Introduction

There is a high level of transit-oriented development (TOD) activity occurring in the Denver Metro Region. The following report summarizes much of the activity that is currently underway.

It is obvious from the very significant scope of development described herein that the Metro Region is fully aware of the upcoming FasTracks investments and are very knowledgeable about the potential of TOD. Based upon site visits and research, we know of no other urban transit system which approximates this level of planning and development. RTD will continue efforts to work with local governments, DRCOG and the development community to ensure that the FasTracks investment optimizes the potential for smart growth and development throughout the Metro Region.

The intent of this report is to provide an update on the current status of development near stations within RTD’s rapid transit system. The report highlights current construction and pre-construction activities near stations as well as station area planning efforts. The report also highlights projects or areas where RTD is taking or has taken an active role in TOD and station development and what, if any, resource commitments RTD has provided on those projects.

This report does not differentiate between those projects that meet the definition of “transit-oriented development” and those that may be considered “transit adjacent.” In other words, this report highlights projects that are in close proximity to transit stations, but may not necessarily have well defined pedestrian connections to the station.

TOD opportunities and station locations for the Gold Line, North Metro and I-225 Corridors may be modified as result of further design and environmental analysis in the upcoming EISs. These corridors have the least amount of information on design and environmental issues and therefore changes may occur to the proposed alignment and station locations.
FasTracks TOD Update

Central and CPV Corridors

Central Corridor and CPV Corridor Enhancements

Legend:
- Rapid Transit Line
- Station without Parking
- Station with Parking
- Light Rail (LRT)
- LRT Existing
- Downtown Circulator

February 2, 2004
I-25/Broadway Station

Cherokee Investment Partners have developed draft design guidelines for the 70 acres west of Broadway which includes approximately 20 acres of RTD owned land at the existing I-25/Broadway park-n-Ride. These design guidelines are intended to be used as an urban design framework for development and include proposed building massing and setbacks, identification of pedestrian-oriented corridors, and other streetscape guidelines. RTD and Cherokee have signed a letter of agreement to discuss the terms of the development of RTD’s 20 acres at the station, including options to reconfigure the existing parking and bus bays. During the course of the next year RTD staff will be working with Cherokee on site planning to facilitate TOD on RTD-owned property and a potential deal structure for the sale and/or lease of RTD property.

Lionstone, developers of the 30 acres east of Broadway and south of I-25, have initiated a master planning process. They have hired David Tryba and Associates who are coordinating with RTD staff on how to optimize development to take advantage of the station across Broadway.

Alameda Station

RTD is reviewing a proposal submitted by Mercy Housing and the Asian Market consortium in response to a joint development RFP for RTD-owned property at Santa Fe/Alameda (Bus Barn site). RTD staff have requested additional information from the proposer prior to making a recommendation about whether to move forward. RTD has been approached by the new owner of the Broadway Marketplace shopping center about a possible partnership regarding the redevelopment of that property. Denver is planning to initiate station area planning for this station area in 2006.
10th/Osage Station
RTD has been approached by the City and County of Denver regarding purchasing the RTD-owned land around the station. The city would like to initiate a larger master planning process which would include the redevelopment of the public housing project east of the station. RTD staff continue to participate as a member of the Mercado coalition, a local community group with a mission to develop a Mercado market in the La Alma/Lincoln Park neighborhood adjacent to the station.

Welton Corridor
TOD development has been occurring in the Welton Corridor since 2000. The Point mixed-use project (27th/Welton), Fern Hall (2700 block of Welton), Welton Urban Living (24th/Welton) and the Lofts at Downing Street Station (30th/Downing) have all been constructed since 2000.

RTD staff met with a developer who has consolidated the land in the 2300 block of Welton Street across from Sonny Lawson Park. The developer has plans to do a mixed-use, affordable housing project for the block and wants to maximize the connectivity to the light rail line.

RTD continues to have discussions with the developer of the Rossonian building regarding the use of the RTD parking lot across from the 25th/Welton station. The Board authorized a lease negotiation for the parking lot in May 2005. Since then RTD staff have been working with the developer to finalize the terms of the lease purchase agreement.

A 31-story, 190-unit condo project is planned at the 20th/Welton Station. The project, called One Lincoln Park, will also include 11,000 square feet of retail. The developer is Osborn Development Corporation.
Urban Ventures is constructing the Campus Village student housing project just south the existing station. This $50.4 million development is being funded by the CU Real Estate Foundation. It will open in August 2006 and will accommodate 685 residents.

