

A BRIEF HISTORY OF URBAN DEVELOPMENT

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4000s
BC

THE PEDESTRIAN CITY

1870s

THE TRANSIT CITY

1880s

1920s

THE AUTOMOBILE CITY

1930s

1980s

THE REVITALIZING CITY

1990s

2000s

THE MULTIMODAL CITY

2010s

THE PEDESTRIAN CITY

An aerial photograph of a city with a dense, grid-like street pattern. A river flows through the city, and a large, prominent building is visible in the center. The text 'THE PEDESTRIAN CITY' is overlaid in the center of the image.

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THE PEDESTRIAN CITY

Defining Characteristics

- Pedestrian-oriented public realm
- Highly mixed land uses
- Compact urban form
- Well-connected streets
- Smaller block sizes

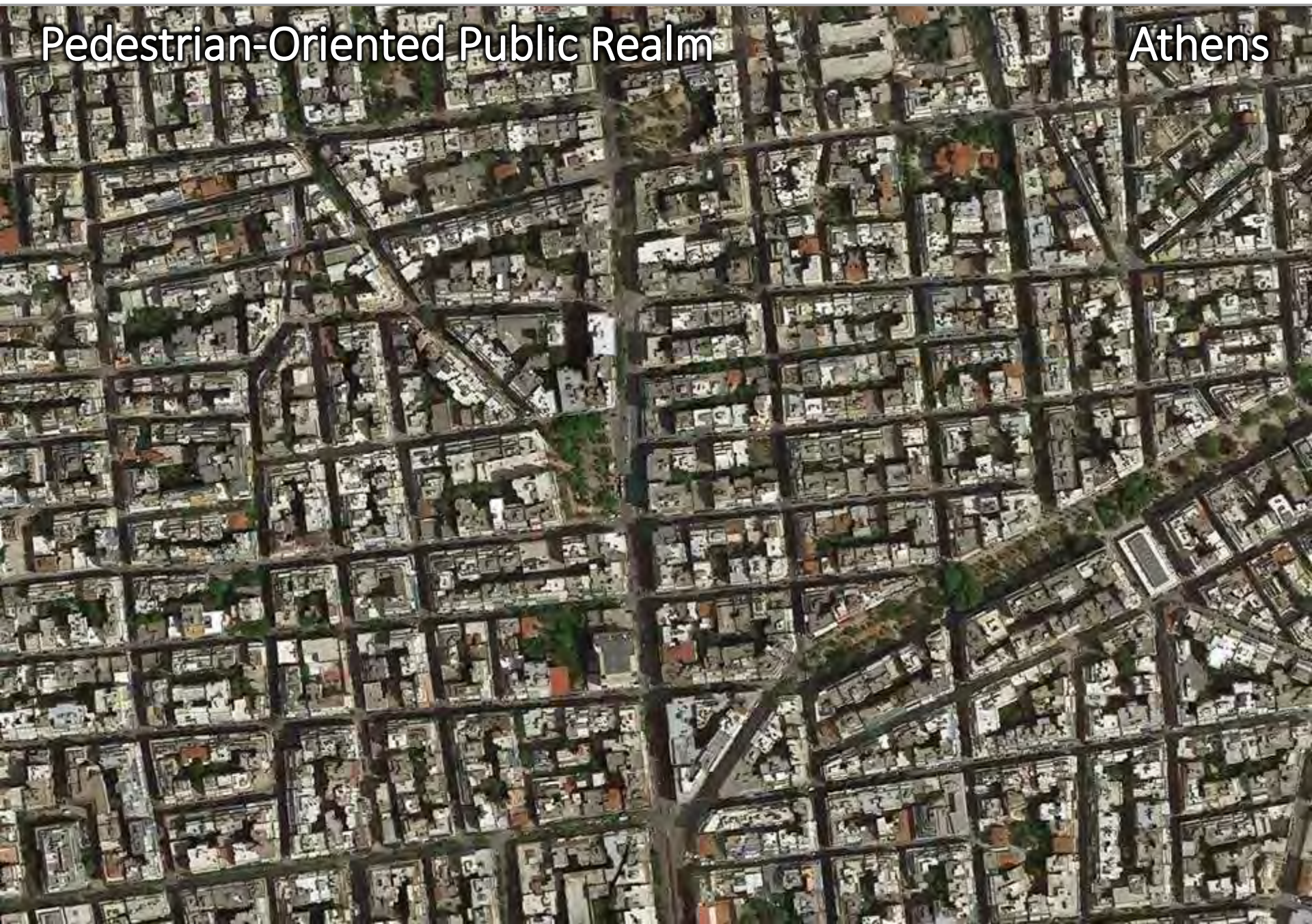
Pedestrian-Oriented Public Realm

Barcelona



Pedestrian-Oriented Public Realm

Athens



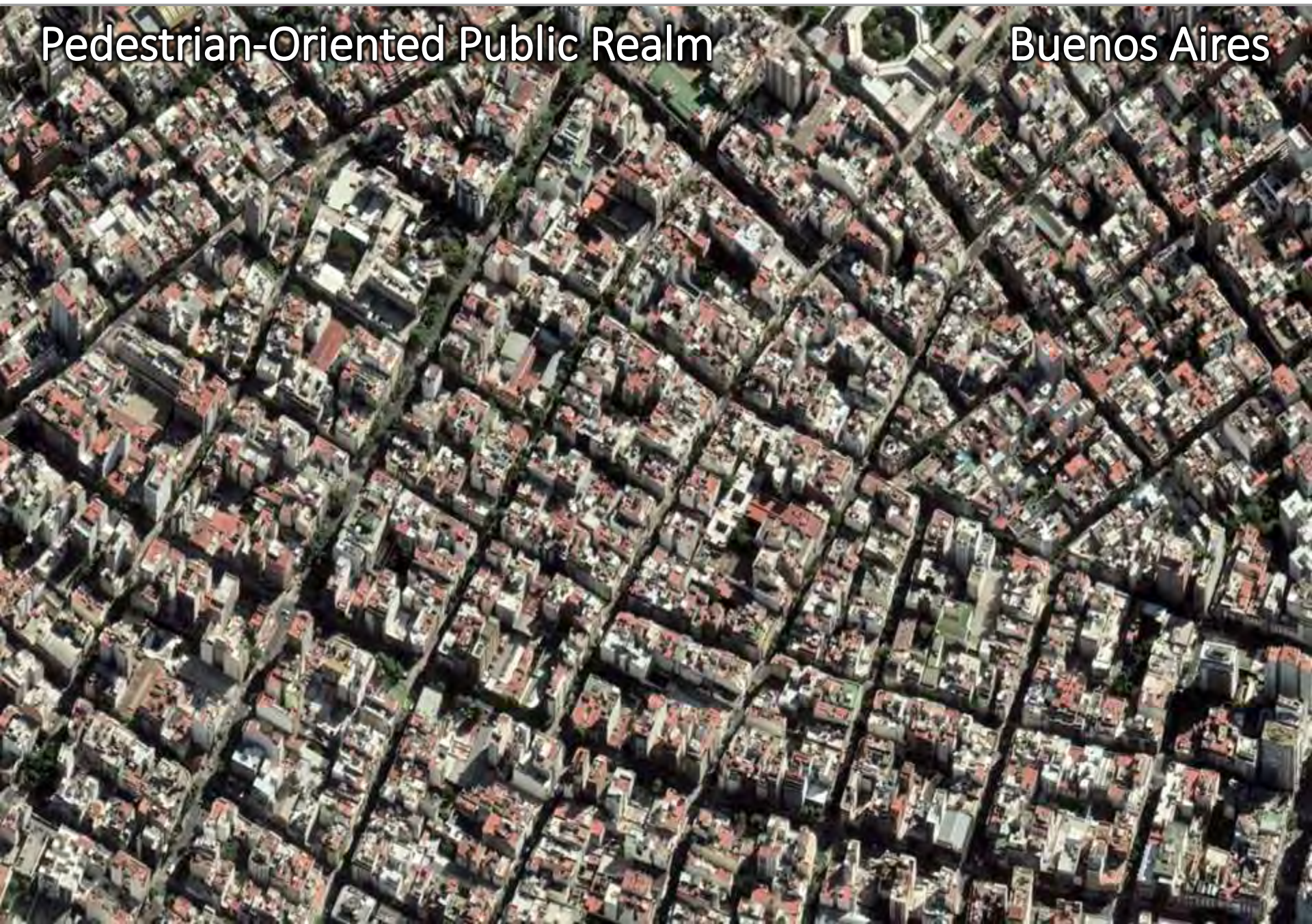
Pedestrian-Oriented Public Realm

Beijing



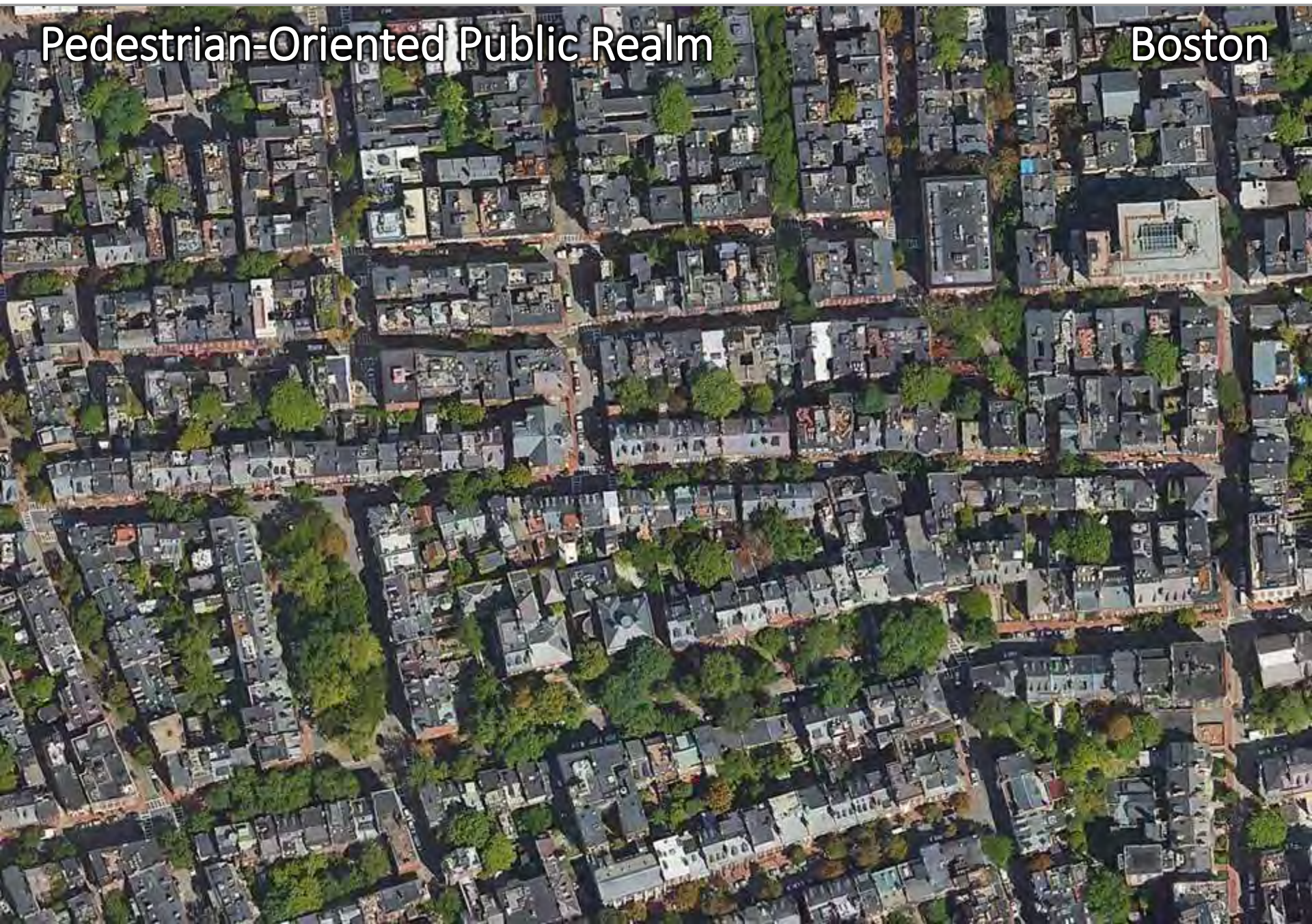
Pedestrian-Oriented Public Realm

Buenos Aires



Pedestrian-Oriented Public Realm

Boston



Pedestrian-Oriented Public Realm

Denver



