Transit Oriented Development
2009 Status Report
This is a controlled document; please do not duplicate. If additional copies are required, please request them from the FasTracks Document Control. This will assure that all recipients of the document receive revisions and additions.

Approved By:

Bill Van Meter, Acting Assistant General Manager Planning  December 2009
# Transit-Oriented Development Status Report 2009

## TABLE OF CONTENTS

1.0 REPORT OVERVIEW ............................................................ 1-1
   1.1 RTD and FasTracks Overview ............................................. 1-1
   1.2 RTD and TOD ..................................................................... 1-3
   1.3 Report Format ................................................................. 1-4

2.0 SUMMARY OF TOD RELATED ACTIVITY ............................... 2-1
   2.2 Planning, Zoning and Other Activity ................................. 2-2

3.0 DEVELOPMENT OVERVIEW .................................................. 3-1
   3.1 Local TOD Developer Survey ............................................. 3-1
   3.2 Regional TOD Trends ......................................................... 3-3
   3.3 Perspectives on 2010 and Beyond .................................... 3-5

4.0 CORRIDOR SUMMARIES ...................................................... 4-1
   4.1 Central Corridor, Central Platte Valley Spur, Central Corridor Extension........ 4-1
   4.2 Southwest Corridor .......................................................... 4-12
   4.3 Southeast Corridor ........................................................... 4-15
   4.4 West Corridor .................................................................. 4-21
   4.5 East Corridor ................................................................... 4-25
   4.6 Gold Line Corridor ........................................................... 4-29
   4.7 Northwest Rail/US 36 BRT Corridors ................................. 4-32
   4.8 North Metro Corridor ......................................................... 4-38
   4.9 I-225 Corridor ................................................................. 4-40
1.0 REPORT OVERVIEW

This report provides an annual update on the status of transit oriented development (TOD) activities in close proximity to RTD’s existing and planned mass transit system. The report covers both urban planning and real estate development activity and provides perspectives on real estate trends based on collected and observed information from a variety of sources. The report is presented to the RTD Board of Directors annually to provide timely information on new TOD related activity or changes in the status of existing plans and projects.

1.1 RTD and FasTracks Overview

RTD’s existing 35-mile rail transit system services 34 stations on four corridors: the 5.3-mile Central Corridor and 1.8-mile Central Platte Valley (CPV) Spur in central Denver, the 8.7-mile Southwest Corridor to Englewood, Sheridan, and Littleton, and the 19.2-mile Southeast Corridor to Lone Tree and Aurora. The FasTracks program, approved by district voters in a 2004 ballot initiative, was proposed to add 122 miles of rail service, 18 miles of Bus Rapid Transit (BRT), approximately 60 new stations along six new corridors and extensions to the three existing lines by 2017. (See Exhibit 1-1 for a map of the existing and FasTracks corridors.)

The new FasTracks corridors include the West Corridor to Lakewood and Golden; Northwest Rail Corridor to Westminster, Broomfield, Louisville, Boulder, and Longmont and related US 36 BRT Corridor to Boulder; East Corridor through Denver and Aurora to Denver International Airport; Gold Line Corridor to Wheat Ridge and Arvada; North Metro Corridor to Commerce City, Northglenn, and Thornton; and I-225 Corridor through Aurora. The extensions include approximately one mile for the Central Corridor in central Denver, 2.5 miles for the Southwest Corridor to Highlands Ranch and Douglas County, and 2.3 miles for the Southeast Corridor through the planned RidgeGate community in Lone Tree.

As reported in 2008, RTD’s original schedule and budget for the FasTracks program have been impacted by the economic recession. 2009 was particularly difficult for sales tax, as revenues continued to plummet as a result of the deepening impact of the economic recession. Because of the current financial challenges, RTD is seeking additional revenue to build out all the FasTracks corridors in the intended timeframe.

The RTD Board of Directors did make some critical decisions about the program in 2009 with the release of the Eagle P3 Request for Proposals (RFP). The Eagle P3 project includes the East Corridor, the Gold Line Corridor, the segment of the Northwest Rail Corridor between Pecos and 71st/Lowell, and the commuter rail maintenance facility. Release of the Eagle P3 RFP commits RTD to moving forward with the Eagle P3 as the next construction project within the FasTracks program. The RFP outlines a project phasing which includes the East Corridor and commuter rail maintenance facility as Phase 1 and the Gold Line and Northwest Rail segment as Phase 2. Phase 2 is dependent upon receiving federal funding from the FTA, which is anticipated to happen with the reauthorization of the federal transportation bill in 2010 or 2011. The Eagle P3 RFP was released in September 2009 and a notice to proceed for the winning team is expected in summer 2010. Construction is expected to be completed no later than the end of 2016.
Exhibit 1-1: FasTracks and Existing Transit Corridors
The timing for completing the remainder of the FasTracks Corridors, with the exception of the West Corridor and Denver Union Station which are already under construction, is uncertain. In early 2010, the RTD Board of Directors will consider whether to pursue an additional sales tax increase in November 2010 to help fund the remaining FasTracks corridors. Regardless of the Board’s decision on an additional sales tax increase, all FasTracks corridors will have environmental clearance completed and procurement packages ready in 2010 to move forward into final design and construction. The North Metro, Northwest Rail, and I-225 Corridors as well as the Southwest, Southeast and Central Corridor Extensions will all be part of RTD’s “Construction Ready” plan to move the full program forward once revenues are available.

1.2 RTD and TOD

As the FasTracks plan moves forward, RTD has defined TOD as an important element to completing a successful system. RTD’s Strategic Plan for TOD (2006; revised 2008) defines four primary goals related to TOD:

- foster partnerships to support TOD
- encourage sustainable development that supports transit
- support multimodal access to transit
- protect and enhance RTD assets

Exhibit 1-2: Roles in TOD Process
RTD understands that TOD cannot be implemented in isolation and requires a true partnership with local jurisdictions, developers and other stakeholders. This partnership is reflected in Exhibit 1-2 which articulates the importance of the varying roles regional stakeholders in the TOD process. RTD looks to continue to encourage TOD as part of the implementation of FasTracks and the successful ongoing operation of its existing transit system.

1.3 Report Format
The remainder of the report focuses on an update on the status of urban planning and real estate development near existing and planned rail stations within RTD’s transit system. The first section provides a high level summary of development, planning, zoning and other TOD activity in existing and planned corridors, highlighting changes that have occurred since 2008. Next, the report offers a development overview which gauges the perspectives of local TOD developers, analyzes trends from RTD’s TOD database and provides some perspectives on what to expect in 2010 and beyond. Following the development overview, the subsequent section provides a detailed description of all known station area development and planning activities by transit corridor, beginning with those in operation today: the Central Corridor and Central Platte Valley Spur, Southwest Corridor, and the Southeast Corridor. Individual descriptions follow for each of the six new FasTracks Corridors. Most of the discussion in the corridor summary section focuses on new projects, updates to the status of current projects and TOD planning activities that have occurred in 2009.
2.0 SUMMARY OF TOD RELATED ACTIVITY

This section provides a summary of development projects that have been built, are under consideration, or are being planned within an approximate ½ mile of stations, as well as an inventory of land use planning and rezoning efforts being conducted by local government jurisdictions in station areas.

2.1 Development Activity

RTD tracks development activity within a ½ mile of existing and planned stations and records this activity in a TOD database. Development projects are categorized into built, under construction, or proposed. Proposed projects are projects which are either in some phase of development review with a local government jurisdiction, or with detailed development programs already articulated for each type of use by the developer (for more detailed information on the methodology for how development activity is tracked by RTD see Appendix A).

Tables 2-1 and 2-2 summarize the completed, under construction, and proposed projects along RTD’s existing rail and planned FasTracks corridors. Table 2-1 shows that the majority of completed or under construction projects are focused in the Central/CPV and Southeast Corridors. Limited activity has occurred in the planned FasTracks corridors with the exception of retail and office development in the Northwest Rail/US 36 BRT and medical office development at the Anschutz/Fitzsimons Medical Campus on the I-225 Corridor.

The majority of proposed projects shown in Table 2-2 are focused in Downtown Denver in the Central/CPV Corridor. In the I-225 Corridor, significant additional medical office development is expected at the Anschutz/Fitzsimons Medical Campus.

Table 2-1: Summary of Completed and Under Construction Projects by Type on All Corridors*

<table>
<thead>
<tr>
<th>Corridor</th>
<th>Residential</th>
<th>Hotel</th>
<th>Retail</th>
<th>Office</th>
<th>Medical</th>
<th>Gov’t</th>
<th>Cultural</th>
<th>Education</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>(Dwelling</td>
<td>(# of</td>
<td>(ft²)</td>
<td>(ft²)</td>
<td>(ft²)</td>
<td>(ft²)</td>
<td>(ft²)</td>
<td>(ft²)</td>
</tr>
<tr>
<td></td>
<td>Units)</td>
<td>Rooms)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Central/CPV</td>
<td>6,991</td>
<td>4,127</td>
<td>937,384</td>
<td>2,520,000</td>
<td>0</td>
<td>1,530,000</td>
<td>103,000</td>
<td>197,000</td>
</tr>
<tr>
<td>Southwest</td>
<td>483</td>
<td>0</td>
<td>663,257</td>
<td>50,000</td>
<td>0</td>
<td>100,000</td>
<td>40,000</td>
<td>0</td>
</tr>
<tr>
<td>Southeast</td>
<td>5,346</td>
<td>365</td>
<td>558,377</td>
<td>1,950,000</td>
<td>40,000</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>West</td>
<td>0</td>
<td>0</td>
<td>425,186</td>
<td>250,000</td>
<td>900,000</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>East</td>
<td>8</td>
<td>0</td>
<td>19,000</td>
<td>20,000</td>
<td>0</td>
<td>216,322</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Gold</td>
<td>518</td>
<td>0</td>
<td>283,324</td>
<td>55,372</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Northwest/US 36</td>
<td>1,686</td>
<td>262</td>
<td>2,320,000</td>
<td>259,209</td>
<td>0</td>
<td>0</td>
<td>17,373</td>
<td>0</td>
</tr>
<tr>
<td>North Metro</td>
<td>276</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>I-225</td>
<td>838</td>
<td>0</td>
<td>34,793</td>
<td>0</td>
<td>4,940,000</td>
<td>0</td>
<td>0</td>
<td>1,380,000</td>
</tr>
<tr>
<td>Grand Total</td>
<td>16,146</td>
<td>4,754</td>
<td>5,241,321</td>
<td>5,104,581</td>
<td>5,880,000</td>
<td>1,846,322</td>
<td>160,373</td>
<td>1,577,000</td>
</tr>
</tbody>
</table>

*See Appendix C for maps of TOD along each corridor by use and by status.
Table 2-2: Summary of Proposed Projects by Type on All Corridors*

<table>
<thead>
<tr>
<th>Corridor</th>
<th>Residential (Dwelling Units)</th>
<th>Hotel (# of Rooms)</th>
<th>Retail (ft²)</th>
<th>Office (ft²)</th>
<th>Medical (ft²)</th>
<th>Gov’t (ft²)</th>
<th>Cultural (ft²)</th>
<th>Education (ft²)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Central/CPV</td>
<td>5,769</td>
<td>1,794</td>
<td>1,350,000</td>
<td>2,570,000</td>
<td>0</td>
<td>0</td>
<td>65,000</td>
<td>143,000</td>
</tr>
<tr>
<td>Southwest</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Southeast</td>
<td>393</td>
<td>417</td>
<td>42,000</td>
<td>900,000</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>West</td>
<td>200</td>
<td>0</td>
<td>16,000</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>East</td>
<td>48</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>350,000</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Gold</td>
<td>699</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Northwest/US 36</td>
<td>440</td>
<td>305</td>
<td>99,529</td>
<td>180,000</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>North Metro</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>I-225</td>
<td>767</td>
<td>295</td>
<td>294,379</td>
<td>103,394</td>
<td>3,450,000</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Grand Total</td>
<td>8,316</td>
<td>2,811</td>
<td>1,801,908</td>
<td>3,753,394</td>
<td>3,450,000</td>
<td>350,000</td>
<td>65,000</td>
<td>143,000</td>
</tr>
</tbody>
</table>

*See Appendix C for maps of TOD along each corridor by use and by status.

In 2009, there was an appreciable slow down of new development activity compared to 2008. Only ten new projects were added to the RTD TOD database in 2009 compared to nineteen new projects in 2008. The ten projects include 1,647 residential units (11% increase), 26 hotel rooms (negligible increase), and 1.45 million square feet of medical space (32% increase). The majority of new projects which were added in 2009 (7 of 10) were located in the Central/CPV and Southeast Corridors. As far as projects already being tracked, six progressed into construction and four projects previously under construction were completed in 2009.

2.2 Planning, Zoning and Other Activity

Plans for fourteen different station areas were completed and/or adopted in 2009. The stations which had completed or adopted plans included: Auraria West (Denver), Sheridan (Denver), 41st/Fox (Denver), Iliff (Aurora), Colfax/Fitzsimons and 13th Avenue (Aurora) - stations combined in one plan, Smith/Peoria (Aurora), 38th/Blake (Denver), Central Park (Denver), 40th/Airport (Aurora), 124th (Thornton), Alameda (Denver), Abilene (Aurora), and Evans (Denver). This completes the majority of station area planning that was spurred by the availability of Congestion Mitigation and Air Quality (CMAQ) funds from Denver Regional Council of Governments (DRCOG).

