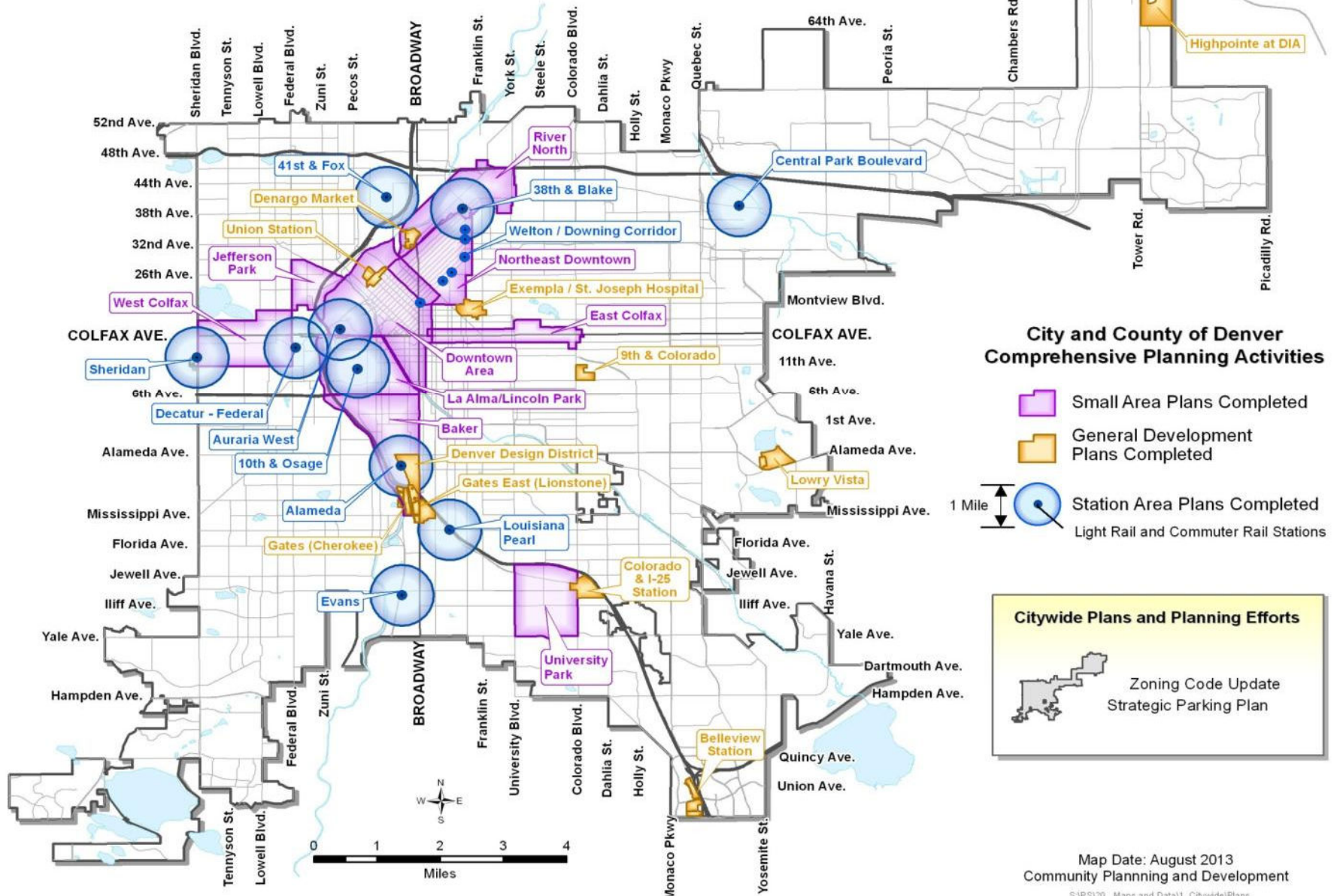
- Established Station Typology
- Identify TOD supportive policies, strategies and implementation tools
- Fostered close internal and external coordination

Since 2006:

- Long range plans for 21 station areas
- New zoning code adopted – 2010
- Multiple RTD projects completed or soon to be completed:
 - Southeast Line 2006
 - West Line 2013
 - Denver Union Station 2014
 - East and Gold Lines 2016

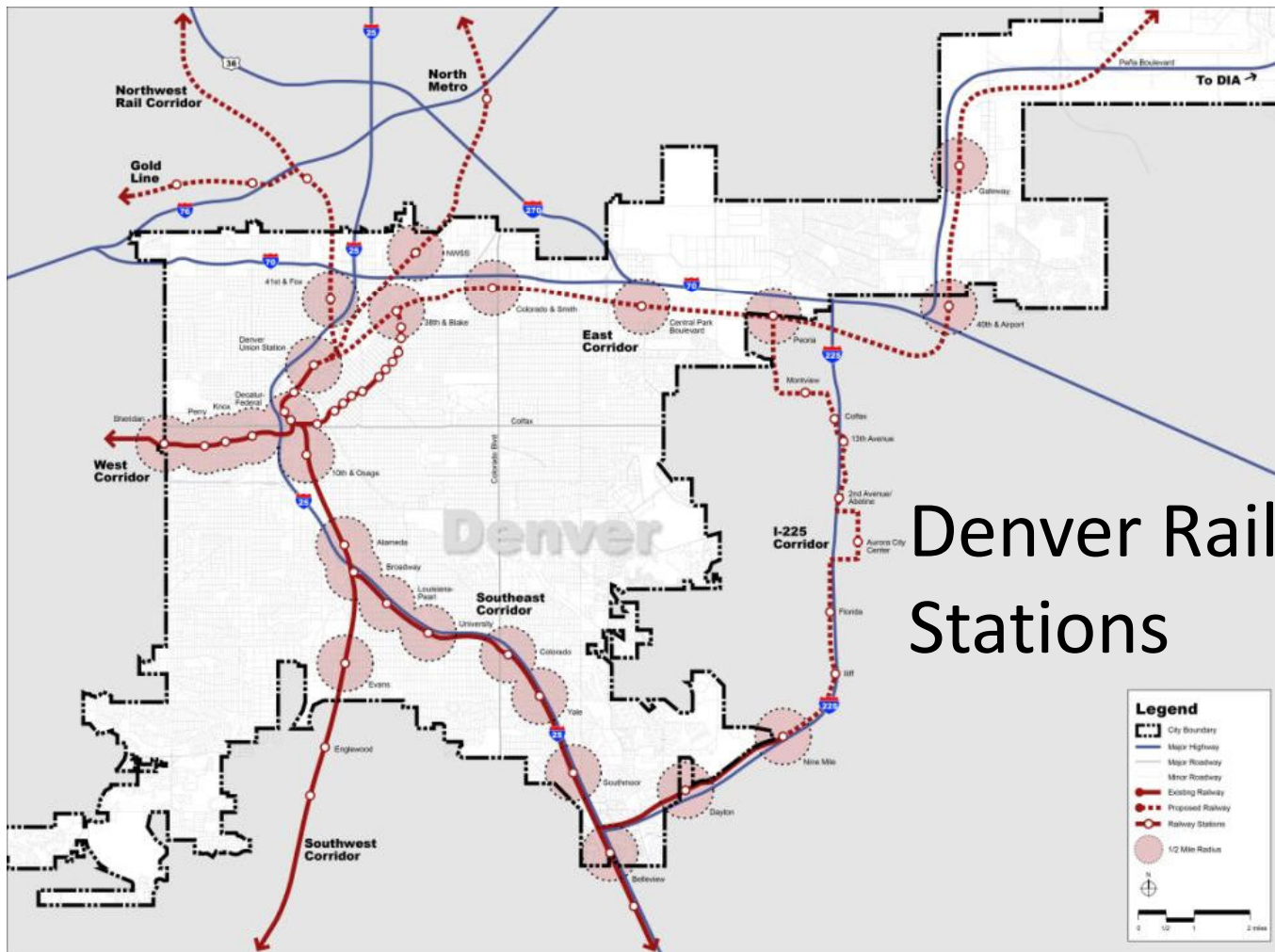


**Community Planning and Development
Plans Completed Since the
Adoption of Blueprint Denver**



TOD Strategic Plan Update

- City has **limited** resources to implement TOD
- Strategic approach needed to **implement** TOD at the stations best positioned for development in the next 5 to 6 years.



TOD Strategic Plan Update

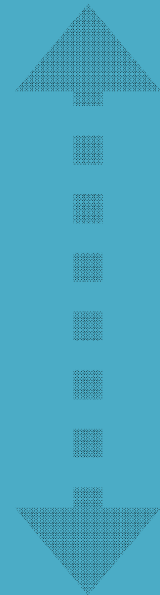
Outcomes:

- **Develop strategic approach to implement TOD in Denver**
 - Understand each station's existing and aspirational **character**
 - Analyze market and development **readiness**
- **Categorize Stations for city resources**
 - Identify and cost **essential projects** at key stations
 - Develop funding strategies
- **Align City departments** approach to TOD
- Measure **progress** of TOD

