First Mile, Last Mile: Plans for All Shapes and Sizes

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Denver Population by Decade, 1880 to 2015

2016 Estimate of 693,000
Projected Growth – 2000-2020: 132,000
Actual Growth – 2000-2016: 139,000

Tools to direct growth to Areas of Change:

• Grow Downtown
• Redevelop Lowry and Stapleton
• Develop remaining green fields
• Transit-Oriented Development, urban centers and select corridors
Growing a Better Denver Game

- **Case Study Scenarios:**
  
  A. **Slow Growth**: Limit Development Throughout the City - Boulder
  
  B. **Medium Growth**: Expand and Intensify the City Center - Vancouver
  
  C. **Medium Growth**: Focus Density and Investment in Multiple Urban Centers – Los Angeles
  
  D. **Medium Growth**: Enhance Corridors and Grow Neighborhood Centers - Portland
  
  E. **High Growth**: Embrace Multiple Growth Strategies - Chicago
Growing a Better Denver Game
## Case Study Scenarios

<table>
<thead>
<tr>
<th>Development Intensity and Mix</th>
<th>A Limited Development</th>
<th>B Expand City Center</th>
<th>C Multiple Urban Centers</th>
<th>D Corridors and N’hood Centers</th>
<th>E Leverage Growth</th>
</tr>
</thead>
<tbody>
<tr>
<td>Baseline 2040</td>
<td>A Limited Development</td>
<td>B Expand City Center</td>
<td>C Multiple Urban Centers</td>
<td>D Corridors and N’hood Centers</td>
<td>E Leverage Growth</td>
</tr>
<tr>
<td>2040 Population 857,000 Medium</td>
<td>812,000 Low</td>
<td>857,000 Medium</td>
<td>857,000 Medium</td>
<td>857,000 Medium</td>
<td>934,000 High</td>
</tr>
</tbody>
</table>

Complete Neighborhoods & the Inclusive City
Station Area Planning

Identify First/Last Mile Connection Barriers

Example: I-25 & Broadway Station
Station Area Planning

Recommend First/Final Mile Connection Solutions
Example:
I-25 & Broadway Station
Denver’s TOD Strategic Plan

The TOD Strategic Plan provides a **foundation to guide transit oriented development** at rail stations through:

- Creating an **implementation action plan for “moving the needle”**
  - city-wide high-level **policy recommendations**
  - Station specific **action items**

- Establishing **metrics to monitor Denver’s TOD success** so the City can continue to refine and improve its strategic moves in the future
Prototypical illustrations of the aspirational typology create a visual representation of the desired scale and form of each station area:

**DOWNTOWN**
Mixed use, highest density, tallest buildings, high pedestrian activity, transit hub, and historic areas

**URBAN CENTER**
Mixed use, high density, grid and alley block pattern, high pedestrian activity, and multi-modal

**GENERAL URBAN**
Multi-family residential, grid and alley block pattern, main streets, corner stores, and multi-modal

**URBAN**
Grid and alley block pattern, predominantly single family residential, main streets, corner stores, and multi-modal

**SUBURBAN**
Town centers, community open spaces and residential neighborhoods
Station Evaluation

Market Readiness
- HH Growth
- Commercial Investment
- Unimproved Land Value
- Property Transactions

Development Potential
- Parcelization
- Ownership
- Developable Land
- Infrastructure Investment
- Infrastructure Need

Station Categorization
Station Evaluation

Station Evaluation Matrix

Market Readiness vs Development Potential

Station Status:
- Under-construction
- Open

Corridor:
- Southwest
- East
- Central
- Other (North, NorthEast, SouthWest)

Station Names:
- 61st and Pena
- 40th and Airport
- National Western Stock Show
- Peoria
- 41st and Fox
- Coloradans Smith
- 30th and Blake
- Knior
- Nine Mile
- Perry
- Sheridan
- Yale

Locations:
- Central Park Blvd
- Pepsi Center/Elitch Gardens
- 32nd/Broadway
- Colorado
- Louisiana/Pearl
- Welton/Dowling Corridor
- Southmoor
- University of Denver
The system-wide scoring map represents each station’s market readiness by a color, and development potential by size. The transit-oriented characteristics of each station are displayed by walkshed on the border.
Station Categorization
The Continuum: Steps to TOD Success

**Strategize**
Stations with low market potential and low development readiness.

**Catalyze**
Stations where the market is strong but development readiness is low or development potential is high but the market hasn’t caught up.

**Energize**
Stations where both the market and development readiness are strong.
Action Plan

Catalyze Stations

- Typology
- Scoring Results
- Status of Planning and Investment to date
- Action Items
  - Infrastructure Prioritization
  - Financing strategies
- Catalysts
First/Last Mile Connection Barriers

Evans Station
First/Last Mile Connection Barriers

Evans Station
First/Last Mile Connection Barriers

Evans Station
Case Study: 38th and Blake Infrastructure Priorities
Case Study: 38th and Blake Infrastructure Priorities
## Case Study: 38th and Blake

### 38th & Blake

<table>
<thead>
<tr>
<th>Facts</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Corridor</td>
<td>East</td>
</tr>
<tr>
<td>Opening</td>
<td>2016</td>
</tr>
<tr>
<td>Projected Ridership</td>
<td>1,870</td>
</tr>
<tr>
<td>RTD Parking Spaces</td>
<td>200</td>
</tr>
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</table>

### Typology

- General Urban
- Innovation

### Score

- Market Readiness: Medium
- Development Potential: Medium
- TOD Characteristics: Medium - High

### Status

- Plan
- Infrastructure Analysis
- Zoning
- Infrastructure Investment: $$$
Case Study: 38th and Blake

TOD Partnership Opportunities

- Urban Land Conservancy
- RTD
- Private Developers

Private Developers

Private Developers

Private Developers

RTD

ULC

Brighton Boulevard

38th and Blake
Case Study: 38th and Blake
Early Development
Case Study: 38\textsuperscript{th} and Blake Proposed Development
Case Study: 38th and Blake Proposed Development
Case Study: 38th and Blake
Proposed Development
Case Study: 38th and Blake Infrastructure Priorities

Action Items

- Infrastructure Prioritization
- Financing strategies

Catalysts

- $0 - $1,000,000
- $1,000,001 - $2,500,000
- $2,500,001 - $10,000,000
- $10,000,001 - $25,000,000
- $25,000,001 - $52,500,000

Action Plan

- Coordinate with CPD, PW and DoF on Time frames for funding and implementation of prioritized infrastructure investments
  *Time frame: 2014/2015*

Catalysts

- 31st and 36th Outfall System
- 38th Outfall System
- 35th and 36th at Brighton Signalization
- Brighton Reconstruction
- Downing Two Way conversion
- Lawrence St. removal
- Marion Two Way conversion
- 37th Pad improvements
- Pedestrian route improvements
- Proposed Bike Route additions
- Neighborhood Lighting
- Sidewalk Construction – Phase I and II
- Marion St. Sidewalks (36th to Walnut)
Case Study: 38th and Blake Infrastructure Priorities
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Brighton Boulevard Reconstruction
Case Study: 38\textsuperscript{th} and Blake Infrastructure Priorities

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