Multimodal TOD Principles for Denver Union Station

Rail~Volution
November 7, 2006
TOD Principles for Denver Union Station

1. Use Partnerships
2. Understand the history of the place
3. Strong community based Vision
4. Get the Transportation Right
5. Connect to the Neighborhoods
6. Pedestrian Priority Design/Public Space
7. Get the Zoning Right
8. A Mix of Uses
9. Balanced Traffic and Parking
10. Flexibility for Change Over Time
Denver Union Station Project Area
1. Partnerships

» City and County of Denver
» Colorado Department of Transportation
» Denver Regional Council of Governments
» Regional Transportation District

» Organized through an Inter Governmental Agreement in late 2001
» Equal Partners in the decision making process
2. Understand the History

Original 1881 Building

1895 Building

1914 Building

DENVER UNION STATION

Photos Courtesy of Denver Public Library
2. Understand the History

After the 1894 Fire

1933 Flood

Mizpah or Welcome Arch

DENVER UNION STATION

Photos Courtesy of Denver Public Library
3. Community Based Vision

» Union Station Advisory Committee (USAC)
  - 96 person self-selected advisory group
  - 36 stakeholder groups represented
  - Representation from the entire metro region
  - Met every 3 weeks during the planning process

» Break-Out Groups (BOG)
  - Focus groups to work through issues on specific topics
  - Rail, Environmental, Historic Preservation, Zoning, Developer Proposals

» Technical Advisory Committee (TAC)
  - 56 member technical group (29 groups represented)
  - Representation from the Partner Agencies, utility providers, service providers, railroads, etc.

» Public Meetings
  - Four public meetings during the 2 ½ year process
3. Community Based Vision

» Denver Union Station will be a multi-modal transportation hub of international significance and a prominent and distinctive gateway to downtown Denver and the region.

» The station will bring critical elements of the public and private local, regional, statewide and national transportation systems, both existing and future, together with private development and inspiring civic features.
3. Community Based Vision

» Union Station will create an exciting setting that will improve the connections between all transportation modes, respect the character and historical significance of the station and its adjacent neighborhoods and provide a stimulating environment for public activity and economic vitality.
4. Get the Transportation Right/Program

» Rail Components
- Amtrak
- Ski Train
- Boulder Commuter Rail (U.S. 36)
- East Corridor (Air Train)
- North Metro
- Intercity Rail (North and South I-25 Corridors)
- Future Expansion (I-70 Mountain Corridor)
- Future Expansion (other)
- Light Rail for SE, SW, West, and Gold Lines
- Platte Valley Trolley

» Bus Components
- RTD Regional Bus
- RTD Local Bus
- Greyhound
- Interstate/International Bus
- Other Private Carriers/Motorcoach
- 16th Street Mall Shuttle
- Downtown Circulator
- Tour Buses
- Charter Buses
4. Get the Transportation Right/Program

» Commercial Carriers
  - Taxi
  - Rental Cars
  - Vans and Shuttles
  - Ski Area Shuttles
  - Van Pool
  - Limo Services
  - Courier Services

» Additional Modes
  - Pedestrians
  - Single Occupancy Vehicles
  - Bicycles
  - Bike Station
  - PediCab
  - Motorcycles
  - Small Electric Vehicles
  - Horse Drawn Carriage
  - Parking
  - Service Vehicles
4. Get the Transportation Right/Design
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5. Connect to the Neighborhoods

Central Platte Valley Neighborhood

Lower Downtown Neighborhood
6. Pedestrian Priority Design/Public Space

Wynkoop Plaza

17th Street Promenade
6. Pedestrian Priority Design/Public Space

Wynkoop Plaza

17th Street Promenade
7. Get the Zoning Right

T-MU 30 Zone District

» T-MU-30 was created as a mixed use district to allow for and encourage transit oriented mixed use development at several sites in Denver.

» Promotes a mix of uses (residential, civic, office, commercial, retail) with good access to transportation.

» Adopted by Denver City Council in October of 2002

» Key sites include Denver Union Station, Gates Redevelopment, and I-25 and Belleview.
7. Get the Zoning Right
8. A Mix of Uses

- Office A: 400,000 – 500,000 SF
- Office B: 200,000 – 250,000 SF
- Retail: 100,000 SF
- Hotel: 200,000 – 250,000 SF
- Residential: 200 – 400 Units

- Approximately 1.4 Million SF of potential demand over the next 20 years, based on the Master Plan Market Analysis.
- T-MU-30 Zoning allows up to 5:1 FAR, approximately 4 million SF
9. Balanced Traffic and Parking

» DUS decreases traffic a small percentage over the entire build-out of the Central Platte Valley.
  ‣ Addition of transit
  ‣ Change in travel patterns

» Without T-MU-30 Zoning, over 3600 parking spaces would need to be provided at DUS using conventional zoning.