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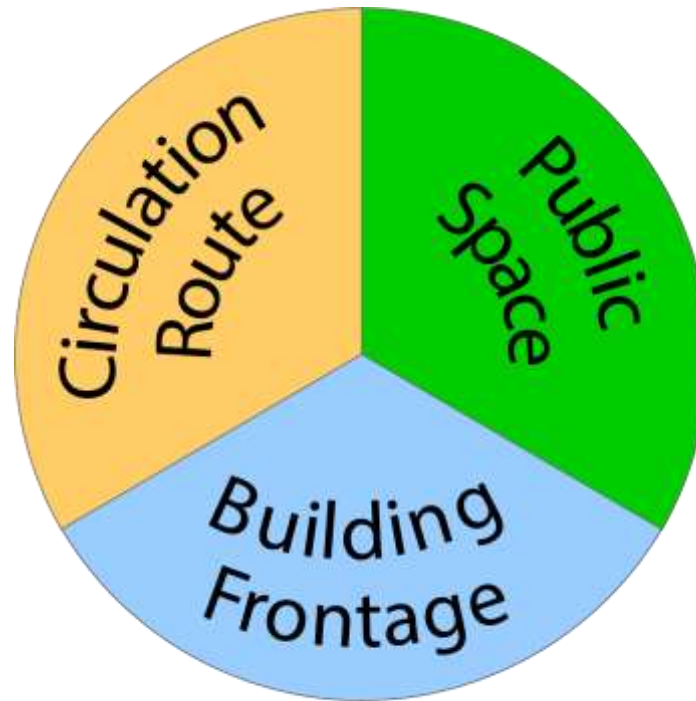
1990s

2000s

2010s

THE PEDESTRIAN CITY

Traditional Unified Role of the Street



Traditional Unified Role of the Street

New York 1867



"View in Wall Street from Corner of Broad." New York. Engraving from *Thirty Years' Progress of the United States* (Hartford, Conn., 1867)

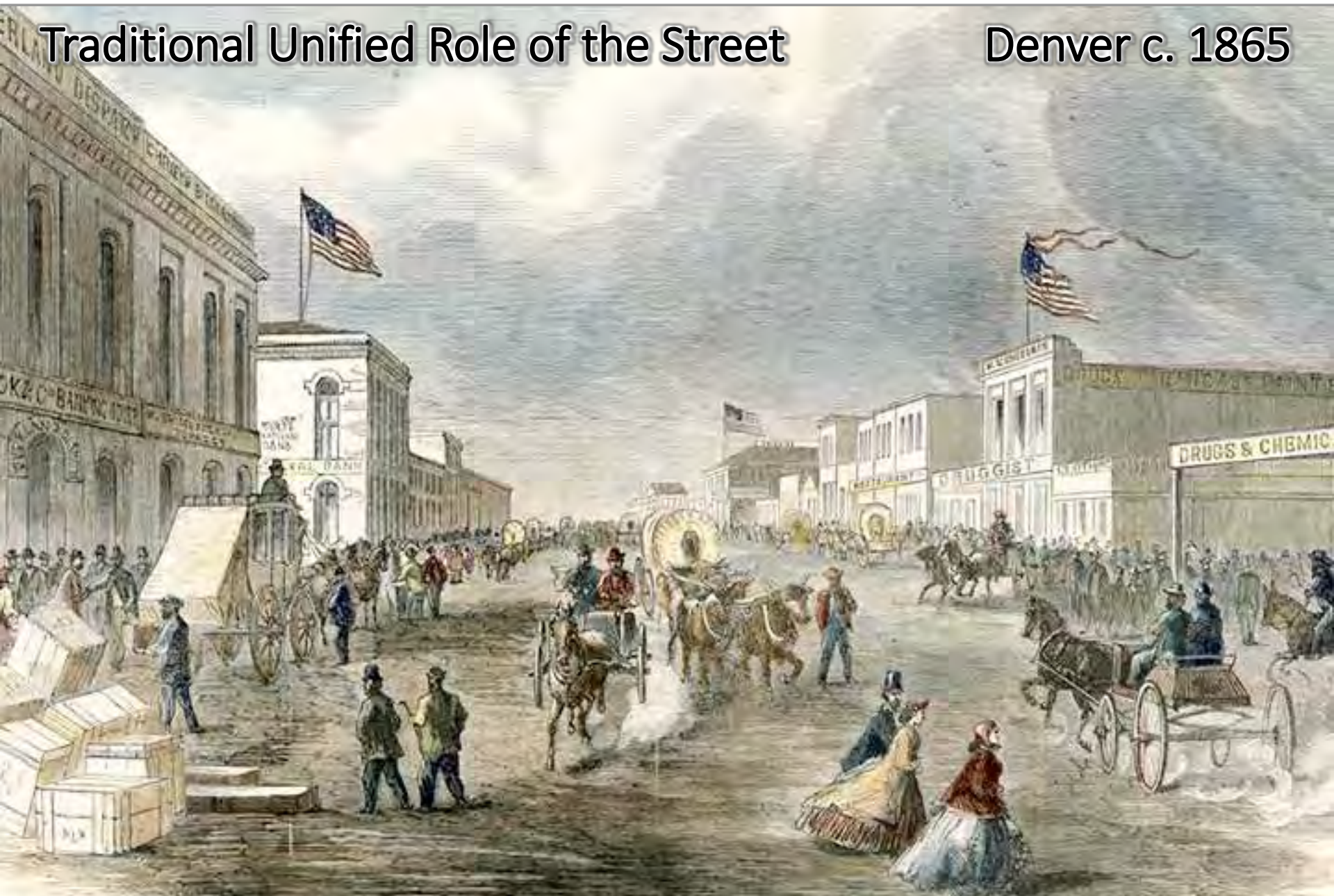
Traditional Unified Role of the Street Washington DC 1874



"Newspaper Row, Washington, D.C." Engraving from "Harper's New Monthly Magazine" (Jan. 1874)

Traditional Unified Role of the Street

Denver c. 1865



"The Overland Coach Office, Denver, CO" Engraving by Theodore Davis. Denver Public Library

Traditional Unified Role of the Street

Paris



Traditional Unified Role of the Street

Rome



THE TRANSIT CITY



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THE TRANSIT CITY

Defining characteristics

- Pedestrian-oriented streets
- Higher densities/taller buildings enabled by the electric elevator, load-bearing structural frame construction
- Rail-based public transit (streetcars, subways) installed and heavily used
- Transit-oriented neighborhood development

