

Colfax Avenue BRT TOD Continuum Analysis



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Acknowledgements

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1. Introduction and Summary of Findings

Introduction

Denver’s updated TOD Strategic Plan was completed in 2014. The Plan sets transit oriented development (TOD) policies and strategies citywide and defines roles and responsibilities for key City departments. The Plan addresses the 21 light rail and commuter rail stations located in the City and County of Denver.

The City is increasing transportation planning attention on Priority Transit Corridors defined in Blueprint Denver, the City’s Comprehensive Plan. The rail transit system serves more trips from outside of Denver into Denver than trips within Denver. Expanding transit within the City and County of Denver will make more destinations available from the regional light rail system. Expanding intra city transit will also provide greater mobility for people within the City, whether they work or live in Denver. Colfax Avenue is a Priority Transit Corridor, and the subject of the Colfax Corridor Connections study and Alternatives Analysis (AA).

Bus Rapid Transit (BRT) was selected as the Locally Preferred Alternative (LPA) in the AA prepared for the Federal Transit Authority (FTA) funding process. The proposed BRT would enhance service on the existing RTD 15 and 15L bus routes.

With the expanded focus on transit within the City, there is a need to broaden the TOD Strategic Plan to address other modes of public transit including BRT.

Purpose and Scope

This study evaluates how the TOD Strategic Plan framework can be applied to Colfax and other high frequency transit corridors, many of which are likely to be some form of rubber-tire transit rather than fixed rail transit.

This analysis applies the same analysis techniques from the TOD Strategic Plan to the proposed Colfax BRT stations. EPS compiled, mapped, and analyzed data on the TOD metrics and ranked the proposed BRT stations using the same methodology, with minor adjustments, as noted in this report. This methodology could be applied to other arterial corridors as well.

Eighteen stations were analyzed which may be more or less than what is actually implemented in the BRT project. Through the progression of balancing the project design, available funding, and optimizing service, the final stations selected may change.

Report Organization

The report is organized into three chapters. Chapter 1 includes this Introduction and Summary of Findings. Chapter 2 summarizes the TOD Continuum from the Denver TOD Strategy and the analysis methodology. Chapter 3 presents the results, scoring and ranking for each station, and recommended TOD Continuum classifications.

Summary of Findings

- 1. On Colfax Avenue the TOD Continuum classifications largely follow a west to east gradation corresponding with the higher development densities and property values closer to Downtown Denver and lower further from Downtown (east).***

1. INTRODUCTION & SUMMARY OF FINDINGS

The seven stations in the Energize classification, the highest ranked TOD-readiness category, are located between Mariposa St. and Pennsylvania St. They are Mariposa/Lipan, Fox/13th, Bannock, Broadway, Grant, and Pennsylvania. The lowest ranked stations fall in the Strategize classification and are all located east of Colorado Boulevard: Elm, Holly, Krameria, Monaco, Uinta, and Yosemite.

The Catalyze stations are in the middle of the corridor and TOD continuum. They are Downing, Williams, Josephine, Steele, and Colorado.

2. ***The land use, development, and block patterns on the Colfax Corridor are finer grained than at most of the City's rail stations.***

Many light rail stations are located in arterial commercial, industrial, and office districts. Some light rail stations also have or had larger areas of vacant land at the time of the TOD strategic plan, such as I-25 and Broadway and Bellevue Station.

Along much of the Colfax corridor east of about Grant, there are residential neighborhoods fronting the 14th Avenue and 16th Avenue “rear halves” of the Colfax Avenue blocks. The 14th Avenue and 16th Avenue corridors transition to single family detached housing as one travels east. Redevelopment and infill opportunities are therefore largely limited to the commercial properties fronting Colfax Avenue rather than a larger ½ mile radius or 10 minute walkshed than is typically considered in TOD planning.

A strategy for Colfax Avenue and other arterial corridors is to focus on promoting reinvestment and some redevelopment along Colfax, but to preserve the stability of the adjoining neighborhoods.

3. ***An area of opportunity for the City is to focus on transit oriented community investments on Colfax Avenue particularly east of Colorado Boulevard.***

East of Colorado Boulevard, the Corridor and surrounding neighborhoods lack important elements such as complete full-width sidewalks, bicycle lanes, and complementary north-south transit service. There is less mixed use development in the neighborhoods east of Colfax Avenue, and the Walk Scores© are lower, meaning many errands and trips are completed by car. East of Colorado Boulevard, Colfax Avenue has the widest cross section and highest travel speeds which create safety challenges for all travelers. Improving the environment for non-automobile travel will enhance quality of life in these areas.

4. ***The TOD Continuum classifications can be applied to arterial and other BRT corridors including the Colfax Avenue Corridor. However, some expansion or refinement of the definitions is needed to accommodate BRT station areas.***

When the TOD Strategic Plan was update in 2013 the market for TOD was beginning to take off. Now in 2017 it is even stronger. The TOD Continuum definitions in the TOD Strategic Plan imply a focus or priority on stimulating real estate development – the “D” in TOD. This focus is appropriate for station areas where there is substantial development or redevelopment potential.

The physical conditions of future BRT corridors are different than many light rail stations. Many future BRT stations could be located in built out established areas where the focus on increasing development and densities is not feasible. The continuum definitions therefore should be expanded to address supportive actions for improving quality of life, transit access, and multimodal circulation in these established areas.

