

Mari, Syria 2400 B.C., Pop. 50,000

Early sprawl?





Denver, 1850s

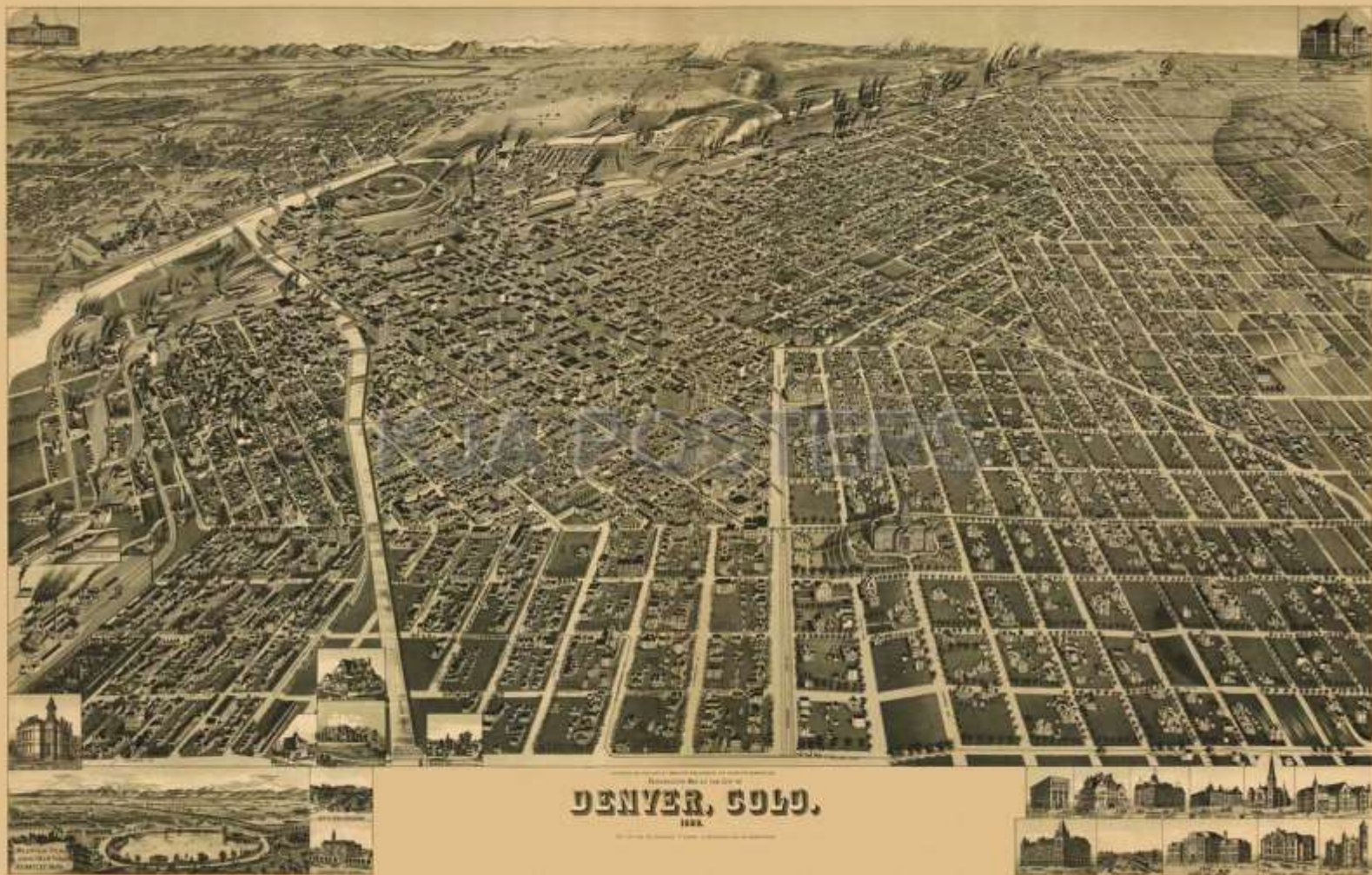


Illustration for the City of
DENVER, COLO.
1893.





Sometimes it feels like it's a
losing battle, but there are
signs of good things on the
horizon

Denver's development followed a typical path in the 20th century. During a period of intense sprawl and transit failure, between 1950 and 1990, the city's population density shrank from 4,741 people per square mile to 3,309. Since reversing course in the mid-'90s, however, density is back around 4,000 people per square mile. (Citylab 3-26-13)

- Why does sprawl happen?