Denver Union Station
Eleven responses to the request for qualifications (RFQ) for a master developer were received in August 2005. Liz Orr has been hired to oversee the remainder of the master developer selection process. A shortlist of the original 11 RFQ submittals will be responding to an RFQ in the summer or fall of 2006. Final selection of a master developer is expected to be completed by the fall of 2006.
There is continued development in the Central Platte Valley behind Denver Union Station. Over 1,800 housing units are either built or under construction within a three to four block radius of DUS. East-West Partners will be initiating construction of a new mixed use development in the four blocks surrounding the 18th and Chestnut intersection. The first project to be constructed is a hotel which is scheduled to break ground in the Summer of 2006. East-West is finalizing the development program for the remainder of the site.
**Littleton Mineral Station**
RTD has been approached by two separate developers interested in pursuing a joint development on RTD-owned land over the course of the last two months. The City of Littleton has asserted that any development on the land west of the Aspen Grove shopping center needs to determine how it would interface with the potential redevelopment of RTD-owned land. Littleton strongly supports the concept of a comprehensive mixed-use development of RTD and other lands adjacent to the Aspen Grove Shopping Center.

**Littleton Downtown Station**

The Littleton Station mixed-use project has initiated construction and is expected to be completed in 2007. The project includes over 20,000 square feet of office space and 35 condo and town home residential units on the former Community Center site two blocks east of the station on Littleton Boulevard.

**Englewood City Center Station**

The Englewood City Center development was completed in 2002. It includes 438 residential units, nearly 700,000 square feet of retail space, Englewood city offices, and outdoor community space. This project was developed in a partnership with RTD, the City of Englewood and the developer of the site, Miller Wiengarten.

**Bates Station (Planned)**

RTD staff are working with the City of Englewood and Deepwater Point, the master developer for the area around the station. The City and the developer are working to program 450 dedicated spaces for transit users as part of the development. The City and the developer plan to complete site design and finalize the development program in 2006. RTD has station design programmed for 2007 and construction programmed for 2008.

**Evans Station**

The City and County of Denver is expected to conduct a station area planning process for the Evans station as a part of their 2006 or 2007 TOD work plan. The planning effort will identify potential pedestrian/bike access enhancements as well as potential development opportunities adjacent to the station.
Trammell Crow is developing two residential projects just north of the Lincoln Station. The first project includes 431 rental units on 11.3 acres. The second project includes 140 for-sale condominium homes on 4 acres. Both projects are nearly complete and residents have already started to move in.

A local developer, Bradbury, owns 53-acres on the east side of I-25 adjacent to the station that is master planned for TOD mixed-use development.

**County Line Station**
RTD put out a RFP for joint development in 2003. Only one developer showed interest in potential joint development opportunities. This developer decided not to pursue a project after completing further analysis.

**Dry Creek Station**
The Villagio, is a medium density multi-family residential project being developed by Metropolitan Homes two blocks east of the station. The development program includes 469 condos, townhomes and villas on 30 acres. Construction on this development started in August 2005 and it is scheduled for completion in April 2009.
**Village at Arapahoe Station**

Greenwood Village adopted the *Greenwood Village Center Framework Plan* in the Summer of 2005. The plan concept calls for a dense, urban mix of uses within a 110-acre area surrounding the light rail station. Specific uses and densities include 3.37 million square feet of residential, 660,000 square feet of retail, 1.57 million square feet of office, 220,000 square feet of hotel, and 254,000 square feet of cultural uses.

**Orchard Station**

The Landmark Shops at Greenwood Village project has initiated construction of 301 residential units and 160,000 square feet of retail approximately ¼-mile north of the Orchard Station. The project will include a Landmark Theater and several restaurants. Some of the initial residential units are expected to be occupied by 2007.

**Belleview Station**

The Mountain View Golf Course adjacent to the station is slated for redevelopment. The land, which is owned by the Bandsbach family, was rezoned to TMU-30 (transit mixed-use) in 2003. TMU-30 is the zoning which Denver developed specifically for high density TOD projects. Residential, office, hotel, and retail uses are all being considered at this location.