2. TOD Continuum Framework

Transit Oriented Development (TOD)

TOD is development that is walkable and integrated with good quality public transit. Denver expands the traditional definition of TOD to the concept of a “transit community”.

Transit communities are “walkable places that provide destinations like shopping, dining, jobs, parks, and schools – most of one’s daily activities – easily accessed from home or work by foot, bicycle, and transit.”

TOD and transit communities are often characterized by mixed use development, diverse housing options, and development densities that are sometimes higher than what was built in the past, when urban planning and real estate development was more oriented to the personal automobile.

Many transit stations are located or proposed in areas that are not currently walkable or easily accessible without a car. Also, mixed-use TOD is not financially feasible under existing market conditions in some station areas.

The TOD Strategic Plan provided recommended principles and strategies for addressing the market and physical barriers to TOD at the 21 light rail stations in the city. There is currently a need to broaden the thinking about TOD to other corridors that have high transit demand but where rail is not likely to be feasible due to cost, right-of-way, traffic engineering, and other considerations. Colfax Avenue is a Priority Transit Corridor on which the City is working to implement a BRT project.

2. TOD CONTINUUM FRAMEWORK

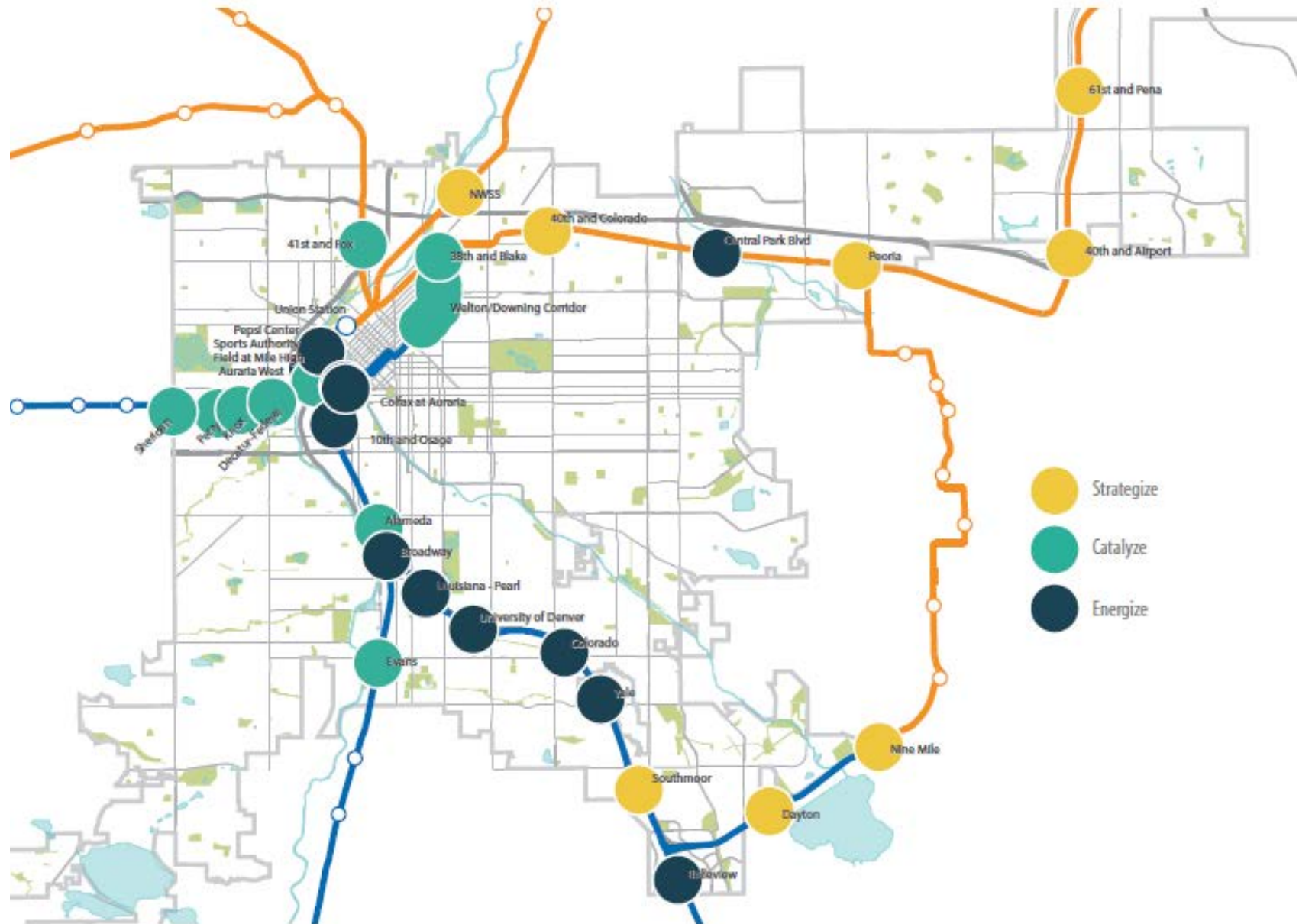
TOD Continuum

In the TOD Strategic Plan, the station ranking analysis classified light rail stations that had similar TOD characteristics. Three classifications were defined: **Strategize**, **Catalyze**, and **Energize**. An analysis of numerous TOD metrics was performed to determine where each station lies on this continuum (Figure 1).