TOD Strategic Plan Update

Station Typology Refinement

Typology Context



Downtown



Urban Center



General Urban



Urban



Suburban

Functional Overlays

Entertainment • Institutional • Industrial

Downtown



Urban Center



General Urban



Urban



Suburban



Entertainment



Institutional

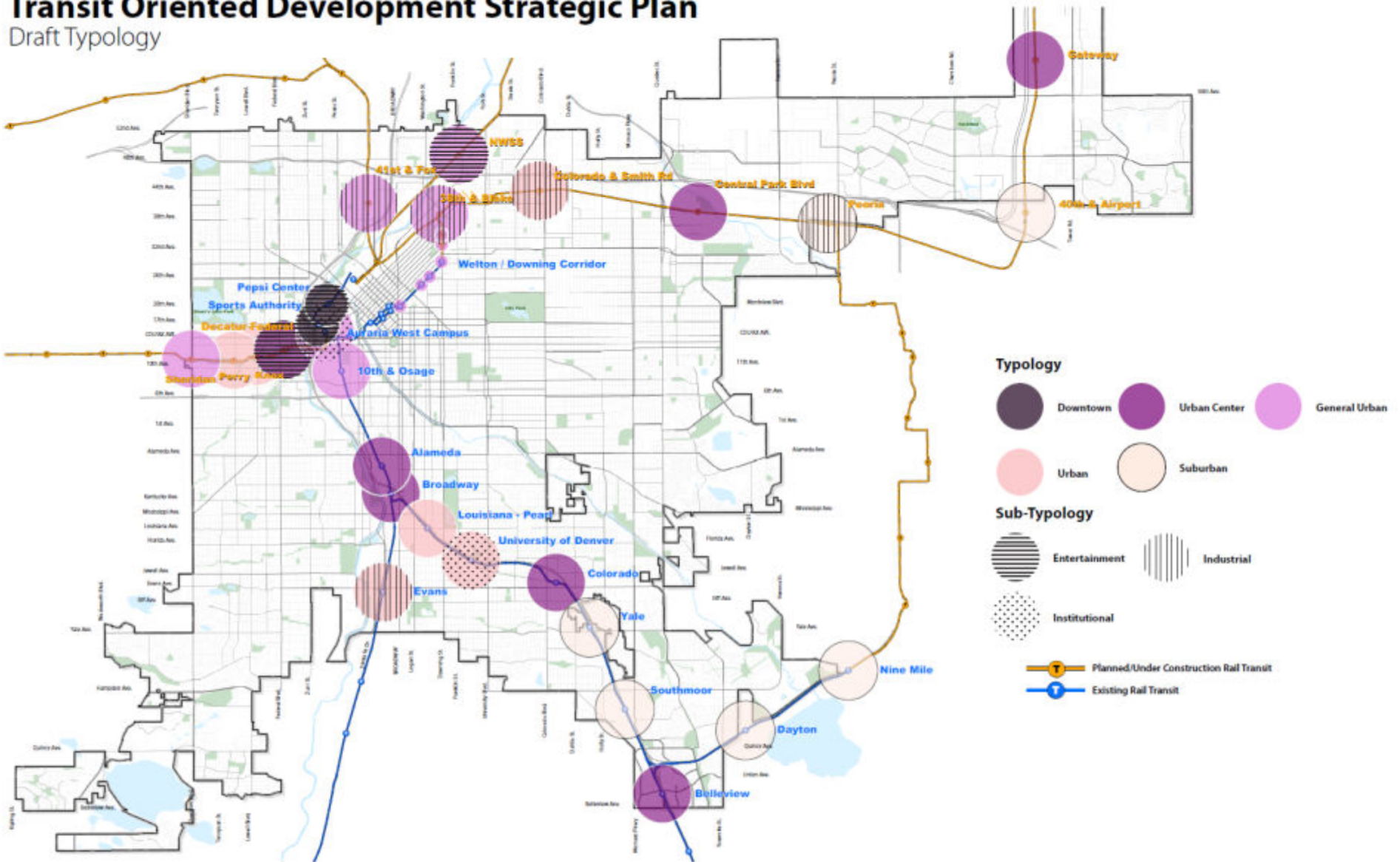


Industrial



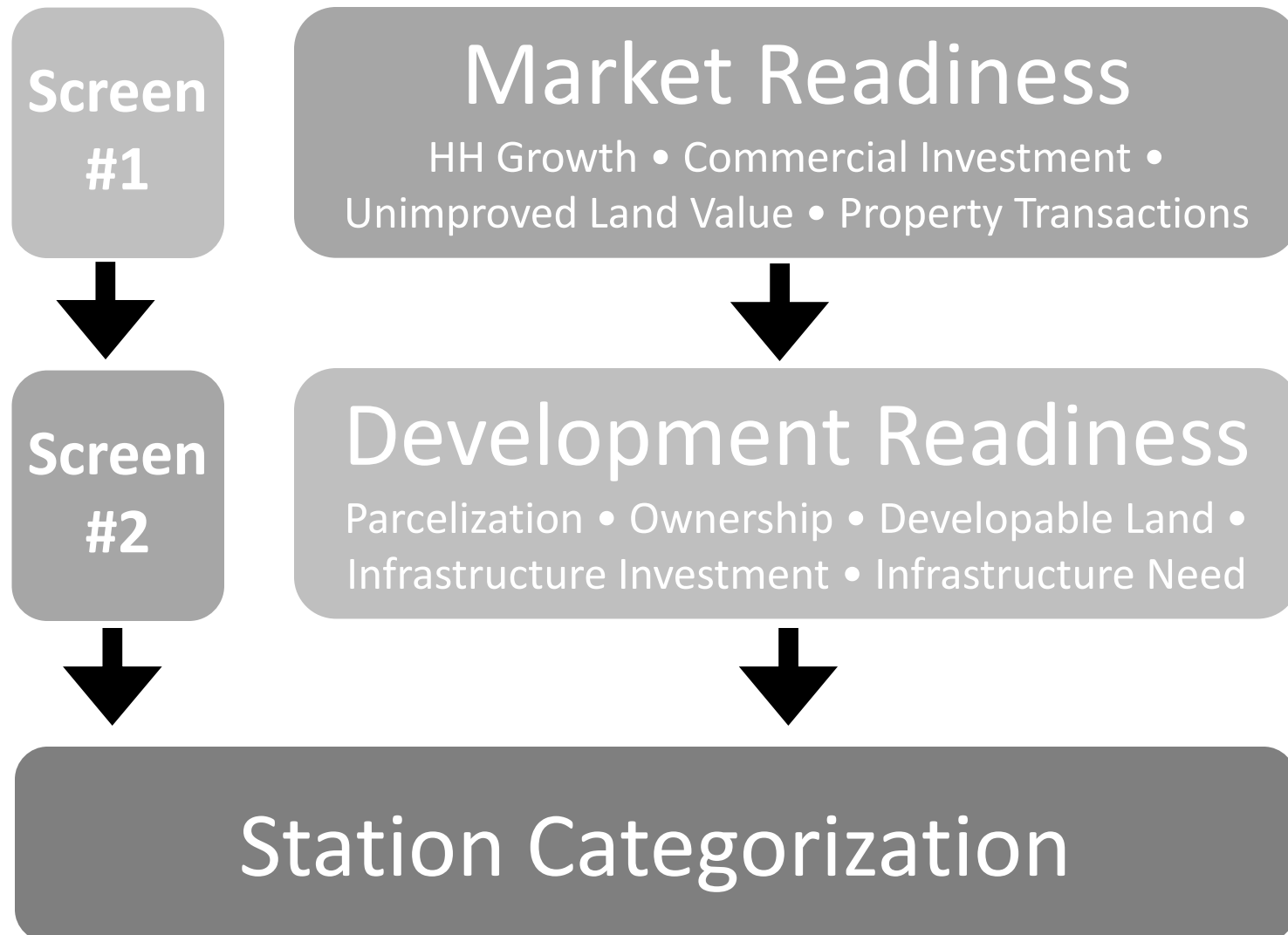
Aspiration Typology - DRAFT

Transit Oriented Development Strategic Plan Draft Typology



TOD Strategic Plan Update

Station Evaluation



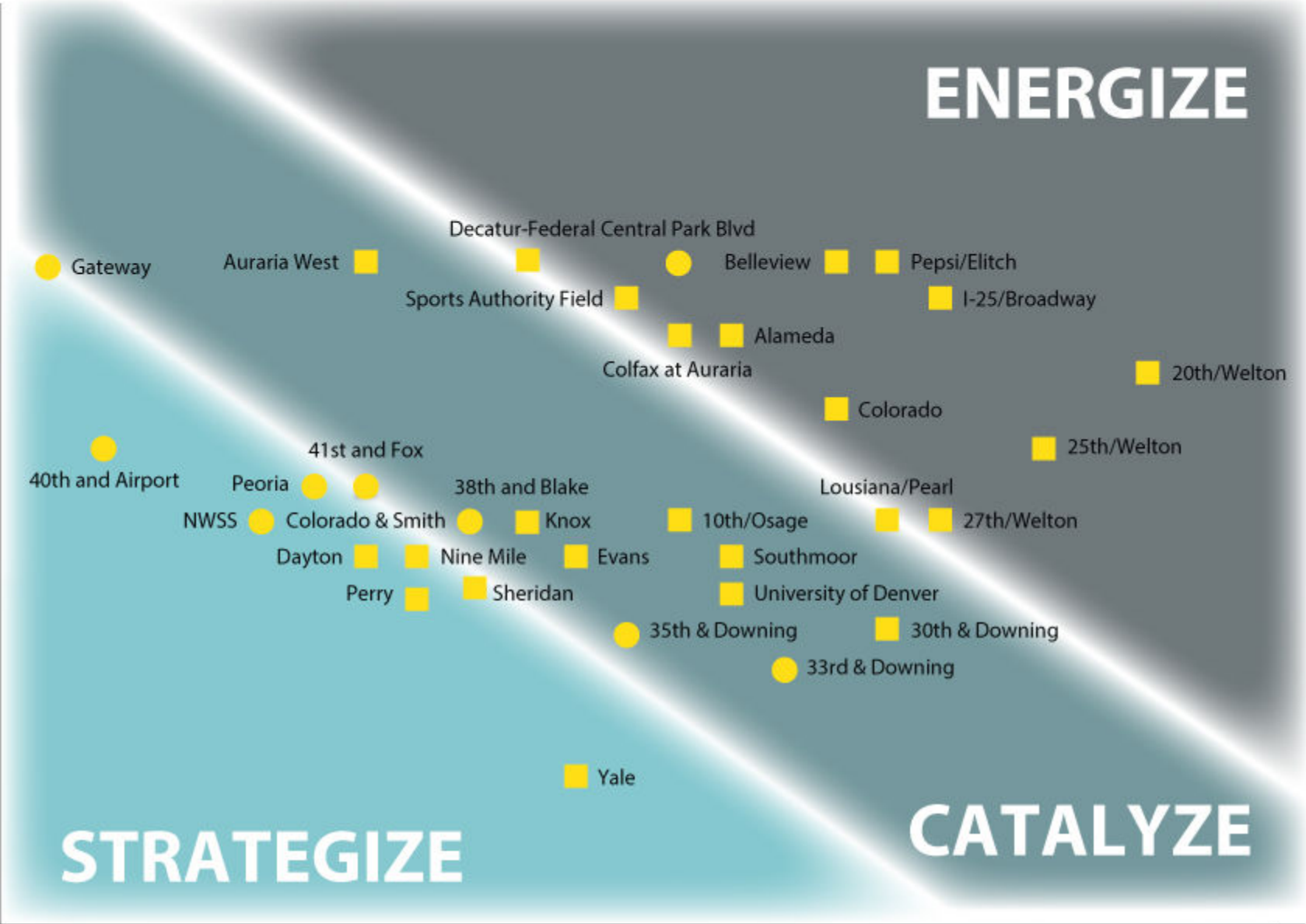
Market Readiness

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 Readiness

Adopted Plans
Transit-Supportive Zoning
Parcelization
Vacant Land
Redevelopment Land
Ownership
(Owners/Developable Land)
District in Place
Infrastructure Investment (\$)
Infrastructure Needs (\$)

