Transit Oriented Development
2007 Status Report
TABLE OF CONTENTS

1.0 SUMMARY ................................................................. 1-1
  1.1 Development Activity .................................................. 1-1
    1.1.1 Existing Corridors ............................................... 1-1
      1.1.1.1 Central Corridor/Central Platte Valley Spur .............. 1-1
      1.1.1.2 Southwest Corridor ........................................... 1-3
      1.1.1.3 Southeast Corridor ........................................... 1-3
    1.1.2 Planned Corridors and Extensions ............................... 1-3
    1.1.3 Systemwide Development Summary ............................... 1-3
  1.2 Planning and Zoning Activity ....................................... 1-10
    1.2.1 Station Area Planning ........................................... 1-10
    1.2.2 Rezoning Activity ............................................... 1-12
    1.2.3 Corridorwide Workshops ....................................... 1-12

2.0 OVERVIEW ............................................................. 2-1
  2.1 Regional TOD Market Trends ......................................... 2-1
  2.2 Transit Influence on Development Decisions ...................... 2-4
  2.3 Report Methodology .................................................. 2-5
  2.4 Report Format ....................................................... 2-7

3.0 CENTRAL CORRIDOR, CENTRAL PLATTE VALLEY SPUR,
   DOWNING STREET EXTENSION ......................................... 3-1

4.0 SOUTHWEST CORRIDOR ............................................... 4-1

5.0 SOUTHEAST CORRIDOR ............................................... 5-1

6.0 WEST CORRIDOR ....................................................... 6-1

8.0 GOLD LINE CORRIDOR ............................................... 8-1

9.0 NORTHWEST RAIL/US 36 BRT CORRIDOR ........................... 9-1

10.0 NORTH METRO CORRIDOR .......................................... 10-1

11.0 I-225 CORRIDOR ...................................................... 11-1
1.0 SUMMARY

This report provides an update on the status of urban planning and real estate development in the vicinity of existing and planned stations within RTD’s transit system. It provides a summary of development projects that have been built, are under construction, or are being planned within an approximate half-mile of stations, as well as an inventory of land use planning and rezoning efforts being conducted by local government jurisdictions in station areas.

RTD’s existing 35-mile rail transit system services 34 stations on three corridors: the 5.3-mile Central Corridor and 1.8-mile Central Platte Valley Spur in central Denver, the 8.7-mile Southwest Corridor to Littleton, and 19.2-mile Southeast Corridor to Lone Tree and Aurora. The FasTracks Program, approved by district voters in a 2004 ballot initiative, will add 122 miles of rail service, 18 miles of bus rapid transit (BRT), and 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 12.1-mile West Corridor to Golden, 41-mile Northwest Rail Corridor to Longmont and related 18-mile US 36 BRT Corridor to Boulder, 23.6-mile East Corridor to Denver International Airport, 11.2-mile Gold Line Corridor to Wheat Ridge, 18-mile North Metro Corridor to Thornton, and 10.5-mile I-225 Corridor to Aurora. The extensions include approximately 1 mile for the Central Corridor in central Denver, 2.5 miles for the Southwest Corridor to Highlands Ranch, and 2.3 miles for the Southeast Corridor to the planned RidgeGate community.

1.1 Development Activity

1.1.1 Existing Corridors

Development on the existing RTD transit system is quite extensive and growing rapidly: 10,999 residential units, 3,729 hotel rooms, 2.8 million square feet of retail, 4 million square feet of office space, 1.6 million square feet of government space, 137,000 square feet of cultural facilities, and 2.3 million square feet of convention/sports space have either been built or are currently under construction at station areas and bus transfer facilities. The transit-oriented development (TOD) product delivered to the real estate market in 2007 represents 7.5% growth in residential units, 17.6% in hotel rooms, 4.3% in retail space, 7.2% in office space, and 7.6% in institutional space.

An additional 7,381 residential units, 1,736 hotel rooms, 1.8 million square feet of retail, 3.3 million square feet of office, and 850,000 square feet of convention/sports space are either in the local government development review process or have been proposed.

1.1.1.1 Central Corridor/Central Platte Valley Spur

For the Central Corridor and Central Platte Valley Spur, 6,124 residential units, 3,729 hotel rooms, 864,200 square feet of retail, 2 million square feet of office space, 1.5 million square feet of government space, 103,000 square feet of cultural space, and 2.3 million square feet of convention/sports space have either been built or are currently under construction. An additional 5,020 residential units, 1,156 hotel rooms, 1.5 million square feet of retail, and 2.4 million square feet of office have been proposed.
Exhibit 1-1: FasTracks and Existing Transit Corridors
1.1.1.2 Southwest Corridor
For the Southwest Corridor, 479 residential units, 687,804 square feet of retail, 160,000 square feet of office space, 100,000 square feet of government space, and 34,000 square feet of cultural space have either been built or are currently under construction. An additional 515 residential units have been proposed.

