

WHAT IS TOD?

The definition of transit oriented development in Denver is more than just development in station areas; it is part of building transit communities around rail stations in order to more closely connect the suburban and urban neighborhoods to Denver's urban centers and downtown.

TRANSIT COMMUNITY

Denver's transit communities are walkable places that provide destinations like shopping, dining, jobs, parks, and schools — most of ones daily activities — easily accessed from home by foot, bicycle, and transit. These communities tend to have a variety of housing types, provide the opportunity for a healthy lifestyle, and are designed to maximize resident access to public transportation by focusing activities on a major transit stop.

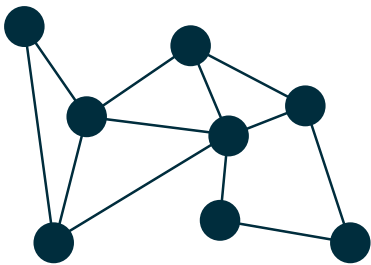
TRANSIT-ORIENTED DEVELOPMENT

Transit-oriented development in Denver generally describes a development in an existing or planned transit community that adds to the walkable, vibrant, mixed-use environment and is oriented towards frequent, high-quality transit service that connects the community to the rest of the region.

TOD PRINCIPLES

The following TOD principles establish a base line for Denver neighborhoods to envision and plan for great transit communities.

connect



Entry Point – access to the regional economy

First/Last Mile – walk, bike, bus to the station

Access to All – connect to new and existing neighborhoods

innovate



Sustainable – economic, social, environmental

Equitable – opportunities for all

Global Economy – compete on the world stage

efficient



Location – one place to live, work, and play decreases need for regional trips

Shared Resources – reduce cost of infrastructure per household

Balance – jobs and homes nearby reduce travel times and long commutes

place

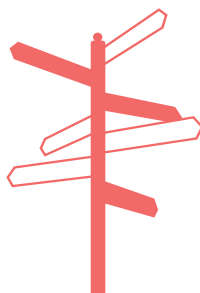


Active – promote safety and visual interest

Vibrant – bring together people and activities

Destination – public life happens in the streets and open space

mix



Choice – housing, jobs, shopping, transit options

Diversity – mix of incomes and age groups

Resilient – stands up through changing economic conditions

shift



Car Free/Car Lite – becoming non/less car dependant for most trips

Public Space – more room for pedestrians and bikes, less for cars

Reduce and Energize – carbon emissions go down, healthy living goes up

WHAT IS A TYPOLOGY?

Denver's Station Typology classifies each station area into one of five context types based on characteristics commonly found in places served by rail transit. The purpose of the station typology is three-fold: 1) Provide a snapshot of aspirational character, 2) Set expectations for development, 3) Establish a level of magnitude for possible investments. Station area characteristics are grouped into five categories:

Land Use Mix

What uses are desired and how are they mixed?

Street and Block Pattern

Are the streets and blocks supportive of TOD?