The City & County of Denver is nearing the end of its zoning code update process. A draft code was released in 2009 and is being refined based on comments from stakeholders. The new refined code will go through the City Council adoption process in 2010. The new code, which will be context and form-based, will be much more comprehensive in its treatment of TOD. The new code will eliminate Denver’s current transit mixed-use (TMU) district and will replace it with a more extensive menu of zone districts that are supportive of transit and implement adopted station area plans. When the code is adopted it will also institute a comprehensive remapping of the city that will rezone almost all property within the City & County of Denver. Some transitional areas, such as areas that are currently zoned industrial
that are planned for TOD, may not be rezoned to mixed use at this time based on input from property owners in those areas. Overall, the new code will create a much more comprehensive framework for TOD in Denver and will advance the extensive station area planning completed within the past several years.

The City of Lakewood has also initiated a comprehensive zoning code update. This process is expected to be complete in 2011 and is not expected to substantially change the recently adopted TOD zoning along the West Corridor. At this time, a comprehensive map amendment process is not anticipated. Rezoning will occur on a case by case basis.

In early 2009, the City of Aurora adopted a new TOD zone district. The TOD zone district includes desired building heights, urban design guidelines, and reduced parking requirements. The zone district is linked to Aurora’s station area plans, which present zoning guidance and design guidelines with maps that indicate the boundaries of the sub-districts and the TOD zone district. Aurora is not pursuing any city initiated rezoning at this time and will encourage individual rezonings by property owners.

The station area planning and rezoning activity is summarized in Table 2-3.

Table 2-3: 2009 Planning and Zoning

<table>
<thead>
<tr>
<th>Station</th>
<th>Corridor</th>
<th>Jurisdiction</th>
<th>Plan Status</th>
<th>Zoning Status</th>
<th>Other Planning Tools</th>
</tr>
</thead>
<tbody>
<tr>
<td>Auraria West</td>
<td>Central/CPV</td>
<td>Denver</td>
<td>Adopted 2009</td>
<td>Zoning Code 2010*</td>
<td>Auraria Campus Master Plan</td>
</tr>
<tr>
<td>1-25/Broadway</td>
<td>Central/CPV</td>
<td>Denver</td>
<td>-</td>
<td>Adopted 2005</td>
<td>-</td>
</tr>
<tr>
<td>Union Station</td>
<td>Central/CPV</td>
<td>Denver</td>
<td>Adopted 2004</td>
<td>Adopted 2004</td>
<td>Union Station Neighborhood Company</td>
</tr>
<tr>
<td>10th/Osage</td>
<td>Central/CPV</td>
<td>Denver</td>
<td>In Process**</td>
<td>Zoning Code 2010*</td>
<td>Public Housing Plan/Phased redevelopment</td>
</tr>
<tr>
<td>Welton/Downing Stns</td>
<td>Central/CPV</td>
<td>Denver</td>
<td>In Process**</td>
<td>Zoning Code 2010*</td>
<td>-</td>
</tr>
<tr>
<td>38th/Blake</td>
<td>East</td>
<td>Denver</td>
<td>Adopted 2009</td>
<td>Zoning Code 2010*</td>
<td>-</td>
</tr>
<tr>
<td>Peoria/Smith</td>
<td>East</td>
<td>Aurora</td>
<td>Adopted 2009</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Central Park</td>
<td>East</td>
<td>Denver</td>
<td>Approved 2009</td>
<td>Zoning Code 2010*</td>
<td>-</td>
</tr>
<tr>
<td>40th/Airport</td>
<td>East</td>
<td>Aurora</td>
<td>Adopted 2009</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>41st/Fox</td>
<td>Gold</td>
<td>Denver</td>
<td>Adopted 2009</td>
<td>Zoning Code 2010*</td>
<td>-</td>
</tr>
<tr>
<td>Federal</td>
<td>Gold</td>
<td>Adams County</td>
<td>Adopted 2008</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Pecos</td>
<td>Gold</td>
<td>Adams County</td>
<td>Adopted 2008</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Sheridan</td>
<td>Gold</td>
<td>Arvada</td>
<td>Adopted 2008</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Arvada Ridge</td>
<td>Gold</td>
<td>Arvada</td>
<td>Adopted 2008</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Olde Town Arvada</td>
<td>Gold</td>
<td>Arvada</td>
<td>Adopted 2008</td>
<td>-</td>
<td>Ped/bike, parking, and roadway design studies in progress</td>
</tr>
<tr>
<td>Ward Road</td>
<td>Gold</td>
<td>Wheat Ridge</td>
<td>Adopted 2006</td>
<td>-</td>
<td>Charter amendment to eliminate density cap for station area</td>
</tr>
<tr>
<td>Abilene</td>
<td>I-225</td>
<td>Aurora</td>
<td>Adopted 2009</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Colfax Ave.</td>
<td>I-225</td>
<td>Aurora</td>
<td>Adopted 2009</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>13th Avenue</td>
<td>I-225</td>
<td>Aurora</td>
<td>Adopted 2009</td>
<td>-</td>
<td>-</td>
</tr>
</tbody>
</table>
### Table 2-3: 2009 Planning and Zoning (continued)

<table>
<thead>
<tr>
<th>Station</th>
<th>Corridor</th>
<th>Jurisdiction</th>
<th>Plan Status</th>
<th>Zoning Status</th>
<th>Other Planning Tools</th>
</tr>
</thead>
<tbody>
<tr>
<td>Iliff</td>
<td>I-225</td>
<td>Aurora</td>
<td>Adopted 2009</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td>Florida</td>
<td>I-225</td>
<td>Aurora</td>
<td>In Process **</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td>124th Ave.</td>
<td>North Metro</td>
<td>Thornton</td>
<td>Adopted 2009</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td>Coliseum/NWSS</td>
<td>North Metro</td>
<td>Denver</td>
<td>In Process **</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td>Arapahoe</td>
<td>Southeast</td>
<td>Greenwood Village</td>
<td>Adopted 2005</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td>Belleview</td>
<td>Southeast</td>
<td>Denver</td>
<td>-</td>
<td>Adopted 2007</td>
<td></td>
</tr>
<tr>
<td>Louisiana/Pearl</td>
<td>Southeast</td>
<td>Denver</td>
<td>Adopted 2007</td>
<td>Zoning Code 2010*</td>
<td>-</td>
</tr>
<tr>
<td>Nine Mile</td>
<td>SE/I-225</td>
<td>Aurora</td>
<td>In Process</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td>Southmoor</td>
<td>Southeast</td>
<td>Denver</td>
<td>Eliminated</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td>Evans</td>
<td>Southwest</td>
<td>Denver</td>
<td>Adopted 2009</td>
<td>Zoning Code 2010*</td>
<td>-</td>
</tr>
<tr>
<td>Mineral</td>
<td>Southwest</td>
<td>Littleton</td>
<td>-</td>
<td>Adopted 2007</td>
<td>ULI study</td>
</tr>
<tr>
<td>30th/Pearl</td>
<td>NW Rail</td>
<td>Boulder</td>
<td>Adopted 2007</td>
<td>-</td>
<td>Master plan complete in 2009; Bus facility design in 2010</td>
</tr>
<tr>
<td>Louisville</td>
<td>NW Rail</td>
<td>Louisville</td>
<td>Adopted 2003</td>
<td>Adopted 2007</td>
<td>Urban renewal</td>
</tr>
<tr>
<td>Decatur</td>
<td>West</td>
<td>Denver</td>
<td>In Process **</td>
<td>Zoning Code 2010*</td>
<td>-</td>
</tr>
<tr>
<td>Federal Center</td>
<td>West</td>
<td>Lakewood</td>
<td>Adopted 2006</td>
<td>Adopted 2007</td>
<td>GSA Master Plan, Union Corridor Station Area Plan</td>
</tr>
<tr>
<td>Oak</td>
<td>West</td>
<td>Lakewood</td>
<td>Adopted 2006</td>
<td>Adopted 2007</td>
<td>Master Infrastructure Plan</td>
</tr>
<tr>
<td>Sheridan</td>
<td>West</td>
<td>Lakewood</td>
<td>Adopted 2006</td>
<td>Adopted 2007</td>
<td>-</td>
</tr>
<tr>
<td>Sheridan</td>
<td>West</td>
<td>Denver</td>
<td>Adopted 2009</td>
<td>Zoning Code 2010*</td>
<td>-</td>
</tr>
<tr>
<td>Wadsworth</td>
<td>West</td>
<td>Lakewood</td>
<td>Adopted 2006</td>
<td>Adopted 2007</td>
<td>Urban renewal; Master Infrastructure Plan</td>
</tr>
<tr>
<td>Garrison</td>
<td>West</td>
<td>Lakewood</td>
<td>In Process **</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td>Lamar</td>
<td>West</td>
<td>Lakewood</td>
<td>In Process **</td>
<td>-</td>
<td></td>
</tr>
</tbody>
</table>

* Denver Zoning Code update will have a comprehensive map amendment to modify zoning in most of the City in 2010
** Expected to be adopted in 2010

Some cities are taking additional steps beyond planning and zoning to incentivize TOD to occur within the ½ mile walking distance of RTD stations. Lakewood and Arvada initiated station area bicycle and pedestrian plans in 2009 to plan and program future capital improvements. Lakewood initiated a Master Infrastructure Plan around West Corridor stations in their jurisdiction to plan for utility, transportation and other upgrades. All these efforts are a logical progression for moving beyond station area planning towards actual programming of capital improvement funds for station area infrastructure.

RTD also formally adopted its *Transit Access Guidelines*, which attempt to link RTD’s TOD policies to its engineering design criteria. RTD’s *Transit Access Guidelines* were developed by a multi-disciplinary committee of RTD staff. The guidelines provide standards and guidelines related to multi-modal access at RTD stations to better integrate pedestrian friendly design into RTD facilities. The Transit Access Guidelines can be found on RTD’s TOD webpage at [www.rtd-fastracks.com/TOD](http://www.rtd-fastracks.com/TOD).
3.0 DEVELOPMENT OVERVIEW

The global economic recession has had a tremendous impact on the real estate industry and TOD in the Denver region. Few new projects near transit were announced, and many planned or expected projects have either been cancelled or put on hold until the economy improves. People in the real estate industry are using terms like “largely dead” and “virtually at a standstill” to describe the state of the current real estate market. The downturn in the real estate market can be expected to present both opportunities and challenges for RTD and its partners as they move forward with pursuing TOD implementation.

3.1 Local TOD Developer Survey

In an effort to gain first hand perspective on the impact of the economic recession, RTD developed an online survey to gather developer opinions about which types of projects are actually affected by the economic downturn, ideas about what can be done, and estimates on when a recovery will take place. The qualitative survey was sent to 70 developers who have worked on TOD in the Denver area with 25 developers providing responses to the survey questions. A copy of the survey and a summary of the responses are included in Appendix B.

**TOD Developer Survey Summary**

- As expected, the majority of respondents indicated that the current market is having a negative impact on the ability to initiate, construct, and develop projects. Financing was indicated to have the largest overall impact. One of the respondents indicated that “lenders are only willing to lend 60-65% of the cost, compared to 75-80% normally” which doesn’t work when doing a financing plan for a new project.

- In an effort to determine which sector of development is being impacted the most, respondents were asked to identify the scope of the impact on office, retail, residential (for sale), and residential (for rent). Again, most respondents indicated every sector was impacted highly, but residential for sale was impacted more than the other categories. There was a general sense that the condo market is overbuilt and will take years to absorb because of new loan requirements. Retail and office were also described as highly impacted, and residential for rent had an equal amount of respondents indicating high impact or moderate impact. Developers cited that “speculative commercial development likely will be stalled for a period of years” because the commercial market has not bottomed out yet since many properties have loans coming due in the near future.

- A question was asked to gauge the relative competitiveness of development projects within walking distance of transit versus projects without good transit access. Most respondents agreed that residential projects have a much greater competitive advantage if they are located near transit. Office projects were still seen by many to have a competitive advantage near transit, but not as clear of an advantage as residential projects. Retail projects had a mixed report with some
indicating that transit access does not give a competitive advantage while others still thought that it did.

- Over half of those surveyed (54%) thought a recovery from the economic downturn would take more than two years while most others thought the recovery would take 1-2 years. One developer suggested a reason for the more pessimistic outlook is that “commercial property foreclosures have just begun to occur – the other shoe has yet to drop.” When asked how market conditions are now compared to the same time last year, the overwhelming response is that it is worse now.

**Exhibit 3-1: Length of Time for Economic Recovery**
3.2 Regional TOD Trends

This section describes some of the trends in different market sectors that can be concluded from an analysis of RTD’s TOD database. As noted earlier in Section 2, the RTD TOD database is updated continuously and does try to reflect the most accurate information known at the time of the publication of the report.