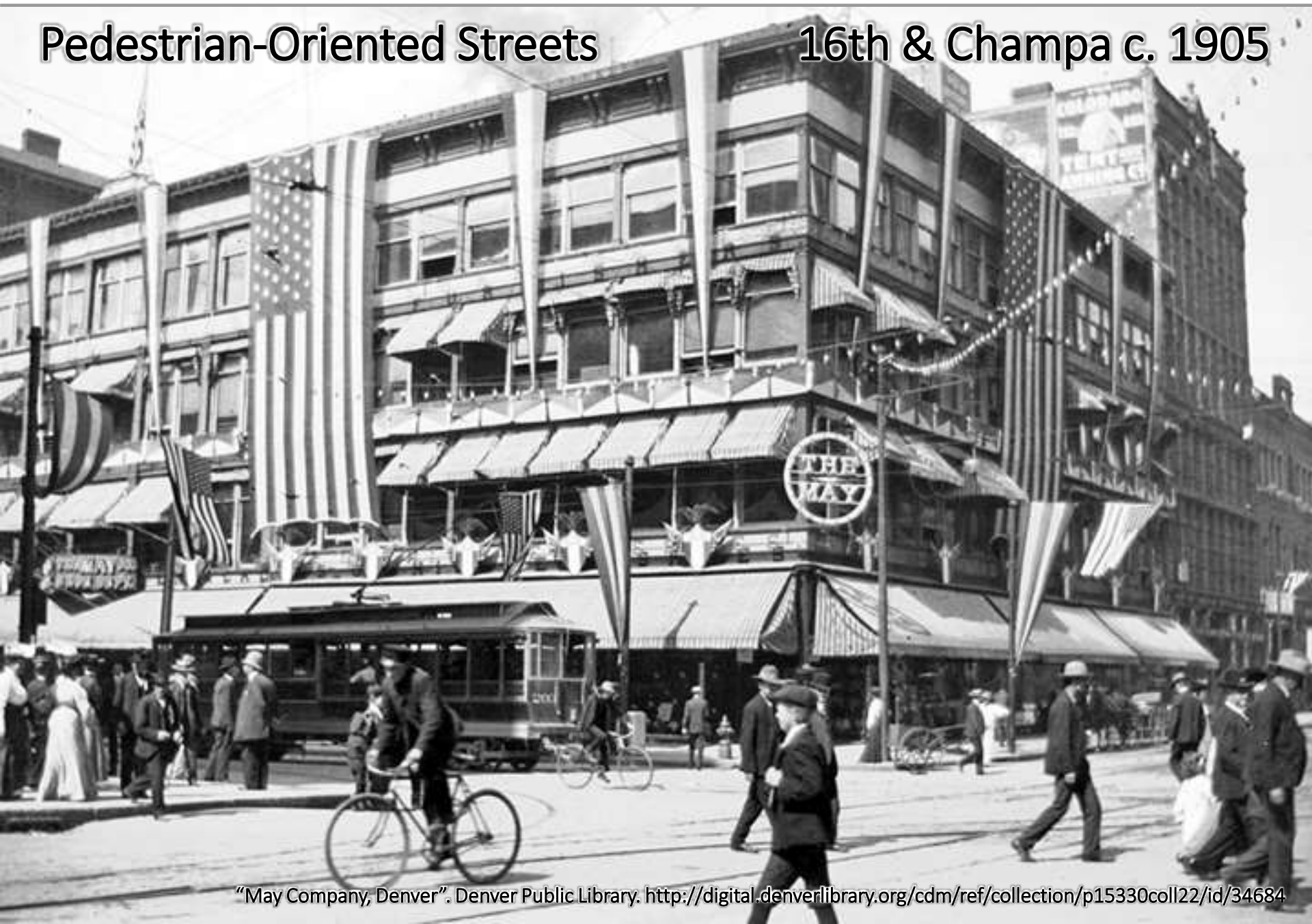
Pedestrian-Oriented Streets

16th & Arapahoe c. 1895



Pedestrian-Oriented Streets

16th & Champa c. 1905



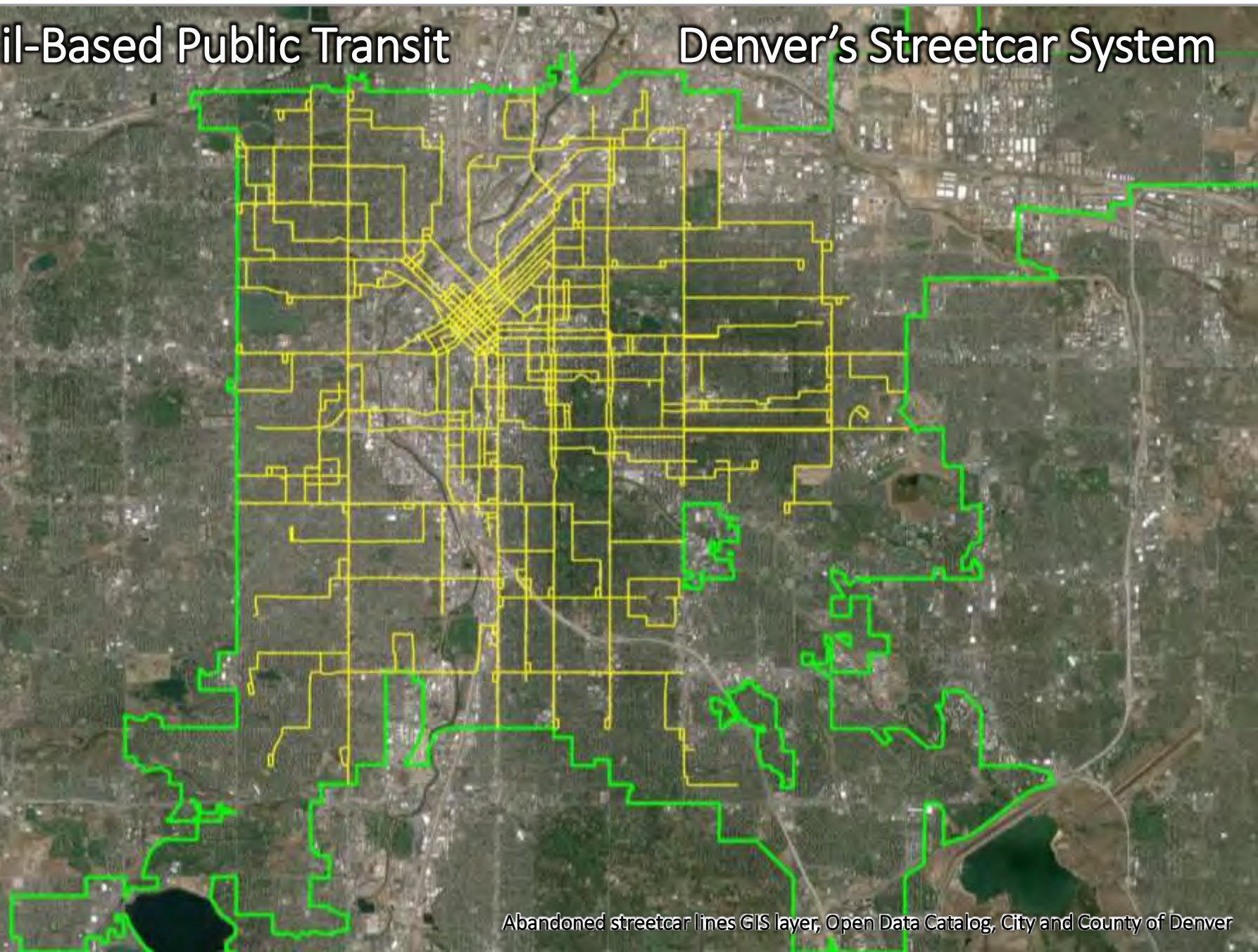
Pedestrian-Oriented Streets

16th & Stout c. 1910



Rail-Based Public Transit

Denver's Streetcar System



Rail-Based Public Transit

15th & Arapahoe c. 1895



Rail-Based Public Transit

16th & Arapahoe 1911

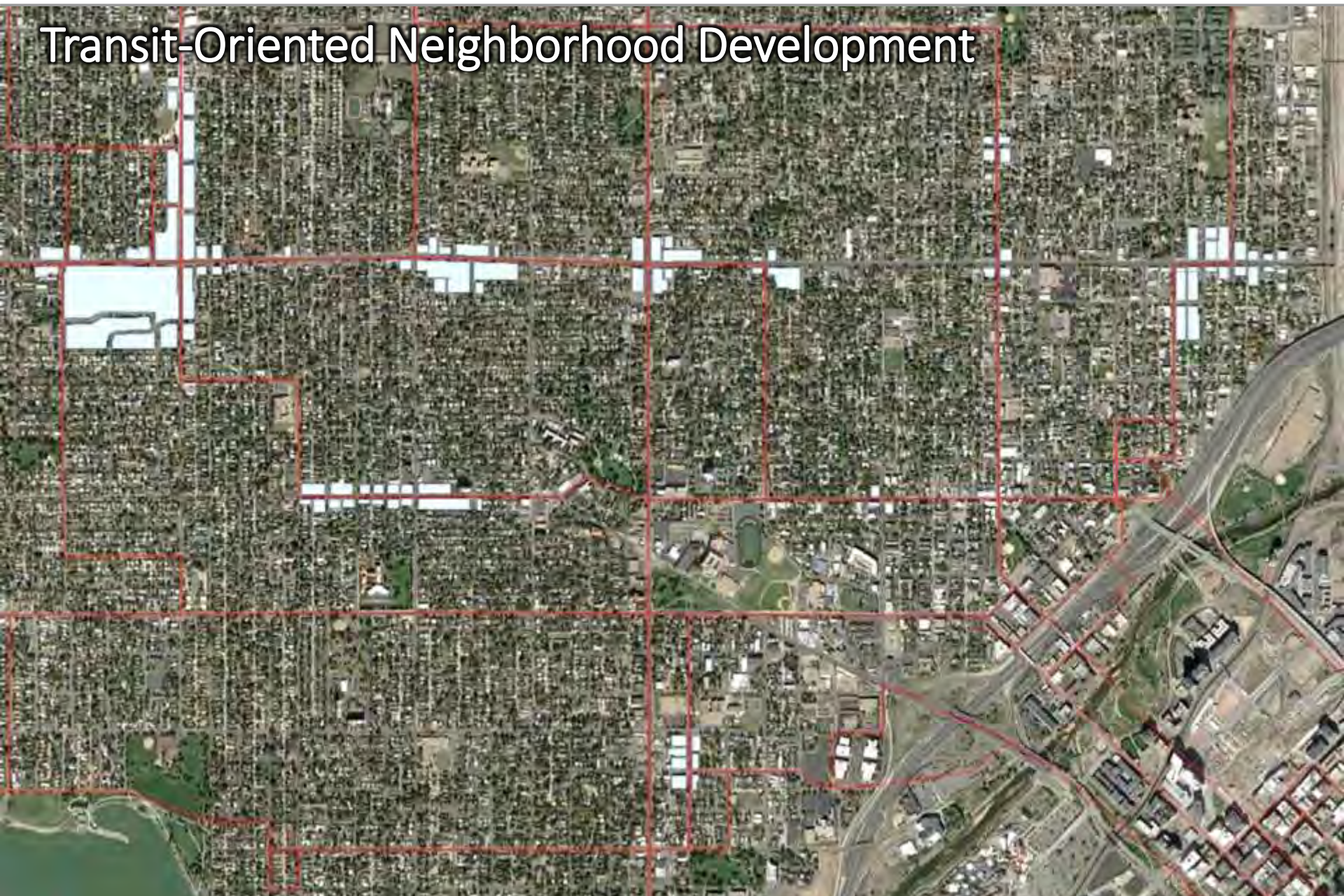


Rail-Based Public Transit

15th & Curtis c. 1925



Transit-Oriented Neighborhood Development



A BRIEF HISTORY OF URBAN DEVELOPMENT



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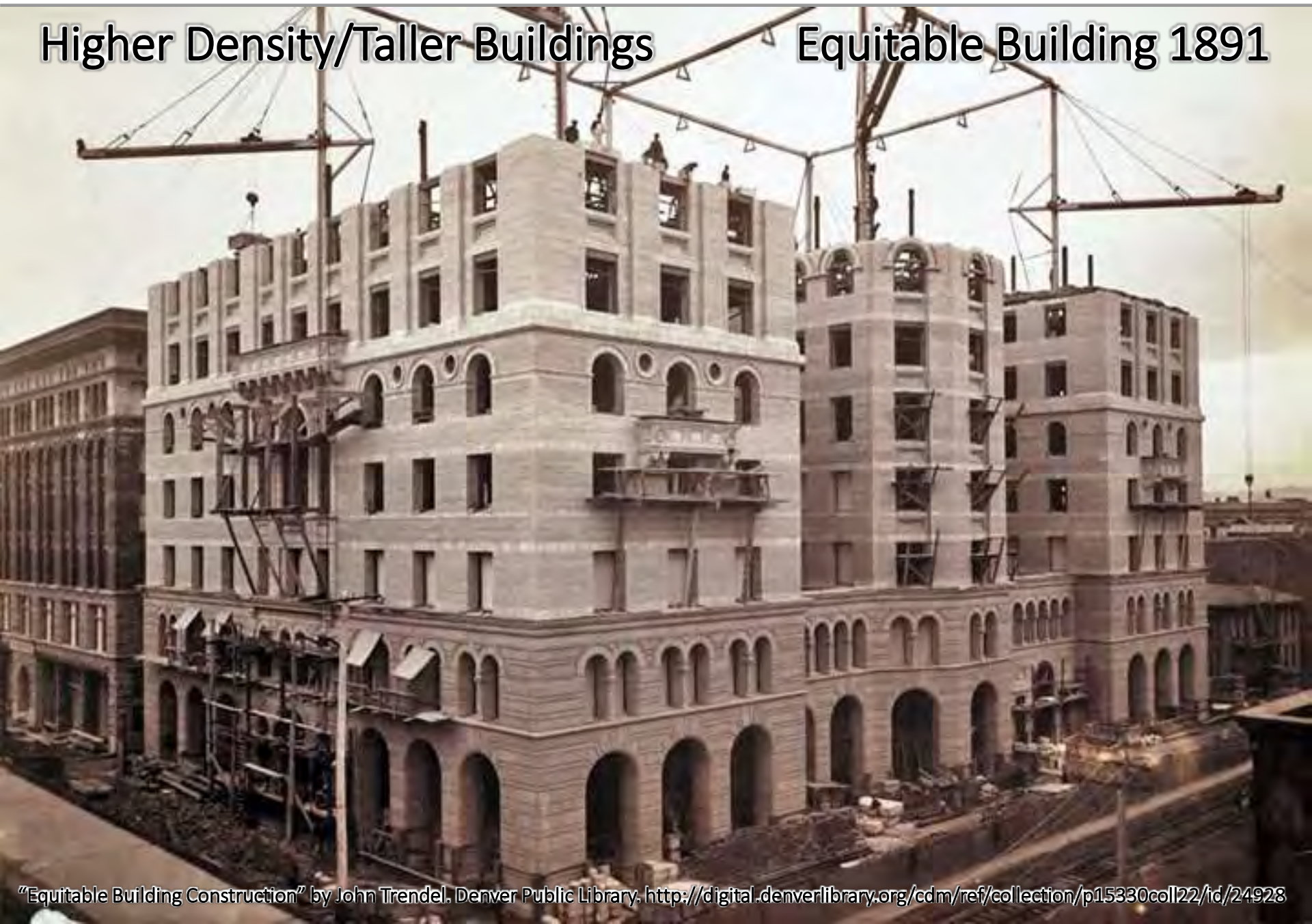
Old South Gaylord