Building Placement

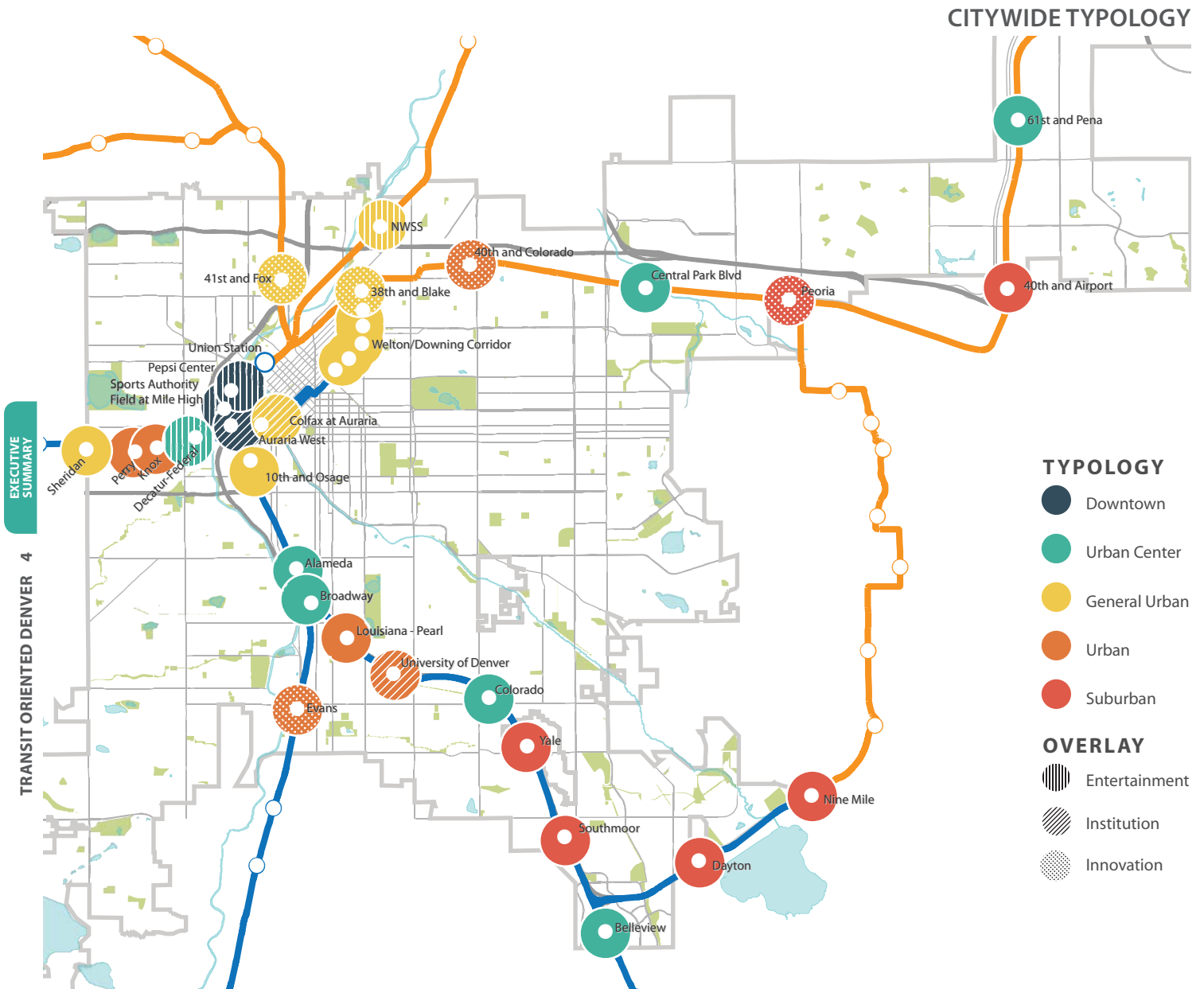
Are buildings framing the streets and open spaces?

Building Height

What is the scale and range of desired heights?

Mobility

How are people moving around? On foot, bike, transit, or car?



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

FUNCTIONAL OVERLAYS

These designations are applied to stations that have a key functional aspect on top of their context type that provides additional context and clarifies future expectations.

INNOVATION



Innovation stations are characterized by their high degree of mixed use, adaptive reuse of existing structures, and creative approach to business. These stations typically are found in existing industrial areas.

INSTITUTIONAL



This overlay typically applies to stations with one or more large land owners that have multiple buildings located in a campus setting. Universities, government centers, and medical campuses are typical uses.

ENTERTAINMENT



Entertainment stations are designed for accommodating major events when a large amount of passengers arrive and depart during a limited period of time.

ACTION PLAN

A strategic approach to implementing TOD in Denver includes short and long-term actions that span multiple City departments. In order to catalyze development at the stations with the best opportunities for development in the next 6 years, the City needs to identify City-wide TOD policies and specific action recommendations at the department level, finding realistic financing strategies to fund necessary planning, infrastructure, and marketing activities.