Development Readiness

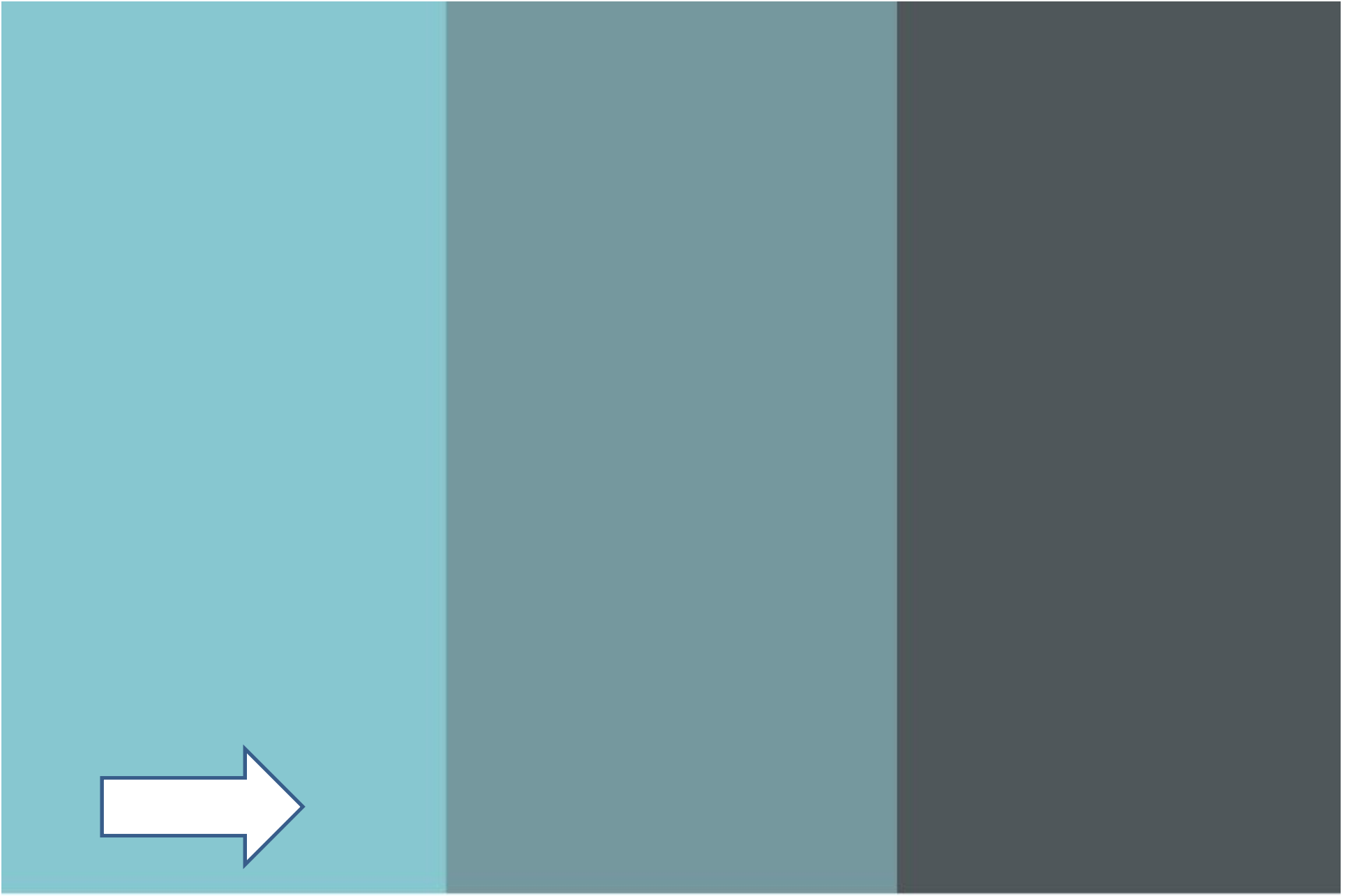


STRATEGIZE

ENERGIZE

CATALYZE

Market Readiness



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Stations with low market potential and low development readiness.

Planning and further evaluation is needed at this station to set a path.

Potential TOOLKIT:

- Small area plan
- General development plan
- Infrastructure studies
- Zoning



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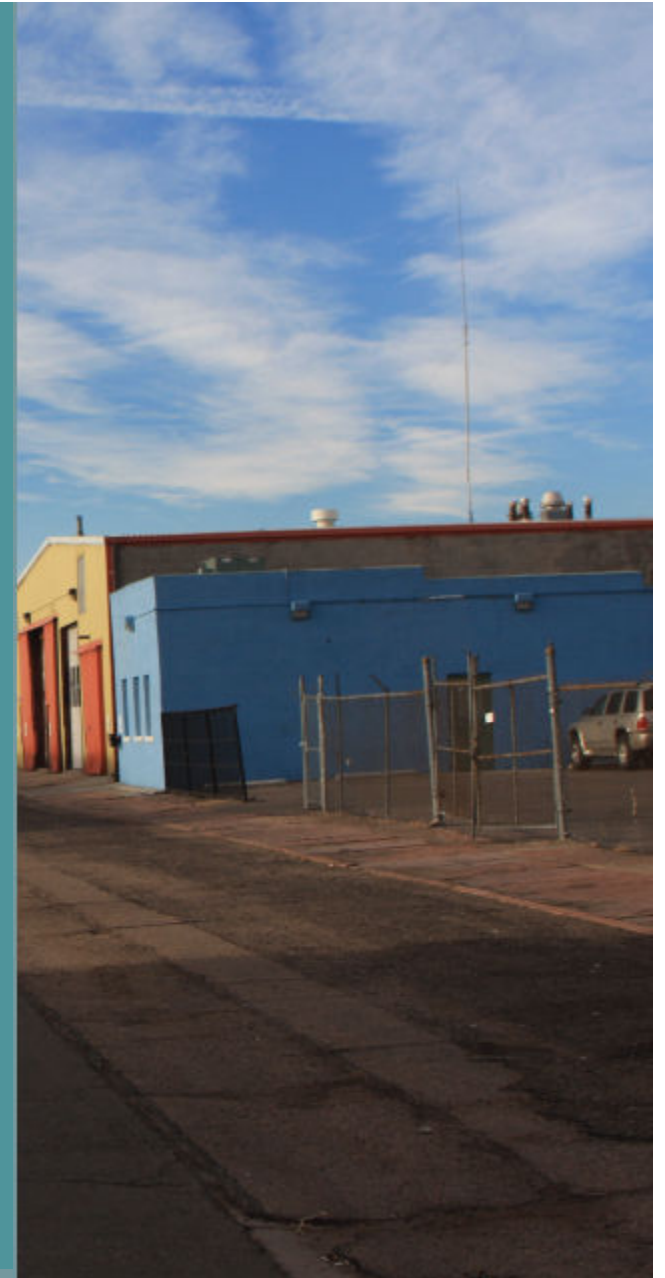


Stations where the market is strong but development readiness is low. Stations where development readiness is high but the market hasn't caught up.

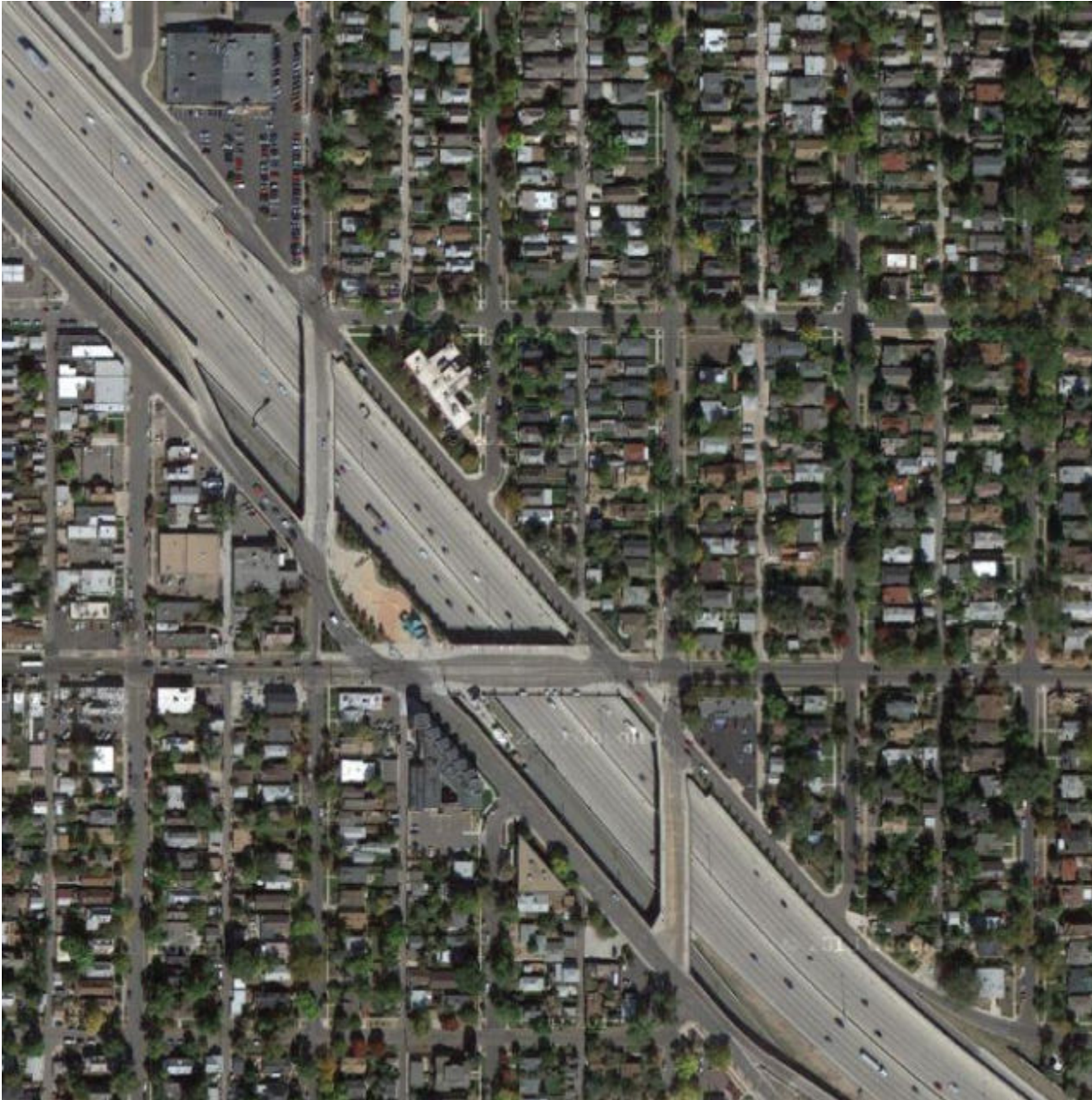
Stage of the continuum where the city has most success from investment

Potential TOOLKIT:

- Zoning
- Infrastructure investment
- Marketing
- Land assembly



CATALYZE



Stations where both the market and development readiness are strong.

These stations typically need more discreet actions that may not be the role of the city.