Residential Market

An analysis of RTD’s TOD data shows that while 2009 saw the highest number of residential units completed near stations since light rail was introduced in Denver 15 years ago, 2010 and 2011’s anticipated completions fall from 2009’s 5,825 to an estimated 27 in 2011 – a 99% drop. The likely explanation is one of timing. A large number of residential units were completed in the midst of an economic recession, and these completed projects most likely received their financing and initiated construction between 2006 and 2008 prior to the full impact of the economic recession.

Exhibit 3-2: Residential TOD by Delivery Year
Office Market
The office market, which a year ago was called “fairly strong,” has also seen the amount of newly constructed space plummet. The completion of 1.25 million square feet in 2008 is followed by 176,000 square feet in 2009 – an 86% drop. The prospects for a quick turnaround in either 2010 or 2011 do not look promising.

Exhibit 3-3: Office TOD by Delivery Year
Retail Market
The retail market was dubbed “robust” in 2007, but has seen new demand for retail space near transit stations fall dramatically. 2006 marked the largest annual completion of retail space with nearly 1.74 million square feet constructed. 2009 saw 523,470 square feet constructed, but that number is estimated to drop 85% in 2010. Retail estimates for 2011 show that even less will be constructed.

Exhibit 3-4: Retail TOD by Delivery Year

3.3 Perspectives on 2010 and Beyond
A number of observations about 2010 and beyond may be derived from conversations with local TOD developers, an analysis of RTD’s TOD database, and information from other industry sources such as Urban Land Institute’s (ULI) Emerging Trends in Real Estate 2010 and the 2009 Rail~Volution Conference. Here are some things that are reasonable to assume knowing what we know today.

- **The economic recession will impact real estate longer than first expected** - It is clear that the current recession will have an extended impact on real estate, likely past 2011 and into 2012. The Urban Land Institute’s (ULI) Emerging Trends in Real Estate 2010 indicates people should “Write off the year (2010), as well as 2011 and probably 2012.” ULI also states that one should “forget about construction financing – that’s a pipe dream” and only “a few build-to-suit opportunities present themselves.” RTD’s local TOD developer survey reflects the same sentiments with 96 percent of respondents indicating that the real estate recovery will take at least
one to two years and over half of the respondents indicated that recovery won’t happen for more than two years.

The ‘lemonade in this lemon’ is that the real estate collapse buys additional time for RTD and its governmental partners to tee-up TOD projects to be attractive and development ready for the next real estate cycle. RTD and its partners should consider a strategy to make station areas the region’s “development hot spots,” or the easiest and most in-demand place for new development to occur. Developers who propose quality TOD projects should be able to partner effectively with the public sector via targeted public investments and “implementers” on local government staff who can navigate through the process and provide both flexibility and certainty.

• **Commercial real estate will have major issues** - The “commercial real estate market has a lot of pain ahead” according to one respondent in RTD’s survey. ULI suggests that “2010 looks like an unavoidable bloodbath for a multitude of “zombie” borrowers, investors, and lenders.” ULI also is indicating that the impact to the commercial real estate market “may extend several years” and that the cause of it is “not just the unavailability of capital from damaged credit markets, it’s also the decline in tenant demand – rising vacancies and declining rents.” This all suggests that Denver and the majority of the rest of the country won’t see much new office or retail development in the near future. Retail is expected to be hit hard in 2010 with more retailer bankruptcies expected “to empty big boxes at some power centers.”

• **Uncertainties about the timing of some FasTracks corridors will have an impact** – Until the funding challenges for FasTracks are resolved, the timing of when certain corridors will be built is uncertain. This situation has and will continue to have an impact on potential TOD projects. The funding gap for FasTracks could be resolved in 2010, but if not local jurisdictions may be faced with some corridors being delayed for several years. This poses opportunities and challenges. Slower implementation of FasTracks could mean there is a better chance to align demand and supply since fewer stations are competing for a piece of the TOD market at any one time. The breadth of the TOD market in relation to land supply and uncertainty about the timing of lines may also create a “devils choice” for jurisdictions. After a sustained development pause, it is likely to expect many jurisdictions will face pressures to approve development around stations whether or not it is consistent with TOD principles. In this case, local jurisdictions need to consider the pros and cons of waiting for more transit supportive development versus having interim development that may not meet jurisdiction goals for TOD.

• **Innovative mechanisms needed to push projects forward** – The only certainty in the current market seems to be uncertainty. Faced with this type of volatility RTD and its local government partners will need to be nimble as they adjust to changing market conditions. To move forward in 2010, new TOD projects will require some heavy lifting and non-traditional financing. At the TOD Marketplace for the 2009 Rail~Volution Conference, it was suggested that “public transit agencies and local...
governments are going to have to play a more active role in the financing of TOD projects. Private developers are hurting and need relief from financing terms for such things as public land or required public infrastructure. For relaxing financial obligations, developers are now willing to reward public agencies with long term profits and equity holdings, unlike in years past.” In the short-term creative deal making will be more important than ever and will require public agencies to think “outside the box” if projects are to move forward out of the concept stage. Public-private partnerships will be essential.

One of the things to keep an eye on will be policy changes and associated funding opportunities at the federal level related to livable communities. The US Department of Housing and Urban Development (HUD), the US Department of Transportation (US DOT), and the Environmental Protection Agency (EPA) announced a formal partnership to promote sustainable communities in 2009. US DOT Secretary Ray LaHood recently stated “We have a window of opportunity to think differently about transportation and propose bold, new approaches to improve the livability of our nation’s communities” (Speech to Senate Banking, Housing, and Urban Affairs Committee, June 16, 2009). New federal funding sources for livable communities, such as the proposed Livable Communities Act, which proposes to create challenge grants for TOD, affordable housing, and other things, could be catalysts to help new TOD projects in the future.

• Affordable housing will lead the residential market – Nationally, affordable housing appears to be the only segment of the development market with a pulse. There continues to be a lot of activity in affordable housing around transit in metro Denver. Local housing authorities, the Urban Land Conservancy (ULC), and private affordable housing developers were some of the most active players in TOD in 2009 and will likely be leading the charge in 2010. The TOD Fund, established by the City & County of Denver to preserve and create affordable housing around transit, is being used by the ULC “for property acquisition and establishing partnerships for redevelopment” (“City to Buy Real Estate,” Denver Post, February 27, 2009). The ULC has used this fund to buy property along the East and West Corridors and is looking at other opportunities for 2010. It’s clear that the affordable housing sector will continue to take advantage of the depressed real estate market while the private for-profit development community struggles with financing challenges in 2010.

• A supply, demand and performance conundrum – Metro Denver will face a TOD supply and demand challenge. Even before the real estate collapse, some observers made the case that the supply of land for TOD would likely be much greater than the short-term demand for TOD product if all the 50+ FasTracks stations opened within the same market cycle. Capturing the performance benefits of TOD requires the creation of TOD districts in the walkable areas around a station. On the supply side, TOD plans and rezoning produced for a majority of FasTracks stations will substantially increase the allowable development envelope for dense mixed use product within ½ mile of stations.
On the demand side, consumer preference and demographic trends will likely continue to favor TOD. The size of the real estate market for TOD products, however, will not be growing nearly as fast as the increase in sites where TOD is allowed. Planners and policy makers need to anticipate the implications of FasTracks stations competing for TOD demand and developer interest along with TOD demand at existing RTD stations in what is likely to be a period of diminished real estate demand. The region can also expect to face years of absorption for existing built products and some decline in tenant demand for commercial office and retail space.

- Need to move beyond station area planning - By the end of 2010, 36 station area plans around existing and planned RTD stations will be completed or adopted in the five year period since FasTracks passed. This is an unprecedented amount of planning, but it is time for the region to move beyond planning and make sure implementation tools are in place and ready for when real estate does recover. The Denver Zoning Code update, scheduled to be complete in early 2010, will ease the zoning process and better align it with Blueprint Denver and TOD. Other communities such as Lakewood have also updated their zoning, but this should be a logical next step for all completed station area plans.

Other tools beyond new zoning need to be put in place, which focus more resources towards station supportive infrastructure (bike/pedestrian improvements, parking facilities, utilities, drainage, roadway improvements and other necessary infrastructure). It is a logical progression for the region to advance beyond simply designating grant monies for station area planning to make more funds available to support TOD-related infrastructure development. As the next DRCOG Transportation Improvement Plan (TIP) cycle approaches, the region needs to have a frank dialogue to determine how to best advance TOD. At a minimum, the region needs to position itself to take advantage of federal policy and funding opportunities aimed at TOD and sustainable communities.

- TOD is still well positioned for the future - Even with all the doom and gloom that is projected for 2010 and beyond, TOD appears to be well positioned for when the real estate market does rebound. Demographic trends and consumer preferences continue to favor the urban product TOD provides. ULI, who is “not bullish on anywhere,” suggests that investors should favor “cities and urbanizing infill suburbs with 24-hour attributes” including “pedestrian friendly neighborhoods” with “mass transit alternatives.” ULI goes on to say that while Denver may not be in the top tier for development in 2010, it “wins points for building out its light-rail network, and encouraging transit-oriented mixed-use projects around stations.” The demographic trends and heavy influence of foreclosures in sprawling areas of the Denver region, all point to TOD as being an underserved market in the future. Demand for walkable, mixed-used centers with good transit access will be a key driver to accommodating future growth in the region.

In conclusion, 2010 is likely to be a difficult year in many different aspects, but there needs to be a continued push to move TOD beyond the planning stage. The scale of the opportunity is unprecedented – as are the challenges for getting it right. The pause in the development
market provides an opportunity to promote station areas as the “favored sites” for investment when the market returns.
4.0 CORRIDOR SUMMARIES

The following sections describe all known station area development and planning activities by transit corridor, beginning with those in operation today: the Central Corridor and Central Platte Valley Spur, Southwest Corridor, and the Southeast Corridor. Individual sections then follow for each of the six new FasTracks Corridors. Maps of development projects within each corridor are located in Appendix C.

4.1 Central Corridor, Central Platte Valley Spur, Central Corridor Extension

The original 5.3-mile Central Corridor and the 1.8-mile Central Platte Valley (CPV) Spur service include some of the most sought after destinations in metro Denver: the Central Business District (CBD), Lower Downtown (LoDo), Denver Union Station, Invesco Field at Mile High, Pepsi Center, Auraria Campus, and Five Points (see Exhibit 4-1 for a corridor map). Opened in 1994, the Central Corridor brought fixed-guideway transit back to Denver after a nearly 45-year absence. Completion of the CPV Spur in 2002 laid the groundwork for Denver Union Station to once again become a multimodal transportation hub. Under FasTracks, Denver Union Station will serve as the junction of RTD light rail and commuter rail corridors, RTD regional and local buses, the 16th Street Mall Shuttle, and the proposed Downtown Circulator. Other transportation connections under consideration include Amtrak, the Ski Train, and other private interstate and international buses. As part of the FasTracks plan, the Central Corridor will also be extended from its current terminus at the 30th/Downing Station about a mile north along Downing Street to connect to the East Corridor with transfer service to Denver International Airport and Denver Union Station.

The environmental process for the Central Corridor Extension was restarted in fall 2009. A draft Environmental Evaluation (EE) was completed in late 2009. The final EE is expected to be complete in early 2010. This project is considered part of RTD’s “construction ready” plan. “Shovel ready” projects are ready to move forward into design and construction, but...
the timing of moving forward with design and construction is dependent on securing addi-
tional revenue sources in the future.

For the entire Central Corridor, CPV Spur, and Downing Street Extension, a total of 6,991
residential units (4,186 apartments, 2,604 condominiums, 201 townhomes), 4,127 hotel
rooms, 937,384 square feet of retail space, 2.52 million square feet of office space, 1.53
million square feet of government space, 103,000 square feet of cultural space, 2.42 million
square feet of convention space, and 197,000 square feet of educational space have been
built or are currently under construction. An additional 5,769 residential units (2,381 apart-
ments, 3,270 condominiums, 118 townhomes), 1,794 hotel rooms, 1.35 million square feet
of retail space, 2.57 million square feet of office space, 65,000 square feet of cultural space,
and 143,000 square feet of educational space have been proposed.

Denver Union Station
The 19.56 acres surrounding Denver Union Station owned by RTD and its partners repres-
tent the pre-eminent TOD opportunity in the entire Denver metro area. The Denver Union
Station partnering agencies (RTD, Colorado Department of Transportation (CDOT), Denver
Regional Council of Governments (DRCOG), and the City & County of Denver) formed the
Denver Union Station Project Authority (DUSPA) to oversee the financing, construction and
operation of Denver Union Station as a multimodal transit hub with authority to issue proj-
ect bonds and collect revenues, enter into contracts, pay developer management fees, and
other project functions, but without taxing power. DUSPA gave a limited notice to proceed
(NTP) to Kiewit Construction to start construction, including relocating utilities and other
activities, in May 2009. Full NTP is anticipated in early 2010 following approval of a Railroad
Rehabilitation and Improvement Financing Program (RRIF) loan and Transportation Infrastruc-
ture Finance and Reinvestment Act (TIFIA) loan by the federal government. These loans are
intended to provide bridge financing for the transit infrastructure because of the projected
delay in tax increment financing (TIF) revenues.