- ▲ **Strategize** – 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 impede TOD. Planning is needed to guide future investment and infrastructure projects in these stations.
- ▲ **Catalyze** – Station areas with strong market conditions for TOD, but with a need for specific infrastructure or amenity investment to catalyze TOD.
- ▲ **Energize** - Station areas where there are strong market conditions for TOD and no significant development or infrastructure deficiencies impeding TOD from occurring. These station areas typically are already experiencing TOD investment and need only limited and targeted, short-term actions to achieve intensified TOD activity or a higher quality transit oriented community



Figure 1
Denver Light Rail Stations and TOD Characteristics



Bus Rapid Transit Standards

One of the appeals to policy makers, government officials, and real estate interests for promoting TOD are the economic benefits brought by the increase in access from transit. This increase in access creates higher property values which in turn supports higher density development. Higher density development has been found to be more fiscally beneficial to local governments. It also brings numerous livability and environmental sustainability benefits resulting from increased walkability, lower vehicle use, and can improve access to opportunities for many people.

Much of the focus on TOD has been around rail transit. A BRT system can bring the same benefits, but a premium service is required with a high level of permanent infrastructure investment. The Institute for Transportation and Development Policy's (ITDP) BRT Standards Committee has defined the standards required for a "bronze" to "gold" BRT rating. The level of investment and service described in these standards is necessary to distinguish BRT from regular bus or express bus service.

- ▲ **Priority Signals** – Special traffic signal programming that prioritizes the bus lane over other travel lanes at intersections, and turns across the bus lane are prohibited in many areas. This improves travel times.
- ▲ **Platform Level Boarding** – Level boarding (no steps or large gaps) speeds boarding times especially for the elderly, and people with children and strollers and/or luggage.
- ▲ **Dedicated Right of Way** – Dedicated lanes for buses. A physical separation (fence, curb, bollards) is most effective.
- ▲ **Busway Alignment** – Bus travel lanes located to minimize interference from vehicles and other road users particularly at intersections. Center-running lanes typically offer the best protection. A shoulder can be effective with proper access management.
- ▲ **Off-Board Fare Collection** – Smart cards and pay facilities at stations speed boarding times compared to on-bus fare boxes.

TOD Metrics

There are several principles or characteristics that are required for quality TOD to occur. Many of these can be measured using simple quantitative analysis techniques along with Geographic Information Systems (GIS). By identifying the presence of these TOD requirements, we can characterize station areas in terms of the potential for TOD, or the level of public and private intervention needed to better support it.

The TOD metrics are grouped into three categories for which a score is calculated. The stations are then ranked by their TOD score into a TOD Continuum. The vast majority of the metrics from the TOD Strategic Plan were used in this analysis; some adjustments were made to address the specific characteristics of the Colfax Avenue Corridor and are noted.

- ▲ **Market Readiness** – The market readiness metrics measure the strength of the real estate market around a transit station. Growth trends and real estate value measures make up the majority of the individual metrics (**Table 1**).
- ▲ **Development Readiness** – The development readiness metrics measure the “readiness” of the physical environment for mixed use transit (**Table 2**). This category includes characteristics like vacant land, land with redevelopment potential, appropriate zoning and supporting City station area or neighborhood plans, and infrastructure needed to support development and circulation for people.
- ▲ **Transit Oriented Characteristics** – These metrics evaluate the presence of the characteristics of balanced livable neighborhoods and factors needed to support transit ridership (**Table 3**). Attributes in this category include population and employment density, presence of parks, presence of multi-modal facilities (bike lanes, car share),

block size (proxy for walkability), and the walk score (the mix of services, shopping, and amenities within walking distance).



Market Readiness Metrics

The market readiness metrics measure the strength of the real estate market surrounding a station. They include several measures of growth and property values compared to other station areas on the corridor. Some variables are compared to citywide averages using a “location quotient”, which is calculated as the percentage or number in the station area divided by that percentage or figure citywide. A number greater than 1.0 indicates that the characteristic is higher or more concentrated or stronger in the station area than in the city as a whole. The metrics and the values used to weight variables, and rank and score each station are summarized in **Table 1**.

- ▲ **Household Growth (2000 to 2016)** - Annual percentage change in total households in the walkshed with higher growth receiving a higher score (scored 0, 1, 2).
- ▲ **Employment Growth (2000-2014)** - Annual percentage change in total jobs in the walkshed with higher growth receiving a higher score (0, 1, 2).
- ▲ **TOD Demographics** - Aggregate percentage of Non-Family Households (2010), Households with No Kids (2010), and Householders Age 25-34 and 55-64 (2016) in the walkshed compared to the City of Denver with a higher percentage receiving a higher score (0, 1, 2).
- ▲ **Property Values (2016)** - Total value of all property within the walkshed with a higher value receiving a higher score (0, 1, 2, 3).
- ▲ **Residential Sales Price Appreciation (2000-2015)** - Percentage change in average residential sales price in the walkshed with higher appreciation receiving a higher score (0, 1, 2, 3).
- ▲ **Office Rents (2016)** - Office rents within the walkshed with higher rents receiving a higher score (0, 1, 2, 3).