Old South Pearl

Higher Density/Taller Buildings

Equitable Building 1891



THE AUTOMOBILE CITY



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THE AUTOMOBILE CITY

Defining characteristics

- Automobile-oriented public realm
- Segregated land uses
- Low-density urban form
- Poorly connected streets
- Removal of rail-based transit

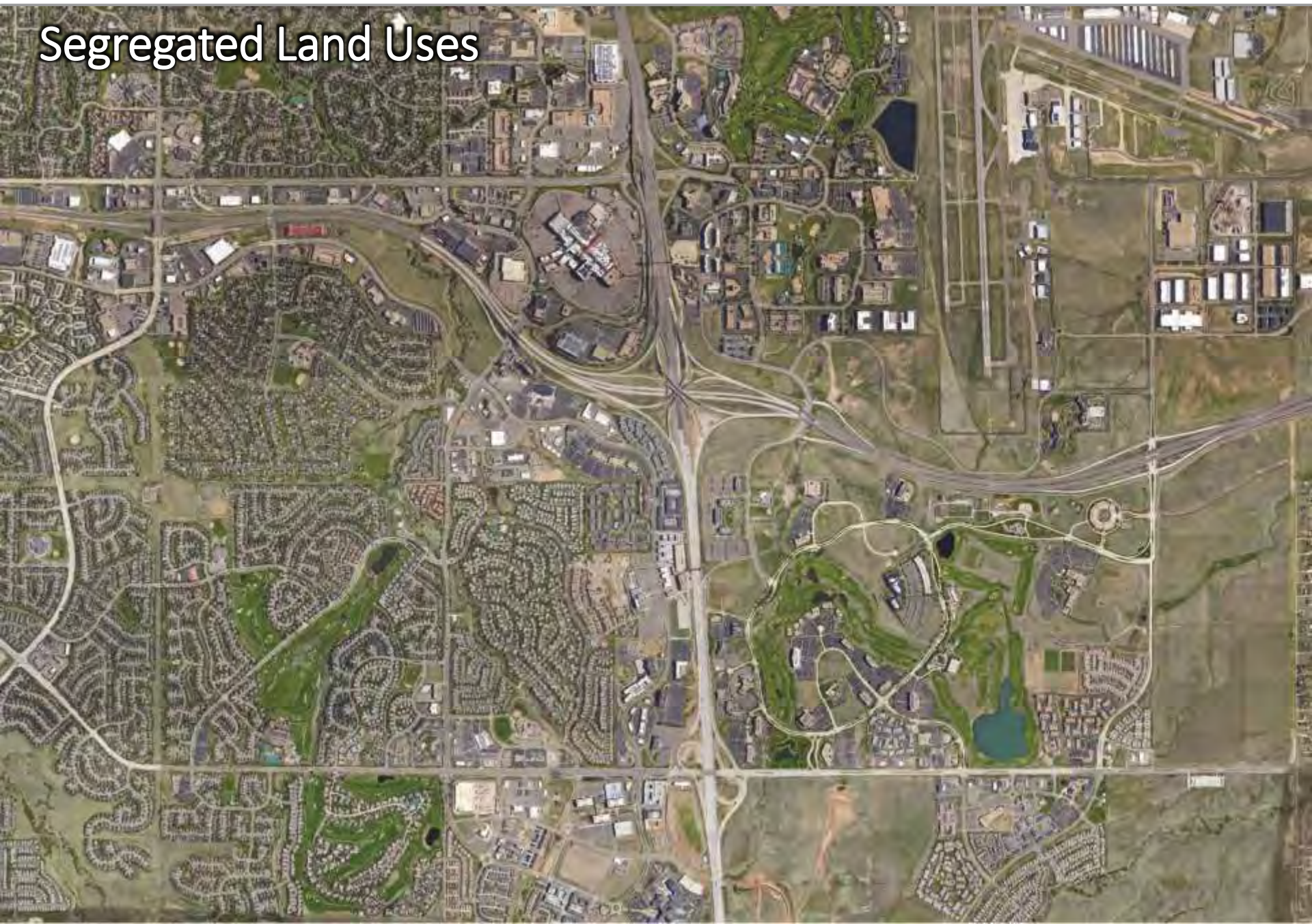
Automobile-Oriented Public Realm



Automobile-Oriented Public Realm



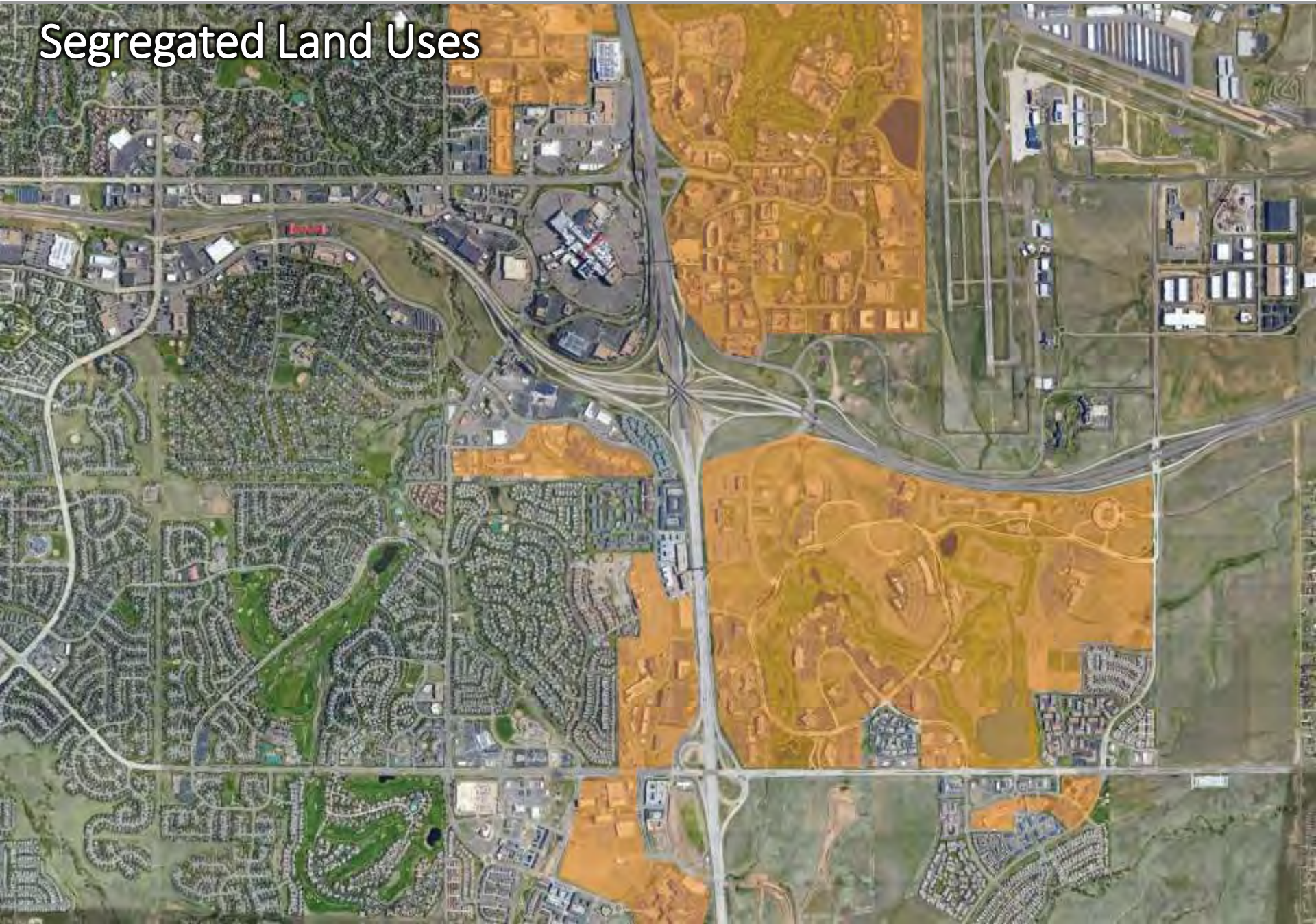
Segregated Land Uses



Segregated Land Uses



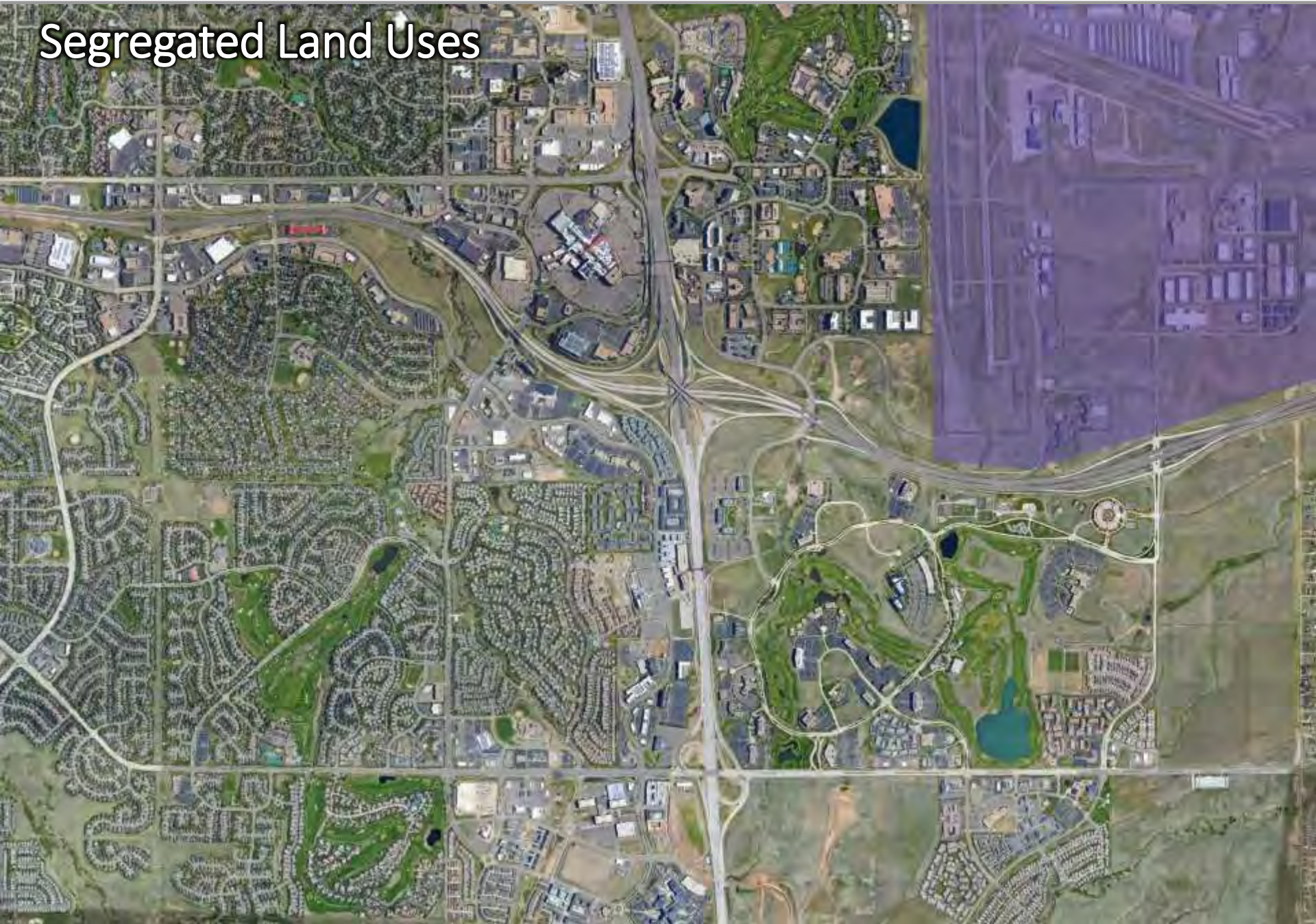
Segregated Land Uses



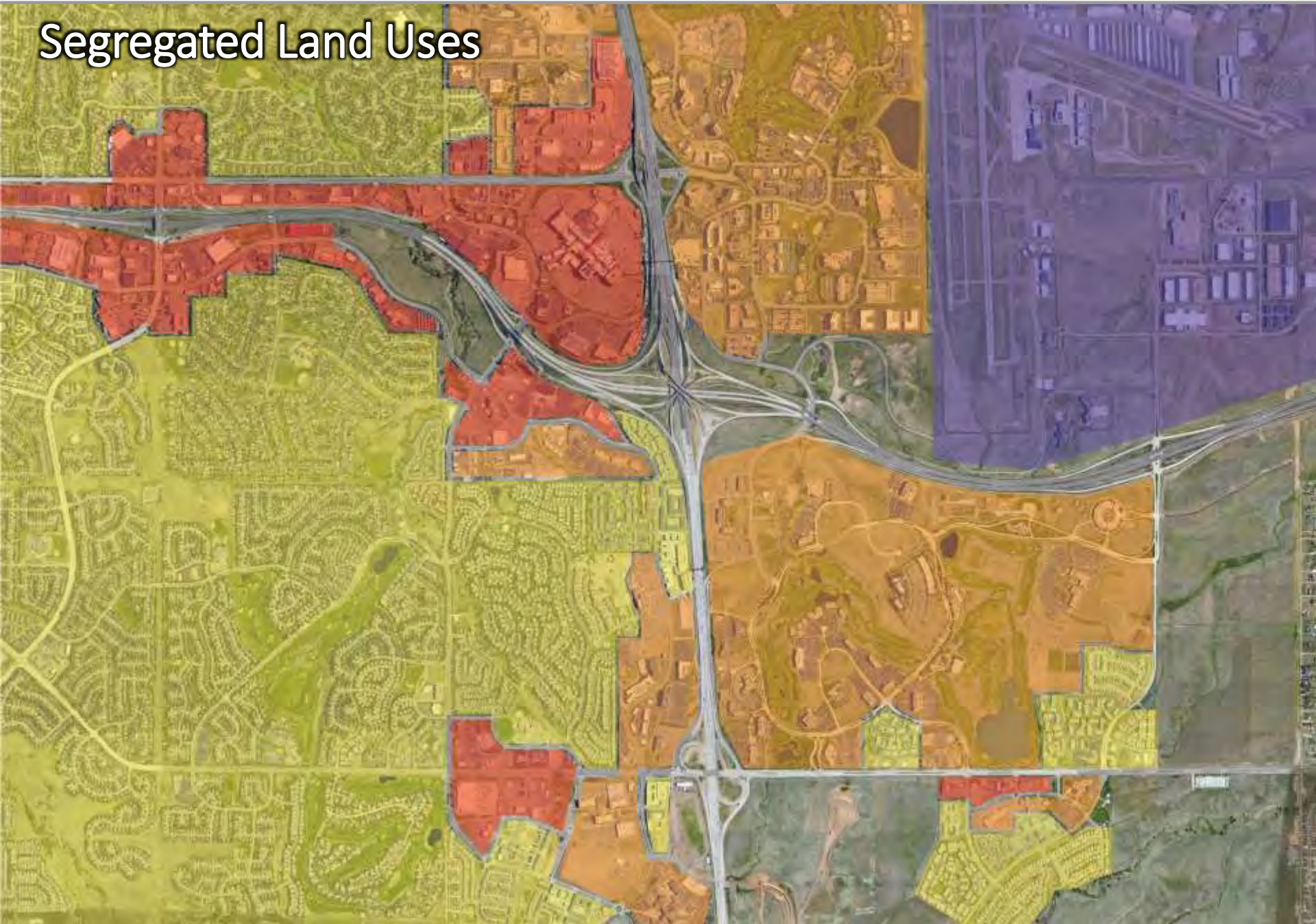