1.1.1.3 Southeast Corridor
Completed just more than a year ago, the Southeast Corridor is a magnet for development activity: 4,396 residential units, 492,533 square feet of retail, and 1.3 million square feet of office space have either been built or are currently under construction. An additional 1,846 residential units, 580 hotel rooms, 239,500 square feet of retail, and 925,000 square feet of office space have been proposed.

1.1.2 Planned Corridors and Extensions
Compared to development on the existing system, there has been less activity to date on the six new corridors and three extensions proposed by FasTracks because they will not be operational for another six to ten years. Nevertheless, since the passage of FasTracks in November 2004, 2,465 residential units, 2.4 million square feet of retail, 278,581 square feet of office space, 17,323 square feet of cultural space, 3.3 million square feet of medical-related space, and 180,000 square feet of convention/sports space, have either been built or are under construction in the vicinity of proposed stations.

Another 4,597 residential units, 515 hotel rooms, 741,611 square feet of retail, 1.1 million square feet of office space, 175,155 square feet of government space, and 5.9 million square feet of medical-related space, have been proposed for planned stations. The totals above do not include data from projects in areas for stations that were not part of the original FasTracks plan, regardless of whether they are being evaluated in their respective corridor environmental processes.

1.1.3 Systemwide Development Summary
Combining the data for the existing RTD system and planned FasTracks stations, 13,464 housing units, 3,729 hotel rooms, 5.2 million square feet of retail, 4.3 million square feet of office space, 1.6 million square feet of government space, 154,373 square feet of cultural space, 3.3 million square feet of medical-related space, and 2.4 million square feet of convention/sports space have either been built or are currently under construction.

An additional 12,178 residential units, 2,051 hotel rooms, 2.5 million square feet of retail, 4.4 million square feet of office space, 175,155 square feet of government space, and 5.9 million square feet of medical-related space have been proposed. (See Exhibits 1-2 through 1-7 for maps of TOD along each corridor by use and by status.)
Exhibit 1-2: TOD Projects by Use - North Metro, Northwest Rail/US 36 BRT, and Gold Line Corridors
Exhibit 1-3: TOD Projects by Status - North Metro, Northwest Rail/US 36 BRT, and Gold Line Corridors
Exhibit 1-4: TOD Project by Use - Central/CPV, West, and Southwest Corridors
Exhibit 1-5: TOD Project by Status - Central/CPV, West, and Southwest Corridors
Exhibit 1-6: TOD Projects by Use - Southeast, I-225, and East Corridors
Exhibit 1-7: TOD Projects by Status - Southeast, I-225, and East Corridors
1.2 Planning and Zoning Activity

1.2.1 Station Area Planning

In light of all this development activity, land use planning at station areas has become a priority for local jurisdictions. (See Exhibit 1-8 for summary.) After the passage of FasTracks, the Denver Regional Council of Governments (DRCOG), the Denver region’s metropolitan planning organization, established a pool of $2 million in federal congestion, mitigation and air-quality (CMAQ) matching funds available to local jurisdictions to encourage station area planning. Prior to this incentive, very few jurisdictions had initiated any planning at proposed or even existing station areas.

DRCOG has awarded $1.695 million in federal matching funds for planning at 21 station areas, and has made additional funding available for new applications this fall. In addition, RTD has committed $251,500 to local jurisdictions for planning studies at nine station areas. In part due to these resources, five additional station area plans were adopted by local governments in 2007: Arvada’s plans for Sheridan, Olde Town and Kipling on the Gold Line; Boulder’s for 30th/Pearl on the Northwest Rail Corridor; and Denver’s for Louisiana/Pearl on the Southeast Corridor. The adoption of station area plans by local governments is important because they become official policy to guide development within station area neighborhoods, and they can provide input to the corridor planning during the project environmental documentation phase.

Planning efforts are currently underway on the Central Corridor at 10th/Osage, Alameda and Auraria West stations; Southeast Corridor at Louisiana/Pearl, Colorado Boulevard and Southmoor Stations; West Corridor at Decatur and Sheridan; East Corridor at 40th/40th, Central Park Boulevard and 40th/Airport stations; on the Gold Line at Federal and Pecos stations; and on the I-225 Corridor at Nine Mile Station. The adoption of station area plans by local governments is important because they become official policy to guide development within station area neighborhoods, and they can provide input to the corridor planning during the project environmental documentation phase.