- ▲ **Retail Rents (2016)** - Retail rents within the walkshed with higher rents receiving a higher score (0, 1, 2, 3).
- ▲ **Commercial Development (2000-2016)** - Total value of commercial development within the walkshed with higher values receiving a higher score (0, 1, 2, 3).
- ▲ **Residential Development (2000-2016)** - Total residential development value within the walkshed with higher values receiving a higher score (0, 1, 2, 3).



Example of a 10-minute walkshed around the Colorado Light Rail Station. Many rail stations access far less than the maximum amount of land within a 10 minute walk due to natural and man-made barriers, such as rivers, freeways and rail freight corridors. These barriers reduce the impact a station can have on nearby neighborhoods.

Table 1 Market Readiness Metrics

1. Market Readiness	Geography	Criteria	Quartile Values	Score
a. Household Growth (2000 - 2016)	10-Minute Walkshed	Ann. % Change	<0.4% 0.4%-2.0% >2.0%	0-2
b. Employment Growth (2000 - 2014)	10-Minute Walkshed	Ann. % Change	<0.0% 0.0%-0.4% >0.4%	0-2
c. TOD Demographics	10-Minute Walkshed	Aggregated Score	<3 3-4 >4	0-2
Non-Family Households (2010)		Location Quotient		
Households with No Kids (2010)		Location Quotient		
Householders 25-34 and 55 to 64 (2016)		Location Quotient		
d. Property Values (2016)	10-Minute Walkshed	\$ of Actual Value (Assessor)	<\$0.7 B \$0.7 B-\$1.3 B \$1.3 B-\$4.1 B >\$4.1 B	0-3
e. Residential Sales Price App. (2000 - 2015)	10-Minute Walkshed	Ann. % Change	<0.1% 0.1%-3.2% 3.2%-3.9% >3.9%	0-3
f. Office Rents (2016)	10-Minute Walkshed	Avg. Com. Rents \$ PSF (Co-Star)	<\$12 \$12-\$17 \$17-\$23 >\$23	0-3
g. Retail Rents (2016)	10-Minute Walkshed	Avg. Com. Rents \$ PSF (Co-Star)	<\$19 \$19-\$23 \$23-\$28 >\$28	0-3
h. Commercial Dev. (2000-2015)	10-Minute Walkshed	\$ of Permit Value	<\$8.3 M \$8.3 M-\$17.4 M \$17.4 M-\$54.1 M >\$54.1 M	0-3
i. Residential Dev. (2000-2015)	10-Minute Walkshed	\$ of Permit Value	<\$6.2 M \$6.2 M-\$11.9 M \$11.9 M-\$89.1 M >\$89.1 M	0-3
Possible Score Range				24

Development Readiness

- ▲ **Station Area Plan** – There are several neighborhood plans along Colfax Avenue, but no specific TOD plans. The neighborhood plans combined with the zoning generally support TOD in the form it would occur along Colfax. The presence of some type of small area plan was not a differentiating factor across the stations and was therefore not included in the ranking process.
- ▲ **Zoning** – Five story zoning was identified as the most favorable for making redevelopment financially feasible. Areas with 5 or more story zoning received a score of 1. Areas with zoning of 3 stories or lower are scored 0.
- ▲ **“Parcelization”** - Number of parcels per acre within a 2-block radius. The fewest number of parcels received a higher score ((0, 1, 2, 3). Larger parcel configurations (fewer parcels per acre) facilitate property assemblage for redevelopment.
- ▲ **Vacant Land** - Acres of vacant commercial land within a 2-block radius with a greater amount of vacant land receiving a (0, 1, 2, 3). Only commercial property was analyzed as the adjoining single family neighborhoods are less suitable for any potential redevelopment.
- ▲ **Redevelopment Land** - Acres of commercial land where the land is worth more than the improvements (land value to building value ratio) within a 2-block radius. A larger amount of redevelopment land compared to other station areas receives a higher score (0-3).
- ▲ **Ownership** - Number of commercial property owners divided by combined vacant and redevelopment acreage within a 2-block radius with a lower value receiving a higher score (0-3). Land assemblage for redevelopment is easiest when there are fewer property owners.
- ▲ **Urban Renewal Area or Special District** – This was not a differentiation factor and was not included in the scoring. The Corridor generally has full city utility services and a developed street grid. Some project specific incentives could be considered, but a major infrastructure financing scheme is not required in which a URA or other type of taxing or assessment district would be needed.
- ▲ **Infrastructure Investment** – This factor was not included for the Colfax Avenue Corridor as it was determined not to be a differentiating factor for these stations which are in an established and largely developed area.
- ▲ **Infrastructure Needs** – The major infrastructure impediment on Colfax is flooding related, particularly in the Montclair Basin. Stations were assigned a low (higher score), moderate, or high drainage issue (lower score) based on input from Public Works.