Segregated Land Uses



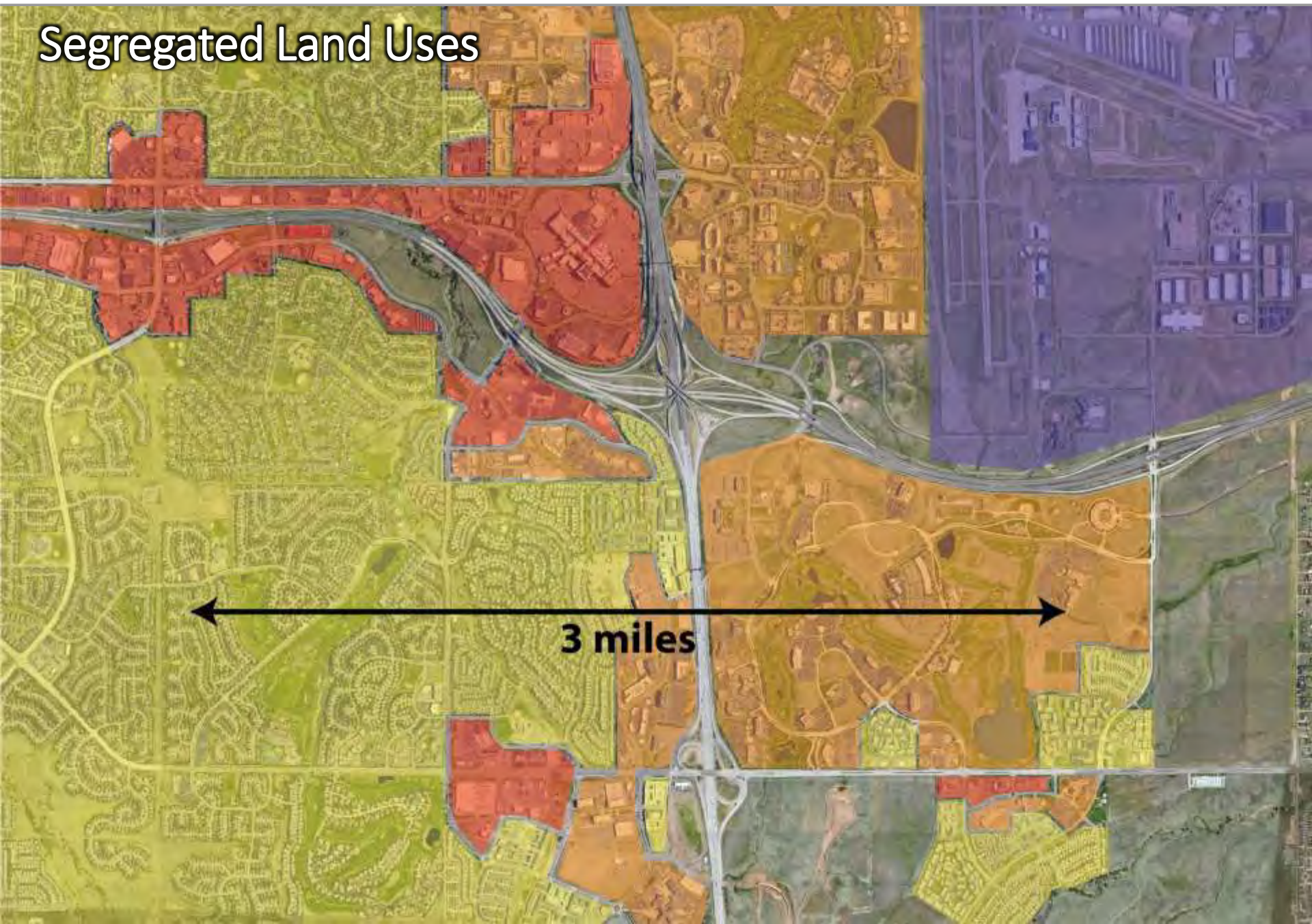
Segregated Land Uses



Segregated Land Uses

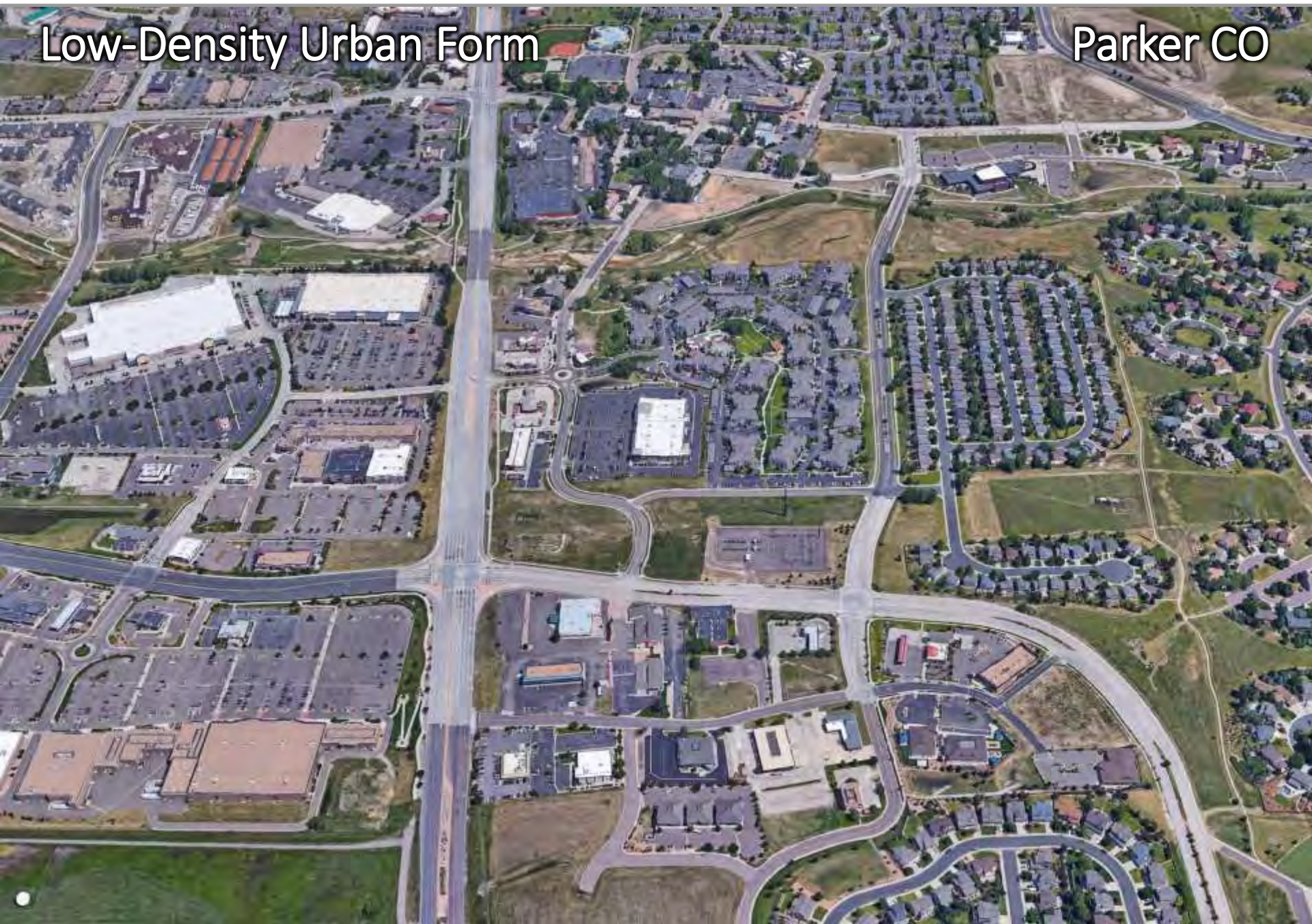


Segregated Land Uses



Low-Density Urban Form

Parker CO



Poorly Connected Streets

Highlands Ranch CO



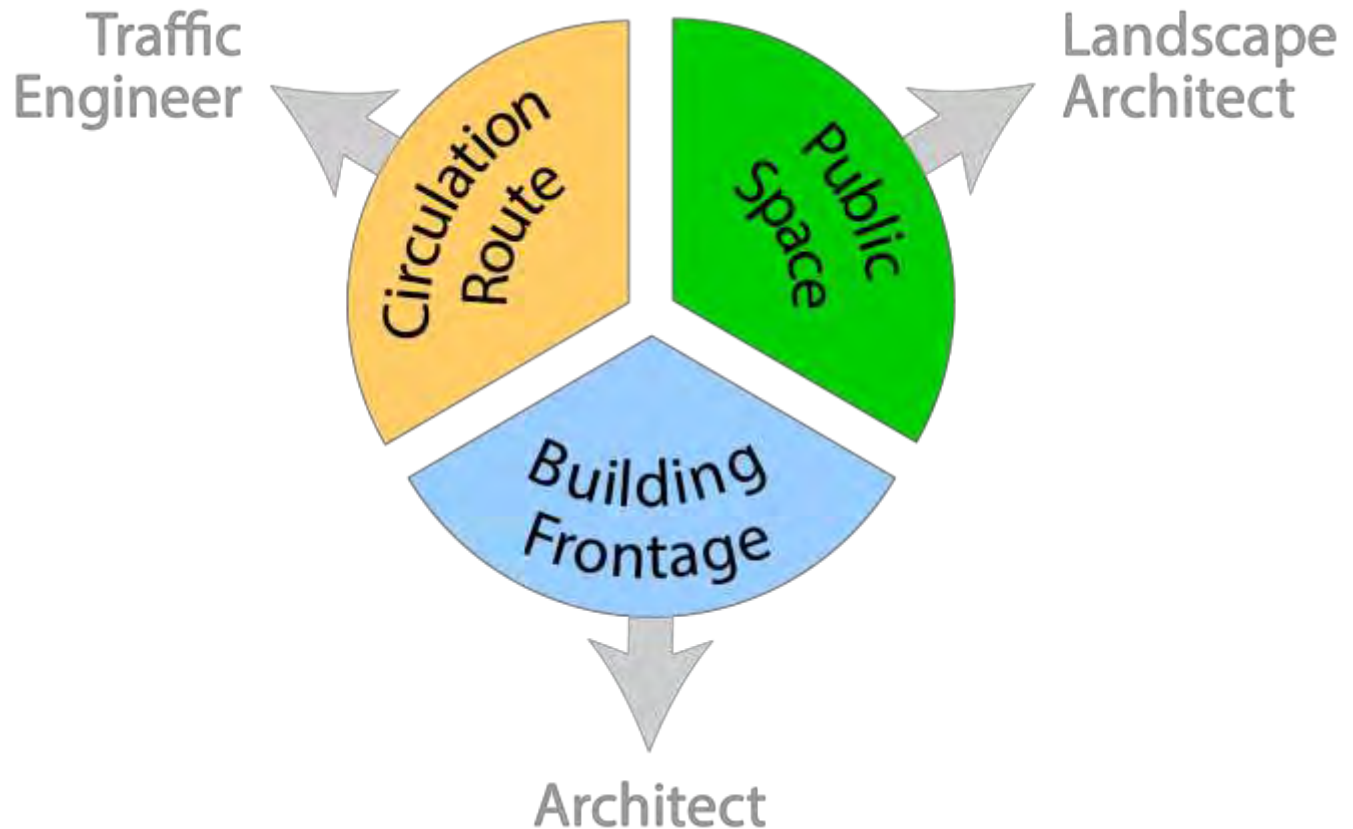
Removal of Rail-Based Transit

June 1950



THE AUTOMOBILE CITY

Disassembly of the Traditional Street



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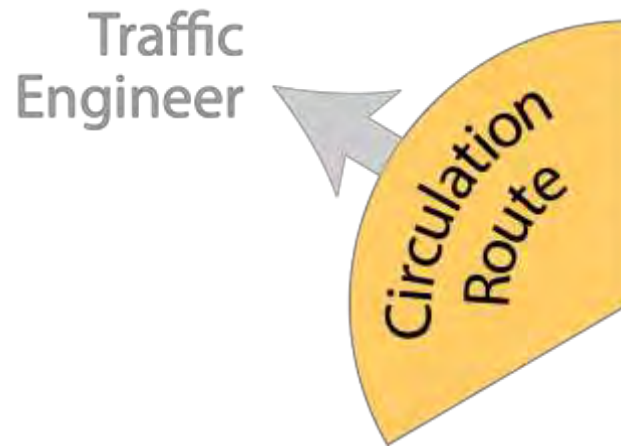
1990s

2000s

2010s

THE AUTOMOBILE CITY

Disassembly of the Traditional Street