Funds are committed by local jurisdictions to begin station area plans in 2008 on the Southwest Corridor at Evans Station; East Corridor at Peoria/Smith Station; Gold Line at 38th/Inca Station; Northwest Rail Corridor at South Westminster; North Metro Corridor at Commerce City and 124th Avenue stations, and I-225 Corridor at Colfax, Abilene and Iliff stations.
### Exhibit 1-8: Station Area Planning and Rezoning

<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>10/Osage</td>
<td>Central/CPV</td>
<td>Denver</td>
<td>In process</td>
<td></td>
<td>Public housing study</td>
</tr>
<tr>
<td>Alameda</td>
<td>Central/CPV</td>
<td>Denver</td>
<td>In process</td>
<td></td>
<td>B’way Mkplace GDP</td>
</tr>
<tr>
<td>Auraria West</td>
<td>Central/CPV</td>
<td>Denver</td>
<td>In process</td>
<td></td>
<td>Auraria Master Plan</td>
</tr>
<tr>
<td>I-25/Broadway</td>
<td>Central/CPV</td>
<td>Denver</td>
<td>None</td>
<td>Adopted 2005</td>
<td>Urban renewal, Cherokee GDP, Lionstone GDP</td>
</tr>
<tr>
<td>Union Station</td>
<td>Central/CPV</td>
<td>Denver</td>
<td>Adopted 2004</td>
<td>Adopted 2004</td>
<td></td>
</tr>
<tr>
<td>40/Airport</td>
<td>East</td>
<td>Aurora</td>
<td>In process</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Peoria/Smith</td>
<td>East</td>
<td>Aurora</td>
<td>Begin 2008</td>
<td></td>
<td></td>
</tr>
<tr>
<td>40/40</td>
<td>East</td>
<td>Denver</td>
<td>In process</td>
<td></td>
<td>Subarea plan</td>
</tr>
<tr>
<td>Stapleton</td>
<td>East</td>
<td>Denver</td>
<td>In process</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Federal</td>
<td>Gold</td>
<td>Adams County</td>
<td>In process</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pecos</td>
<td>Gold</td>
<td>Adams County</td>
<td>In process</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Kipling</td>
<td>Gold</td>
<td>Arvada</td>
<td>Adopted 2007</td>
<td></td>
<td>Ridge Home redev</td>
</tr>
<tr>
<td>Olde Town Arvada</td>
<td>Gold</td>
<td>Arvada</td>
<td>Adopted 2007</td>
<td></td>
<td>Subarea plan</td>
</tr>
<tr>
<td>Sheridan</td>
<td>Gold</td>
<td>Arvada</td>
<td>Adopted 2007</td>
<td></td>
<td></td>
</tr>
<tr>
<td>38/Inca</td>
<td>Gold</td>
<td>Denver</td>
<td>Begin 2008</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ward Rd</td>
<td>Gold</td>
<td>Wheat Ridge</td>
<td>Adopted 2006</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Abilene</td>
<td>I-225</td>
<td>Aurora</td>
<td>Begin 2008</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Colfax</td>
<td>I-225</td>
<td>Aurora</td>
<td>Begin 2008</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Iliff</td>
<td>I-225</td>
<td>Aurora</td>
<td>Begin 2008</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Commerce City</td>
<td>North Metro</td>
<td>Commerce City</td>
<td>Begin 2008</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Swansea</td>
<td>North Metro</td>
<td>Denver</td>
<td>Begin 2008</td>
<td></td>
<td></td>
</tr>
<tr>
<td>124th Ave</td>
<td>North Metro</td>
<td>Thornton</td>
<td>Begin 2008</td>
<td></td>
<td>Subarea plan</td>
</tr>
<tr>
<td>Dry Creek</td>
<td>Southeast</td>
<td>Arapahoe County</td>
<td>None</td>
<td>Adopted 2004</td>
<td></td>
</tr>
<tr>
<td>Nine Mile</td>
<td>Southeast</td>
<td>Aurora</td>
<td>In process</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Belleview</td>
<td>Southeast</td>
<td>Denver</td>
<td>None</td>
<td>Adopted 2003</td>
<td></td>
</tr>
<tr>
<td>Colorado Blvd</td>
<td>Southeast</td>
<td>Denver</td>
<td>In process</td>
<td></td>
<td>Lincoln GDP, Subarea plan</td>
</tr>
<tr>
<td>Louisiana/Pearl</td>
<td>Southeast</td>
<td>Denver</td>
<td>Adopted 2007</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Southmoor</td>
<td>Southeast</td>
<td>Denver</td>
<td>In process</td>
<td></td>
<td></td>
</tr>
<tr>
<td>University</td>
<td>Southeast</td>
<td>Denver</td>
<td>None</td>
<td>Adopted 2007</td>
<td></td>
</tr>
<tr>
<td>Arapahoe</td>
<td>Southeast</td>
<td>Greenwood Village</td>
<td>None</td>
<td>Adopted 2005</td>
<td></td>
</tr>
<tr>
<td>Orchard</td>
<td>Southeast</td>
<td>Greenwood Village</td>
<td>None</td>
<td>Adopted 2005</td>
<td></td>
</tr>
<tr>
<td>Evans</td>
<td>Southwest</td>
<td>Denver</td>
<td>Begin 2008</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mineral</td>
<td>Southwest</td>
<td>Littleton</td>
<td>None</td>
<td>Adopted 2007</td>
<td>ULI study</td>
</tr>
<tr>
<td>30/Pearl</td>
<td>NW Rail</td>
<td>Boulder</td>
<td>Adopted 2007</td>
<td></td>
<td>Transit Village study</td>
</tr>
<tr>
<td>Louisville</td>
<td>NW Rail</td>
<td>Louisville</td>
<td>Adopted 2003</td>
<td>In process</td>
<td>Urban renewal</td>
</tr>
<tr>
<td>South Westminster</td>
<td>NW Rail</td>
<td>Westminster</td>
<td>Begin 2008</td>
<td></td>
<td>Subarea Plan</td>
</tr>
<tr>
<td>Decatur</td>
<td>West</td>
<td>Denver</td>
<td>In process</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sheridan</td>
<td>West</td>
<td>Denver</td>
<td>In process</td>
<td></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, RTD JD</td>
</tr>
<tr>
<td>Oak</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>Lakewood</td>
<td>Adopted 2006</td>
<td>Adopted 2007</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, EDAW study, ULI study</td>
</tr>
</tbody>
</table>
1.2.2 Rezoning Activity
Lakewood in 2007 adopted a new transit-mixed use zoning designation and amended its zoning map for four station areas on the West Corridor: Sheridan, Wadsworth, Oak and Federal Center. A total of about 930 acres was rezoned to allow for more transit-supportive uses and densities. Lakewood also annexed the entire 640-acre Denver Federal Center from the federal government, adopting an Official Development Plan to govern land use and development on the site.