Table 2 Development Readiness Metrics

2. Development Readiness	Geography	Criteria	Quartile Values	Score
a. Station Area Plan		None-Plan-GDP	Not a differentiating factor	0-2
b. Zoning		5 or more sty. zoning at station	Yes / No	0-2
c. Parcelization	2-Block Radius	# of Parcels/Acre	>4 3-4 2-3 <2	0-3
d. Vacant Land	2-Block Radius (Commercial Only)	Acres of Vacant Land	<2 2-3 3-6 >6	0-3
e. Redevelopment Land	2-Block Radius (Commercial Only)	Acres of Imp. Value/Land Value <1.0	<4 4-6 6-8 >8	0-3
f. Ownership	2-Block Radius (Commercial Only)	# of Owners/(Acres of Vacant + Acres of Redev. Land)	>9.5 7.4-9.5 5.3-7.4 <5.3	0-3
g. URA or Special District	2-Block Radius	Yes/No	Not a differentiating factor	N/A
h. Infrastructure Investment		\$ of TOD Inf. Inv. to Date	Not a differentiating factor	N/A
i. Infrastructure Needs		Infrastructure needs	Low Med. High	0-3
Possible Score Range				18

2. TOD CONTINUUM FRAMEWORK

Transit Oriented Characteristics

- ▲ **Employment Density** - Jobs per acre in the walkshed with higher density receiving a higher score (0-3). High numbers of jobs and population per acre support transit ridership.
- ▲ **Population Density** - Population per acre in the walkshed with higher density receiving a higher score (0-3).
- ▲ **Physical Form** - The percentage of blocks that are less than or equal to 4.0 acres in size (approximate Denver pre-WWII block size) with a higher percentage receiving a higher score (0-3).
- ▲ **Community Amenity Access** - Rating of walkability of the station to local amenities with a higher score receiving a higher score (0-2).
- ▲ **Park Access** - Number of parks within the walkshed with more parks receiving a higher score (0-2).
- ▲ **Transit Service** - Number of bus stops within the walkshed compared to the average number of stops of the stations evaluated with a higher value receiving a higher score (0-2).
- ▲ **Bicycle Access** - Linear feet of dedicated bicycle routes within the walkshed with a greater number receiving a higher score (0-2).
- ▲ **Bike Share** - Existence of a B-Cycle station within the walkshed with yes receiving a score of 1 (0-1).
- ▲ **Automobile Ownership** - Percentage of households that do not own a vehicle within the walkshed with a higher location quotient receiving a higher score (0-2).



Table 3 Transit Oriented Characteristics Metrics

3. Transit-Oriented Characteristics	Geography	Criteria	Quartile Values	Score
a. Employment Density	10-Minute Walkshed	Jobs/ Acre	<3 3-9 9-94 >94	0-3
b. Population Density	10-Minute Walkshed	Population/Acre	<11 11-14 14-22 >22	0-3
c. Physical Form	10-Minute Walkshed	% of Blocks =< 4.0 acres	<29% 29%-42% 42%-60% >60%	0-3
d. Community Amenity Access	Station	Walk Score	<67 67-84 >84	0-2
e. Park Access	10-Minute Walkshed	# of Parks	<1.3 1.3-3.0 >3.0	0-2
f. Transit Service	10-Minute Walkshed	Location Quotient (# of Bus Stops)	<1.0 1.0-2.0 >2.0	0-2
g. Bicycle Access	10-Minute Walkshed	Linear Feet of Dedicated Bicycle Routes	<14,947 14,947-44,834 >44,834	0-2
h. Bike Share	10-Minute Walkshed	B-Cycle Station?	Yes No	0-1
i. Car Share	10-Minute Walkshed	Car Share Location?	Yes No	0-1
j. Automobile Ownership (No Automobile)	10-Minute Walkshed	No Vehicle HHs Location Quotient	<1.0 1.0-2.0 >2.0	0-2
Possible Score Range				21

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3. Station Ranking and Classification

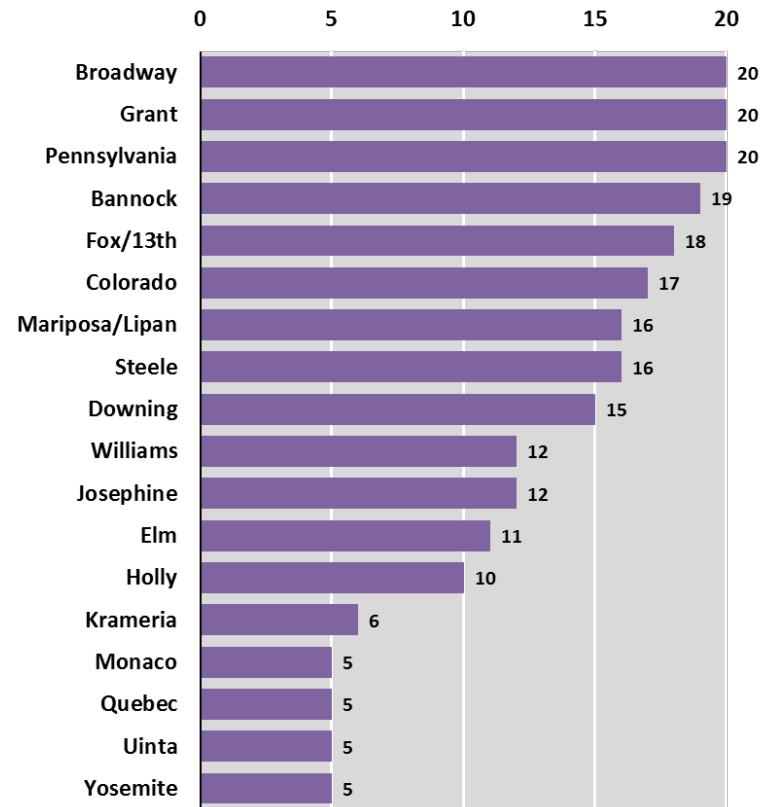
This chapter summarizes the scoring, ranking, and classification analysis completed for each of the 18 stations on the Corridor. The Appendix contains the detailed data and calculation tables which support this summary.