The Union Station Neighborhood Company (USNC), a joint venture between East-West part-
ers and Continuum, was selected as the master developer for Denver Union Station in
2007. USNC is expected to start acquiring DUS property not required for transit infrastruc-
ture in early 2010. The first parcels to be developed are expected to be two wing buildings
on either side of the historic station. The timing of development is likely to be somewhat
delayed because of the depressed real estate market.

Including projects by other developers at sites directly adjacent to Denver Union Station,
183,387 square feet of retail space and 887,883 square feet of office space have been
completed within 1,000 feet of the station. Another 70,000 square feet of retail space,
450,000 square feet of office space, and 150 hotel rooms have been proposed. Among the
latest developments:

- Trammell Crow has completed the 1900 16th Street project. The 18-story, $125
  million project has 100,000 square feet of ground-floor retail and 335,000 square
  feet of office space (see Exhibit 4-2). As of late 2009, this project has no leases
  with major office tenants. This may be a prelude to the difficulty that the commercial
  office sector will face in 2010.
Hines Development completed its 1515 Wynkoop project at 15th and Wynkoop Streets. The $90 million project has 267,833 square feet of office space and 27,387 square feet of retail. The project shares the block with the recently completed EPA Region 8 Headquarters, finishing redevelopment of the former United States Postal Service Annex building.

A tremendous amount of development – albeit mainly residential – has occurred within a short distance of Denver Union Station on the western side of the Consolidated Main Line (CML) tracks west of the station. The majority of the development was done by East-West Partners, which purchased 33 acres in the Central Platte Valley (CPV) from the Trillium Corporation in 1999. Since 2001, East-West Partners or other developers to whom it sold land in the CPV have built 2,089 residential units (1,100 apartments, 948 condominiums, and 41 townhomes) with 10,000 square feet of retail space and 27,000 square feet of cultural space. An additional 13 townhomes are planned as market conditions improve. Some recent projects include:

- Alexan Prospect, Trammell Crow Residential’s (TCR) project at North 29th and Inca Streets, is now under construction. The 400-unit luxury apartment complex is located between the Inca 29 project and the CML tracks. The project is expected to be completed in 2010.
• The 18th Street Pedestrian Bridge, which will provide another pedestrian crossing over the Consolidated Main Line (CML) tracks to Riverfront Park, is under construction and expected to be complete in 2010.

Arguably the most sought-after real estate market in Denver, LoDo has seen new development come to a halt as a result of the economic recession. Although a great deal of development has occurred since RTD and its partners purchased Denver Union Station in 2001, little has happened this year. Since 2001, 299 residential units (37 apartments and 262 condominiums), 72,714 square feet of retail space, and 795,500 square feet of office space have been completed. No more development is proposed at this time. Among the newest developments:

• Seventeen 55 Blake, First Century Development’s project at the corner of 18th and Blake Streets was completed in early 2009 (see Exhibit 4-3). The building has 125,000 square feet of office space and 20,570 square feet of ground-floor retail space.

Exhibit 4-3: Seventeen 55 Blake

First Century Development’s 125,000 square foot Seventeen 55 Blake was completed in 2009. The building serves as the headquarters for H&L Architecture.
Theatre District/Convention Center Station

The western edge of downtown Denver near the Colorado Convention Center and Denver Performing Arts Complex along 14th Street is quickly becoming a high-rise hotel and condominium hot spot. The Colorado Convention Center expansion in 2004 added 2.2 million square feet of convention and meeting space and realigned the RTD light rail system by combining both 14th Street stations into one at 14th and Stout Streets. The 36,000 square foot Auditorium Theatre was renovated a year later at the Denver Performing Arts Complex and rebranded as the Ellie Caulkins Opera House.

The construction of both the Colorado Convention Center expansion and the Ellie Caulkins Opera House has spurred hotel development along 14th Street. Between 2005 (opening of the Hyatt Colorado Convention Center) and 2010 (anticipated completion of the Four Seasons Hotel), 14th Street will see 2,295 new hotel rooms between Arapahoe and Welton Streets.

The Denver Theatre District, bounded by 16th Street on the east, Arapahoe Street on the north, Speer Boulevard on the west, and Welton Street on the south, is planned to become the entertainment hub in downtown Denver by working to “facilitate ‘Bright Lights’ signage and activation downtown, stimulate economic activity and promote the arts within the Downtown Denver Theatre District geographic boundaries.” (www.denvertheatredistrict.com)

Private property owners along 14th Street are contributing $4 million to a $14 million streetscaping project through a general improvement district. The Better Denver Bond Program, created in 2007, will provide the remaining $10 million. This initiative will improve the pedestrian experience by widening sidewalks, adding new trees, improving signage, adding bike racks, and encouraging outdoor seating for dining and street level retail. (“Denver 14th Street owners ok improvements”, Denver Business Journal, November 3, 2009)

Among the newest developments along the corridor:

- The Four Seasons Hotel and Private Residences - The majority of construction has been completed at the corner of 14th and Arapahoe Streets. The $300 million project has 102 luxury condominiums and 235 hotel rooms. The 45-story, 641-foot building contains some of the most expensive real estate ever sold in the Denver market.

- White Lodging’s Embassy Suites project at 14th and Stout Streets is under construction directly across 14th Street from the Colorado Convention Center and the Theatre District/Convention Center light rail station. The $60 million project will have 403 hotel rooms and be completed in 2010.

- Spire, the $175 million Nichols Partnership project at 14th and Champa Streets was recently completed (see Exhibit 4-4). The 41-story building contains 504 residential units. The project will also include 8,000 square feet of ground-floor retail space along both 14th and Champa Streets.
Downtown Denver Stations - (16th & California, 16th & Stout, 18th & California, 18th & Stout Stations)

Downtown Denver development has traditionally been focused along the 16th Street Pedestrian Mall. In recent years however, development has spread throughout most of the Central Business District (CBD). A mix of uses – ranging from hotel to apartments to office space – can be seen throughout the CBD. Since 1994, the CBD has seen 1,159 residential units (1,006 apartments and 153 condominiums), 2,932 hotel rooms, 486,850 square feet of retail space, 833,100 square feet of office space, 318,850 square feet of government space, and 178,000 square feet of convention space. An additional 358 hotel rooms and 300,000 square feet of office space are proposed. Among the newest developments:

- Westfield Properties has completed major vertical construction on its 1800 Larimer project at the corner of 18th and Larimer Streets (see Exhibit 4-5). The 192 million, 22-story, 500,000 square foot office project will serve as the regional headquarters for Xcel Energy.
- Zocalo Development has broken ground on Solera, a 120-unit apartment building at the corner of 20th and Lawrence Streets (see Exhibit 4-6). The 11-story building will be complete in 2010.
Exhibit 4-5: 1800 Larimer

Westfield Development’s 1800 Larimer is a 22-story, 500,000 square foot office building at the corner of 18th and Larimer Streets. The project will be complete in 2010 and serve as Xcel Energy’s regional offices.

Exhibit 4-6: Solera

Zocolo Development’s Solera is a 110-unit, eleven-story high-rise rental property under construction at 20th and Lawrence Streets. The project will be complete in mid-2010.
The Downtown Denver Partnership, RTD and the City and County of Denver conducted a study of what can be done to upgrade the 16th Street Mall, which is over 27 years old. The study concluded that there needs to be approximately $56 million in improvements to the transitway and adjacent streetscape. The next steps include completing an urban design plan and pursuing federal, regional and state funding for the Mall improvements.

**Welton/Downing Corridors (20th, 25th, 27th, 29th & Welton Stations, 30th, 33rd, 35th & Downing Stations)**

Since light rail service was established along Welton Street in 1994, dramatic levels of investment and redevelopment have spread through the historic Five Points and Curtis Park neighborhoods. Since 1994, 2,456 residential units (1,590 apartments, 750 condominiums, and 116 townhomes), 99,600 square feet of retail space, and 40,000 square feet of cultural space have been built. An additional 816 residential units (93 apartments, 712 condominiums, and 11 townhomes) and 11,000 square feet of retail space have been proposed.

Of the residential units built or currently under construction, 20% (494) are considered affordable, either through the redevelopment of existing Denver Housing Authority (DHA) facilities or new infill projects by community development groups. Of those proposed, 36% (293) are considered affordable. Taking all built, under construction, and proposed residential units into account, 24% of the residential units along the Welton and Downing Corridors are, or are proposed to be, affordable.

DHA’s Park Avenue Redevelopment continues construction near Park Avenue and Washington Street (see **Exhibit 4-7**). The first two phases (already complete) consisted of the renovation of a high rise and new construction of 124 rental units, 96 of which are considered affordable. Construction on the current phase of 91 units – 63 of which are affordable – is continuing, and three more parcels are planned to be built on before the expected completion sometime in 2012.

**Exhibit 4-7: Park Avenue Public Housing**

The Denver Housing Authority is continuing construction on its Park Avenue Public Housing redevelopment between East 20th Avenue and Tremont Place. The redevelopment project is being completed in phases.
The City and County of Denver initiated a station area planning effort for the Welton and Downing corridors in late 2009. The plan will look at how Northeast Downtown should evolve with the extension of the Central Corridor to connect with the future East Corridor.

**Auraria (Pepsi Center/Elitch Gardens, Invesco Field, Auraria West, Colfax at Auraria Stations)**

The Central Platte Valley (CPV) Spur serves some of the busiest destinations in and around downtown Denver: the Auraria Higher Education Center (home to the University of Colorado – Denver, Metropolitan State College of Denver, and the Community College of Denver), Pepsi Center (home of the Denver Nuggets basketball team, Colorado Avalanche hockey team, and Colorado Mammoth lacrosse team), Invesco Field at Mile High (home of the Denver Broncos football team), and Elitch’s Amusement Park.

The Auraria Higher Education Center (AHEC) campus is attended by over 40,000 students – nearly one of every five college students in the state. While it is restricted from developing any residential uses on campus, AHEC is pursuing public-private partnerships for several commercial projects:

- AHEC recently chose a group led by Sage Hospitality Resources and M.A. Mortenson Co. to build a $30 million, 200-room hotel to house the school’s Hotel Learning Center. The 12-story, 100,000 square foot building will be located at the corner of Auraria Parkway and Speer Boulevard – currently Parking Lot R.

- Urban Ventures is planning a second phase to their Campus Village student housing project near the Auraria West Station. The project will be associated with the realignment of the Auraria West Station as part of construction of the West Corridor.

The AHEC campus is also seeing state- and student-funded expansion as a result of legislative action and a successful student-backed referendum vote at Metro State.

- The Auraria Science Building expansion project is nearing completion and expected to be open for the spring 2010 semester (see Exhibit 4-8). The $111 million project includes 197,000 square feet of education space – essentially doubling the size of the Science Building.

- Metro State students approved a new student fee to fund capital construction projects, among other things, on campus in April 2009. The first project to come as a result of that vote – the Student Success Building - will start construction in 2010. The building will anchor what is being called the Metro State Neighborhood – a series of four or five buildings serving Metro State students and centralizing essential college functions. The 143,000 square foot Student Success Building will be located at the corner of Auraria Parkway and 9th Avenue, just west of the Tivoli Student Union.
Exhibit 4-8: Auraria Science

The Auraria Science Building expansion will be open for spring semester 2010. The 181,000 square foot building nearly doubles the size of the existing science facility on the Auraria Higher Education Campus.

10th & Osage Station

In 2009, the Denver Housing Authority (DHA) hired a design team lead by Seattle-based Mithun, to create a master plan for the redevelopment of its South Lincoln Homes project. The 3+ acres that the City & County of Denver purchased from RTD in 2007 were also included in the master plan. The master plan, which was completed in August 2009, calls for a “mixed-use, mixed-income transit-oriented community.” The first phase of the redevelopment, which will include 100 units of senior housing, is being funded in part by a $10 million grant from the American Renewal and Reinvestment Act (ARRA). When completely redeveloped, the South Lincoln Park Homes will have upwards of 900 residential units, more than tripling its current density of 270 units.

In addition to the redevelopment of South Lincoln, the City & County of Denver is expected to adopt its 10th/Osage Station Area Plan in early 2010. The plan will reflect the DHA’s South Lincoln redevelopment plan and incorporate improved connections between the 10th/Osage station and the South Santa Fe Arts District.

Alameda Station

RTD is negotiating with Alameda Station LLC on the former bus barn site west of the Alameda Station fronting Santa Fe Drive. The closing of the property has been delayed up to 18 months – or until December 2010 – because of Alameda LLC’s difficulty in securing project financing due to complications in getting approval of the pedestrian bridge over the freight railroads and RTD light rail tracks. Alameda LLC’s redevelopment proposal includes a retail and rental housing component, along with the pedestrian bridge.

The City & County of Denver approved and adopted the Alameda Station Area Plan in April 2009. The plan calls for implementing a mix of land uses and densities in the 138 acres surrounding the station, as well as preserving residential neighborhoods north of Alameda and east of Broadway while introducing housing options closer to the station.
In conjunction with the station area plan, a general development plan (GDP) was approved for the site which established the future development framework for infrastructure and urban design. Rezoning of the site will be completed in conjunction with Denver’s zoning code update in 2010. The owners of the Broadway Marketplace and the Denver Design Center are in the process of forming a metro district to provide a mechanism to fund infrastructure for redevelopment.