Streets become linear conduits engineered for the flow of motor vehicles within a larger traffic network

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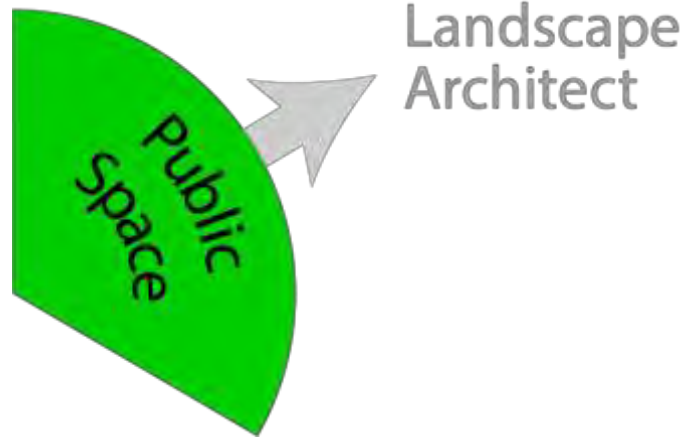
1990s

2000s

2010s

THE AUTOMOBILE CITY

Disassembly of the Traditional Street



Public space is moved off-street in the form of parks designed to simulate a bucolic natural setting

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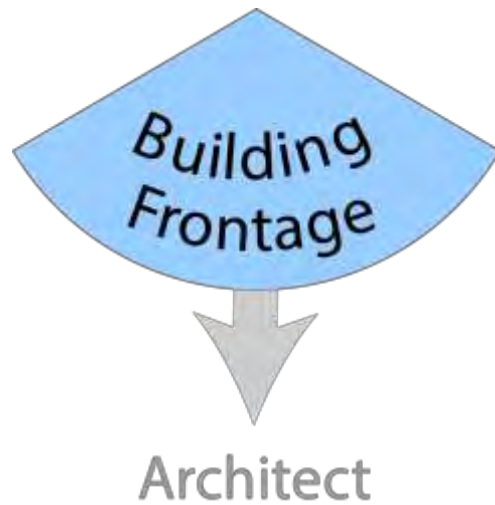
1990s

2000s

2010s

THE AUTOMOBILE CITY

Disassembly of the Traditional Street



Buildings no longer relate to the street but are designed as 3-dimensional forms floating in horizontal space