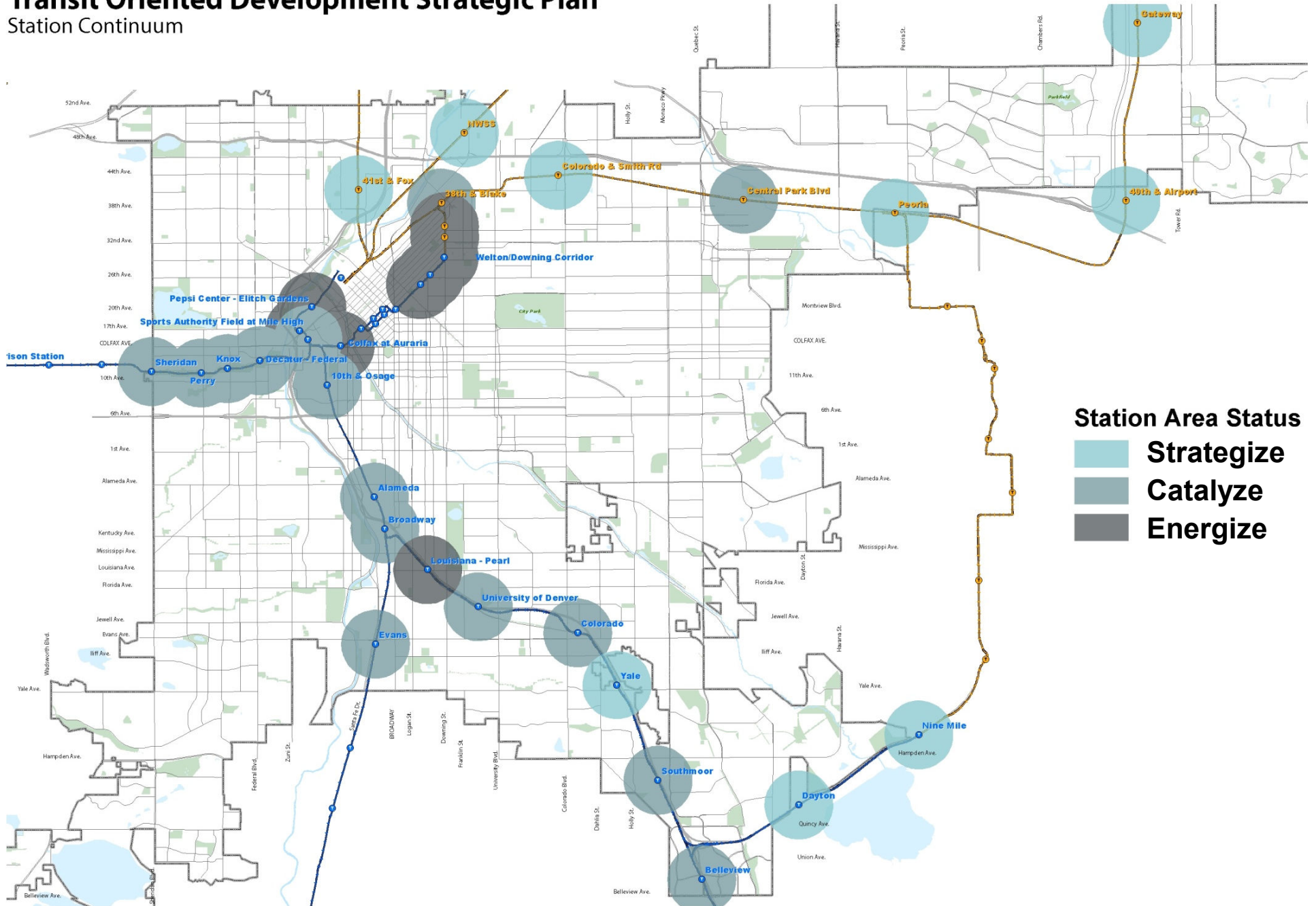
Potential TOOLKIT:

- Business districts or associations
- Social equity partners
- Marketing
- Small scale capital investment (e.g bike lanes)
- Wayfinding

ENERGIZE

Transit Oriented Development Strategic Plan

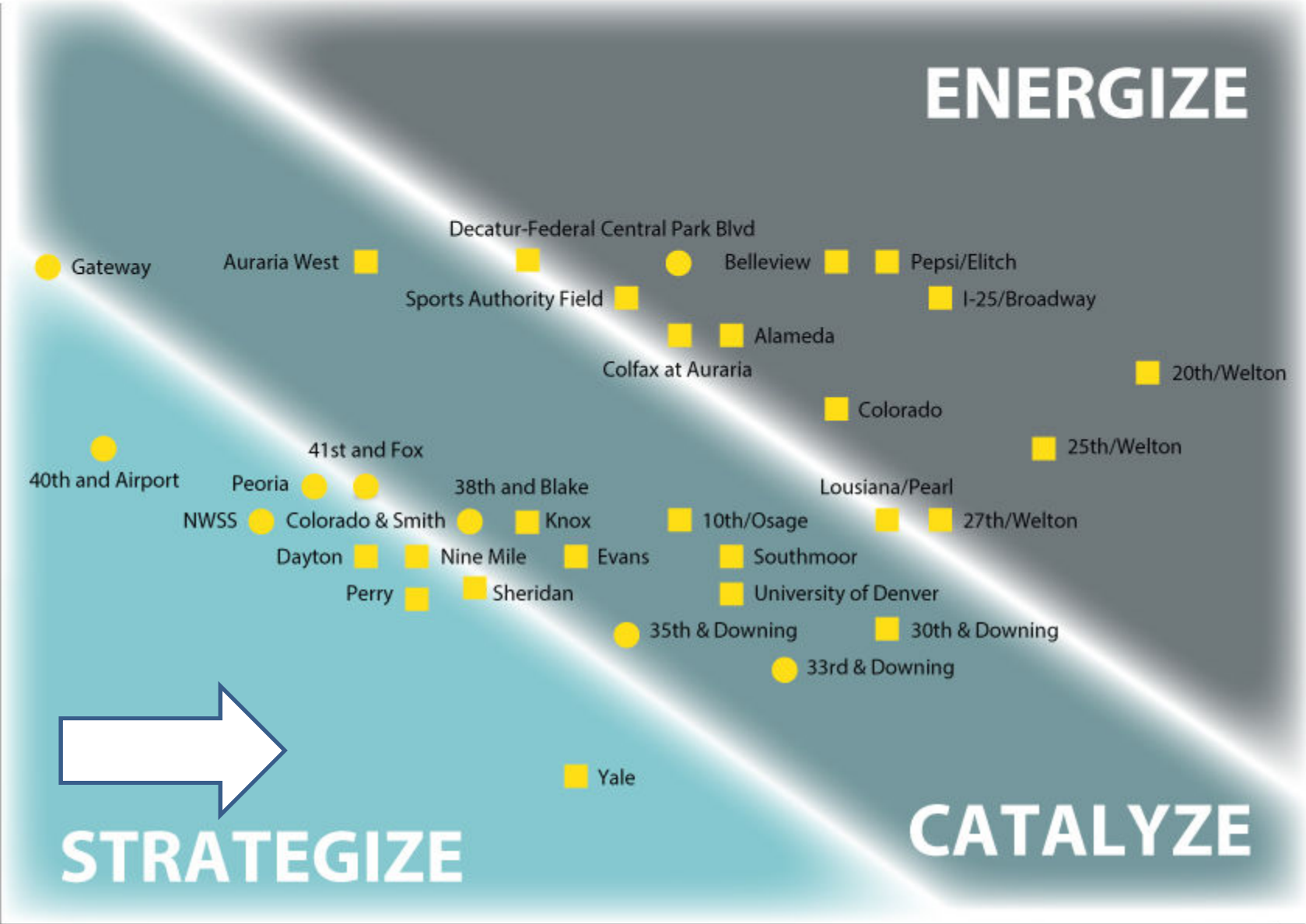
Station Continuum



Station Area Status

- Strategize**
- Catalyze**
- Energize**

Development Readiness



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Market Readiness

TOD Strategic Plan Outcomes

- Identify new **citywide policy** discussions
- Ensuring city departments are working collaboratively to **implement** TOD
- Long term system to measure **progress** of TOD
- **Five-year work program** to implement TOD in Denver



41st and Fox

Perry

Dayton

Gateway

Complete or in Progress

NWSS

Colorado/Smith

Peoria

40th/Airport

Nine Mile

Potential Action Items

Yale

STRATEGIZ



Central Park

10th and Osage

Belleview

By Others/Long Term

University of Denver

Southmoor

38th and Blake

Decatur-Federal

Alameda

Sheridan

Potential Action Items

Auraria West

Evans

Knox

CATALYZE



I-25/Broadway

Welton/Downing

Colfax at Auraria

Colorado

Pepsi Center

Sports Authority Field

Louisiana-Pearl

ENERGIZE



TOD Strategic Plan Open House

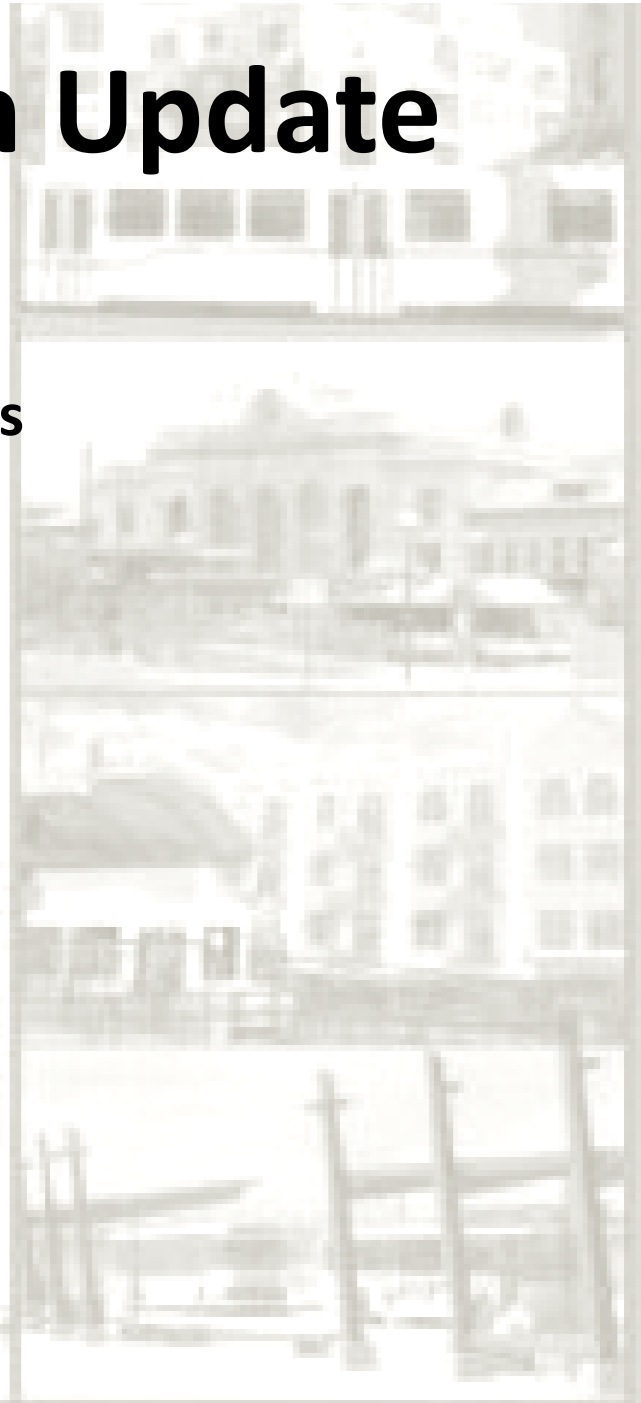
September 26, 2013

Received feedback and comments from public on:

- Defining **TOD** in Denver
- Station **Typology**
- **Strategize, Catalyze, Energize** stations

TOD Strategic Plan Update

- **Step 1 Inform**
Existing Conditions and Policy Analysis
- **Step 2 Inspire**
Station Area Aspirational Typology
Implementation Continuum
- **Step 3 Engage**
Developers Forum
TOD Summit – City Leaders
Community Open House
- **Step 4 Finalize**



TOD Strategic Plan Update

Project Managers:

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Energize

What partners will help “Energize” stations get to a point where development can occur or continue?