**I-25 & Broadway Station**

Cherokee Investments failed to meet its obligations for cleaning up environmentally contaminated land purchased from the Gates Corporation in 2001 and was forced to return 16 of the 50 acres purchased. The future development of the other 34 acres still owned by Cherokee at the Gates site is uncertain at this time. Despite Cherokee’s difficulties, the Denver Urban Renewal Authority (DURA) is still committed to the $85 million in public financing it pledged in 2006. Tracey Huggins, Executive Director of DURA recently said “There’s no reason to do anything until there is greater clarity on what the next steps for the project might include. Our commitment to the project remains in place. That site is what urban renewal is all about” (“Money woes foil Gates factory real estate plans,” Margaret Jackson, *Denver Post*, September 12, 2009).

Trammell Crow Residential’s Alexan Broadway Station project was completed in late 2009. The $84 million project, located at the corner of Mississippi Avenue and Broadway, has 460 apartments – 60 of which are designated as affordable.
4.2 Southwest Corridor

The 8.7-mile Southwest Corridor opened in 2000, extending light rail service from the I-25/Broadway Station through south Denver, Englewood, and Littleton. The FasTracks program will extend the corridor 2.5 miles to the south to C-470/Lucent Boulevard, serving Highlands Ranch and Douglas County (See Exhibit 4-9 for a corridor map). The environmental process for the extension was initiated in 2008 and is expected to be completed in early 2010. This project is considered part of RTD’s “construction ready” plan. “Construction ready” projects are ready to move forward into design and construction, but the timing is dependent on securing additional revenue sources in the future.

Situated alongside active freight rail service, the Southwest Corridor has seen only limited real estate development over the past nine years other than at CityCenter Englewood and some infill projects around the Littleton Downtown Station. CityCenter Englewood, metro Denver’s first contemporary TOD was developed as a public-private partnership in which the City of Englewood redeveloped Cinderella City – an aged and failing shopping mall – into a pedestrian-oriented, mixed-use center and moved its city facilities to the new station.

A total of 528 residential units (483 apartments and 45 condominiums) 663,257 square feet of retail, 50,000 square feet of office, 100,000 square feet of government space, and 40,000 square feet of cultural space have been completed along the corridor.

Evans Station

The City & County of Denver adopted the Evans Station Area Plan in October 2009. The plan calls for higher densities along Broadway (east of the station), redevelopment along Delaware Street (south of the station), and a recommendation for a pedestrian bridge crossing Santa Fe Drive at Iliff Avenue to connect the station area to the Overland neighborhood.
to the west. The plan also identified the City’s desire to see the current park-n-Ride parking lot redeveloped into public space or neighborhood retail with a new parking structure for the station placed north of the Evans Avenue bridge.

**CityCenter Englewood Station**
Embrey Development’s $25 million apartment project, Riverton on the Platte, was completed in 2009. The 317-unit project was built on the former Cinderella City Twin Drive-In Theatre site west of the Englewood Station.

**Littleton Downtown Station**
Construction has begun on Nevada Place at the corner of Nevada Street and Powers Avenue. The condominium building will have 68 units when complete in 2011.

Merle’s Restaurant opened in early 2009 on Downtown Littleton’s Main Street (see Exhibit 4-10). The 5,453 square foot building is the site of the former Merle’s Alignment shop at the corner of Main and Curtice Streets.

**Exhibit 4-10: 2609 W. Main Street**

Merle’s Restaurant completed work on its new 5,453 square foot building at the corner of Main and Curtice Streets in Downtown Littleton.

**C-470/Lucent Boulevard Station (planned)**
Though this station is in Douglas County, the City of Englewood (through the Englewood Water District) owns 165 acres of undeveloped land around the planned C-470/Lucent Bou-
FasTracks
Transit-Oriented Development Status Report 2009

4.3 Southeast Corridor
The 19-mile Southeast Corridor extended light rail service from the I-25/Broadway Station through metro Denver’s southern suburbs to Lincoln Avenue. The corridor serves southeast...
Denver, Greenwood Village, Centennial, Arapahoe County, Lone Tree, and Douglas County. A spur also extends northeast along I-225 towards Aurora and the Dayton and Nine Mile Stations. FasTracks will extend the Southeast Corridor 2.3 miles south along I-25 to a new park-n-Ride at Ridgegate Parkway and I-25 with stops near the Sky Ridge Medical Center and yet-to-be-built Lone Tree Town Center (see Exhibit 4-11 for a corridor map). The environmental process for the corridor began in 2008 and is expected to be complete in early 2010.

The Southeast Corridor has seen a significant amount of development in and around station areas since opening in November 2006. The corridor connects both of the Denver metro area’s major employment centers: Denver’s Central Business District and the Southeast Business District encompassing the Denver Technological Center, Inverness Office Park, Meridian Office Park, and the City of Centennial. According to DRCOG, more than 180,000 people work in these two employment centers, with another 30,000 or so working at points spread along the corridor, including Colorado Boulevard, Evans Avenue, and University Boulevard.

Another key factor in real estate investment along this corridor is the rail alignment positioning along I-25 – the highest volume roadway in metro Denver. Some of the communities the Southeast Corridor services have among the highest value real estate in the region. These factors have all combined to make Southeast Corridor stations very attractive to private investment but are not necessarily indicative of the level of development investment one should expect to see on future FasTracks corridors.

Some 5,346 residential units (34 single-family homes, 3,862 apartments, 1,309 condominiums, and 141 townhomes), 365 hotel rooms, 558,377 square feet of retail, 1.95 million square feet of office, and 40,000 square feet of medical space have either been completed or are currently under construction along the corridor. An additional 393 residential units (10
single-family homes, 307 apartments, 76 townhomes), 417 hotel rooms, 42,000 square feet of retail, and 900,000 square feet of office have been proposed.

Louisiana-Pearl Station
In December 2008, the Denver Planning Board voted to officially rezone the West Washington Park neighborhood from Residential-2 (R-2) – which would allow new multiple-unit dwellings - to Residential-1 (R-1) – which only allows single family construction. The area rezoned is located ¼ mile north of the station – bounded by Cedar Avenue to the north, South Downing Street to the east, the alley west of South Clarkson Street to the west, and Mississippi Avenue to the south. This zoning change limits the amount of transit-supportive activity allowed to the north of the station.

University Station
Harrison Real Estate Capital and MacKenize House, LLC, have completed work on their Asbury Green project near the University of Denver campus (see Exhibit 4-12). The $60 million, 171-unit project is being marketed toward students.

Colorado Boulevard Station
Following a 2007 rezoning to T-MU-30, Lincoln Property Group was planning an expansion of Colorado Center at Colorado Boulevard and I-25. The expansion is currently on hold due to economic conditions, but could include another major office tower, retail, residential, and hotel components.

In the meantime, the City & County of Denver is moving forward with the design of a new pedestrian and bicycle bridge over I-25 connecting Colorado Center with the neighborhood to the north. The bridge is expected to start construction in late 2010 or 2011.
Yale Station
Koelbel and Company has been working in partnership with Mile High Development to plan a 50-unit senior housing project just south of the station platform at the corner of Yale and I-25. The project, which will include 5,000 square feet of ground floor retail, was recently awarded approval of tax credit financing from the Colorado Housing and Finance Authority (CHFA). Construction is expected to start in spring 2010 and completed by mid-2011.

Belleview Station
Fairfield Residential recently completed two apartment complexes near the station. 6515 Union, at the corner of South Monaco Street and East Union Avenue, has 279 units (see Exhibit 4-13). The $47 million complex was completed in 2009. Cielo, at 6715 East Union Avenue, has 240 units. This $51 million project was completed in late 2009.

The Belleview Station development is currently on hold as a result of the depressed real estate market.

Exhibit 4-13: 6515 Union

Construction is complete at 6515 Union and Cielo near the Belleview Station. Together, the projects put 519 apartments within ¼ mile of the Belleview Station.

Orchard Station
Everest Development Company has completed the Landmark project north of the Orchard Station at Berry Avenue and Landmark Place. The 15-acre, $160 million project includes 251 luxury condos and 168,000 square feet of retail space. Despite filing for Chapter 11 bankruptcy earlier this year, Everest Development suggests that the second phase of the project – the 216-unit European Village of Homes – is still moving forward. Everest Development has indicated that operations will continue as normal at the Landmark as their reorganization progresses (“Project owner blames lender for Landmark’s bankruptcy”, Margaret Jackson, Denver Post, August 31, 2009).
Arapahoe at Village Center Station
Several new development projects have been completed at this station, building on Greenwood Village’s Village Center at Arapahoe Framework Plan, which was adopted in 2005.

Shea Properties recently completed the first phase of the Village Center Station project off Fiddler’s Green Circle directly north of the station (see Exhibit 4-14). The completed phase includes about 227,000 square feet of office space – including Shea Properties’ Colorado headquarters – and 30,000 square feet of retail. There are plans for the eventual construction of about 600,000 square feet of office space.

Exhibit 4-14: Village Center Station
Shea Properties’ first phase of the Village Center Station project includes 227,000 square feet of office and 30,000 square feet of ground-floor retail space.

ING Clarion Partners’ Hotel Palomar, a $75 million 237-room hotel, is planned between the Village Center Station and Plaza Tower One along Fiddler’s Green Circle.

The Village Center Station Transit Plaza was completed in September 2009 directly west of the station platform. The plaza features a new water fountain, a new video tower, and new pedestrian access to Fiddler’s Green Parkway. The project was funded through the City of Greenwood Village, Shea Properties, and the T-REX project (see Exhibit 4-15).
Exhibit 4-15: Village Center Station Transit Plaza

The Village Center Transit Plaza was completed in September 2009 with funding from the City of Greenwood Village, Shea Properties, and T-REX Project.

Dry Creek Station
Metropolitan Homes recently finished its Vallagio project. The $194 million mixed-use project includes 389 residential units, 20,000 square feet of retail, and 24,000 square feet of office on 30 acres.

Ballantyne, Fairfield Residential’s $34 million, 219-unit apartment complex was completed in early 2009 at the corner of South Clinton Street and East Dry Creek Road.

Embrey Development Company completed AMLI Inverness in 2009. The $30 million, 309-unit apartment complex is located east of the Vallagio at East Dry Creek Road and Inverness Drive East.

County Line Station
RTD completed construction of a pedestrian bridge to the Park Meadows Mall in spring 2009 (see Exhibit 4-16). This bridge provides a direct connection between the station and the shopping center.
Exhibit 4-16: County Line Pedestrian Bridge

The long-awaited pedestrian connection between the County Line Station and the Park Meadows Mall was completed in early 2009.

Lincoln Station
Westfield Development has completed the first phase of Lincoln Station, a mixed-use project located directly adjacent to the station and park-n-Ride off Park Meadows Drive. The $70 million first phase includes 9,083 square feet of retail and 188,052 square feet of office. All of the office space in the first phase has been leased by Dex. A previously planned residential portion containing 73 condos has been suspended due to market conditions. Later phases by Westfield could include upwards of 1,900 residential units, 30,000 square feet of retail, and 1.8 million square feet of office. These later phases will be completed as future market conditions allow.

RidgeGate Extension
RidgeGate, a 3,500-acre, mixed-use, master planned community is being developed by Coventry Development Corporation. Complete buildout of the project is expected by 2050. All three of the planned stations included in the Southeast Corridor extension project will be located within the RidgeGate project. The West Village of RidgeGate, located to the west of I-25 and south of Lincoln Avenue will be project’s first phase. Coventry’s Miramont at RidgeGate project is currently under construction. The 244-unit apartment complex will be completed in 2010.
4.4 West Corridor

The 12-mile, 11-station West Corridor will be the next addition to the RTD light rail system and the first FasTracks corridor to be completed. Construction began on the West Corridor in 2008 and revenue service is expected to begin in 2013. The West Corridor will add 11 new stations and relocate the Auraria West Station on the Central Platte Valley Spur to serve as a transfer point between the West Corridor and other light rail lines. The West Corridor will link Downtown Denver and the Auraria Higher Education Campus (three education institutions serving over 40,000 students) to residential neighborhoods in west Denver and Lakewood, the Denver Federal Center (a 670-acre campus with 6,000 employees and 4 million square feet of office space – with a major expansion planned), Red Rocks Community College’s main campus (serving more than 12,000 students), and the Jefferson County Government Center (a 180-acre campus with about 2,500 employees that will also expand in the future). See Exhibit 4-17 for a corridor map.

Construction of the West Corridor is in full swing with major construction activities occurring throughout the corridor (see Exhibits 4-18 & 4-19). Several major bridge structures, including the planned bridge over 6th Avenue near the Denver Federal Center, are under construction and will be complete in 2010.

A total of 425,186 square feet of retail space, 250,000 square feet of office space, and 900,000 square feet of medical space are either built or currently under construction along the corridor. An additional 200 residential units (190 apartments and 10 townhomes) and 16,000 square feet of retail are proposed. 70% of the residential units currently proposed along this corridor are planned to be affordable.
Exhibit 4-18: Indiana Bridge Construction

The light rail bridge over 6th Avenue at Indiana Street continues to take shape as piers, abutments, and footings are placed. Occasional ramp and lane closures on 6th Avenue can be expected as crews continue construction activities into 2010.