THE REVITALIZING CITY



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THE REVITALIZING CITY

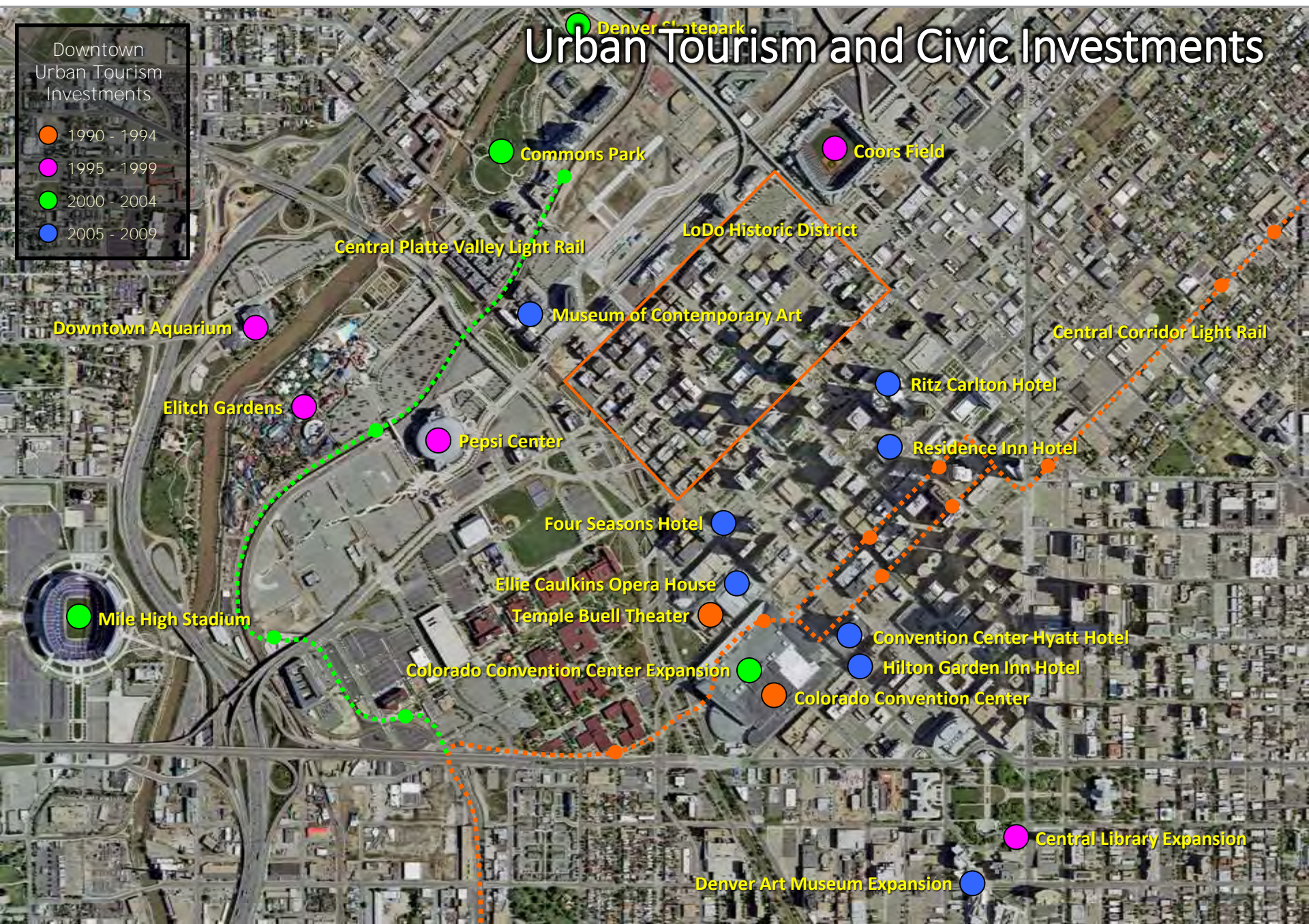
Defining characteristics

- Urban tourism and civic investments
- Historic preservation and adaptive reuse
- New Urbanism and form-based zoning
- Return of rail transit

Urban Tourism and Civic Investments

Downtown Urban Tourism Investments

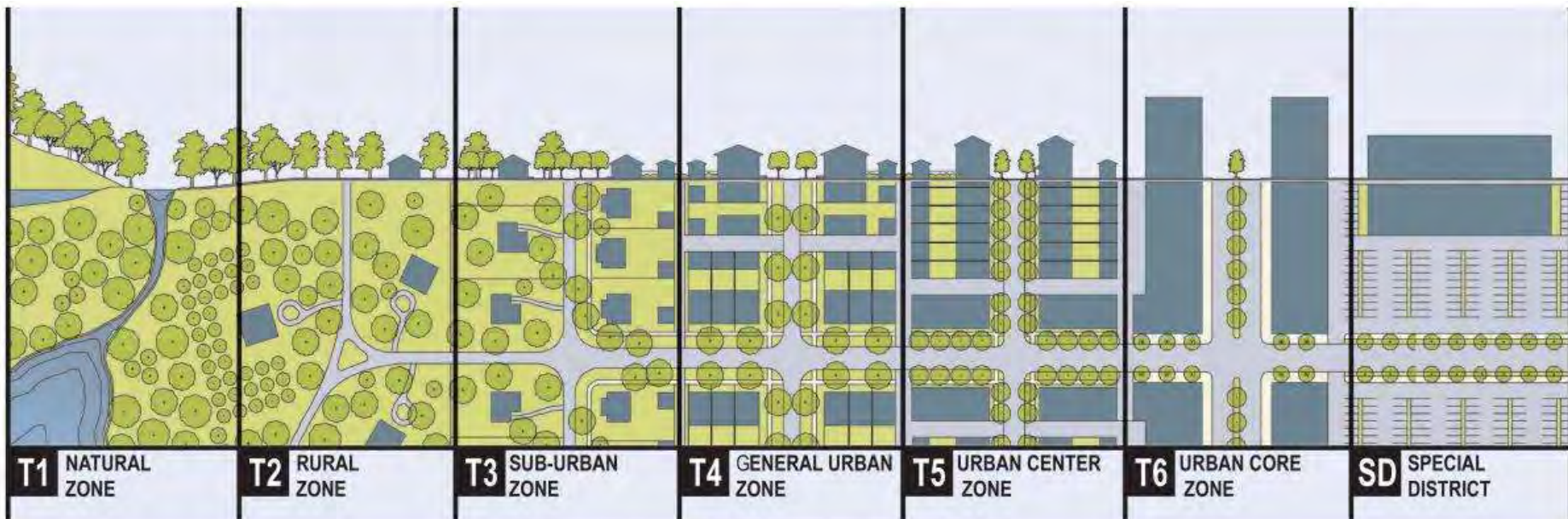
- 1990 - 1994
- 1995 - 1999
- 2000 - 2004
- 2005 - 2009



Historic Preservation and Adaptive Reuse Denver Dry 1993



New Urbanism and Form-Based Zoning



**DENVER'S ZONING CODE
IS CONTEXT-BASED**



Return of Rail Transit



RTD **FasTracks**

THE MULTIMODAL CITY



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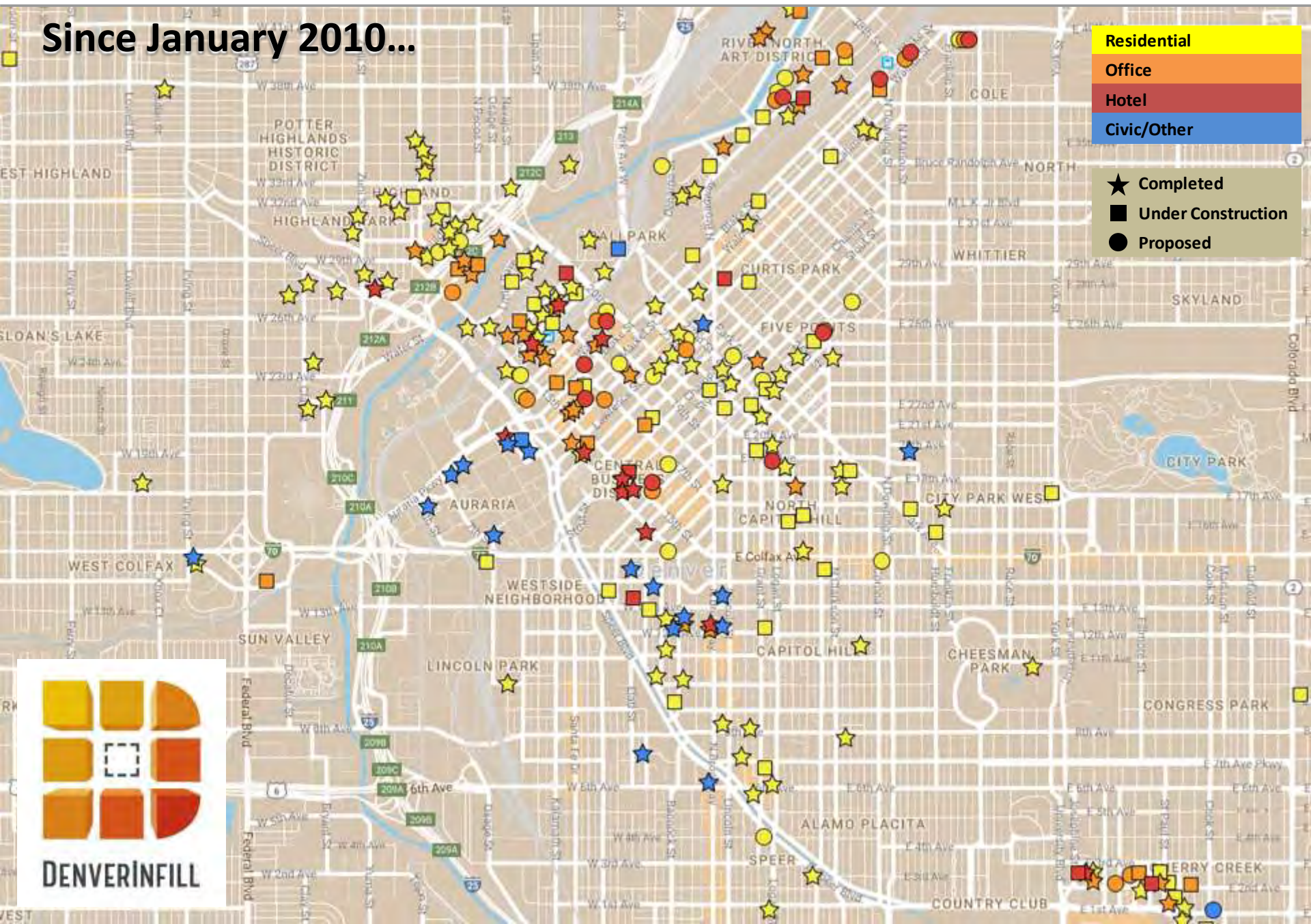
THE MULTIMODAL CITY

Defining characteristics

- Pedestrian and bicycle infrastructure
- Expanded transit and mobility choices
- Sharing economy
- Sustainability and green buildings
- Urban infill development

A BRIEF HISTORY OF URBAN DEVELOPMENT

Since January 2010...