Administration and Management

1.1 Establish a TOD Action Team
timeframe: 2014/2015

1.2 Appoint a TOD Steward
timeframe: 2014/2015

1.3 Explore emerging partnership opportunities to implement TOD
timeframe: on-going

Department of Finance

4.1 Utilize Denver TOD financing principles
timeframe: on-going

4.2 Utilize Denver TOD financing mechanisms
timeframe: on-going

4.3 Create station area financing plans for designated "catalyze" stations
timeframe: 2014/2015

Community Planning and Development

2.1 Integrate TOD Principles into updates to the Comprehensive Plan and Blueprint Denver
timeframe: on-going

2.2 Explore Opportunities for Non-Rail Station TOD Planning
timeframe: 2014/2015

Office of Economic Development

5.1 Business recruitment strategies for TOD areas
timeframe: on-going

5.2 Housing and neighborhood development strategies for TOD areas
timeframe: on-going

5.3 Strategic Lending Tools for TOD areas
timeframe: on-going

5.4 Key strategic projects that impact TOD
timeframe: on-going

Department of Public Works

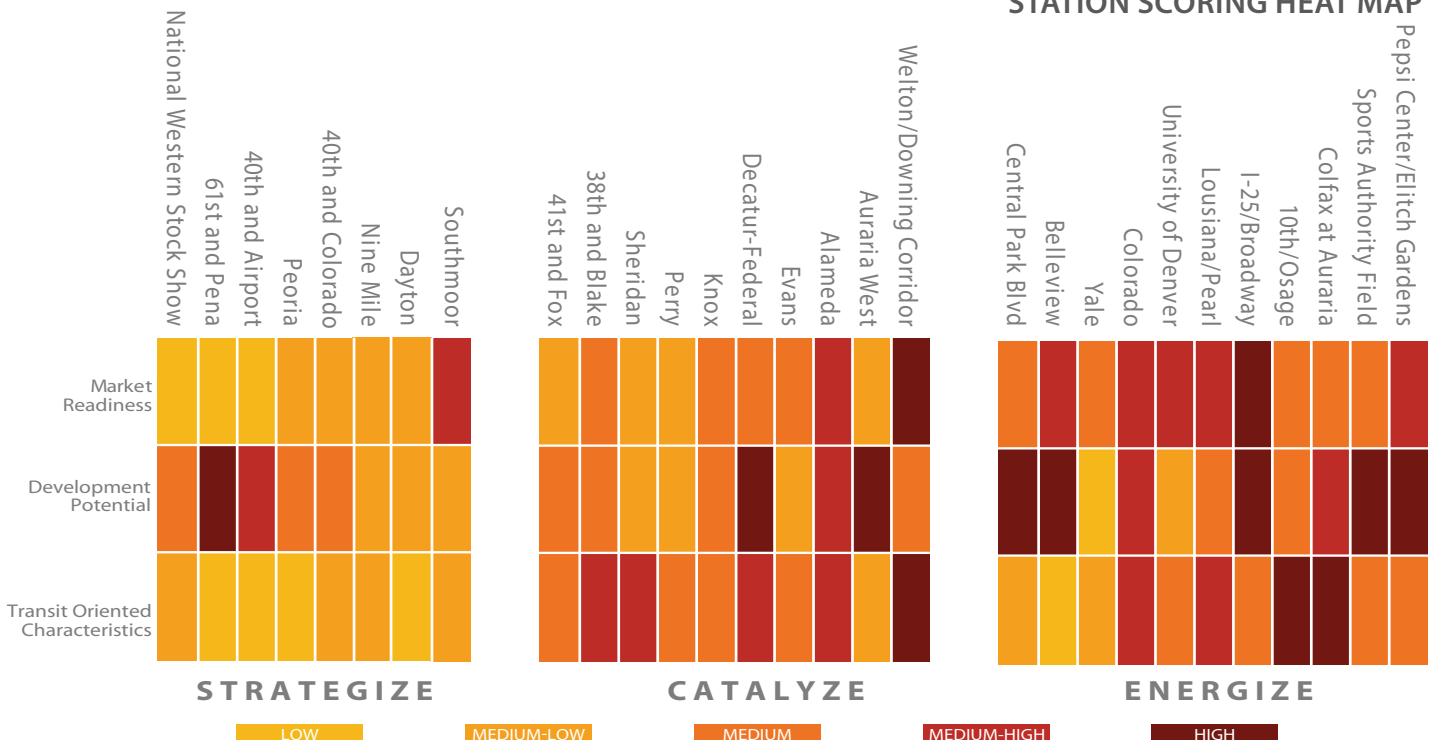
3.1 Evaluate Denver's role in transit planning and implementation
timeframe: 2014/2015