Littleton amended a 17-acre Planned Unit Development (PUD) near the Mineral Station to allow residential use for the River’s Edge at Aspen Grove a 199-unit residential project consisting of condos and townhomes planned by McStain Neighborhoods and developed by Quadrant Properties. The PUD previously allowed only commercial uses.

Denver rezoned a 3-acre site adjacent to University Station on the Southeast Corridor to allow for mixed-used development. Denver also rezoned the 13-acre Colorado Center project site adjacent to Colorado Station to allow for mixed-use development on the 5 acres of remaining land owned by Lincoln Property Group.

1.2.3 Corridorwide Workshops
RTD conducts corridorwide TOD workshops to coordinate planning efforts among jurisdictions and to refine transit project design to maximize the potential for TOD in each corridor. This process occurs separate from the corridor environmental documentation process, but helps inform the latter by considering TOD concerns that might not ordinarily be part of the environmental process scope. RTD has received $150,000 in federal CMAQ matching grants for these efforts, in addition to sponsorship from the Metro Denver Economic Development Corporation and contributions from participating local jurisdictions.

The West Corridor workshop was completed in 2006. RTD undertook three workshops for four transit corridors in 2007. The Northwest Rail Corridor/US36 BRT workshop was conducted in February, providing the Northwest Rail Environmental Evaluation (EE) team with a series of early action items to evaluate as that environmental process began. The initial phase of the North Metro Corridor workshop was conducted in May, providing design alternatives for the Draft Environmental Impact Statement (DEIS) to be released in the spring of 2008. A final phase will be conducted this winter with potential modifications to be evaluated in the final EIS. A joint workshop was conducted for the East Corridor and Gold Line in October to explore the TOD implications of the proposed public-private partnership (PPP) approach to design, build, finance, operate and maintain these corridors.
2.0 OVERVIEW

2.1 Regional TOD Market Trends
Since the passage of FasTracks in 2004, there has been animated discussion about TOD in the Denver region. In just the past year, the following has been reported in national and local media outlets:

- “In dozens of cities—from Charlotte, N.C., to Denver to Portland, Ore.—the hottest redevelopment project is happening next to the local train station” (Kemba Dunham, “The Little Engine That Could,” Wall Street Journal, 6/11/07)
- “Developers are increasing the number of apartments they’re building, particularly along the newly opened T-Rex [Southeast Corridor] light-rail line” (Margaret Jackson, “Apartment Construction Surges,” Denver Post, 4/27/07)
- “Transit-oriented development has become the key element in Denver’s urban growth” (Pete Lewis, “Creating Urban Village,” Colorado Construction, 3/07)
- “TOD has become so popular and so pervasive,” observed the Denver Business Journal, “even some real estate professionals joke with each other about what projects currently coming out of the ground aren’t TOD” (Paula Moore, “The Buck Stops Here,” 8/31/07).