Continuum Partners is under contract with the Bansbach family to develop 18 of the approximately 50 acres they own. Continuum’s plan calls for the 2.3 million square feet of development including 1900 residential units, 160,000 square feet of retail and 200,000 square feet of office space.
Pacific Properties is currently constructing a mixed-use project at southeast corner of Hampden and I-25. The project will include three to four story apartments and retail along Hampden Avenue. In total, there will be 323,000 square feet of development on 7 acres. The project will open in 2006.

RTD staff have initiated a process with the Gart Company, owners of the land directly north of the park-n-Ride to enhance the pedestrian connection between the development and the station prior to the opening of T-REX in December 2006.

Denver will be initiating a process to develop a general development plan (GDP) for this station area in 2006 or 2007. The GDP will identify the basic layout of infrastructure (streets, sidewalks, utilities, etc.) to accommodate a future TOD north of the station. The intent is to establish an infrastructure framework in advance of future development.

**Colorado Boulevard Station**

The City and County of Denver adopted the Colorado Station Area Framework Plan in 2003. This plan establishes the guiding principles for redevelopment around the station. The plan mainly addresses the scale and type of uses for the area around the station.

RTD has applied for DRCOG TIP funding with the City and County of Denver to develop a Colorado Action Plan to identify key actions and infrastructure improvements to promote TOD and better station access, including bike and pedestrian access. As part of this application, RTD has committed to share the local match with Denver on a 50/50 basis.
RTD staff have also been contacted by several potential developers about joint development opportunities with RTD-owned land at the station. No proposals are moving forward at this time and generally there has been a lack of consensus among property owners about how to move forward with redevelopment for the area south of the station between Evans and Colorado Center Drive.

**University of Denver Station**
RTD staff have been coordinating with Mile High properties on an unsolicited proposal regarding a potential TOD development directly west of the station. The development calls for an 8-story condo project north of the parking garage for the station. The current plan is to construct the residential building over the drainage detention area for the station.

**Louisiana/Pearl Station**

The Louisiana/Pearl loft project is under construction directly adjacent to the station along Buchtel Boulevard. The project contains 29 residential units with direct access to the station and the Pearl Street business district.

The City and County of Denver initiated a station area planning process in October 2005. The focus of the project will be to identify potential pedestrian and bike access improvements, parking management strategies for the neighborhood around the station, and the potential for additional redevelopment near the station.

**Dayton Station**
The Hampden Town Center development is north of the station and is planned for 1,200 residential units, 600,000 square feet office space, and 400,000 square feet of retail space. Most of the residential and retail for the development has been completed for the project.
West Corridor

Legend:
- Rapid Transit Line
- Station without Parking
- Station with Parking
- Light Rail (LRT)

Not to Scale

February 2, 2004
**Corridor-wide**
RTD conducting a TOD design analysis with the FasTracks program management consultant (PMC) team in January 2006. The intent of this exercise is to initiate a dialogue with RTD and local government staff about how the West Corridor design should incorporate TOD. This process was conducted at the start of the final design process to help maximize the TOD potential in the West Corridor. The process has resulted in a TOD action plan which identifies specific TOD action items, responsible parties and timeframes for completion.

**Federal/Decatur Station**
RTD has applied for DRCOG TIP funding with the City and County of Denver to conduct a station area plan for this station as well as the Sheridan station. As part of this application, RTD has committed to share the local match with Denver on a 50/50 basis. This plan will help to define a development framework for the area around the station. This process is expected to start in late 2006.

**Sheridan Station**
See information under Federal/Decatur station.

**Wadsworth Station**
The City of Lakewood has initiated a station area planning process for all Lakewood Stations. The process for the Wadsworth Station began with an Urban Land Institute (ULI) technical advisory panel (TAP) in August 2005 which included local architects, developers and an outside TOD expert. RTD staff participated in the TAP process and contributed $2,500 towards the cost of the ULI panel. RTD has applied for DRCOG TIP funding with Lakewood to conduct a station area plan for this station. As part of this application, RTD has committed to share the local match with Lakewood. This plan will help to define a development framework for the area around the station. This process is expected to start in late 2006.

**Oak Street Station**
The City of Lakewood established a future land use vision for this station during the EIS process and will be conducting more detailed station area planning for this station and other stations starting in November 2005.
**Federal Center Station**
GSA has initiated a master planning and EIS process for the entire Federal Center. They will be building off of the station area plan jointly developed by Lakewood, RTD and GSA in 2002. They have hired a design team lead by EDAW and Matrix Design group. RTD staff are participating in the master planning process which is expected to take 6 to 12 months to complete.