A pattern emerged from this analysis that persisted after several revisions to look for more differentiation among the stations. In general, the most highly ranked stations for supporting TOD/TOC are located closest to Downtown as described in this Chapter. This points to the strength of the real estate market around downtown, and the characteristics of the close-in neighborhoods which rank highly in TOC characteristics.

Market Readiness

The highest ranked (top quartile) stations for market readiness include Broadway, Grant, Pennsylvania, Bannock, Fox/13th, Colorado, Mariposa/Lipan, and Steel (**Figure 2**). These areas have seen strong growth in rental rates and property values and a large amount of infill and redevelopment, particularly around the Fox/13 and Mariposa/Lipan stations. These stations are largely located on the western half of the Corridor. Market readiness ranks drop east of Colorado Boulevard; the lowest ranked stations for market readiness are Krameria, Monaco, Quebec, Uinta, and Yosemite.

Figure 2 Market Readiness Rankings



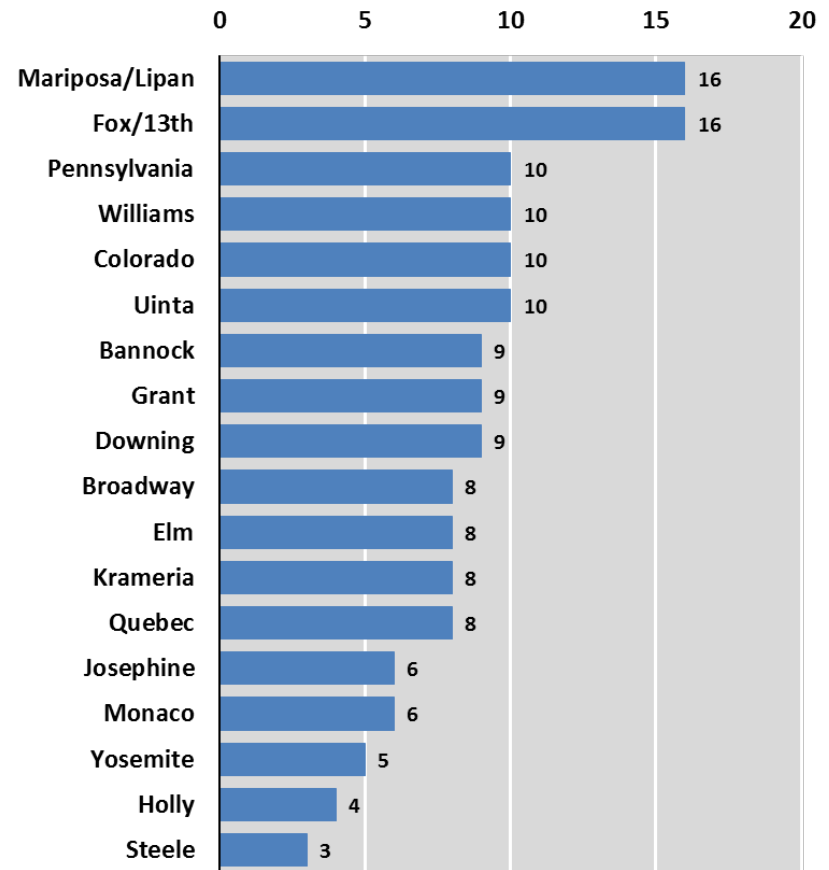
Source: Economic & Planning Systems

Development

The development readiness rankings show more geographic variation than the market readiness rankings, although most of the top-ranked stations are west of Colorado Boulevard with the exception of Uinta (**Figure 3**). Vacant land and property on which the land is worth more than the buildings are major drivers of the score in this ranking. There is more development and redevelopment opportunity estimated at the higher ranked stations where surface parking lots and low value buildings are most prevalent (**Figure 4**).

The analysis of property that could be potentially redeveloped was limited to property with commercial zoning to respect the stability of adjacent neighborhoods north and south of Colfax Avenue. Further east, the blocks are frequently split with commercial front the Colfax side and residential on the 14th and 16th Avenue frontages. There is therefore less redevelopment opportunity under these assumptions on the eastern end of the Corridor.