Exhibit 4-19: Tennyson Pedestrian Bridge

Pedestrian bridges at both Hazel Court and Tennyson Street should be complete in early 2010 to give residents better access to both sides of the Denver Dry Gulch and to allow them to safely cross over the future light rail.
Federal-Decatur Station
The City & County of Denver is in the process of developing a station area plan for the Decatur Station which is expected to be adopted in 2010. More than 40 acres of land around the station are in public ownership through the City and the Denver Housing Authority (DHA), with many more acres currently used as surface parking by the Metropolitan Football Stadium District, which owns Invesco Field at Mile High.

Knox and Perry Stations
Denver adopted the West Colfax Plan in September 2006, which calls for a new urban neighborhood station zone to allow denser infill development to support transit near the Knox and Perry Stations. The City plans to amend its zoning code and remap the station areas.

About a half-mile north of the Perry Station is the current 16-acre St. Anthony Central Hospital campus, which will be available for redevelopment when the hospital completes its move to the Federal Center in 2010. The hospital and the City have created a task force to address the redevelopment of the site. The task force has recommended that the primary land use on the site be residential and that it could support higher densities. Some complementary neighborhood retail could be accommodated as first floor development, in combination with higher density residential, in a vertical mixed-use configuration toward the center of the site and toward Colfax Avenue. The hospital has also expressed a desire to retain a neighborhood-serving health center of the site.

Sheridan Station
Sheridan Boulevard is the boundary between the City & County of Denver and the City of Lakewood – Denver to the east and Lakewood to the west. Following action by Lakewood in 2007 to rezone land on its half of the station area, Denver developed a station area plan which was adopted by Denver City Council in 2009. The plan calls for protecting the existing neighborhoods around the station by providing infrastructure improvements while creating stronger pedestrian connections to Colfax Avenue and establishing a station identity. The plan also identifies the need for high density mixed-income housing in close proximity to the station.

Lamar Station
Lakewood initiated the Lamar Street Station Area Plan in January 2009. Lakewood’s draft station area plan emphasizes strong connectivity by bike, rail, foot, and bus in this walk up neighborhood station. The plan calls for enhanced streetscapes and revitalization along West 14th Avenue while encouraging alternative parking solutions throughout the station area and with new development. The final station area plan is expected to be approved in 2010.

Wadsworth Station
The City of Lakewood is investing local funds to upgrade the design of the station with enhanced urban design futures including unique station canopies, upgraded lighting and other amenities. Lakewood wants to make the Wadsworth station a unique and identifiable station which acts as a gateway for the city.
Garrison Station
The City of Lakewood initiated a station area planning process for the Garrison Station in late 2008. One of the primary goals of the plan is to identify strategies to maintain the residential character of the neighborhood and guide any potential future development for the area between W. 13th Avenue and Colfax Avenue east of Garrison Street. The plan is expected to be approved in 2010.

Oak Station
The City of Lakewood is investing local funds to upgrade the design of the station with enhanced urban design features including a unique entryway, upgraded paving, and other amenities.

Federal Center Station
The Romani Group and Catholic Health Initiatives continue to work on the new St. Anthony Medical Campus (see Exhibit 4-20). The new $500 million facility will be the first and only hospital located in the City of Lakewood. The facility will have 900,000 square feet of medical space when complete. The first phase of the hospital will be complete in mid-2010.

Exhibit 4-20: St. Anthony Medical Campus
The first and only hospital in Lakewood, the $500 million first phase of St. Anthony Medical Campus will be complete in 2010 on former Denver Federal Center grounds and directly south of the future Denver Federal Center light rail station.

The design of the Federal Center station will not include joint development in its initial phase as previously hoped. RTD failed to reach agreement with Aardex, a local developer out of Golden, on a joint development at this site in 2008. As a result, a surface lot will be initially constructed and be opened in conjunction with the relocation of the Cold Spring park-n-Ride in 2010.
4.5 East Corridor

The East Corridor, scheduled to open no later than the end of 2016, will extend approximately 23 miles from Denver Union Station through the emerging Denver neighborhood of River North and along the northern edges of North Park Hill and Stapleton, into Aurora (a transfer point to the I-225 Corridor), then along Peña Boulevard to Denver International Airport (DIA) (see Exhibit 4-21 for a corridor map). A total of six stations - 38th/Blake, Colorado Blvd., Central Park Blvd., Peoria/Smith, 40th/Airport, and DIA - are planned for the corridor. Private landowners have proposed two additional stations that could be integrated with large Greenfield developments along the Peña Boulevard corridor: L.C. Fulenwider’s Denver International Business Center in the vicinity of 62nd/Peña Boulevard and LNR Property’s High Point at DIA project near 72nd Avenue and Dunkirk. RTD continues to have discussions with these developers, the City & County of Denver, DIA and the City of Aurora about adding these stations to the East Corridor, but currently these stations are not part of the project because funding from other parties needs to be committed to pay for these stations. RTD is working with all parties to define a process to address how these stations may be added to the project in advance of or following the opening of the East Corridor for revenue service. The Final Environmental Impact Statement (FEIS) was completed and the Record of Decision (ROD) was added for the East Corridor in 2009.

In September 2009, RTD issued a Request for Proposals (RFP) for a public-private partnership (PPP) to design, build, finance, operate and maintain (DBFOM) the East Corridor, Gold Line, a short segment of the Northwest Rail to the South Westminster Station and the commuter rail maintenance facility (CRMF). The RFP was phased to accommodate the East Corridor and the CRMF as Phase 1 and the Gold Line and the Northwest Rail segment as Phase 2 because of the uncertainty in the timing of a full funding grant agreement from the Federal Transit Administration (FTA). RTD’s application for Federal New Starts funding from FTA is through its Public-Private Partnership Pilot Program (Penta-P) which was established to
encourage public private financing of transit by providing regulatory relief and an expedited process for federal funding. RTD expects to select a DBFOM team by July 2010 with final design and initial construction expected by the end of 2010.

A total of 8 condominiums, 19,000 square feet of retail space, 20,000 square feet of office space, and 216,322 square feet of government space have been built or are currently under construction within the East Corridor. An additional 48 condominiums, 350,000 square feet of government space, and 68,000 square feet of convention space has been proposed.

**38th/Blake Station**

This station is expected to be a transfer point between the East and Central Corridors. The City & County of Denver’s 2003 River North Plan envisioned a major transformation of this area from a predominantly industrial area into a thriving urban neighborhood. The City & County of Denver recently adopted the 38th and Blake Station Area Plan in August 2009 which focuses on a mix of uses and connectivity in the neighborhood. The plan calls for development of a much more detailed traffic and circulation analysis to test the concepts that were proposed in the plan. This Next Steps Transportation Study was initiated in late 2009 and includes things such as the re-routing of streets, changing one-way streets to two-way, and pedestrian and bike improvements.

Also included in the plan was the recommendation to move the proposed pedestrian bridge over the UPRR tracks from 38th Street to 36th Street. The 36th Street location would provide more convenient pedestrian access across the East Corridor for surrounding neighborhoods and the new development proposed along Brighton Boulevard southeast of 36th Street. RTD is currently working with the City & County of Denver to determine how this proposed bridge relocation could be added to the project. The City has approximately $2 million in bond funding (passed by voters in 2007) for transportation improvements around the station.

Several small redevelopment projects have dotted the landscape near this station. Among the newest developments:

- Byron Weiss is planning a second phase for his Denver Rock Drill development at 39th Avenue and Franklin Street. The $40 million project will include 30 condominium units.
- Tim Larson has proposed an adaptive reuse of the Brighton Ironworks Foundry site on the 3600 block of Delgany Street consisting of 24 condos.
- Larry Burgess completed a live/work project near 35th Avenue and Brighton Boulevard and Peter Barnes is planning nearly 150 condos, retail and offices in a new development near 37th Avenue and Walnut Street.
- A large-scale redevelopment is occurring in the vicinity (but beyond the station area) with Cypress Real Estate Advisors’ plans to redevelop the 30-acre Denargo Market site with 2,000 residential units in buildings as tall as 22 stories over the next 10 years.
**Colorado Boulevard Station**
RTD worked with Del West properties and the owners of the Park Hill Golf Course to refine the alignment of the relocated Smith Road (see Exhibit 4-22). The refined alignment was suggested by Del West and utilizes Albion Street to avoid major impacts to the Park Hill Golf Course. In addition, the refined alignment will bring more visibility to the future Del West development between Albion and Colorado Boulevard.

Working in partnership with the Colorado Coalition for the Homeless (CCH), the Urban Land Conservancy (ULC) purchased a former budget motel at 40th and Colorado Boulevard. Long-term plans for the site include redevelopment of the hotel into a mix of affordable housing and other public uses. In the meantime, it is being operated by CCH as transitional housing.

**Exhibit 4-22: Park Hill Village Retail**
[Image of the Park Hill Village Retail area]

**Central Park Boulevard Station**
A planning effort was initiated by RTD, the City & County of Denver, and Forest City to establish how TOD could be phased in over time on the planned surface parking facility at the station. The effort, completed in 2009, developed consensus on the location of the planned 16-bay bus transfer facility, the location of a potential future parking structure, and the cross sections for the street network within the station area.

A new Denver headquarters for the Federal Bureau of Investigation (FBI) is under construction on a 10-acre site to the south of the Central Park Boulevard new park-n-Ride (see Exhibit 4-23). The 175,155-square foot building is expected to be complete by mid-2010.
Exhibit 4-23: FBI Building

The new Denver Headquarters of the FBI is being built south of the Central Park Boulevard station. The 10-acre complex is being built under intense security and should be complete in 2010.

Peoria & Smith Station
This will be a transfer station between the I-225 and East corridors. Aurora completed the Peoria-Smith Station Area Plan in late 2009. The plan emphasizes office uses near the station with some high density residential located to the south of the station.

40th & Airport Station
RTD and the Sand Creek Metropolitan District have progressed with their discussion on a grade separation of 40th Avenue. An IGA was approved in December 2009 which outlines a process for completing this grade separation with the construction of the East Corridor.

Denver International Airport
DIA is currently ranked as the fifth busiest airport in the nation (January – October 2009 enplaned passengers) trailing Atlanta-Hartsfield, Chicago-O’Hare, Dallas-Fort Worth, and Los Angeles International. Annual total passenger traffic surpassed DIA’s operating capacity of 50 million in 2008. Ambitious new development plans around the terminal, the need for more capacity, and the integration of the end-of-line commuter rail station are being addressed in a new airport master plan which is expected to be adopted in early 2010. RTD staff are working with DIA to design the station and other improvements within DIA’s boundaries as part of the East Corridor design process.

To assist them with the terminal expansion, DIA selected Parsons Transportation Group to serve as program manager for the airport’s South Terminal Redevelopment Program. DIA’s plans to develop the area directly south of Jeppesen Terminal include a new Westin Hotel, the DIA Commuter Rail FasTracks station, an open-air plaza above the station, and expansion of levels five and six of the terminal. Included on the Parsons’ team is Santiago Calatrava, a world-renowned structural engineer and architect who has designed visually stunning and instantly recognizable structures such as the Sundial Bridge in Redding, California, the TGV Railway Station in Liège, Belgium, the new Sondica Airport terminal in Bilbao, Spain, and the Olympic Sports Complex in Athens, Greece.
4.6 Gold Line Corridor

The Gold Line Corridor is planned to extend approximately 11 miles from Denver Union Station through north Denver before turning west into unincorporated Adams County, and into the cities of Arvada and Wheat Ridge. The corridor will link Olde Town Arvada and Wheat Ridge to downtown Denver and the rest of the FasTracks network when completed no later than the end of 2016 (see Exhibit 4-24 for a corridor map). The environmental process was completed in 2009 with the release of the Final Environmental Impact Statement (FEIS) in June 2009 and the signing of Record of Decision (ROD) by the Federal Transit Administration (FTA) in November 2009.

In September 2009, RTD issued a Request for Proposals (RFP) for a public-private partnership (PPP) to design, build, finance, operate and maintain (DBFOM) the East Corridor, Gold Line, a short segment of the Northwest Rail between to the South Westminster Station and commuter rail maintenance facility (CRMF). The RFP was phased to accommodate the East Corridor and the CRMF as Phase 1 and the Gold Line and the Northwest Rail segment as Phase 2 because of the uncertainty in the timing of a full funding grant agreement from FTA. RTD’s application for Federal New Starts funding from FTA is through its Public-Private Partnership Pilot Program (Penta-P) which was established to encourage public private financing of transit by providing regulatory relief and an expedited process for federal funding. RTD expects to select a DBFOM team by July 2010 with final design and initial construction expected by the end of 2010.

Some 518 residential units (510 apartments and 8 condominiums), 283,324 square feet of retail space, and 55,372 square feet of office space have been built. An additional 699 apartments are proposed along the corridor.
41st & Fox Station
The City & County of Denver adopted the 41st & Fox Station Area Plan at the end of 2009. The plan tentatively calls for improved pedestrian connections to the station, surrounding neighborhoods, and nearby major corridors while creating opportunities to add housing, jobs, and services to the area. The plan also calls for the redevelopment of the former Denver Post site, the creation of a pedestrian shopping corridor along Fox Street, and the development of a high intensity activity node close to the station on the east side.