Mile High Connects

- Enterprise Community Partners
- NEWSED Community Development Corporation
- Local businesses within a 10-mile radius
- Denver Public Health

Registered Neighborhood Organizations

- Denver Transit Partners, Inc.
- The Denver TOD Fund
- FRESC
- The Urban Land Conservancy

Strategize

What 5 words are most important to TOD in Denver?

Multi-Modal

Sustainability

Pedestrian-Friendly

Walkable

Density

Community

Bicycling

Vibrant

Access

Affordable Housing

Sense of Place

Equity

Mixed-Use

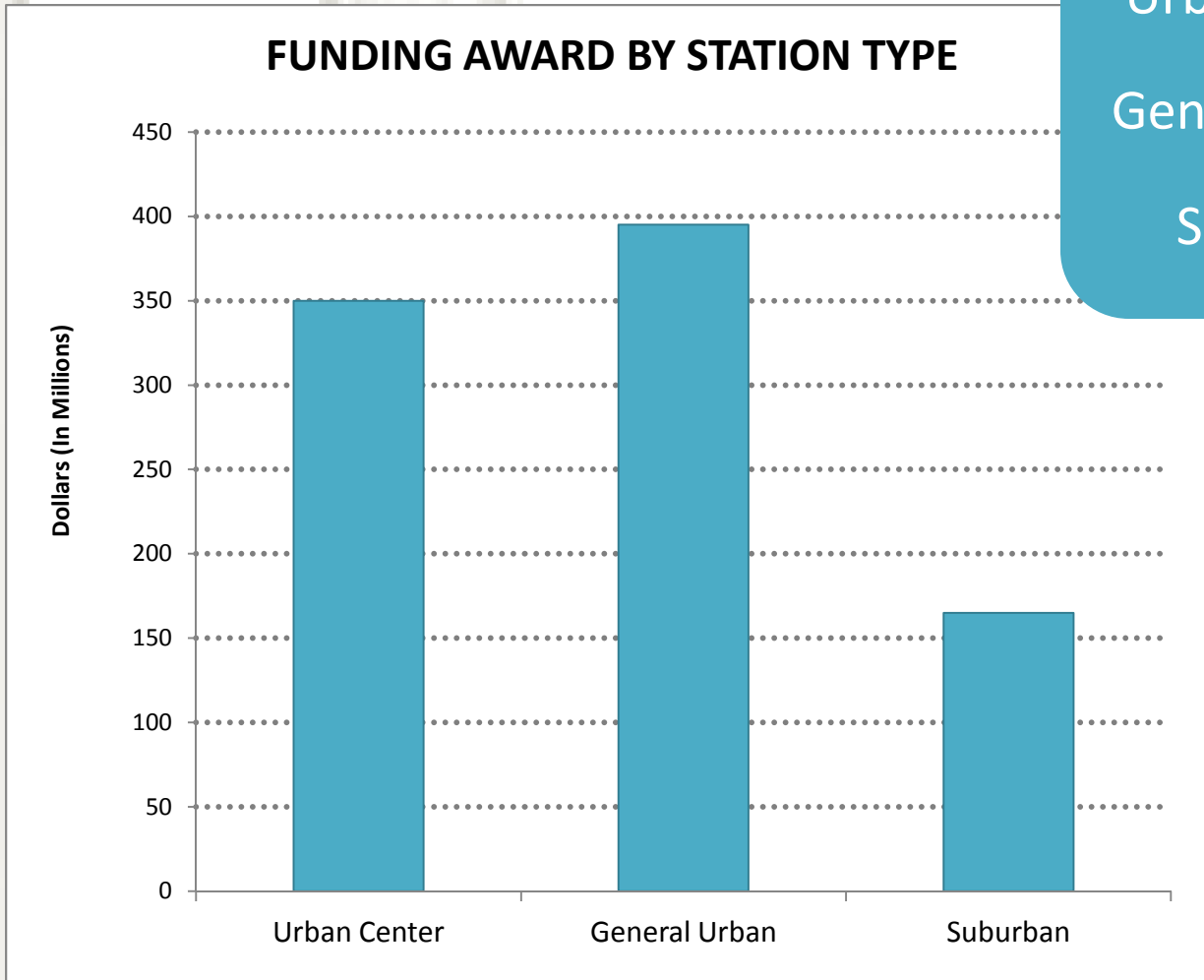
Jobs

Destination

Safe

Catalyze

How was funding allocated among stations?



Urban Center • \$350 M

General Urban • \$395 M

Suburban • \$165 M

Catalyze

How were the various infrastructure types funded?

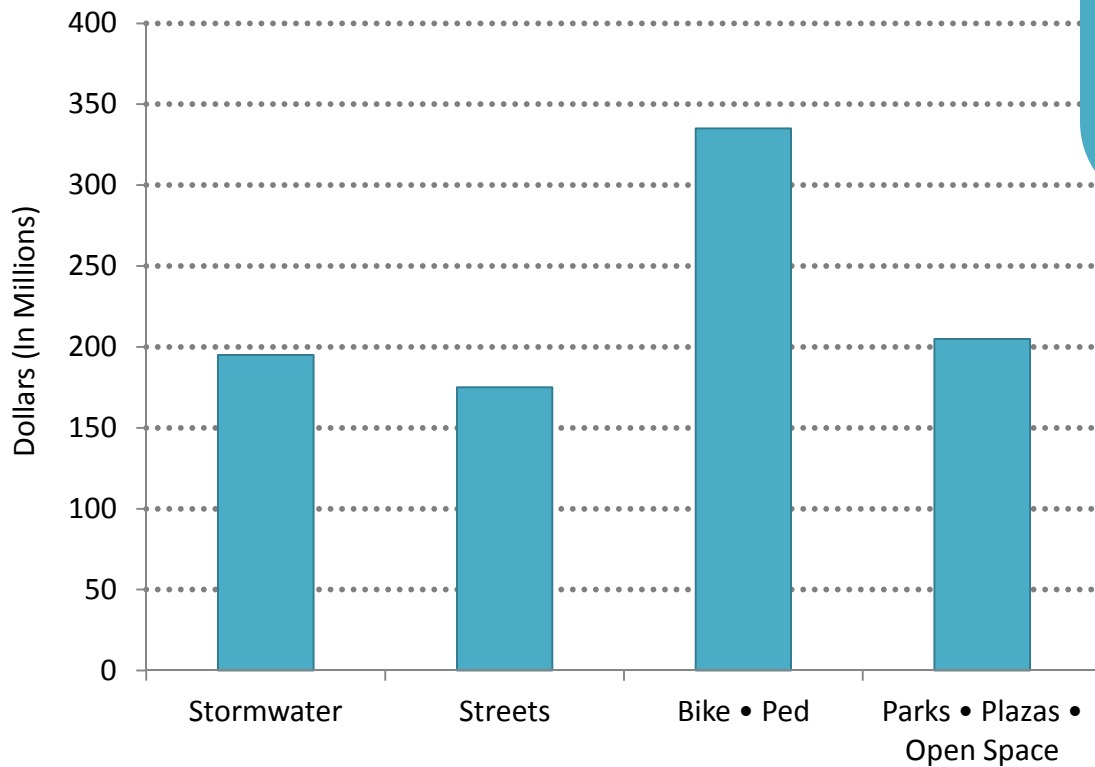
Stormwater • \$195 M

Streets • \$175 M

Bike & Ped • \$335 M

Parks & Plazas • \$205 M

FUNDING AWARD BY INFRASTRUCTURE TYPE



TOD Strategic Plan Update

Station Evaluation

Development Readiness

2. Development Readiness	Criteria		Score	Points
a. Station Area Plan	None-Framework-STAMP-GDP	None=0, FW=1, STAMP=2, GDP=3	0-3	11
b. Zoning	Zoning in Place?	No=0, Yes=3	0-3	11
c. Parcelization	# of Parcels	Tiers (1-3)	1-3	11
d. Vacant Land	Acres of Vacant Land	Tiers (1-3)	1-3	11
e. Redevelopment Land	Acres of Imp. Value/Land Value <1.0	Tiers (1-3)	1-3	11
f. Ownership	# of Owners/(Acres of Vacant + Acres of Redev. Land)	Tiers (1-3)	1-3	11
g. URA or Special District	Yes/No	No=0, Yes=3	1-3	11
h. Infrastructure Investment	\$ of TOD Inf. Inv. to Date	Tiers (1-3)	1-3	11
i. Infrastructure Needs	\$ of TOD Inf. Inv. Needed	Tiers (1-3)	1-3	11
Possible Score Range			27	100

Is the legal/physical/infrastructure framework ready to support new development?

What is the potential capacity for new development?

TOD Strategic Plan Update

Station Evaluation

Market Readiness

1. Market Readiness	Criteria		Score	Points
a. Household Growth (2000 - 2010)	Ann. % Change	Tiers (1-3)	1-3	13
b. Employment Growth (2000-2010)	Ann. % Change	Tiers (1-3)	1-3	13
c. TOD Demographics	Aggregated Score	<3.0=0, 3.0-3.5 =1, 3.5-4.0=2, >4.0=3	0-3	13
Non-Family Households	Location Quotient			
Households with no Kids	Location Quotient			
Householders 25-34 and 55 to 64	Location Quotient			
d. Property Values	\$ of Assessed Value (Assessor)	Tiers (1-3)	1-3	13
e. Residential Sales Price App. (2000 - 2010)	Ann. % Change	Tiers (1-3)	1-3	13
f. Commercial Rents	Avg. Com. Rents \$ PSF (Co-Star)	Tiers (1-3)	1-3	13
g. Commercial Dev. To Date	Sq. Ft. (RTD TOD Tracker)	Tiers (1-3)	1-3	13
h. Residential Dev. To Date	# of Units (RTD TOD Tracker)	Tiers (1-3)	1-3	13
Possible Score Range			24	100

Is the market ready for new development?
How strong is market demand/market timing?