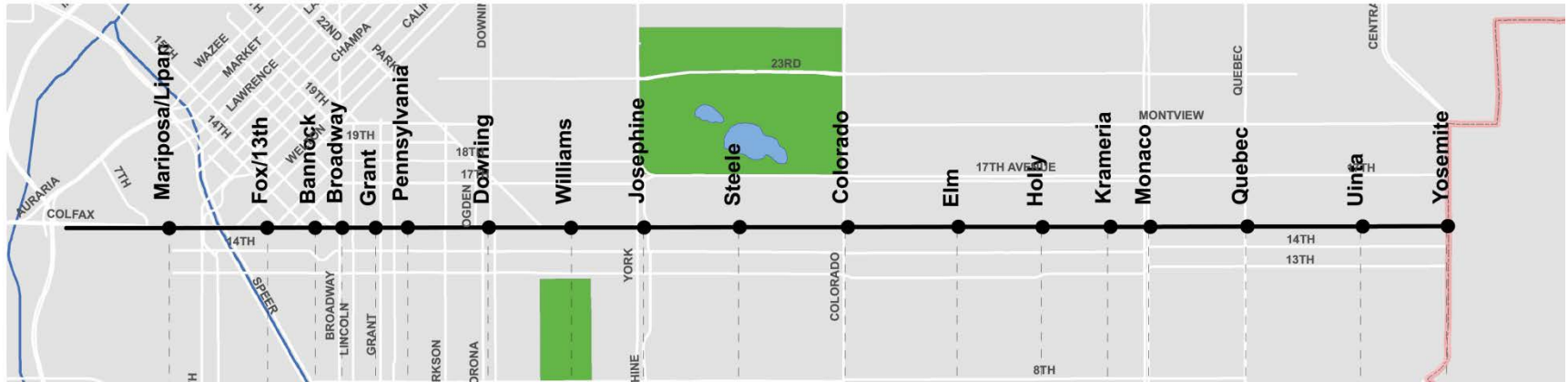
Figure 3 Development Readiness Rankings



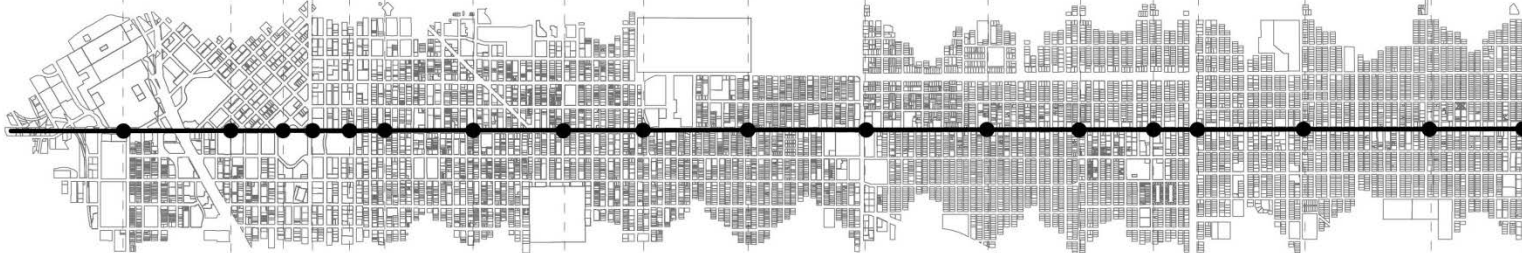
Source: Economic & Planning Systems

Figure 4 Redevelopment Parcels

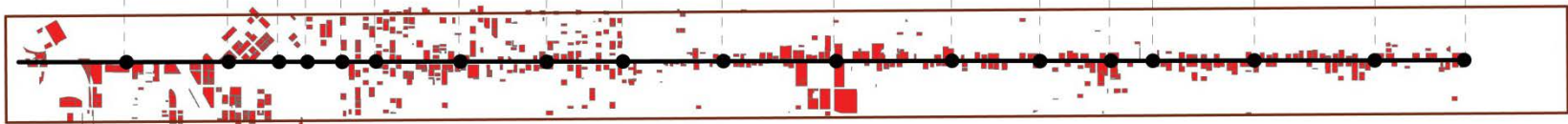
Proposed Stations



Parcels within a 10-min Walkshed



Redevelopment Parcels within a Two Block Radius

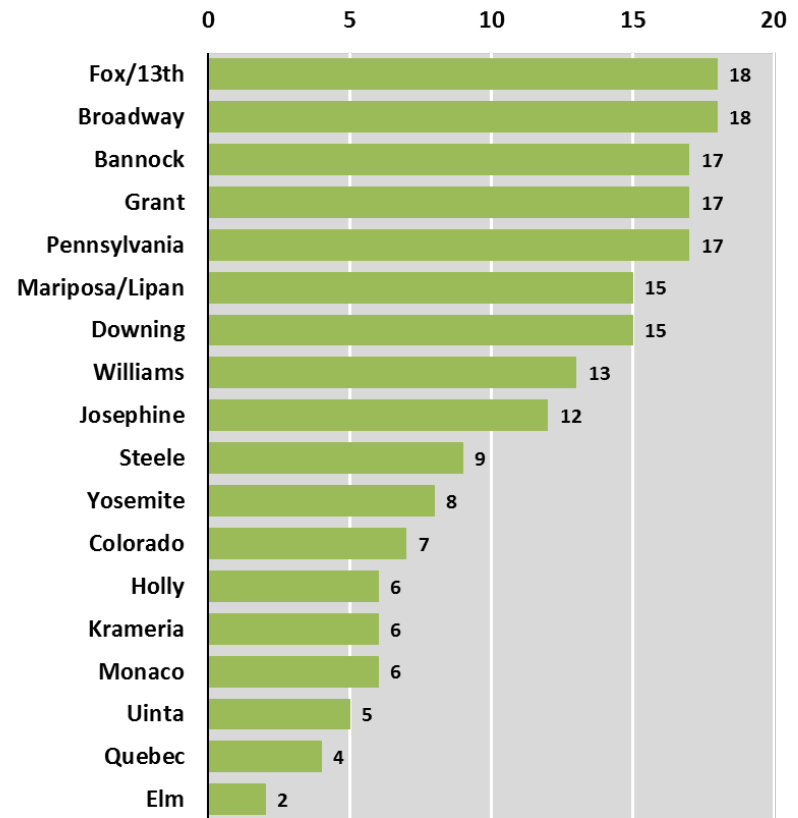


3. STATION RANKING AND CLASSIFICATION

Transit Oriented Characteristics

The drivers of the TOC scores and rankings include population and employment density; small walkable block size (less than 4.0 acres, the older Denver neighborhood block grid); the Walk Score®; frequent transit service; parks; on-street bicycle facilities; and bike and car share services. These TOC amenities are notably missing east of Colorado Boulevard as reflect in the rankings which are highest on the west end of the corridor and lowest for the most part on the east (**Figure 5**).