» With T-MU-30 Zoning, 2200 spaces can be provided. It allows for up to a 50% reduction in parking.
10. Flexibility for Change Over Time

» Plans will change!
  ‣ To respond to funding
  ‣ To respond to phasing
  ‣ To respond to new information
  ‣ To respond to political will
  ‣ To respond to public input
  ‣ To respond to market realities
  ‣ To respond to surrounding uses
  ‣ To respond to new technology
  ‣ To respond to growth
  ‣ To respond to yet unknown needs
  ‣ To respond to development proposals

» The plan is a guide to implement the Vision
Denver Regional Rapid Transit Corridors

FasTracks Program
- Approved Nov. 2004
- 119 miles of new rail
- 18 miles of BRT
- 57 new rapid transit stations
- 21,213 additional parking spaces
- Enhanced bus service

- Transit trips Denver Union Station at build-out
  - 14,500 express bus trips/day
  - 83,700 local, limited, Mall Shuttle, Downtown circulator and pedestrian trips/day
  - 51,900 light rail trips/day
  - 40,900 commuter rail trips/day
  - 191,000 total trips/day
Developer Process Organization

Executive Oversight Committee
City of Denver, Colorado Department of Transportation, Denver Regional Council of Governments, and Regional Transportation District
Final Approval and Selection

Master Developer Executive Director
Process Oversight/Organization

Developer Advisory Committee
Business and Community leaders

Union Station Advisory Committee/Public Input
Public Review of Process and submittals

Project Management Team
Final review and recommendations to EOC

Agency Staff/Technical Staff
Analysis and review of proposals

Negotiations Team
Recommendations to PMT/EOC
Developer Selection Process

» Development Goals
   ‣ Select a Master Developer for the site to realize the full vision
   ‣ Implement major components of the Master Plan sooner
   ‣ Identify other financing options using public/private partnerships
   ‣ Build a critical mass of development to support transit and reinvigorate the site

» Developer RFQ Process-June 2005
   ‣ Requested qualifications
   ‣ RFQ responses were due on August 19, 2005
   ‣ 11 responses were received
Developer RFP Shortlist

RFP Part I Issued February 7, 2006

» Alexander Co.

» Cherokee Investment Partners, Dakota Ridge Development, New Boston Real Estate

» Continuum Partners, East West Partners, DMJM Harris, Skidmore Owings & Merrill

» Corporex Colorado, Trammel Crow Residential, Civitas

» Denver Crossroads Developers includes Phelps Development, Federal Development and Mosher Sullivan

» Forest City Development

» Shea Properties

» Union Station Development includes Mile High America First LLC, LNR Property Corp., CH2MILL, Goldman Sachs, Perkins + Will, and Klipp.

» Williams Jackson Ewing
RFP Part I Respondents

» Cherokee Investment Partners, LLC, New Boston Fund, Dakota Ridge Development, LLC, Sage Hospitality Resources, Williams Jackson Ewing
  ‣ Kohn Pederson Fox and Buchanan Yonushewski Group

» Continuum Partners and East West Partners
  ‣ DMJM Harris, AECOM, Kiewit Construction, and Skidmore, Owings & Merrill

» Denver Crossroads Developers, LLC, (Phelps Development and Trammell Crow Company)

» Forest City Development
Developer RFP Schedule

» July 24: RFP Part II Proposals Due
  › Two Teams:
    › Continuum/East West
    › Union Station Partners

» August-October: Evaluation of Proposals

» Early Sept: Public Presentations

» November: Announce decision and next steps
Two Different Visions

Union Station Partners

Continuum/East West
Union Station Partners

VISION
Union Station Partners

Transportation Infrastructure – Program
Union Station Partners

DESCRIPTION OF DEVELOPMENT – Massing Model
Continuum/East West
Continuum/East West

- Shuttle circulator
- RTD regional bus
- Intercity + commuter rail
Developer Next Steps

- Developer Selection
- Developer Negotiations
- Complete 30% Design
- Complete EIS
- Design/Build GMP
- Start construction early 2009
- Construction of transit elements by March 2012
- Construction of key developer by 2012
- FasTracks opens at DUS in December 2012
Lessons Learned for Denver Union Station

1. Use partnerships
2. Understand the history of the place
3. Strong community based Vision
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