St. Anthony’s Hospital is relocating to the Federal Center south of the RTD light rail station. RTD staff are currently working with the developers of the hospital to explore ways to reconfigure the planned surface parking area for the station to incorporate a parking structure and physician offices and other hospital uses.

**JeffCo Government Center Station**
RTD has committed to work with Jefferson County and Golden to examine potential alternative locations for the proposed parking structure at the station.
US 36 Corridor

US 36 Corridor/Longmont Extension
71st/Lowell Station
The City of Westminster has developed a station area concept and is actively looking to move to the next step in the development process. The development concept includes a dense mix of uses and a grid street network to facilitate pedestrian friendly urban design. RTD is contributing $30,000 for station area planning and other efforts to shape development concepts for the station.

104th/US 36 Station (Identified as Westminster Promenade on Map)
RTD staff have worked with the City of Westminster and the developers of the shops at Walnut Creek to successfully incorporate a future park-n-Ride and bus transfer facility for BRT within the development on the west side of US 36. The park-n-Ride will be connected, through a pedestrian underpass beneath US 36, with more parking spaces and the Westminster Promenade development on the east side of US 36.

Flatirons/96th Street Station
This park-n-Ride was developed in conjunction with the Flatirons Crossings shopping mall which includes over 1.2 million square feet of retail space. The park-n-Ride is currently connected to the mall via the ZIP shuttle. Future design modifications to the passenger access areas may be necessary associated with the future BRT line in the corridor.

116th/US 36 Station (Identified as Broomfield on Map)
RTD staff are working with the developers of the Arista development to relocate the existing park-n-Ride at Wadsworth/120th Avenue to 116th Avenue. This new location will allow for better integration of the future BRT and commuter rail stations into the Arista development. As a part of the relocation process, RTD is working with representatives from Arista to develop a shared parking agreement whereby Arista would construct a parking structure that would be jointly used by RTD patrons and Arista. The
program for the Arista development includes a 5,000 – 6,000 seat events center (currently under construction), residential, office and some retail.

**Downtown Louisville Station**
Louisville has an adopted *Highway 42 Corridor Plan* (June 2003) which includes concepts for TOD around the proposed Downtown Louisville station. The plan calls for commercial and residential mixed-use development directly east of the station in an area which encompasses approximately 25 acres. Louisville is currently developing a new mixed-use zoning classification to apply to this site. The new TOD zoning is expected to be adopted by city council in the spring of 2006.

**US 36/MacCaslin Boulevard (Superior station on map)**
As part of the first phase BRT improvements to US 36 Corridor, this existing park-n-Ride has been redesigned to include a pedestrian overpass over US 36 to connect both sides of the highway. Additional parking on the westbound side of US 36 will be acquired as the proposed US 36 improvements are built out. Adjacent existing and future development includes primarily retail uses.

**30th/Pearl Station (Boulder Transit Village)**
The City of Boulder has initiated an area planning process to address redevelopment within the 430 acres which surrounds the proposed station location. Development concepts are being devised within the area plan process which incorporate a mixed-used, compact urban development pattern around the station and identify multimodal connections to enhance
station access. The area plan process is expected to be complete by the end of 2006. RTD is contributing $19,500 towards the cost of the development of the area plan.

In addition to the area plan process, RTD and Boulder will be proceeding with site planning for the Boulder Transit Village site at 30th/Pearl. This site was purchased jointly by RTD and Boulder with help from a $7.4 million federal grant through DRCOG to facilitate the development of a new regional bus facility, including bus bays and parking, with TOD directly adjacent. The site planning process will begin in 2006 and construction of the bus facility is expected to be complete by 2008. This process is being coordinated with the US 36 EIS and the Area Plan process to ensure that the bus facility will be well integrated with a future commuter rail station.

RTD and Boulder staff have also been meeting with the developers of the Steelyards project, which is immediately west of the proposed commuter rail station, to discuss how they can better integrate two remaining undeveloped parcels with the planned station. Discussions have occurred to create a win-win situation for both parties by addressing drainage issues and pedestrian connections collectively.