Catalyze

What was the determining factor for allocating your money?

“Streets and parks in urban areas attract retail”

“Supporting healthy lifestyles, especially active living”

“Ensuring stations are actually accessible from the neighborhood with jobs and retail on both ends”

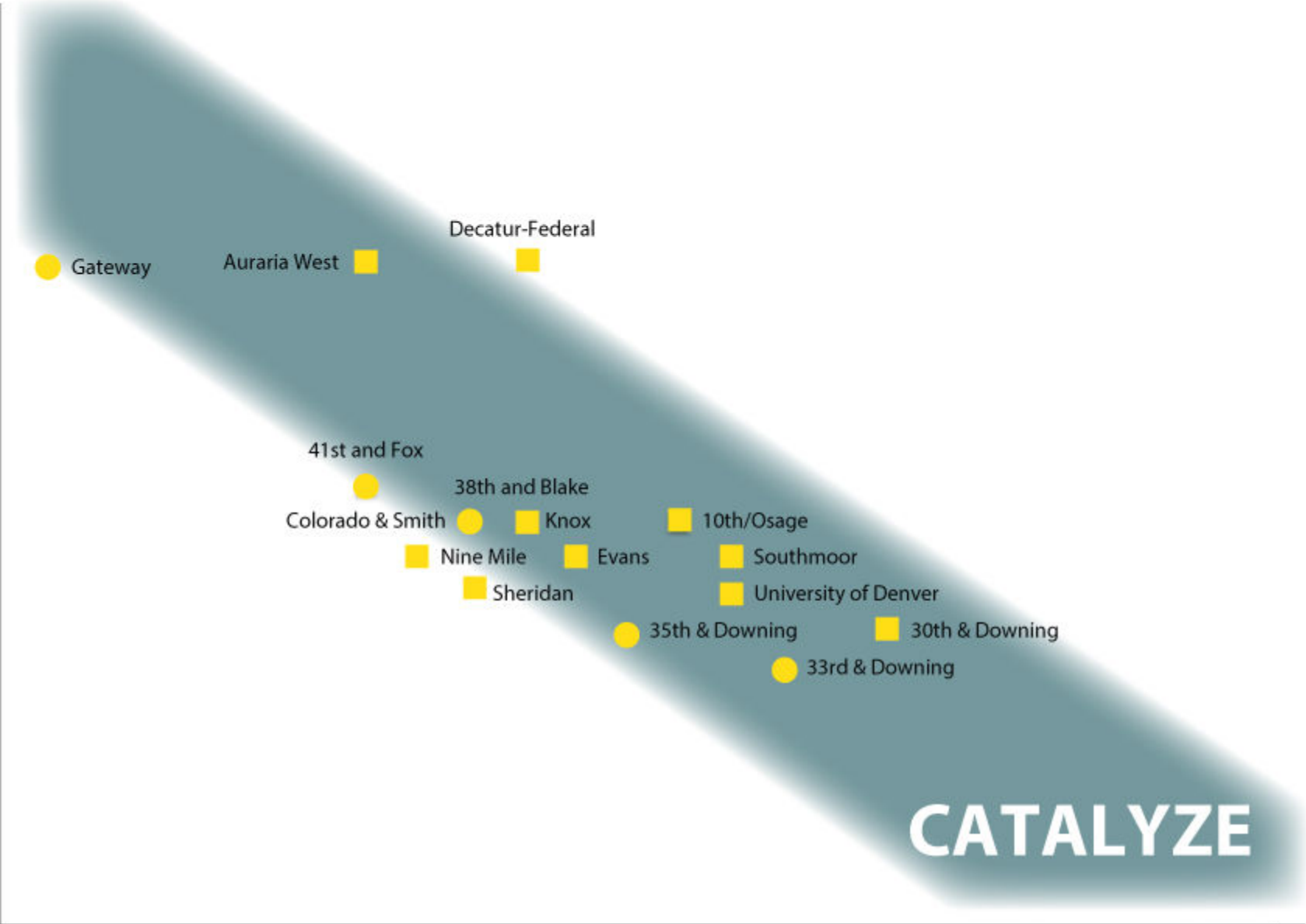


Development Readiness

STRATEGIZE

Market Readiness

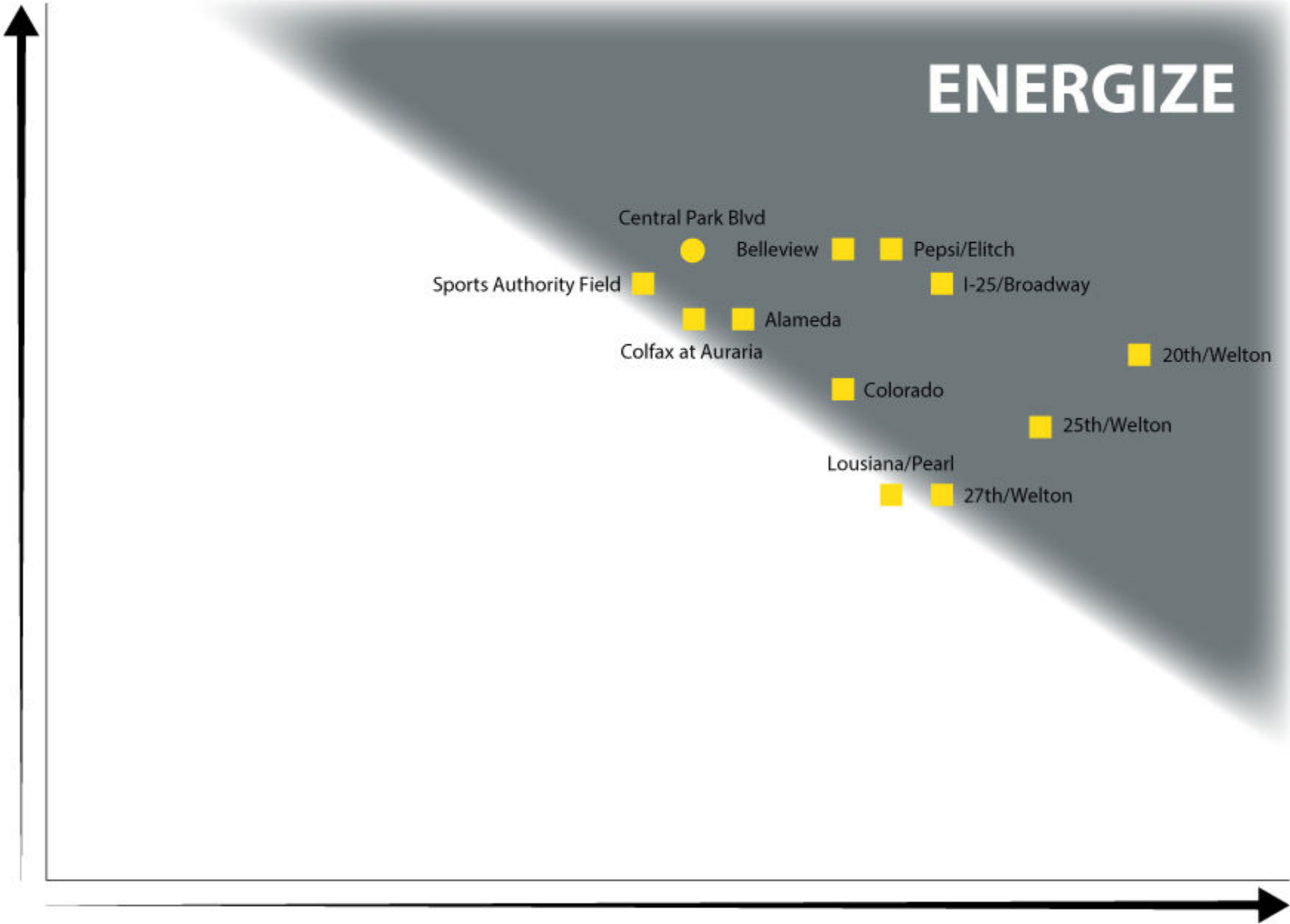
Development Readiness



CATALYZE

Market Readiness

Development Readiness



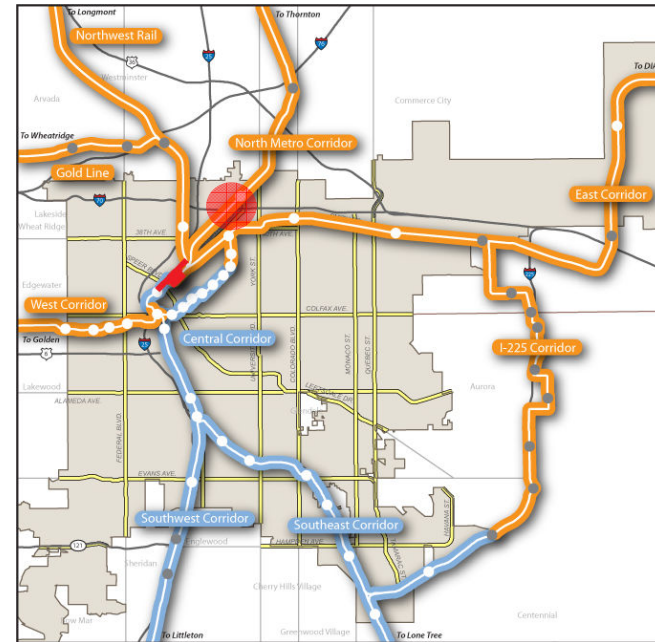
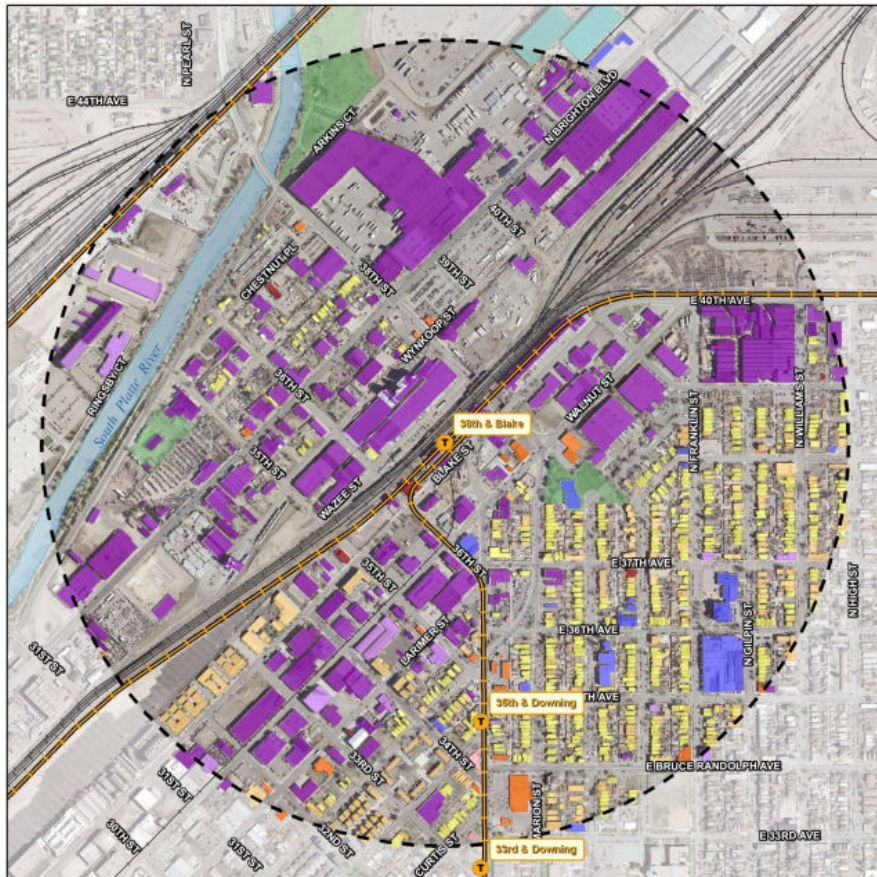
Market Readiness