- Drive till you qualify
- Pressure on municipalities to expand and create new sales tax sources
- Zoning and pushback to density
- Lack of regional regulation
- The market, cheaper to park on the surface





ca. 1931





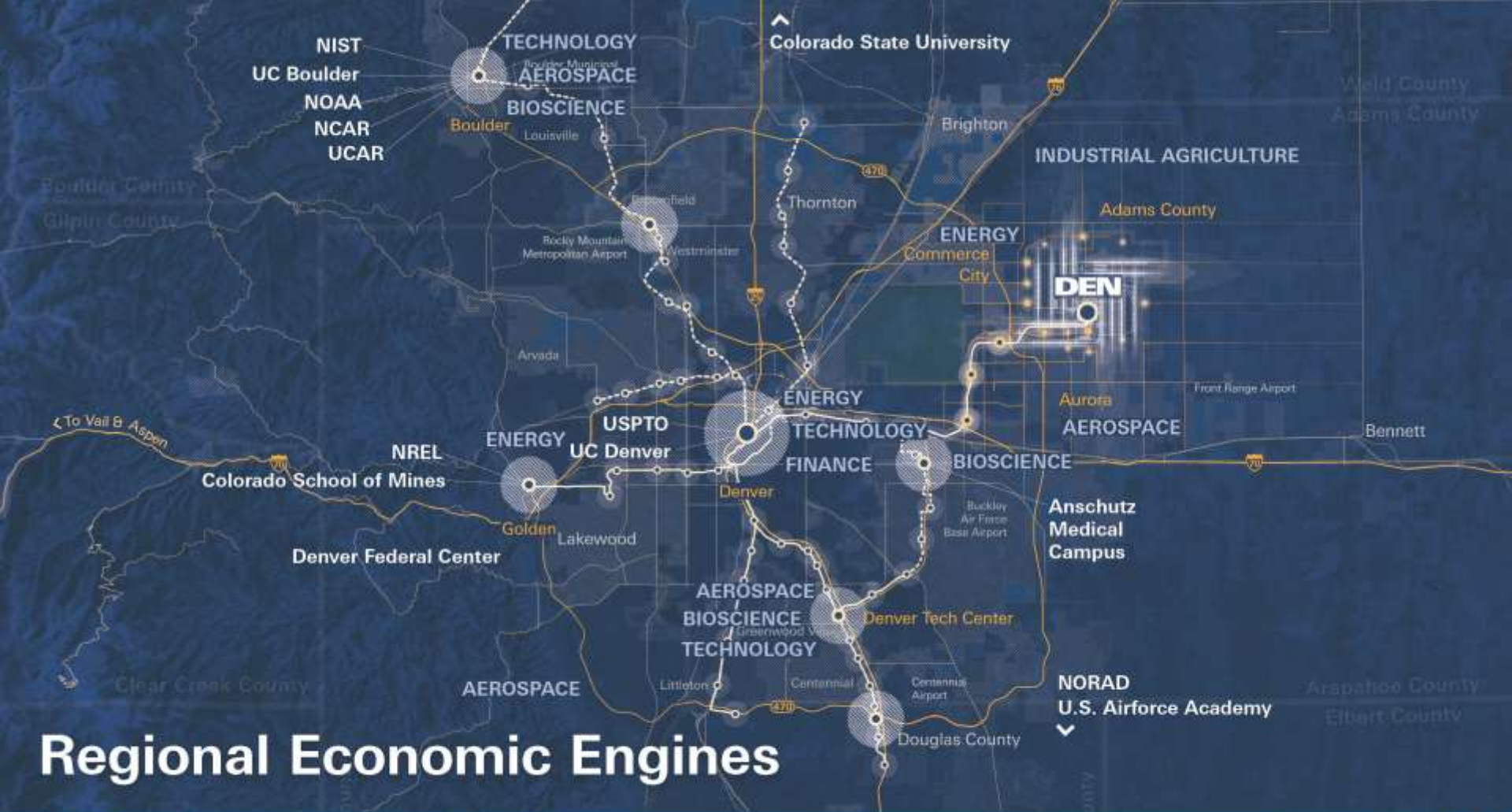












Regional Economic Engines

What we're doing right:

Density near transit

Denver has created some
18,000 residential units, 5.3
million square feet of retail, and
5.4 million square feet of office
space within a half mile of
transit

(Figure from K.A. Ratner and A.R. Goetz. (2013.) The reshaping of land use and urban form in Denver through transit-oriented development. Cities 30, pp. 31-46.)