3.2 Apply parking management strategies at TODs
timeframe: on-going

Parks and Recreation

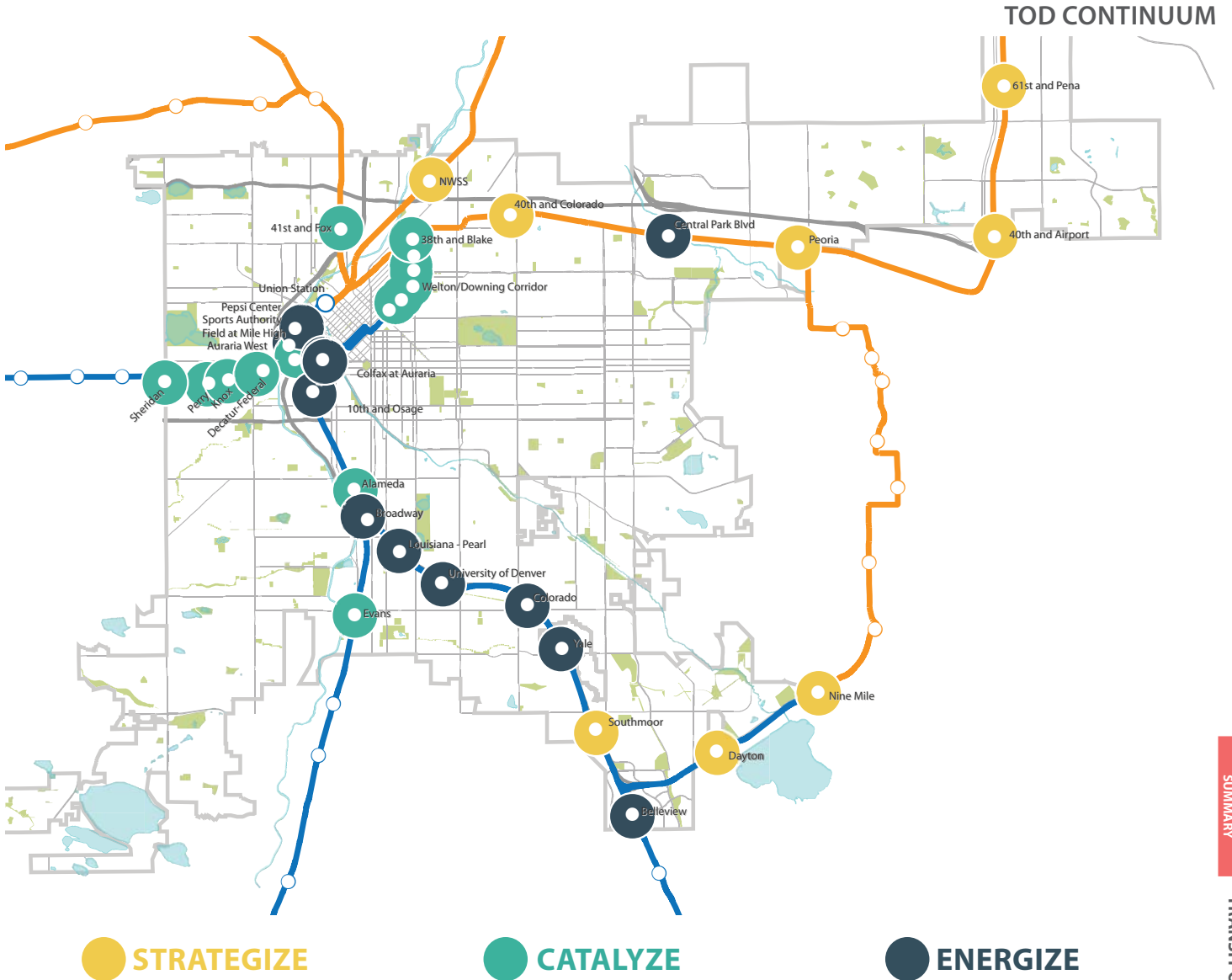
6.1 Park, open space, and recreation structure in TOD's
timeframe: on-going

6.2 Completing the vision for a City in a Park
timeframe: on-going



ACTION PLAN

A methodology was developed to evaluate TOD readiness which helped categorize stations into three logical groupings with similar challenges and opportunities for TOD. Each station in the evaluation lands in a specific group, Strategize, Catalyze, Energize. The status of each station is not considered static, instead, each station should be perceived to be on a TOD development continuum. Each group of stations has a tool kit to guide planning, policy, and infrastructure decisions and each station receives specific action items to advance development at stations














Stations that are still in pre-development planning phases either because the rail line is not complete or due to market or development factors that make TOD unlikely in the near term. Station areas with low market potential in the near term and current conditions indicate low development readiness. Planning is needed to guide future investment and infrastructure projects in these stations.