All of this begs the question of how much of the TOD trend is real and how much is just hype. In general, TOD includes many (but not all) of the following development principles: it has a functional relationship to transit, usually expressed through a strong pedestrian orientation (in contrast to the automobile orientation of sprawl-pattern development); it is denser and has a more compact street pattern than adjacent development; and it has a mix of land uses. Context matters most to TOD; there is no one-size-fits-all approach. The influence area of TOD usually extends to a radius of one-quarter to one-half mile (a 5- to 10-minute walk) from a transit facility, depending on the context of the surrounding environment.

The reality is that even for a region such as Denver, which will have nearly 90 fixed-guideway rail stations by 2017, TOD can only comprise a segment of the real estate market, as growth continues at faster rates in the outlying suburbs than in the central and inner-ring cities. However, an analysis of RTD’s TOD data suggests that beginning in 2008, the TOD market is poised for explosive growth in metro Denver that will raise it from a boutique product to a leading niche market. The residential TOD market, which has delivered an average of 1,110 units a year since 2000, is expected to grow by more than 300% as developers prepare to complete an average of nearly 4,600 units per year between now and 2010 (see Exhibit 2-1). The forecast for the retail TOD market is also robust: developers have delivered an average of nearly 480,000 square feet since 2000, but will complete nearly 900,000 square feet of retail per year between now and 2010, a nearly 50% increase (see Exhibit 2-2).
Exhibit 2-1 Residential TOD by Delivery Year

Exhibit 2-2 Retail TOD by Delivery Year
But the truly exponential TOD growth over the next 3 years will likely be experienced in the office market. An average of only 250,000 square feet of office space per year has been delivered in the vicinity of existing and proposed transit stations since 2000, but that number is expected to grow by an order of magnitude beginning in 2008 to nearly 2.4 million square feet per year through 2010 (see Exhibit 2-3). These are not projections, but actual projects either currently under construction, in development review by local governments, or proposed by developers.

![Exhibit 2-3 Office TOD by Delivery Year](image)

According to an analysis of Census data by the Center for Transit Oriented Development, 69% of housing units within a half-mile of the nation’s fixed-guideway rail stations are rental product. The tenure figure is just more than 60% for completed or under construction residential units in the Denver region, but only 40% of the proposed projects are rental. However, this figure may change as those projects move closer to construction.

According to project developers, 7.4% (1,002) of completed and units under construction are “affordable” (without any determination of what Area Median Income thresholds were used). But more than half of those affordable units are part of in Denver Housing Authority (DHA) redevelopment projects, which do not represent a net gain of affordable units for the
region. While 8.9% (1,079) of the region’s proposed TOD residential units are reported to be affordable, more than half of these are also in DHA redevelopment projects. Only 1% (132) of completed and units under construction in senior housing developments, but this figure rises to 2.6% (324) for the proposed units.

2.2 Transit Influence on Development Decisions

One should not deduce that the inclusion of a specific development project in this report signifies that it would not otherwise have been built but for its proximity to transit. However, access is a key consideration among the many factors that influence development decisions. The presence of transit service with regional connectivity within a 5- to 10-minute walk certainly improves accessibility, which enhances the attractiveness of a potential development site.

For example, developers of several new projects in the I-25 corridor have said that while the proximity of light rail service may not have been a strong factor in their original decision to build, it is now one of their key selling points and marketing messages. Shea Properties Colorado, one of the developers near Arapahoe Station on the Southeast Corridor, “believes the [ir] TOD project has such a strong location that Shea is moving its metro Denver headquarters there” (Moore).

As reported in the Wall Street Journal, “Demographic and lifestyle shifts are among the primary reasons many cities and developers are willing to bet on transit-oriented development. A growing number of households include singles and retiring baby boomers who are opting to live in smaller homes in urban areas” (Dunham).

According to a 2006 study conducted by the market research company GFK Rope of more than 1,000 US homeowners, Generation Y (also called Millennials and Echo Boomers)—those born between 1978 and 1988—are looking for homes primarily based on location, especially in areas with proximity to transit and entertainment. The majority of Gen-Yers also purchase townhomes or condos (the primary TOD ownership products) rather than single-family homes (Mike Bradley, “From Boomers to Gen-Y—A Dream Home for Every Generation,” Denver Business Journal, 1/26/07).