- As a result, the transit zones have much greater population and household densities than they did just a decade back. The average population density within a half-mile of transit stations is now six times greater than the density in the rest of the region (with density downtown doing even better and doubling the average). Household density near transit stations, meanwhile, is nearly nine times greater than the regional average (with downtown again more than twice as dense still). *(Figure from K.A. Ratner and A.R. Goetz. (2013.) The reshaping of land use and urban form in Denver through transit-oriented development. Cities 30, pp. 31-46.)*

Its not just about creating smart density around transit, its about protecting open space and natural resources. Two sides of the same coin.

Development Supported Agriculture DSA



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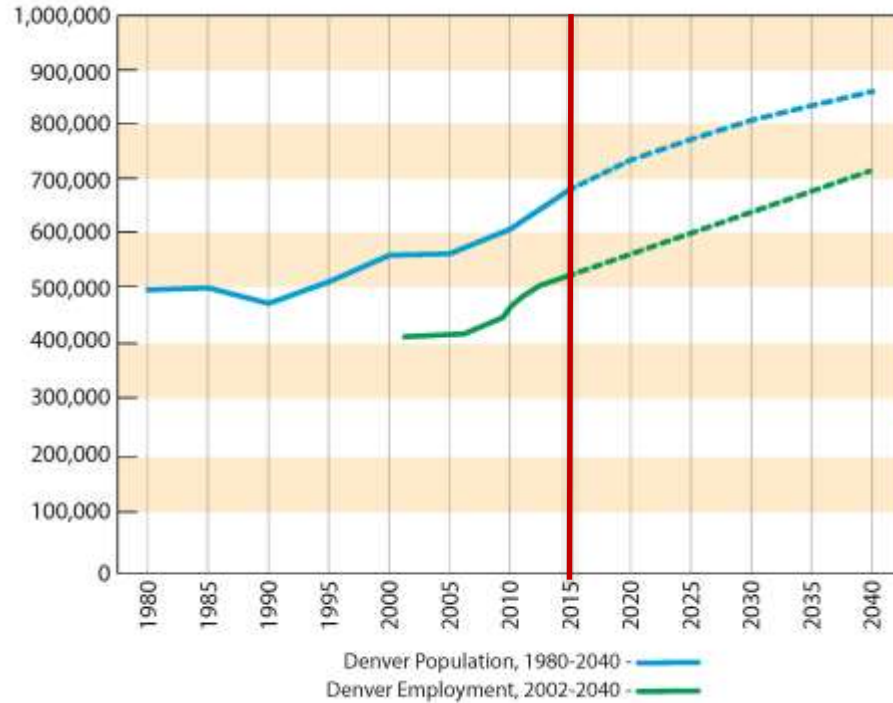


But.....

- While 43 percent of downtown commuters now take transit, far exceeding national averages, three-quarters of people in the metro area at large still commute by driving alone, which is no better than the national pace. (Citylab 3-26-13)
- And half of the people who are downtown everyday commute in from outside Denver City limits.

So, is the plan working in
Denver?

Population and Employment trends



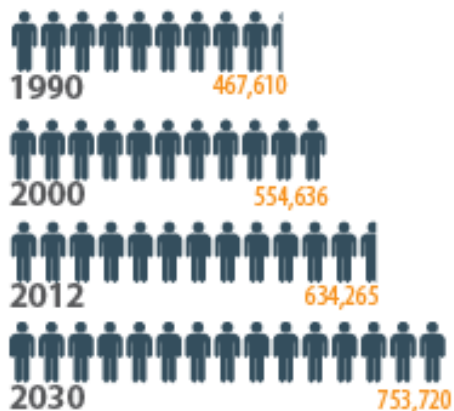
Data sources: DRCOG, US Census, CO Dept Labor & Employment



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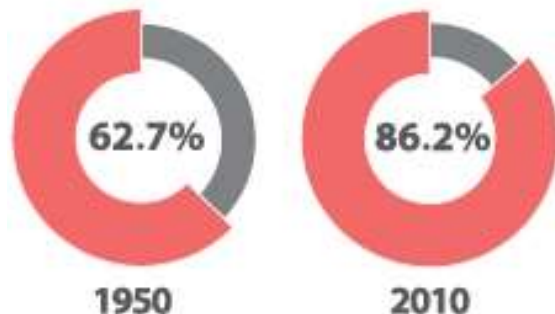
DENVER IS GROWING

