Ancient ✯ Pre-Elevator
4000 BC – 1880
Pedestrian-oriented public realm
Compact urban form
Mixed land uses
Centralization
Highly connected streets
Post-Elevator ❖ Pre-Automobile
1880 – 1940
Urban Development Timeline
Post-Elevator ✤ Pre-Automobile Era: 1880 – 1940

- Pedestrian-oriented public realm
- Transit-oriented public realm
- “Main Street” urban form
- Mixed use neighborhoods
- Streetcars
- Highly connected streets
- Public aesthetics
Automobile • Suburbanization
1940 – 1990
Automobile-oriented public realm
Segregated land uses
Low density urban form
Decentralization
Poorly connected streets
Modernism
Urban Renewal
Urban Renaissance
1990 - 2010
Urban Development Timeline
Urban Renaissance Era: 1990 – 2010

- Civic investments
- New Urbanism
- Urban tourism
- Return of rail-based transit
- Historic preservation/adaptive reuse
- Form-based zoning
Walkable Urbanism
2010 – 20??
Urban Development Timeline
Walkable Urbanism Era: 2010 – 20??

- Pedestrian and bicycle infrastructure
- Expanded transit / mobility choices
- Higher density housing
- Mixed land uses
- Sharing economy
- Sustainability
- Urban lifestyle / demographic shifts
Denver’s Territorial and Population Growth

1850s/1860s

Founded in 1858
1860 Population: 4,749
1870 Population: 4,759
Change: +10
Fledgling outpost
Denver’s Territorial and Population Growth

1870s

No territorial growth

1880 Population: 35,629

Change: +30,870

Stabilization
Denver’s Territorial and Population Growth

1880s

Territorial growth
1890 Population: 106,713
Change: +71,084
Post-railroad boom
Denver’s Territorial and Population Growth

1890s

Territorial growth

1900 Population: 133,859
Change: +27,146

Silver Crash stagnation

Source: City and County of Denver
1900s

City/County consolidation

1910 Population: 213,381
Change: +79,522
Silver Crash recovery

Source: City and County of Denver
Denver’s Territorial and Population Growth

1910s

No territorial growth

1920 Population: 256,491

Change: +43,110

Regional prominence

Source: City and County of Denver
Denver’s Territorial and Population Growth

1920s

No territorial growth

1930 Population: 287,861
Change: +31,370
Limited growth

Source: City and County of Denver
1930s

No territorial growth

1940 Population: 322,412
Change: +34,551

Great Depression, limited growth
Denver’s Territorial and Population Growth

1940s

Territorial growth

1950 Population: 415,765

Change: +93,353

Post-WWII growth, suburban annexation
1950s

Territorial growth

1960 Population: 493,887
Change: +78,122

Suburban annexation
Denver’s Territorial and Population Growth

1960s

Territorial growth

1970 Population: 514,678

Change: +20,791

Suburban annexation, Urban depopulation
Denver’s Territorial and Population Growth

1970s

Territorial growth

1980 Population: 492,686

Change: -21,992

Suburban annexation, Urban depopulation, Poundstone Amendment
Denver’s Territorial and Population Growth

1980s

DIA annexation

1990 Population: 467,610

Change: -25,076

Energy bust, Urban depopulation
Denver’s Territorial and Population Growth

1990s

No territorial growth

2000 Population: 554,636

Change: +87,026

Civic investments, Historic preservation, Rediscovery of urban neighborhoods
Denver’s Territorial and Population Growth

2000s

No territorial growth

2010 Population: 600,158

Change: +45,522

Civic investments, Infill developments
2010s

No territorial growth

2020 Population (est): 737,391
Change: +137,233

Civic investments,
Infill developments,
Major densification
# Denver’s Territorial and Population Growth

<table>
<thead>
<tr>
<th>Census</th>
<th>Population</th>
<th># Change</th>
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Since the dawn of civilization through the early 20th Century, the urban street had three primary roles:

1. Public Space
2. Building Frontage
3. Mobility Routes
Starting around 1930s, these three roles were detached from each other and claimed by three groups:

Public Space > Landscape Architect
Building Frontage > Architect
Mobility Routes > Traffic Engineer
Streets were no longer viewed as “public space” and were replaced by the development of dedicated parks and open spaces.
Building Frontage > Architect

Buildings no longer had to relate to the street but could be expressed as sculpted three-dimensional objects in contextless space.
Mobility > Traffic Engineer

Streets became used exclusively for the motor vehicle and engineered for speed and capacity as one-dimensional links in a traffic network.
Priority for Blueprint Denver 2.0

Reclaim the historic functions of the street!

1. Public Space
2. Building Frontage
3. Mobility Routes
Priority for Blueprint Denver 2.0

1. Street as Public Space

- ROW = 20% of city including DIA
- ROW = 26% of city excluding DIA

Let’s better utilize the land the city already owns!
Priority for Blueprint Denver 2.0

2. Street as Building Frontage

- 2010 Form/Context-Based Code largely addressed this issue
- Refine as needed
Priority for Blueprint Denver 2.0

2. Street as Mobility Routes

• Equitable distribution of ROW to all modes
• Equitable use of ROW by all Denver citizens