The Denver region had the sixth highest percentage of baby boomers of any US metropolitan area, according to the 2000 Census, and the Denver Regional Council of Governments (DRCOG) estimates its share is growing at almost twice the nationwide rate. Boomer-friendly communities also share many elements of TOD, such as pedestrian access to public transportation, parks and recreation, and food stores and restaurants (Creating Senior-Healthy Communities, DRCOG, 2007).

“Whether you are 15 or 85, TODs are going to become more and more a part of life, for the sake of accessibility, speed and time,” said Peter Kudla, president and CEO of Metropolitan Homes, which is developing the Vallagio residential-mixed use project near Dry Creek Station (Cyndia Zwahlen, “Ticket to Ride,” Colorado Homes and Lifestyle, 3/07).
Another demographic trend affecting metro Denver is immigration. According to the US Census, Denver, Arapahoe, Adams, Boulder and Jefferson counties, respectively, were the top five Colorado counties for foreign-born migrants from 2000-2006, totaling nearly 100,000 new immigrant residents. Immigrants often have higher public transit usage rates, and are more likely to live in rental housing like most TOD (Fernando Quintero and Sosa Ramirez, “Immigrants Flocking to Metro Area,” Denver Post, 3/22/07).

These trends are reshaping the real estate development community, suggesting “a new trend among large and small developers alike: a turn away from expanding new subdivisions on the outskirts of metropolitan area, and a turn inward where small, attached multi-family units, renovation and remodeling, and ‘walkable urbanity’ are all on the rise.” Even as the regional total of new home sales fell in the third and fourth quarter of 2006 compared to the previous year, sales in central Denver and transit station areas rose (Stephen Titus, “Down-Home Reality,” Colorado Biz, 2/07).

The region’s high foreclosure rate has also led a surge in apartment construction, as the regional vacancy rate dropped to 7.1% in early 2007, its lowest level in 6 years, according to the Apartment Association of Metro Denver. Forbes magazine in 2007 named Denver the second-best renter market in the US (Matt Woolsey, “Best Renters’ Markets,” 8/30/07). Developers have targeted the Southeast Corridor for new rental projects, with 2,220 currently either under construction or in the development review process.

“Research shows that the value of commercial and residential properties close to transit stations often rises … [and] cities can extract fees from these developments [that] can be reinvested in the transit system or in the development, or anywhere else.” It’s no wonder that, as the Journal reports, TOD “is being promoted as a way to counter sprawl, reduce traffic on the roads, and revitalize struggling urban neighborhoods” (Dunham). “Transit-oriented developments are a good place to focus our limited economic development resources,” wrote Denver environmental and labor leaders Elise Jones and Carmen Rhodes in a Denver Post op-ed. “If the public is involved and active in the process, this kind of development can be a catalyst for positive community change.”

2.3 Report Methodology
RTD tracks real estate development projects within an approximate half-mile radius of its existing and planned transit stations in a TOD database. (See Exhibit 2-1 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 is still researching generally accepted principles for their evaluation in the future. Until then, the TOD database will include 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 like wa-
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 have already been built
- Under construction projects are currently being built
- Proposed projects are either in some phase of the development review process with a local government jurisdiction, or have detailed development programs already articulated for each type of use by the developer.
- Expected projects have been 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 has mapped the completed, under construction, and proposed projects, but not the expected projects—even if they have detailed development programs.

Development along the FasTracks corridors is tracked beginning in November of 2004, when the ballot initiative was passed. Similarly, development along the Southeast corridor is tracked beginning in November of 1999, when the ballot initiatives to fund the 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 decisions 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 acquired Union Station.

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
Transit-Oriented Development
Status Report 2007

- Meetings and interviews with planning and development staff from local government jurisdictions
- Other published reports, studies, and plans

All of the data is as of the end of the third quarter of 2007. 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 the DenverInfill.com website.

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.

2.4 Report Format

The sections that follow describe all known station area development and planning activities by transit corridor, beginning with the three in operation today: the Central Corridor and Central Platte Valley Spur in central Denver, Southwest Corridor to Littleton, and Southeast Corridor to Lone Tree and Aurora. Individual sections then follow for each of the six new FasTracks Corridors: the West Corridor to Golden, East Corridor to Denver International Airport, Gold Line Corridor to Wheat Ridge, Northwest Rail Corridor to Longmont and related US 36 BRT Corridor to Boulder, North Metro Corridor to Thornton, and I-225 Corridor to Aurora. Station areas without any planning or development activity are not profiled.