**Longmont Stations**
The *Longmont Station/Transit-Oriented Development Analysis* was completed in May 2005 as part of the *Longmont Diagonal Feasibility Study*. Through this process it was recommended that both the 1st/Terry and Sugarmill station sites be carried forward into the Longmont EA process for further evaluation. The City of Longmont supports stations at both locations to facilitate TOD. Longmont is currently conducting an urban renewal study on the two identified station sites in anticipation of TOD opportunities.
**40th/40th Station**
The City and County of Denver adopted the River North Plan in 2003 which identifies a framework for TOD at the 40th/40th Station. Denver plans to initiate further station area planning efforts at this location in 2006.

**Colorado Station (Additional station identified in EIS)**
This site is identified as an area of change within Blueprint Denver, Denver’s comprehensive land use and transportation plan. Denver plans to initiate station area planning process for this station prior to or following the completion of the DEIS.

**Central Park Boulevard Station (Identified as Stapleton on Map)**
A purchase and sale agreement between RTD and Forest City, the developer of the former Stapleton Airport, was executed in September 2005 for approximately 18-acres of land in the vicinity of Smith Road and the planned Central Park Boulevard. This land will be used to relocate the existing Stapleton park-n-Ride and will eventually be the location of an East Corridor rail station. The next steps in the process before RTD can acquire the land include legally defining the boundaries of the 18-acres with Forest City and environmental clean-up of those 18-acres by Forest City.

RTD staff have also initiated discussions with Denver staff to jointly plan the location of parking on those 18-acres to maximize TOD opportunities.
40th/Airport Boulevard Station
RTD has committed $30,000 in matching funds to Aurora towards the development of a station area plan for this station area. A consultant will be hired by early 2006 with the expectation that a station area framework plan will be completed by the end of 2006.

64th/Telluride Station (Additional station identified in EIS)
RTD staff have been working with LC Fulenwider, the property owner/developer of the land surrounding the potential station, and Denver regarding potential TOD concepts for this station. The property owner has been very vocal in his support for a station at this location and has jointly worked out a compromised transit alignment with RTD and the adjacent property owner, Landmark Properties, to accommodate a station at this location. This alignment is one of two alignments being studied in this area in the DEIS.

68th/Himalaya Station (Additional station identified in EIS)
RTD staff have been working with the developers of Highpoint (Landmark Properties) and Aurora to accommodate for a station at this location. As mentioned under the 64th/Telluride station, a compromised transit alignment has been developed with cooperation from Highpoint to accommodate a desired station at this location. Highpoint is a mixed-use development with residential, retail and office space that is planned on over 1800 acres generally between Tower Road and E-470 north of 64th Avenue.
Gold Line Corridor

Gold Corridor

Legend:
- Rapid Transit Line
- Station without Parking
- Station with Parking
- Light Rail (LRT)

Not to Scale

February 2, 2004
38th Avenue Station
The City of Denver plans to initiate a station area planning process for this station in 2006.

Sheridan Station
The City of Arvada has hired a consultant to develop station area framework plans for the Sheridan, Olde Town, and Arvada Ridge stations. The station area planning process will be initiated in early 2006 and be complete within twelve to eighteen months. The framework plans are to identify a desired land use mix, barriers to TOD, a preferred urban design plan, and an implementation strategy to accomplish TOD.

Olde Town Station
A concept plan for this station was initially developed in 2001. This plan will be updated and enhanced as part of the station area planning process described under the Sheridan station.

Arvada Ridge
In addition to the station area planning efforts at this station by the City of Arvada, Shea Properties has initiated development of the 68-acres south of station. The first phase of this project includes a 176,000 square foot Super Target. Future phases will incorporate a mix of uses including office and residential and are expected to be built to coincide with the opening of the station.

Ward Road
The City of Wheatridge has initiated a planning process to look at the area around the proposed Ward Road station. This process is meant to start discussions with local property owners and other Wheatridge residents about potential land use changes near the station. The plan will define the Wheatridge’s vision for the area around the station.
North Metro Corridor

Legend:
- Rapid Transit Line
- Station without Parking
- Station with Parking
- Commuter Rail/DMU

February 2, 2004
88th Avenue Station
A developer, New Town, has submitted a smaller scale TOD proposal to the City of Thornton for the area north of 88th/Welby. New Town is working with Thornton on a land assemblage plan for the development and a potential park-n-Ride location.

112th Avenue Station
Northglenn and Thornton are discussing opportunities for a joint TOD planning effort at this location.