Central Denver Development Summary since January 2010

147 multifamily residential projects

56 office projects

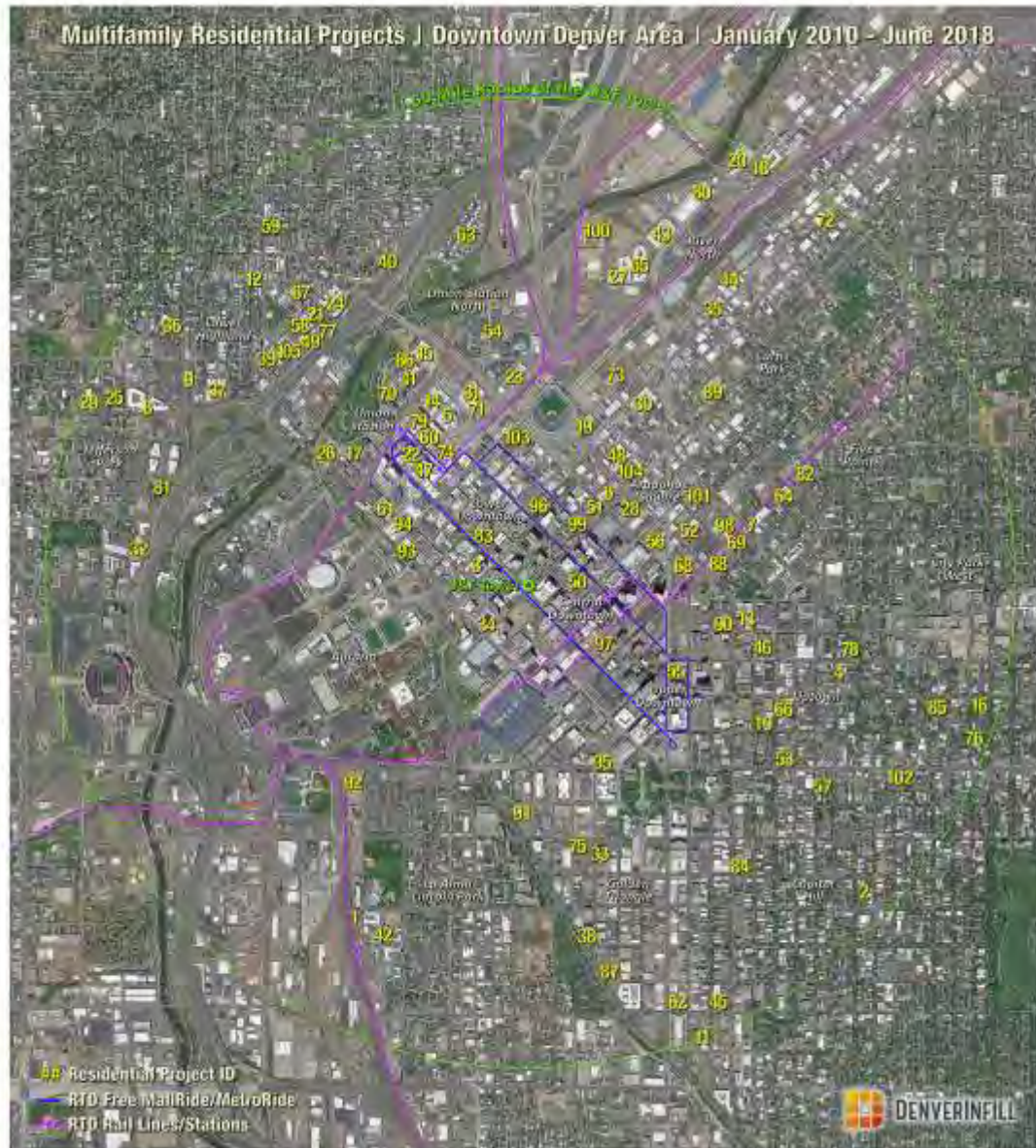
29 hotel projects

20 civic/cultural projects

252 total projects

(does not include projects “in the pipeline” or small projects)

Downtown Residential - 1.50-mile radius of D&F Tower since January 2010



COMPLETED SINCE JANUARY 2010

ID	Residential Project	Floors	Units
1	1099 Osage	8	100
2	1145 Ogden	3	11
3	16M	10	47
4	1735 Clarkson	5	60
5	1925 18th Street	4	108
6	2020 Lawrence	10	231
7	2300 Welton	4	123
8	2735 Speer	5	525
9	2828 Zuni	5	105
10	3280 Senior Residences	6	99
11	701 Sherman	7	105
12	Alexis Lofts	5	105
13	Alexis Uptown	12	372
14	Alta City House	5	280
15	AMLI Riverfront	5	242
16	Ascend Uptown	3	22
17	Edgemoor at Riverfront Park	5	205
18	Black 32 Hill	4	205
19	Brookstone Blake Street	7	164
20	Broadstone RMs (Dylan)	5	270
21	B-Street Lofts	5	74
22	Cadence	13	719
23	Caoy	6	187
24	Centric Lofts	5	302
25	Clay28	4	21
26	Confluence	34	288
27	Crossing at Denargo Market	5	325
28	Curtis Street Lofts	4	12
29	Decatur Point	5	203
30	Douglas	5	310
31	Elm Union Station	5	312
32	Element 47	4	265
33	Ervin Davenport	18	374
34	Four Seasons Residences	45	100
35	Harley Fields	5	169
36	Highland Park	4	125
37	Infinity Lofts	5	270
38	Joule	16	260
39	Line 38	5	130
40	Luzana	5	61
41	Manhattan Lofts	5	134
42	Mariposa Phase II, W, W, V	4	351
43	Modera River North	6	362
44	Modera River North Arts	5	163
45	MOTO Apartments	6	64
46	One City Block	5	292
47	Platform at Union Station	21	300
48	Point 21	6	212
49	Prospect on Central	7	57
50	Quincy	29	300
51	Renaissance Downtown	6	101
52	Renaissance Stout Street	5	78
53	Renaissance Uptown Lofts	5	98
54	Residences at Prospect Park	5	296
55	SkyHouse Denver	26	354
56	Sofers	11	120
57	St. Francis Apartments	6	50
58	Studio Lofts	5	100
59	Tejan 35	4	29
60	Union Denver	13	590
61	Verve	10	265
62	Via	7	265
63	Westport	4	393
64	Wheatley	5	96
65	Yards at Denargo Market	5	301
Completed Total			12,662

UNDER CONSTRUCTION AS OF JUNE 2018

ID	Residential Project	Floors	Units
66	17th & Pearl	10	317
67	2650 18th Street	4	106
68	Alexis 20th Street Station	12	354
69	Alexis Anapahoe Square	13	353
70	AMLI Riverfront Green	7	204
71	Ascend Union Station	14	142
72	Children Rm	5	233
73	Consort (2401 Blake)	7	241
74	Colorado	19	342
75	Delaware Lofts	14	176
76	Economist (16th & Humboldt)	5	100
77	Edge Lofts	5	48
78	Emerson Place	5	84
79	Grand (1709 Chestnut)	24	508
80	Industry Apartments	9	277
81	Jefferson Vista	12	248
82	Lydon (2500 Welton)	8	129
83	Market Station	10	225
84	Modera Capitol Hill	8	197
85	Park 17	8	190
86	Parosite Apartments	7	161
87	Parq on Speer	16	302
88	Radiant (21st & Welton)	18	329
89	S-Park Phase 1	3	96
90	SOVA	12	211
91	TriVista on Speer	7	322
92	Wellington Apartments	5	253
Under Construction Total			6,245

PROPOSED

ID	Residential Project	Floors	Units
93	14 Wynkoop	8	40
94	1480 Wewatta	12	99
95	14th & Court	13	240
96	18th & Market	11	305
97	1901 Anapahoe	38	700
98	500 Park Avenue	13	238
99	550 17th Street	61	284
100	AMLI RMs	7	390
101	Chapel Flats	13	169
102	Collax Marketplace	5	74
103	Colorado Rockies Mixed-Use	13	114
104	Kenect Denver	33	438
105	Modera Lofts	5	125
Proposed Total			3,210

IN THE PIPELINE

Multiple (20+) projects	
In the Pipeline Total	- 4,500

Notes: Projects shown are not necessarily within the 1.50-mile radius of the D&F Tower. Units shown are for the entire building, other than those shown in yellow. Data is current as of July 1, 2018. © Denver Infill 2018. All rights reserved.

Downtown Residential - 1.50-mile radius of D&F Tower since January 2010

12,662 housing units completed since January 2010

6,245 housing units under construction

18,907 housing units added to downtown market

x 1.25 persons per unit average

23,634 new downtown residents since 2010

3,000 units proposed/announced

5,000 units in the pipeline

Some context: At full buildout, Stapleton Denver will have a grand total of approximately **12,900** housing units.

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THE MULTIMODAL CITY

Are we there yet?



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THE MULTIMODAL CITY

Denver's big challenge now and ahead

ENDING OUR RELIANCE ON CARS
TO ALLOW US TO BECOME A
GREAT PED / BIKE / TRANSIT CITY

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THE MULTIMODAL CITY

It's not a lifestyle choice but a necessity

- People will continue to move to Denver
- We can accommodate that growth either as an **Automobile City** or as a **Multimodal City**

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THE MULTIMODAL CITY

The **Automobile City** alternative

- Even worse traffic than we have now
- No solution—impossible to build enough roads to stay ahead of traffic
- Unsustainable economically
- Degrades the environment and public health
- Socially unjust and inequitable

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THE MULTIMODAL CITY

The [Multimodal City](#) alternative

- Denver's streets are finite in area
- It's spatially impossible to densify and have the automobile as everyone's default mode of transport
- We have to give people viable options for getting around the city

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THE MULTIMODAL CITY

The solution

- Building a city-centric transit system
- Installing full bike/ped infrastructure
- Creating complete neighborhoods
- Rethinking how we use public space

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THE MULTIMODAL CITY

The solution

- Building a city-centric transit system



Denverright.
Denver Moves: Transit

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THE MULTIMODAL CITY

The solution

- Installing full bike/ped infrastructure

Denverright.
Denver Moves: Pedestrians & Trails

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THE MULTIMODAL CITY

The solution

- Creating complete neighborhoods

Denverright.
Blueprint Denver

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THE MULTIMODAL CITY

The solution

- Rethinking how we use public space

Denverright.

Parks & Recreation Game Plan

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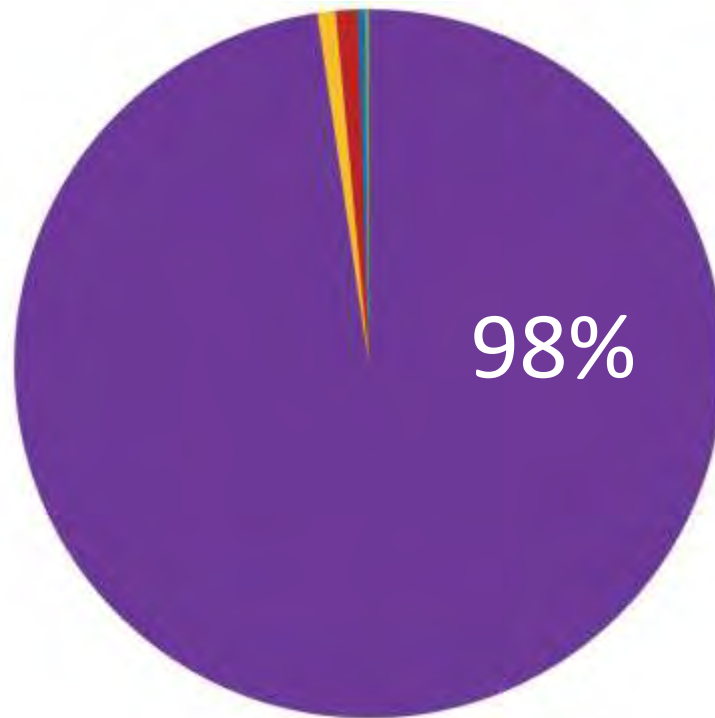
1990s

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THE MULTIMODAL CITY

Since the emergence of cities



- Pedestrian City
- Transit City
- Automobile City
- Revitalizing City
- Multimodal City

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THE MULTIMODAL CITY

We are eager to help Denver transform into a great **Multimodal City!**

Department of
Urban and Regional
Planning



University of Colorado **Denver**



THANKS! QUESTIONS?

