PLANNING AND IMPLEMENTING “E-TOD”

Perspectives from Denver, Colorado
Denver: A Growing City

Population (Denver/Metro):
2011: 620k / 2.9m
2035: 762k / 4.2m
Denver: A Growing City

Rail Expansion:
- 3 existing rail corridors
- 20 existing stations in Denver
- 9 total corridors at build out
- 41 total stations in Denver at build out
Denver TOD Strategic Plan (2006)
TOD Corridor Planning
Regional Goals: MetroVision 2035

50% of new housing units and 75% of new jobs in Urban Centers by 2035.
Employment densities and transit
Existing and Planned Employment TOD

- Existing Employment
- Planned Office
- Planned Industrial
- Mixed Use
Industrial-TOD?

**Land use mix:** light industrial, small office, education, some residential & commercial

Lower scale: 1-5 stories

Walkable urban form

Targeted employment density: 15 – 30 EPA
E-TOD Suitability: Industrial Mixed Use

- In or near existing light industrial core
- “Good bones” – small block sizes, street grid, sidewalks, building entries at the street
- Existing thriving businesses
- Low land values / lease rates
- Opportunity to repurpose buildings
- Slowly transitioning areas, organic growth
- Community interest in job growth and industrial character
- High visibility
Case Study: Evans Station
Case Study: Evans Station

Burton Showroom
Case Study: Evans Station

Studios at Overland Crossing
Case Study: Evans Station

Lofts at Evans Station
Case Study: Decatur-Federal Station
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Total = 122 acres
Decatur-Federal Station Area Plan
Decatur-Federal Station Area Plan

Grow the next generation economy

Actively recruit entrepreneurial and innovation businesses

High quality urban design

Work with employers on hire local programs and job training
Implementation: Zoning

- Appropriate Zoning (e.g. Denver’s I-MX districts)
  - Flexible on land use
  - Prescriptive on form

9.1.2.1 Purpose
The following paragraphs explain the general purpose and intent of the Industrial Context Zone Districts.

A. I-MX Industrial Mixed Use Districts (I-MX-3, -5, -8)

1. General
   a. The Industrial Mixed Use districts are intended to develop in a pedestrian-oriented pattern, with buildings built up to the street and active an ground story.
   b. The Industrial Mixed Use districts are also intended to provide a transition between mixed use areas and I-A or I-B Industrial Districts.
   c. The Industrial Mixed Use districts accommodate a variety of industrial, commercial, civic and residential uses.
Implementation: Zoning

- Denver’s I-MX districts

- Form based rather than FAR
- Required street frontage and transparency
- No surface parking between building and street.
Implementation: Design Guidance
Implementation: Marketing
Roles of city, housing authority, master developer, transit authority, stadium district, etc?

One master developer for all project components?

Is the culture of industry changing enough so that it can work in a walkable urban environment?

If multi-family residential is built, will light industrial and flex uses be priced out?
THANK YOU!

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