124th Avenue Station
The City of Thornton adopted the Eastlake Subarea Plan for the area surrounding the planned 124th Avenue station in 2002. Associated with the plan, Thornton developed an Urban Design Framework Plan and Architectural Design Guidelines. The intent of these documents is to provide a basic framework for how development should occur in the area surrounding the proposed station. Thornton has implemented some of the suggested street network improvements in the plan and is working with Northglenn on other potential transportation improvements in the area to enhance connectivity.

160th Avenue Station
Thornton Gateway Property, LLC has initiated a TOD master planning process for 133 acres directly east of the proposed station. They are calling for the development of moderately dense TOD with approximately 1900 residential units, 250,000 square feet of commercial space, and 69,000 square feet of employment space.
I-225 Corridor

Legend:
- Rapid Transit Line
- Station without Parking
- Station with Parking
- Light Rail (LRT)

Not to Scale

February 2, 2004
**Corridor-wide**
Aurora has initiated a station area development program within the City. They have hired a TOD planner to oversee this program and have a defined budget for station area planning and other TOD related activities.

**Iliff/Jewell Station**
Aurora has applied for DRCOG TIP funding for station area planning for this station. These funds, if awarded, would be available in late 2007 or 2008.

**Aurora City Center**
RTD staff have been working the developer of the Centerpointe project, Carson-Parkhill, with full support of the City of Aurora on a land exchange to promote more opportunities for TOD adjacent to the station. The land exchange has been accelerated prior to the initiation of the EIS because of the need for a bus transfer facility in this location for the opening of the Southeast Corridor in November 2006.

**4th Avenue Station**
Aurora has applied for DRCOG TIP funding for station area planning for this station. These funds, if awarded, would be available in late 2007 or 2008.

RTD has been approached by a property owner/developer to discuss TOD opportunities at this location. Conceptual plans for a TOD have been developed and will be refined associated with the I-225 EIS and any station area planning completed by Aurora.

**Fitzsimmons Commons/Fitzsimmons South Stations**
RTD staff have worked with Aurora and the Fitzsimmons Redevelopment Authority in defining station locations to best serve the Fitzsimmons Campus. These locations were located in the context of existing and planned building locations, utilities, and pedestrian connections. These locations will be refined in the I-225 EIS.
Other TOD Activities

**TOD Strategic Plan Process**

RTD Staff have initiated the development of TOD Strategic Plan. This plan will refine RTD’s existing TOD policy and develop TOD process guidance for RTD staff and outside stakeholders. A main goal of the process is to establish expectations for how local jurisdictions, developers, and other stakeholders interface with RTD on TOD planning and projects. This process is expected to be completed by mid 2006. The Board will have extensive involvement in this process starting with an extended discussion on TOD policy direction at the December 7th Board Study Session.

The following is a list of specific issues that will be addressed within the RTD TOD Strategic Plan:

- RTD TOD Policy
- Goals/Objectives for TOD
- Goals/Objectives for Joint Development
- Roles in TOD Process (all entities)
- Priorities for TOD
- Station Area Planning Process
- TOD Benchmarking/Tracking Process

**Brighton Development Project**

The Brighton Pavilions project was a collaboration between RTD, the City of Brighton and the developer, Carlson Parkhill. The project includes shared parking between the development and the RTD Brighton park-n-Ride. The development includes retail and commercial uses including several restaurants and a movie theater. The project opened in the summer of 2005.
**Coordination with DRCOG**
RTD Staff have been coordinating DRCOG regarding regional responsibilities and activities for TOD. We are in the process of developing a shared TOD work plan which identifies specific activities to be undertaken by DRCOG and RTD at a regional level for 2006 and beyond. Generally, DRCOG has agreed to support TOD planning efforts by conducting research, providing technical support, and developing a website and newsletter to exchange information with local jurisdictions and other stakeholders.

**Coordination/Partnership with Urban Land Institute (ULI)**
RTD has established a partnership with ULI to promote TOD regionally through the use of forums on Smart Growth and TOD issues for local jurisdictions, developers, consultants, and other TOD stakeholders. ULI is also providing services to local jurisdictions and RTD through the use of technical advisory panels which provide guidance for station area planning and design from local and national development professionals.

**Coordination/Partnership with the Denver Metro Chamber of Commerce**
RTD has been working with the Denver Metro Chamber of Commerce to establish a partnership on promoting TOD implementation regionally. The Metro Chamber is currently formalizing a work plan for how they interact with TOD opportunities associated with FasTracks.