Existing development in and around the station area remains primarily industrial to the east and residential across the rail tracks to the west. Some new projects have been built near the station:

- The Colorado Coalition for the Homeless has completed the Renaissance Riverfront Lofts project at Park Avenue West and Fox Street (see Exhibit 4-25). The $12 million, 100-unit affordable housing development incorporates sustainable features such as environmentally friendly building materials, water conservation, and energy efficiency.
- The second and final phase of Railyard Marketplace just north of the Renaissance Riverfront Lofts was completed in early 2009. The project includes a 26,000 square foot retail center.

Exhibit 4-25: Renaissance Riverfront Lofts

Olde Town Arvada Station
The Jehn Center (formerly the Webster Center) was completed in 2009 in Olde Town Arvada. The 36,000 square foot office building was developed by Jehn Engineering and the Arvada Urban Renewal Authority.
The City of Arvada is working on several follow up actions to the Arvada Transit Station Framework Plan, which was completed in 2007. The follow up actions include:

- An Olde Town Arvada Parking and Transportation Demand Management Plan, Bicycle and Pedestrian Accessibility Plan, and an Infrastructure Finance Strategy Plan (expected to be complete in early 2010).
- The City of Arvada is working with the Colorado Department of Transportation (CDOT) to determine the feasibility of extending 56th Avenue between Vance Street and Wadsworth Bypass to foster accessibility and redevelopment opportunities.

Arvada Ridge Station
Shea Properties and Peregrine Group Development have begun the redevelopment of the 68-acre former Ridge Home site planned Arvada Ridge Station. A 221,000 Super Target-anchored retail center was built off the southern edge of the site in 2006. The plans for a 374-unit apartment complex on the 16 acres north of the retail center are expected to be approved in early 2010. Other residential components are planned for the additional 4.5 acres surrounding the station and 11.5 acres north of Ridge Road.

Ward Road Station
The City of Wheat Ridge adopted the I-70/Kipling Corridors Urban Renewal Plan in August 2009. The plan designates an urban renewal area which includes the Ward Road station area to stimulate investment and growth and eliminate blight. In conjunction with this plan, the City passed a charter amendment in November 2009 to exempt the urban renewal area from the City’s building height and density restrictions. This charter amendment will allow development near the station to exceed the previous density restriction of 16 units per acre.
4.7 Northwest Rail/US 36 BRT Corridors

The Northwest Rail Corridor will extend approximately 41 miles from Denver Union Station north to Longmont. With seven stations in Westminster, Broomfield, Louisville, Boulder, and Longmont, the corridor is the longest in the FasTracks system (See Exhibit 4-26 a corridor map). The Environmental Evaluation (EE) is expected to be completed and adopted by the RTD Board in 2010.

The section of the corridor from Pecos to 71st and Lowell, including the South Westminster Station, is to be constructed as part of the Eagle P3 project. The RFP for the Eagle P3 project was released in September 2009 and construction is expected to be complete no later than the end of 2016. The remainder of the project, north of 71st and Lowell is considered part of RTD’s “construction ready” plan. “Construction ready” projects are ready to move forward into design and construction, but the timing of moving forward with design and construction is dependent on securing additional revenue sources in the future.

The US 36 Bus Rapid Transit (BRT) Corridor includes approximately 18 miles of BRT service from Denver Union Station north along I-25 and northwest along US 36 through Westminster, Broomfield, and Superior to the Table Mesa park-n-Ride in Boulder (see Exhibit 4-27 for a corridor map). At Table Mesa it becomes local service terminating at either the downtown Boulder Transit Center at 14th and Walnut Streets or the Boulder Transit Village at 30th and Pearl Streets. The BRT will be built in two phases with two funding mechanisms. Phase 1, scheduled to be complete in 2010, uses slip ramps at existing park-n-Ride locations along US 36 for buses to leave the general purpose lanes to access the loading platforms, instead of leaving the highway. Parking is planned to be located on both sides of the highway. Phase 2 improvements are linked to the reconstruction of the highway by CDOT and would include...
a managed lane for transit, high occupancy vehicles (HOVs) and the potential for high occupancy tolls (HOTs) along the whole length of the US 36 corridor.

A total of 1,686 residential units (655 apartments, 919 condominiums, and 112 townhomes), 262 hotel rooms, 2.32 million square feet of retail, 259,209 square feet of office space, 17,373 square feet of cultural space, and 180,000 square feet of convention space have been built or are currently under construction in both corridors. An additional 440 residential units (160 apartments and 280 condominiums), 305 hotel rooms, 99,529 square feet of retail space, and 180,000 square feet of office space are proposed along the length of the corridors.

South Westminster Station
The City of Westminster initiated a station area planning process in 2009. Draft plan concepts show a refined station design that incorporates structured parking and a grid street pattern within the station area. Westminster will complete this plan in 2010.

Broomfield BRT Station
The Broomfield park-n-Ride will be relocated in 2010 to Arista Grand Parkade, a facility shared by RTD with the Broomfield Events Center. The natural use patterns of a commuter parking facility and that of an events center make the partnership an excellent opportunity for both facilities. The $45 million Broomfield Events Center is part of Wiens Real Estate Ventures’ planned 215-acre Arista project, which is expected to have upwards of 1,200 residential units and 800,000 square feet of retail when built out in 2015. Among the newest developments near the station:
• Alexan Arista is now complete near the Broomfield Events Center (see Exhibit 4-28). The 358-unit complex, at the corner of Colony Row and Arista Place, was constructed by Trammell Crow Residential.

Exhibit 4-28: Alexan Arista

Trammell Crow Residential has completed Alexan Arista at Arista Place and Colony Row. The three-story, 358-unit apartment complex is located just south of the new Broomfield park-n-Ride and Boulder Turnpike slip ramps, which are currently under construction.

• Stonebridge Companies has completed aLoft Arista – Denver Northwest at the corner of Uptown Avenue and Arista Place (see Exhibit 4-29). The 140-room hotel will also have a new restaurant by Kevin Taylor.

Exhibit 4-29: aLoft Arista - Denver Northwest

Stonebridge Companies’ aLoft Arista – Denver Northwest is awaiting the arrival of Kevin Taylor’s latest restaurant.
• 116th Street pedestrian bridge is currently under construction and will be complete in 2010. This bridge will allow for the relocation of the Broomfield park-n-Ride from 120th Avenue to the joint use parking structure within the Arista development.

**Flatirons & 96th Avenue Commuter Rail and BRT Stations**

The Flatirons station is located just north of one of the busiest shopping centers in the metro area – Flatirons Crossing – and just east of one of the most anticipated development projects in years – the new ConocoPhillips Training Center on the former StorageTek site. ConocoPhillips bought the 432-acre site in 2008 from Sun Microsystems for $58.5 million and plans to build a renewable and alternative research and development hub.

The station is located just north and west of the Interlocken Business Park – home to information technology giants such as Sun Microsystems and Level 3 Communications. Among the newest developments near the station:

• A new Hyatt Summerfield Suites Hotel has broken ground just east of the entrance to the new Conoco Philips Training Campus. The $12 million hotel will have 123 hotel rooms when complete in 2010.

• A.G. Spanos Companies has broken ground on Catania, a new apartment complex just north of the station (see Exhibit 4-30). The luxury complex will have 297 apartments when complete in 2011.

---

**Exhibit 4-30: Catania**

A.G. Spanos Companies broke ground on Catania in 2009. The 297-unit apartment complex is located directly east of the entrance to the future ConocoPhillips Training Center.
**Louisville Commuter Rail Station**
Several infill projects have been built in recent years in downtown Louisville near the station at South and Front Streets. The new Louisville Public Library, the subsequent redevelopment of the old library building, and One Koko Plaza with both office and ground-floor retail space. The City also envisions mixed-use development occurring in the future on a 25-acre industrial area east of the planned station location. This plan is addressed in the *Highway 42 Corridor Plan* (adopted in 2003) and included in a 230-acre urban renewal district created in 2006.

**Boulder Transit Village Commuter Rail and Bus Stations**
In 2004, RTD and the City of Boulder purchased 11 acres at the corner of 30th and Pearl Streets to relocate the Foothills park-n-Ride and develop a new regional bus facility, whose construction will be funded by a $7.8 million federal grant. A design team lead by EDAW was hired by RTD and the City of Boulder to develop a master plan for the site and design RTD’s new bus facility. The master plan was complete in 2009, with final design of the bus facility expected in 2010.

Among the newest developments near the station:

- The Peloton at Arapahoe Avenue and 33rd Street was completed in early 2009. The 390-unit condominium project includes 17,000 square feet of retail and office space. The project sits on 10 acres of land formerly occupied by a vacant office building.
- One piece of the multi-phase redevelopment of Crossroads Commons at 30th and Pearl Streets just west of the station was completed in 2009 when a new 32,000 square foot Barnes & Noble Booksellers store was constructed on the southeast corner of the site. In addition, the historic Boulder Train Depot was moved from the parking lot across 30th to a piece of land within the Boulder Transit Village owned by the City of Boulder. The relocation of the historic train depot and the Barnes and Noble store were done to allow for the expansion of the existing Whole Foods in 2011.

**Longmont Commuter Rail Station**
The historic Golden West Flour Mill – directly adjacent to the Longmont Station at 1st and Terry Streets – caught fire in March 2009 (see Exhibit 4-31). The mill was built in 1916 but has been vacant since 1979. The owners of the mill hired an engineering firm to determine what, if any, of the mill is salvageable. The mill will have to undergo extensive rehabilitation work to restore its structural integrity.
Exhibit 4-31: Longmont Flour Mill Site

Following a devastating arson fire in March 2009, the flour mill will be undergoing extensive renovation work to restore its structural integrity and redevelopment potential.
4.8 North Metro Corridor

The North Metro Corridor will extend approximately 18 miles from Denver Union Station northeast through Denver into the Adams County cities of Commerce City, Northglenn, and Thornton (see Exhibit 4-32 for corridor map). The current alignment has stations planned at the Denver Coliseum/National Western Stock Show (NWSS) complex, 72nd Avenue (Commerce City), 88th Avenue, 104th Avenue, 112th Avenue, 124th Avenue, 144th Avenue, and 162nd Avenue. The Draft Environmental Impact Statement (DEIS) was released in November 2009 and the Final Environmental Impact Statement (FEIS) and Record of Decision (ROD) are expected in 2010. This project is considered part of RTD’s “construction ready” plan. “Construction ready” projects are ready to move forward into design and construction, but the timing of moving forward with design and construction is dependent on securing additional revenue sources in the future.

Denver Coliseum/NWSS Station

The City & County of Denver initiated a station area planning effort in late 2009. An early goal of the plan is to identify, by mid-January 2010, the City’s station location preference between the NWSS and the Denver Coliseum. The plan is expected to be complete in 2010.
Commerce City Station
Commerce City has started initial station area planning efforts for the Commerce City station and hopes to be done in between issuance of the DEIS and FEIS in early 2010. Funding sources are being looked at for additional phases of the station area plan.

88th Avenue Station
New Town Builders has put its previously proposed Welby Station, a $100 million new urbanist development to be located on 52 acres north of 88th Avenue and east of Welby Road in the City of Thornton, on indefinite hold. The uncertainty of the timing of the North Metro Corridor is affecting the situation along with the depressed real estate market.

124th Avenue Station
The City of Thornton completed the Eastlake Transit-Oriented Development Master Plan Report in 2009, focusing on circulation concerns, integrating transit parking with surrounding development, and land use alternatives to preserve the character of Eastlake (see Exhibit 4-33). This plan builds on the adopted Eastlake Sub Area Plan completed in 2003. The area has excellent TOD potential because large, vacant parcels are available for redevelopment close to the station.

Exhibit 4-33: Eastlake Transit-Oriented Development Master Plan Report

The City of Thornton completed the Eastlake Transit-Oriented Development Master Plan Report in 2009 to take advantage of the great TOD potential around the 124th Avenue Station.

162nd Avenue Station
Thornton Gateway Properties is planning a 135-acre mixed-use development, called North End Station, around the proposed end-of-line station. The project is in the early planning stages, but could support around 3,000 housing units and 750,000 square feet of total office and retail space. Groundbreaking on the project is tentatively expected in 2011 or 2012.
4.9 I-225 Corridor

The I-225 Corridor will extend light rail approximately 10 miles from the existing Nine Mile Station north along I-225 through a new planned Aurora City Center into the Anschutz/Fitzsimons Medical Campus (which includes the University of Colorado Health Sciences Center, Colorado Science + Technology Park, the Children’s Hospital, Veterans Affairs (VA) Medical Center, and a mixed-use development project), ending at the Peoria/Smith Station, a transfer point with the East Corridor to either downtown Denver or DIA (see Exhibit 4-34 for map). RTD completed its Environmental Evaluation (EE) in September 2009 and the EE was adopted by the RTD Board in October 2009.

RTD plans to complete final design for the corridor section between the Nine Mile and Iliff Stations by November 2010. RTD is pursuing this to preserve the opportunity for early construction of this segment to help alleviate parking congestion at the Nine Mile Station. Construction timing for this segment and the rest of the corridor is uncertain and is dependent on RTD securing access to additional revenue sources in the future.