Measuring TOD Progress and Aligning the City Approach to TOD

Market/Development Category: Catalyze

Station Area Plan: Yes

Next Steps Study (Infrastructure): Yes

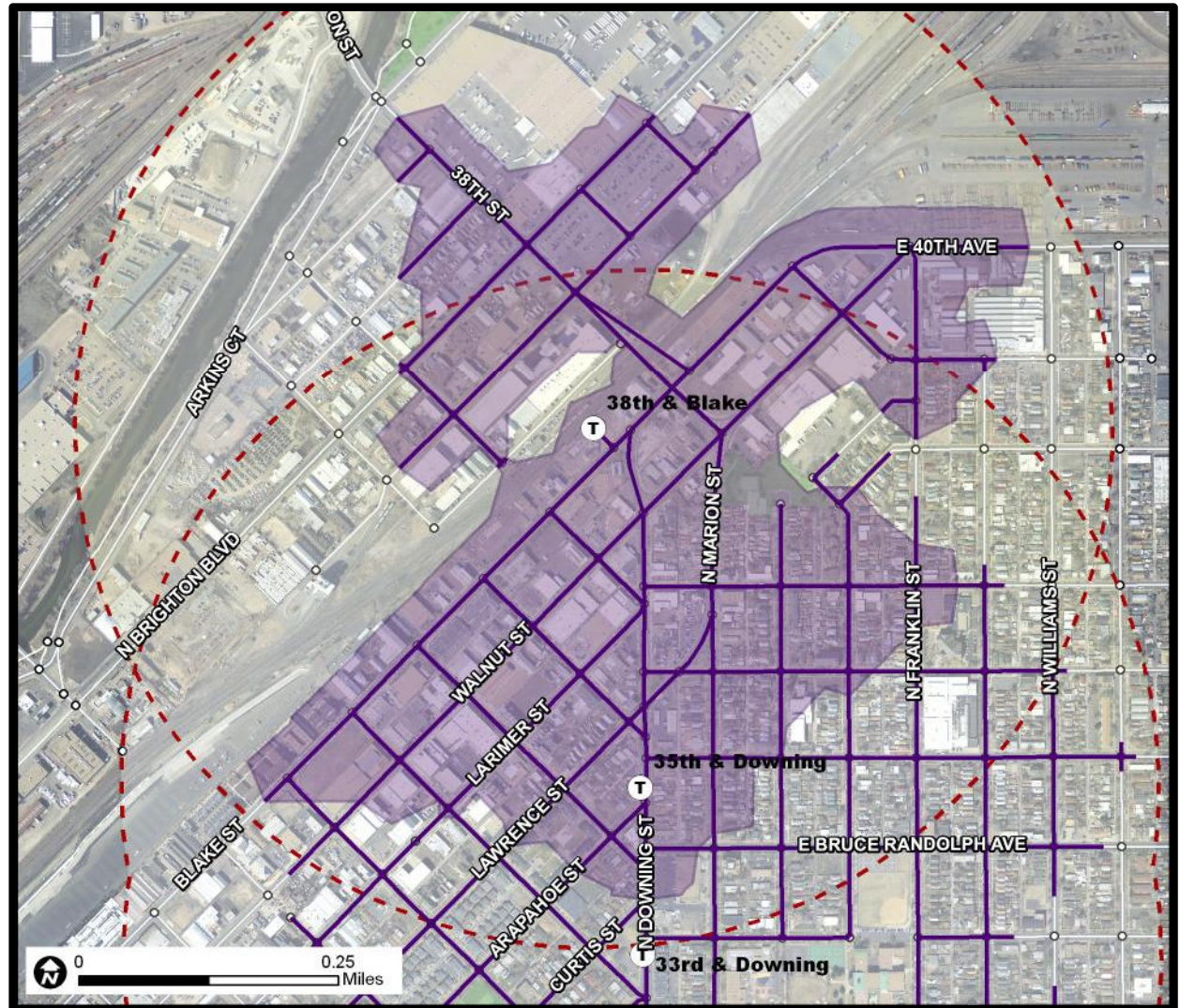


- | | |
|--|---|
| ■ Office | ■ Public/Quasi-Public |
| ■ Retail | ■ Single Family |
| ■ Commercial | ■ Multi-Family |
| ■ Mixed-Use | ■ Park/Open Space/Golf |
| ■ Industrial | ■ TCU: Transportation, Communication, Utility |
| ■ Entertainment-Cultural | ■ Garage/Carport/Shed/Other |

Measuring TOD Progress and Aligning the City Approach to TOD

38th and Blake Analysis

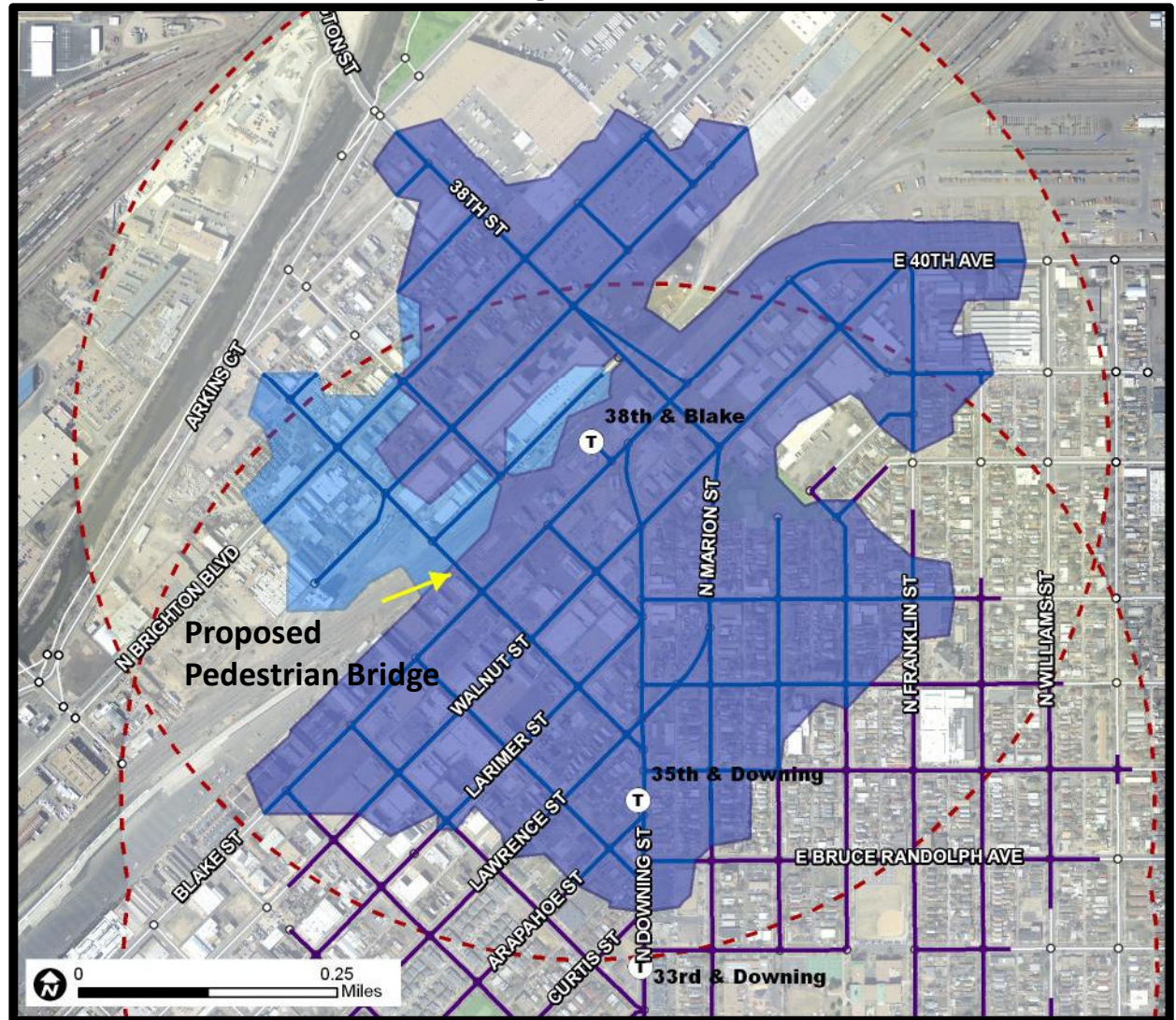
- Community Planning and Development
- Public Works
- Department of Finance
- Office of Economic Development