Unlike last year’s report, the database of development projects will not be printed in an appendix. This information, along with a web-based interactive mapping tool of TOD projects, is available on DRCOG’s TOD webpage at www.drcog.org/TOD, and updated on a quarterly basis.
3.0 CENTRAL CORRIDOR, CENTRAL PLATTE VALLEY SPUR, DOWNING STREET EXTENSION

The original 5.3-mile Central Corridor and the 1.8-mile Central Platte Valley (CPV) Spur serve the economic, cultural and entertainment heart of metropolitan Denver (see Exhibit 3-1). The opening of the Central Corridor in 1994 represented the Denver region’s return to fixed-rail guideway after a nearly 45-year absence. The opening of the CPV Spur in 2002 marked the beginning of the Union Station’s reemergence as a regional transportation hub. Under FasTracks, Union Station will serve as the junction of eight RTD rail corridors, RTD regional and local buses, and the 16th Street Mall Shuttle and Downtown Circulator. Other transportation connections under consideration include Amtrak, the Ski Train, passenger rail service being studied by the Rocky Mountain Rail Authority, and Greyhound and other private interstate and international buses. As part of the FasTracks plan, the Central Corridor will also be extended from its terminus at 30th/Downing Station about a mile north along Downing Street to connect to the proposed 40th/40th Station, where passengers will be able to transfer to commuter rail trains to Denver International Airport on the East Corridor, Thornton on the North Metro Corridor, and Union Station.

For the entire Central Corridor, CPV Spur, and Downing Street Extension, a total of 6,164 residential units, 3,729 hotel rooms, 864,000 square feet of retail, 2 million square feet of office space, 1.5 million square feet of government space, 103,000 square feet of cultural space, and 2.3 million square feet of convention/sports space have either been completed or are currently under construction. Another 5,036 residential units, 1,156 hotel rooms, 1.5 million square feet of retail, and 2.4 million square feet of office space have been proposed.
**Union Station**

The 19.5 acres surrounding Union Station owned by RTD and its partners represent the pre-eminent TOD opportunity in the entire Denver region. The Union Station partnering agencies (RTD, the Colorado Department of Transportation, DRCOG, and the City and County of Denver) in November 2006 announced the selection of Union Station Neighborhood Co. as the master developer for the 19.5-acre site. Led by Continuum Partners and East West Partners, Union Station Neighborhood Co.’s proposal included 557 residential units, 246,100 square feet of retail, and 732,500 square feet of office space. The proposal included an additional 13 acres of land owned by East West Partners adjacent to the Union Station site. Union Station Neighborhood Co. would complete all transportation and street-level improvements by 2011. The total development value of the site upon total buildout, which is expected by 2015, is estimated to be more than $1 billion. Negotiations between the Union Station partners and Union Station Neighborhood Co. on a development agreement were ongoing at the time of publication, so the ultimate development program and market delivery dates may change.

Including projects by other developers at sites directly adjacent to Union Station, at least 557 residential units, 335,651 square feet of retail, 1.4 million square feet of office space, and 150 hotel rooms have so far been proposed within about 1,000 feet of the new commuter rail station. Among the newest developments:

- The Nichols Partnership announced a $130 million project on the 1900 block of Chestnut Street that will include an upscale grocery and up to 420,000 square feet of residential and/or commercial space including office space or an extended-stay hotel by 2010.
- Resolute Investments’ Wewatta Plaza on the 1800 block of Wewatta Street will have 180,742 square feet of office space and 19,551 square feet of ground-floor retail when completed in 2009.
- Sunshine Development’s $175 million 1601 Wewatta project will have 450,000 square feet of office space, 70,000 square feet of retail, and 150 hotel rooms when completed in 2010.
- East West Partners is refining its design and finalizing its financing for the City House, another high-rise, high-end residential project on the 1800 block of Chestnut Street.

Beyond the parcels directly adjacent to Union Station, a tremendous amount of development activity has been occurring within a short walk across 16th Street and over the Millennium Bridge, led by East West partners, which purchased 33 acres in the Central Platte Valley from Trillium Corp. in 1999. Since 2001, East West Partners or other developers to whom it sold land in the CPV have either built or are currently constructing 1,689 residential units, 103,000 square feet of retail, 620,000 square feet of office space, and 27,000 square feet of cultural space. An additional 440 residential units, 12,500 square feet of retail, and 119,000 square feet of office space, have been proposed. Among the newest developments:

- East West Partners’ Glass House development at 1800 Basset Street—twin 23-story towers with 389 condominium units—was completed in early 2007.
• East West Partners’ $30 million ONE Riverfront Park and The Park at ONE Riverfront developments at 17th and Little Raven streets—totaling 67 high-end residential units—are currently under construction.