TOTAL POPULATION



COLORADO IS DENSIFYING

COLORADO URBAN POPULATION



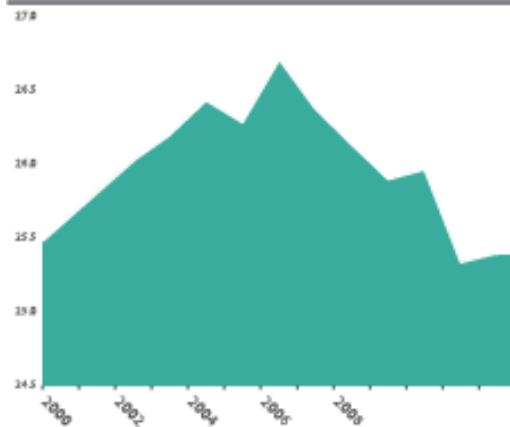
DENVER IS THE #1 CITY FOR MILLENNIALS

TOP 7 GAINERS OF POPULATION AGED 25-34 FROM 2000-2010

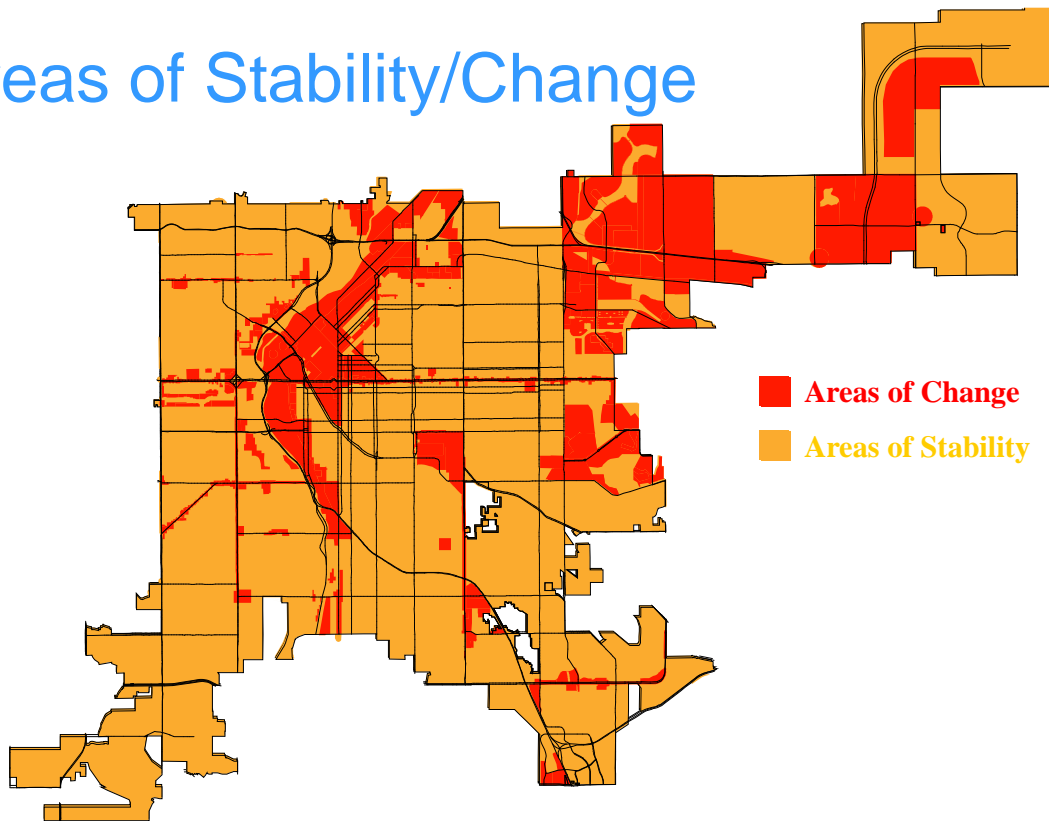


PEOPLE ARE DRIVING LESS

DENVER REGION PER CAPITA VMT



Areas of Stability/Change



Directing Growth

Ratio of private investment

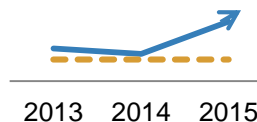
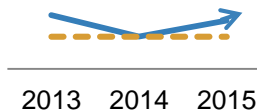
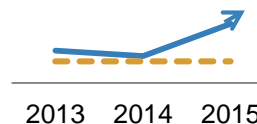
» Goal 4:1 Areas of Change vs. Areas of Stability



» Goal: 6:1 Areas with Small Area Plans vs. Areas without Small Area Plans



» Goal: 1:1 Designated Historic Properties vs. Undesignated Properties



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