Measuring TOD Progress and Aligning the City Approach to TOD

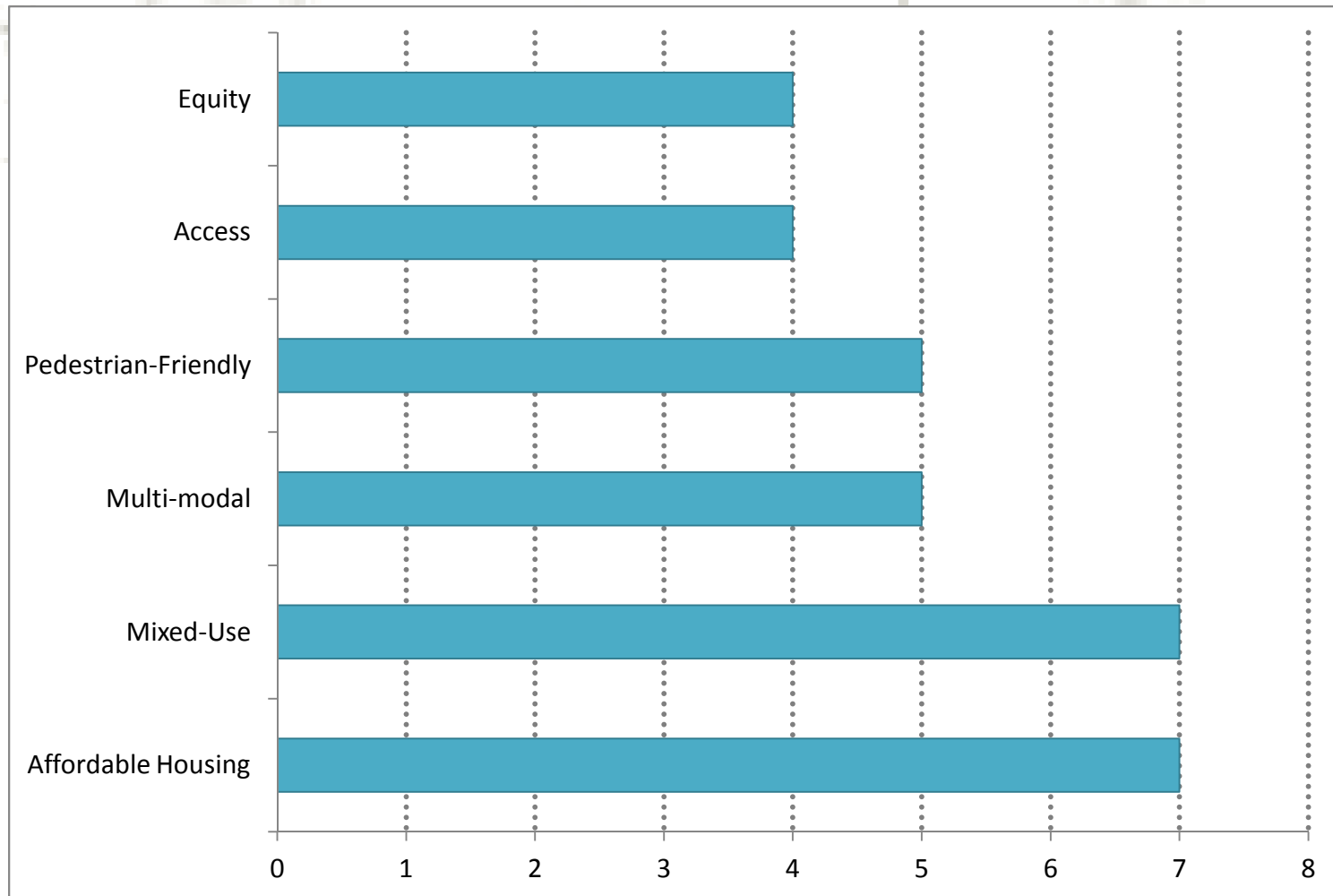
38th and Blake Analysis

- Community Planning and Development
- **Public Works**
- Department of Finance
- Office of Economic Development



Strategize

The 5 most important words to TOD in Denver (tied)



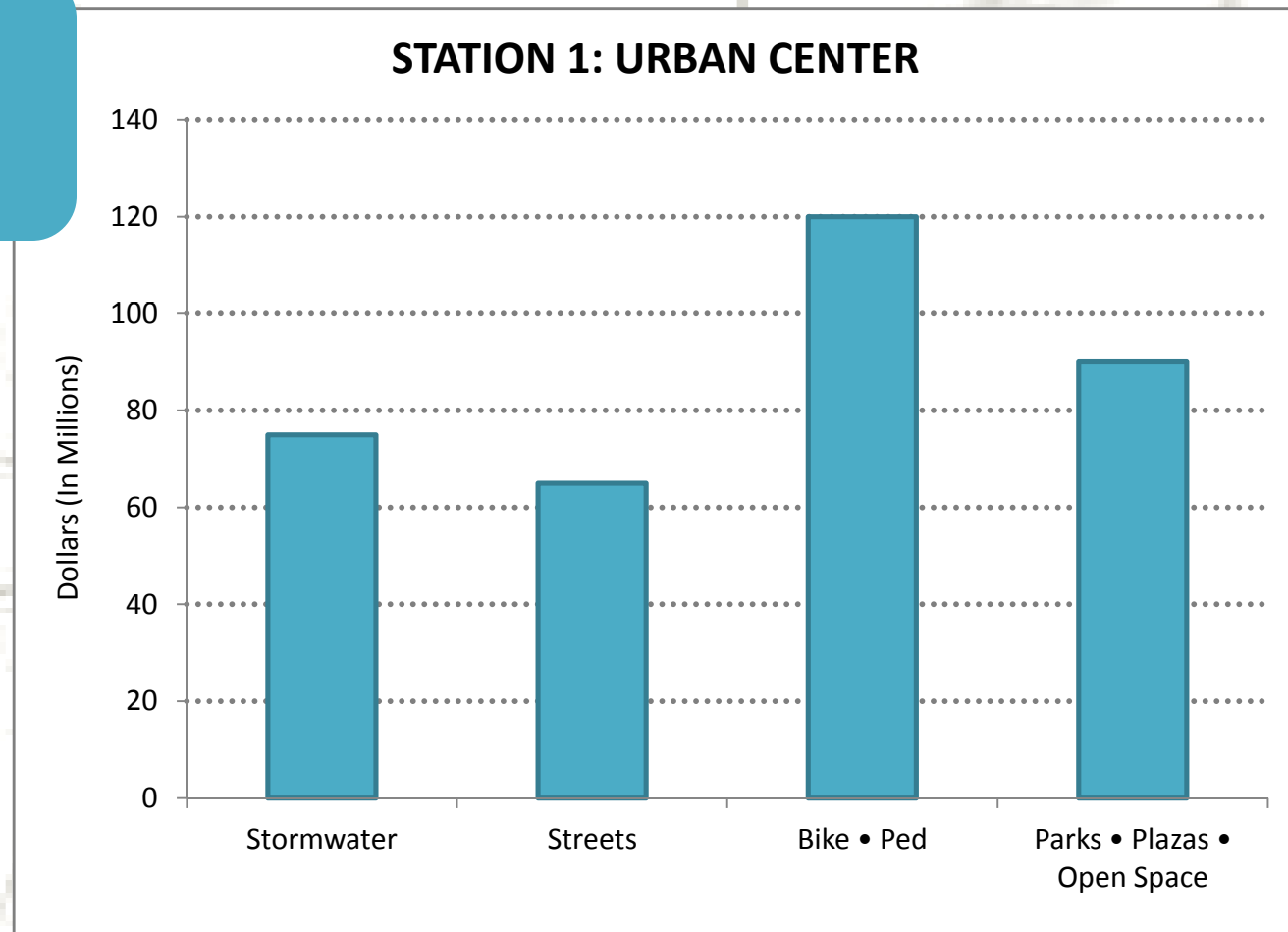
Strategize Overall Results



Catalyze

How would you prioritize infrastructure investments at **Urban Center** stations?

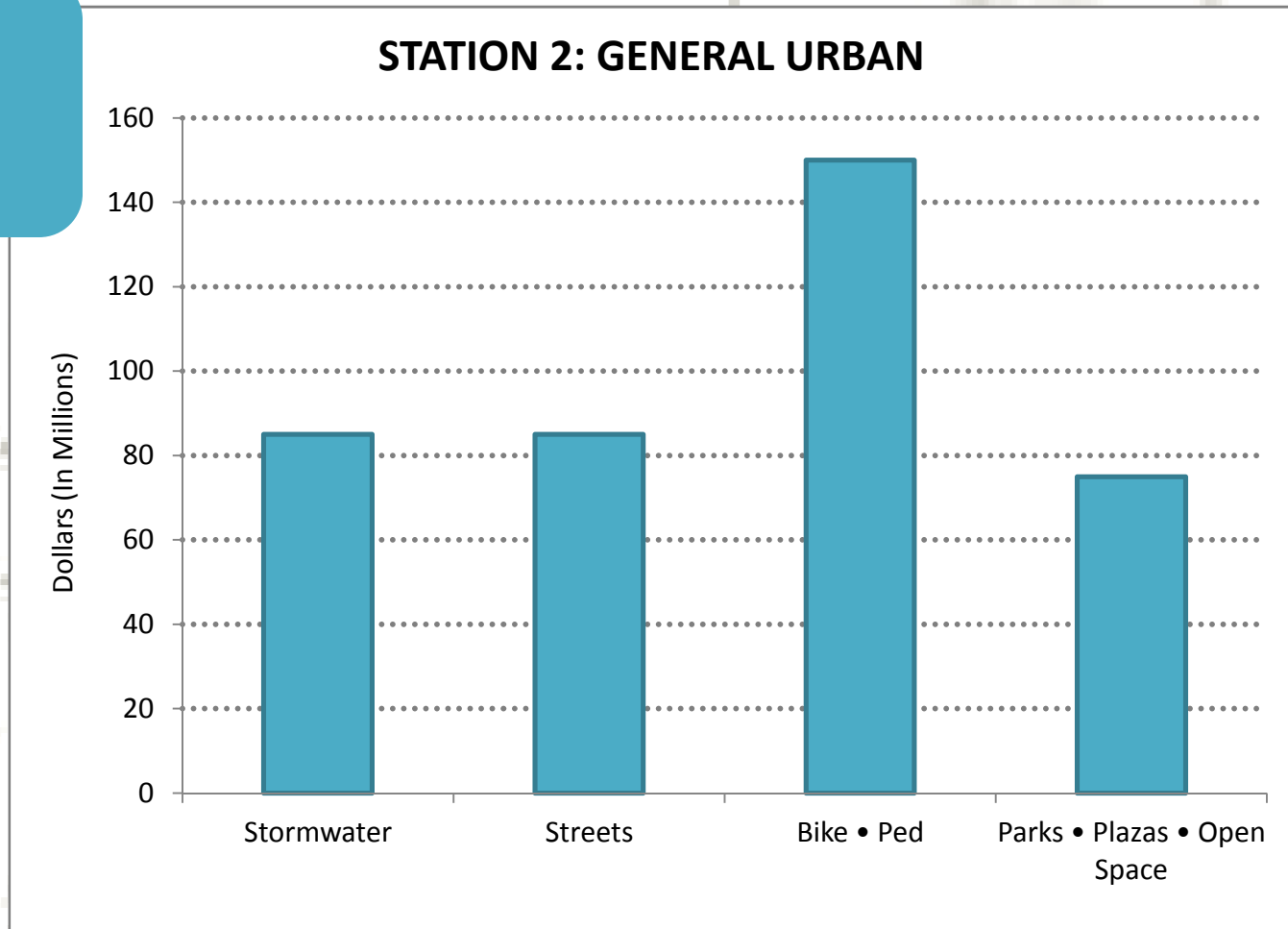
Total Urban Center Award
•
\$350 Million



Catalyze

How would you prioritize infrastructure investments at **General Urban** stations?

Total General Urban Award
•
\$395 Million



Catalyze

How would you prioritize infrastructure investments at **Suburban** stations?

Total Suburban
Award
•
\$165 Million