Figure 5 Transit Oriented Characteristics Rankings



Source: Economic & Planning Systems

TOD Continuum Station Rankings

The scores were combined for market readiness, development readiness, and TOC characteristics for the 18 stations. The stations were then ranked by their combined scores from highest to lowest. Some stations “tied” with the same score; no attempt was made to rank ties higher or lower. As a result the 18 stations are ranked from 1 to 16 with a rank of 1 being the most favorable for TOD.

The stations were classified into the TOD Continuum by dividing the stations roughly in thirds and based on breaks in the ranking and similarities in land use and market context.

Energize

The TOD Strategic Plan defines “Energize” stations as those in areas where there are strong market conditions for TOD and where there is no significant development or infrastructure deficiencies impeding TOD. These station areas are already experiencing or have TOD/TOC characteristics and need only limited and targeted, short-term actions to achieve intensified TOD activity or a higher quality transit oriented community.

On the Colfax Corridor, some of the “Energize” stations are located in long established areas that are largely built out, particularly the Bannock, Broadway, Grant, and Pennsylvania stations. The overarching strategy for these types of stations is to ensure that remain strong locations for living and working, with supportive actions or investments related to walkability, multimodal circulation, and safety and street vitality. The implication of energize here is not always promoting additional development, although the market may continue to identify these opportunities. For established areas, Energize is about perfecting TOC characteristics.

Catalyze

“Catalyze” stations are in areas with strong market conditions for TOD, but with a need to address specific infrastructure impediments or to provide amenity investments needed to catalyze TOD.

All of the “Catalyze” stations are located from Downing Street to Colorado Boulevard. Market conditions are still relatively strong here, as are TOC characteristics. TOC scores however drop off at Steel Street and at Colorado Boulevard. The combination of moderate to high Market Readiness scores with lower Development Readiness scores places these stations in the Catalyze category. In this established neighborhood, there are fewer development and redevelopment opportunities compared with some stations in the Energize category.

There is little ability for the City to influence development readiness here; the market and individual property owners will pursue any additional development when it makes sense for them. Over time, and with high quality BRT, real estate values may continue to increase and stimulate more re-investment in existing properties as well as some targeted redevelopment and infill projects.

3. STATION RANKING AND CLASSIFICATION

Strategize

Strategize stations are areas that are in pre-development planning phases either because transit service is not in place yet or due to weak market readiness and development readiness scores that impede TOD. Planning is needed to guide future investment and infrastructure projects in these station areas.

Each of the “Strategize” stations lie east of Colorado Boulevard. The commercial rents and property values along Colfax are lower on this segment of the Corridor, although residential property values are generally higher in the neighborhoods to the north and south (e.g. Park Hill, Mayfair, and Montclair). As a built out corridor abutting residential neighborhoods to the north and south, there are more limited development and redevelopment opportunities on this section of the Corridor.

In addition, the concentration of TOC amenities on the eastern segment is not as rich as other segments. Population and employment densities are lower here. In addition, transit service is less frequent and on fewer streets, there are fewer bicycle facilities, and walk scores are lower. Many areas lack complete sidewalks as well.

The City’s strategy in this area should be on enhancing walkability and adding bicycle infrastructure to improve station access. This section of Colfax Avenue also has the widest cross section and highest automobile travel speeds. Pedestrian and bicycle safety improvements are needed in many areas. The motel properties in this area have high incidences of crime which is the focus of ongoing law enforcement work.

Table 4 TOD Continuum Rankings and Classifications

Stop	Category			Total Score	Total Rank (1=Best)	Classification
	Market Readiness	Development Readiness	Transit Oriented Community Characteristics			
Mariposa/Lipan	16	16	15	47	2	Energize
Fox/13th	18	16	18	52	1	Energize
Bannock	19	9	17	45	6	Energize
Broadway	20	8	18	46	4	Energize
Grant	20	9	17	46	4	Energize
Pennsylvania	20	10	17	47	2	Energize
Downing	15	9	15	39	7	Catalyze
Williams	12	10	13	35	8	Catalyze
Josephine	12	6	12	30	10	Catalyze
Steele	16	3	9	28	11	Catalyze
Colorado	17	10	7	34	9	Catalyze
Elm	11	8	2	21	12	Strategize
Holly	10	4	6	20	13	Strategize
Krameria	6	8	6	20	13	Strategize
Monaco	5	6	6	17	17	Strategize
Quebec	5	8	4	17	17	Strategize
Uinta	5	10	5	20	13	Strategize
Yosemite	5	5	8	18	16	Strategize

Source: Economic & Planning Systems

3. STATION RANKING AND CLASSIFICATION

Figure 6 Station Categorization