Much of the development along the corridor is focused in and around the Anschutz/Fitzsimons Medical Campus at East Colfax and I-225. A total of 838 apartments, 34,793 square feet of retail, 4.94 million square feet of medical space, 19,475 square feet of convention space, and 1.38 million square feet of educational space have been completed or are currently under construction. An additional 767 apartments, 295 hotel rooms, 294,379 square
feet of retail, 103,394 square feet of office space, and 3.45 million square feet of medical space have been proposed.

Iliff Station
The Iliff Station Area Plan was adopted by Aurora City Council in September 2009. A range of housing options and types, public parks, on-street parking, and mixed-use buildings close to the station are among the goals of the plan. Residential, office, and retail space are planned inside the station area. The plan also identifies a split parking arrangement with two strategically placed lots to maximize TOD potential in the station area. The bus transfer facility will be located along an extension of Anaheim Street with direct access to the station platform.

Florida Station
Station area planning efforts were initiated by the City of Aurora in late 2009 and will be complete in 2010.

Aurora City Center Station
Woodbury Corporation continues to refine plans for Metro Center, a 65-acre, mixed-use development located at the southeast corner of Sable Boulevard and Alameda Parkway, east of the Town Center at Aurora and south of the City of Aurora’s municipal complex. The project will be built out in phases.

RTD worked with Woodbury and the City of Aurora to transfer land for a bus transfer facility that will be integrated into the future rail station along the eastern side of Sable Boulevard. Construction of the bus transfer facility was completed in February 2009.

Abilene Station
The Abilene Station Area Plan was adopted by Aurora City Council in September 2009. The plan focuses on refining the location of the station with developing access and land use concepts while identifying long-term development concepts for undeveloped and underutilized land east of Abilene Street and along Sable Boulevard. The plan also calls for a range of housing types, retail, office, and park space to be located close to the station platform.

Embrey Development’s 288-unit Aurora Town Center apartment complex was completed in 2009. The 12-acre project is located east of the station area along Sable Boulevard. David J. Erb & Company has proposed a 15-acre, mixed-use development called Abilene Station at the southeast corner of Abilene Street and 4th Avenue. This project would have 767 residential units in four-story lofts and about 16,000 square feet of retail.

13th Avenue Station
The RTD Board approved adding the 13th Avenue Station to the I-225 Corridor project in October 2009. The station will be located on existing RTD property just south of the East Metro Bus Maintenance Facility. Aurora City Council also adopted the Fitzsimons-Colfax and 13th Avenue Station Area Plan in 2009. The plan calls for primarily high density housing near the station with minimum densities between 30 and 40 dwelling units per acre.
Fitzsimons-Colfax Station

Aurora City Council adopted the Fitzsimons-Colfax and 13th Avenue Station Area Plan in November 2009. The plan identifies transit-supportive office as the most desirable land use near the station. Office uses in this location would support the Anschutz/Fitzsimons Medical Campus by providing additional space for medical-related uses. The plan also identifies minimum building heights of three stories for office uses in the area.

Veteran’s Affairs Secretary Eric Shinseki and other dignitaries recently broke ground on a long-awaited VA Medical Center to replace the aging facility at 9th and Colorado Boulevard (see Exhibit 4-35). The new 1.45 million square foot facility will be located at the northwest corner of East Colfax Avenue and North Fitzsimons Parkway. The $570 million facility is expected to be complete in 2013.

Exhibit 4-35: VA Medial Center

Montview Station

The Montview Station is the second of two stations serving the Anschutz/Fitzsimons Medical Campus. The Pauls Corporation recently completed its 21 Fitzsimons project at Montview and Ursula Streets. The $57 million complex has 550 apartments and 16,000 square feet of retail space.

The first phase of the Colorado Science + Technology Park broke ground in late 2008. The project will eventually encompass upwards of 3.5 million square feet of bioscience and medical space on 170 acres and bring 7,000 jobs to the area. The project, being developed by Forest City directly north of the Anschutz Medical Campus, is expected to be built out in 20-30 years.

Opus Northwest has broken ground on a new building for University Physicians, Inc. (UPI) within the Colorado Science + Technology Park (see Exhibit 4-36). The building is located
at the corner of East Montview Boulevard and Victor Street. The six-story, 195,000 square foot, multi-tenant structure will serve as the headquarters for UPI and is expected to be complete in 2010.

Exhibit 4-36: University Physicians, Inc. HQ

Opus Development has broken ground in the Colorado Science + Technology Park on the new headquarters for University Physicians, Inc. The building will be served by a 645-stall parking structure.

The University of Colorado Health Sciences Center has broken ground on the Skaggs School of Pharmacy and Pharmaceutical Sciences on the Anschutz/Fitzsimons Medical Campus at the corner of East Montview Boulevard and Tucson Way, just west of the Health Sciences Library (see Exhibit 4-37). The $59.5 million, 165,000 square foot building will be complete in late 2010.

Exhibit 4-37: Skaggs School of Pharmacy and Pharmaceutical Sciences

The Skaggs School of Pharmacy and Pharmaceutical Sciences is currently under construction just south of the future Montview Station. The new 165,000 square foot building will be complete in 2010.
Peoria-Smith Station
This will be a transfer station between the I-225 and East corridors. Aurora adopted the Peoria-Smith Station Area Plan in late 2009. The plan emphasizes office uses near the station with some high density residential located to the south of the station while improving multi-modal connections across the area near the station.
APPENDIX A – DEVELOPMENT PROJECT TRACKING METHODOLOGY

RTD tracks real estate development projects within an approximate half-mile radius of its existing and planned transit station in a TOD database. (See Exhibit 1-1 for a map of FasTracks and existing transit corridors). RTD does not currently evaluate whether project design, orientation and access provide strong pedestrian connectivity to its transit facilities, one of the key definitions of TOD. Because these criteria require some degree of subjectivity, RTD does not comment on each project’s consistency with these generally accepted TOD design principles. As a result, RTD’s TOD database includes all development within the area of potential transit influence.

However, discretion has been exercised regarding projects located on the periphery of the ½-mile radius from a given station. In cases where there is an existing street network and built environment, projects on the periphery have been included. In cases where there are poor street connections or significant pedestrian obstacles (including natural barriers such as waterways or man-made barriers including cloverleaf-style interchanges), projects on the periphery have been excluded. The transit station’s influence on a particular development decision is clearly more tenuous in the latter case than in the former.

RTD has designated development projects using four status levels:

- Completed projects already built;
- Projects currently under construction;
- Proposed projects either in some phase of development review process with a local government jurisdiction, or with detailed development programs already articulated for each type of use by the developer; and
- Expected projects announced by a developer or local jurisdiction, but have not yet been submitted for review, or do not yet have detailed development programs. Some of the latter phases of built, under construction, and proposed projects are classified as “expected” since their final buildout depends on future market conditions.

While some proposed projects will be changed based on the review process and market conditions, expected projects are even more speculative. In an effort to represent actual market conditions rather than best-case scenarios, RTD reports on the completed, under construction, and proposed projects, but not the expected projects – even if they have detailed development programs.

The tracking of development along FasTracks corridors began in November of 2004, when the ballot initiative was passed. Similarly, development along the Southeast Corridor was tracked beginning in November of 1999, when the ballot initiatives to fund the Transportation Expansion (T-REX) project were passed. It is reasonable to assume that the public commitment to fund these transit projects removed enough uncertainty for developers to begin planning real estate projects in the vicinity of expected stations.
The starting point for inclusion of development in the vicinity of stations along RTD’s original Central Corridor, which began operations in October 1994, is 1996. Since it was Denver’s first operational fixed-guideway rail corridor in nearly 45 years, the Central Corridor was unlikely to influence development decision until its success became apparent. RTD has accounted for this uncertainty with a two-year lag between corridor opening and inclusion of any nearby development in the TOD database. All development projects included in the TOD database for the Southwest Corridor were tracked since the beginning of service in 2000. All projects included for the Central Platte Valley Spur were tracked since 2001, when RTD purchased Denver Union Station with the City & County of Denver, the Denver Regional Council of Governments, and the Colorado Department of Transportation.

Information in RTD’s TOD database is gathered from a variety of sources, including:

- Published or broadcast news reports;
- Meetings and interviews with individual real estate developers;
- Meetings and interviews with planning and development staff from local government jurisdictions; and
- Other published reports, studies, and plans.

RTD verifies data accuracy and provides periodic updates by confirming details with individual developers and local jurisdictions. Historical data for the Central Corridor was obtained from research provided by the Downtown Denver Partnership, Grubb & Ellis, Denver Urban Renewal Authority, Denver Housing Authority, and a variety of websites.

It should be noted that some projects which were included in previous TOD Status Reports have been removed from the database because of changes in the status of individual corridors (i.e., changes in station location or the elimination of proposed stations, or finalization of development location) and further investigation that determined that some projects were outside the ½-mile radius of a station area).

Because of the large number of development projects captured within the regional scope of FasTracks and the volatile nature of real estate development due to market, regulatory, and community processes, it is possible that some of the information in RTD’s TOD database is not completely up to date at the time of publication. While it is not humanly possible to have a completely accurate picture of so many projects simultaneously, RTD believes its published reports have a reasonable enough degree of accuracy to provide a representative view of development near transit in the Denver region.
APPENDIX B: RTD TOD DEVELOPER SURVEY RESULTS

An online survey containing 8 questions was delivered to 70 developers. The results of the survey are shown below.

1. How is the current market impacting your ability to initiate, construct or complete development projects?

2. Please tell us how the current market conditions are impacting the product types listed below.
3. What is your perspective on the relative competitiveness of development projects within walking distance of transit versus projects without good transit access?

![Bar chart showing the competitiveness of development projects based on transit access.]

Projects WITHOUT transit access have a competitive advantage.

Transit access does not have a competitive effect.

Projects WITH transit access have a small competitive advantage.

Projects WITH transit access have a much greater competitive advantage.

4. How long do you think it will take to recover from the current economic downturn? (i.e., When do you expect current or on hold future projects to advance into the next level of development?)

![Pie chart showing the length of time for economic recovery.]

- Less than 6 months: 0%
- 6 months - 1 year: 4%
- 1 - 2 years: 44%
- 2 or more years: 52%

When surveyed on how long it will take to recover from the current economic downturn, most developers reported at least one year or more.
5. In your opinion, how are market conditions now compared to the same time last year?

![Market conditions compared to last year](image)

6. Rank the following factors based upon how they impact your decision to invest in areas near specific stations.

![Factors impact on decision to invest](image)
7. Given the current market conditions, what can RTD and local jurisdictions be doing now to help position transit station areas for development in the future? Please identify the most critical issue from your perspective.

A variety of suggestions were offered to RTD and local jurisdictions including minimizing parking costs, increasing public financing, increasing distance between stations and parking, providing political support for affordable housing, hastening the zoning approval process, allowing residential to be built over parking structures, and partnering with local developers.

8. What is your overall impression of the role RTD has taken concerning TOD?

![Impressions of RTD's role in TOD](image)
APPENDIX C – CORRIDOR DEVELOPMENT ACTIVITY MAPS

The following maps depict development projects that are currently included in RTD’s TOD database. The projects are listed by corridor according to status and project type. The project locations on the map are approximate and may vary due to parcel size and up to date street information. Detailed maps and information about the projects can be found on DRCOG’s TOD webpage at www.drcog.org/TOD.
TOD Projects by Status and Type - Southwest & Southeast Corridors

- **Project Status and Type**
  - Completed
  - Expected
  - Proposed
  - Under Construction
    - Hotel
    - Institutional
    - Mixed
    - Office
    - Residential
    - Retail

- **Corridor Type**
  - Bus Rapid Transit
  - Commuter Rail
  - Existing Light Rail
  - Light Rail
  - Rail Station
  - Half Mile Buffer

- **Map Legend**
  - 0 0.5 1 2 Miles

- **Locations**
  - University Station
  - Colorado Center Station
  - Yale Station
  - Nine Mile Station
  - Arapahoe Station
  - Sky Ridge Station
  - Lone Tree Town Center Station
  - Ridge Gate Parkway Station
  - Littleton Station
  - Mineral Station
  - Alameda Station
  - 25 & Broadway Station
  - Bates Station
  - Englewood Station
  - Southmoor Station
  - Dayton Station
  - Belleview Station
  - Orchard Station
  - Arapahoe Station
  - Dry Creek Station
  - County Line Station
  - Lincoln Station
  - Sky Ridge Station
  - Lone Tree Town Center Station
  - Ridge Gate Parkway Station

- **Maps**
  - TOD Projects by Status and Type - Southwest & Southeast Corridors
TOD Projects by Status and Type - NorthWest Rail/US 36 BRT Corridors (Southern Section)
TOD Projects by Status and Type - NorthWest Rail/US 36 BRT Corridors (Northern Section)

Project Status and Type
- Completed
- Expected
- Proposed
- Under Construction
- Hotel
- Institutional
- Mixed
- Office
- Residential
- Retail

Corridor Type
- Bus Rapid Transit
- Commuter Rail
- Existing Light Rail
- Light Rail
- Rail Station
- Half Mile Buffer