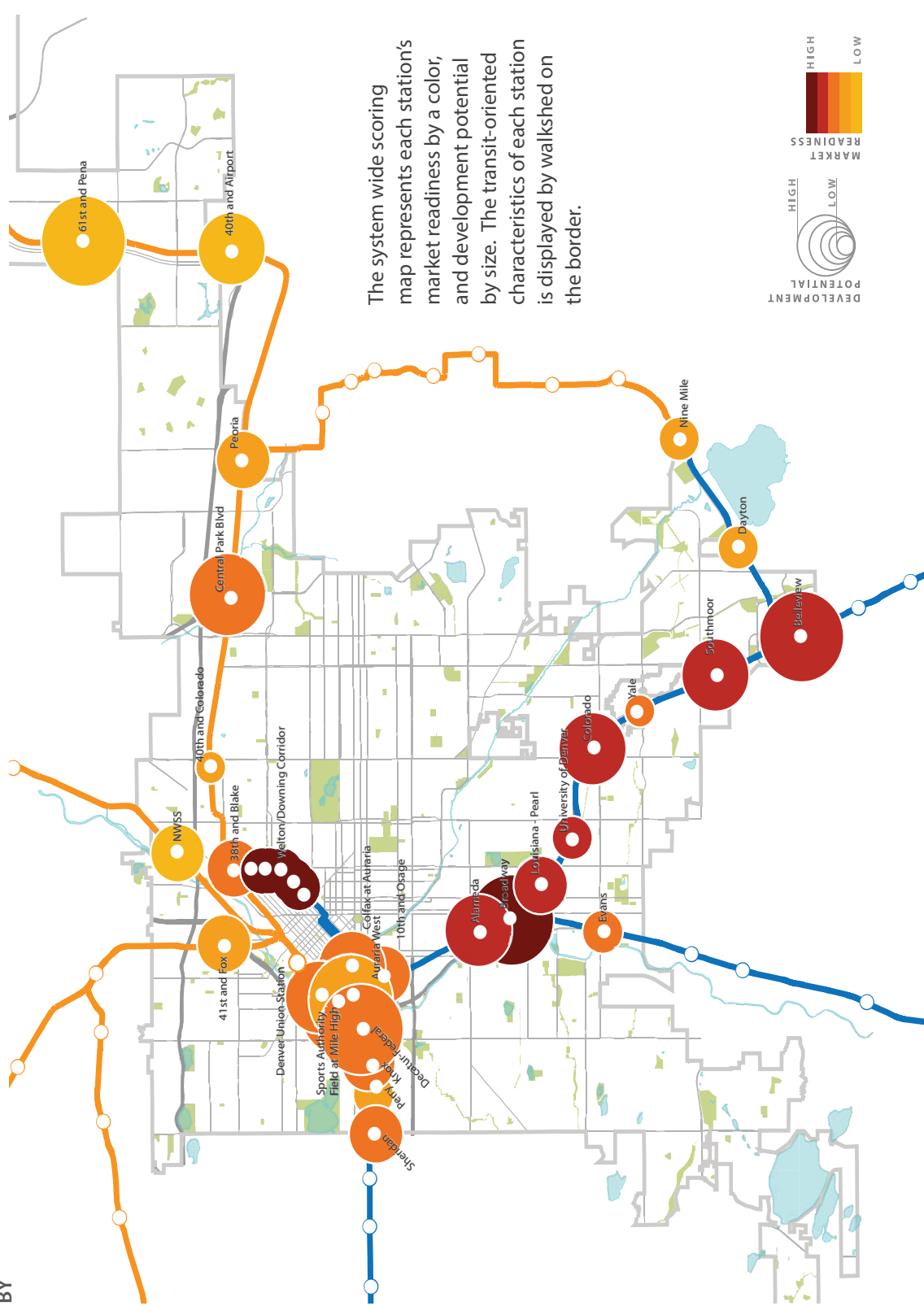
Station areas with above average market conditions for TOD, but with a need for specific infrastructure or amenity improvements to achieve the desired type of development. Catalytic infrastructure and amenity investments are needed, and should yield the sought-after TOD results.

Station areas where there are above average market conditions for TOD and no significant development or infrastructure deficiencies impeding TOD from occurring. These station areas typically need more targeted, short term actions to achieve intensified TOD activity.

TRANSIT ORIENTED CHARACTERISTICS- BY WALKSHED











- 
 40th and Airport
- 
 61st and Pena
- 
 Peoria
- 
 Dayton
- 
 Bellevue
- 
 Yale
- 
 Central Park Blvd
- 
 Southmoor
- 
 Nine Mile
- 
 Auraria West
- 
 NWSS
- 
 40th & Colorado
- 
 Evans
- 
 Perry
- 
 U of Denver
- 
 41st & Fox
- 
 Mile High Stadium
- 
 125 & Broadway
- 
 Knox
- 
 Pepsi Center
- 
 Alameda

DEVELOPMENT POTENTIAL AND MARKET READINESS



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 is displayed by walkshed on the border.



- 
 10th & Osage
- 
 Welton/Downing Corridor
- 
 Colfax at Auraria
- 
 Colorado
- 
 Decatur-Federal
- 
 38th & Blake
- 
 Sheridan
- 
 Louisiana & Peral
- 
 Alameda
- 
 MEDIUM-HIGH

LOW MEDIUM-LOW HIGH