• Balfour Senior Care’s $100 million Cosmopolitan Club at 15th and Little Raven streets is poised to break ground by 2008. The 7-story senior housing community will have 264 for-rent apartments with an attached assisted living component and private medical offices.

• Construction has begun on Trammell Crow Co.’s $100 million, three-phase 1900 16th Street project, on the 16th Street Mall between Delgany Street and the CML. Phase 1 is an 18-story, 335,000-square foot office building along the 16th Street Mall, phase 2 will be a 10-story office building next to the Millennium Bridge, and phase 3 will be eight floors of condos above the phase 1 parking garage being built along 15th Street. Phase 1 will be complete in 2009 with phases 2 and 3 planned subject to market conditions. (See Exhibit 3-2)

• The $15 million, 27,000-square foot Museum of Contemporary Art–Denver, designed by David Adjaye, was recently completed at 15th and Delgany streets. The land was donated by Continuum Partners, adjacent to their Art House residential project. (See Exhibit 3-3)
Lower Downtown (LoDo), adjacent to Union Station on the east, is one of the most sought-after real estate markets in the Denver metropolitan area. Since RTD and its partners purchased Union Station in 2001, 140 residential units, 135,351 square feet of retail, 1.1 million square feet of office space, and 248,000 square feet of government space has been constructed or is currently under construction in LoDo. Another 463 residential units, 14,500 square feet of retail, 47,000 square feet of office space, and 180 hotel rooms have also been proposed. Among the newest developments:

- The Environmental Protection Agency’s (EPA) Region 8 Headquarters at 16th and Wynkoop streets was recently completed. The $70 million project includes 248,000 square feet of government space and 56,000 square feet retail.

- Urban Villages has broken ground on Sugar3 at 16th and Blake streets. The $40 million project, when complete in 2008, will have 38 luxury rental apartments, 50,000 square feet of office space, and 8,000 square feet of ground-floor retail. (See Exhibit 3-4)

- Hines Development has broken ground on 1515 Wynkoop, next to the Environmental Protection Agency’s recently completed Region 8 Headquarters. The $90 million project will contain 267,833 square feet of office space and 27,387 square feet of ground-floor retail when completed in 2008.

- Opus Development’s $80 million 1400 Wewatta project at 14th and Wewatta Streets has also broken ground. The development encompasses three buildings, two of which are currently under construction: a 310,000-square foot office building, and a mixed-use building with 100,000 additional square feet of office space and 22 residential condos on the top floors. A third building will be constructed at the corner of 15th and Wewatta Streets once the first two are complete in 2008.

- Sage Hospitality announced plans to construct a long-awaited W Hotel and Residences at 16th and Market streets at the site of the current Office Depot. The $180 million project will have 180 hotel rooms, 60 condos, as well as 6,000 square feet of ground-floor retail.
The western edge of downtown Denver is a hot spot for high-rise hotel and residential development, particularly around the Convention Center/Performing Arts Center Station, which is located at 14th and Stout Streets. (The original 14th Street stations were moved in conjunction with expansion of Colorado Convention Center in 2004, which added 2.2 million square feet of convention and meeting space. The 36,000-square foot Ellie Caulkins Opera House was renovated at the Denver Performing Arts Center one block away a year later.)

Ground was recently broken on the highly anticipated Four Seasons Hotel & Residences-Denver at 14th and Arapahoe streets. This $300 million, 45-story project will have 102 luxury condos (some of the most expensive ever sold in the Denver market) and 235 hotel rooms. Between the Four Seasons, Hyatt Regency Colorado Convention Center Hotel, Hotel Curtis (See Exhibit 3-5), Hilton Garden Inn, Homewood Suites/Embassy Suites, and the Inn at Denver Athletic Club 2,688 new hotel rooms (1,892 of which have already been completed or are currently under construction) are expected within walking distance of this station by about 2010.

New activity among residential developments includes the Nichols Partnership’s $175 million Spire project, which is under construction at 14th and Champa streets. This 41-story building, expected to be complete in 2009, will have 503 condos. Great Gulf Group is also moving forward with its $165 million 1401 Lawrence project, a 51-story building with 145 condos.

Urban Villages has broken ground on Sugar3 corner-corner from the Market Street bus station. The $40 million project will have 38 luxury rental apartments, 50,000 square feet of office space, and 8,000 square feet of retail.
After several years of LoDo getting all the attention, an interesting mix of new projects are emerging in central Downtown Denver, including some new hotels and office buildings. Among the newest developments:

- The newest five-star downtown luxury hotel, the Ritz-Carlton Denver, is under construction at 1881 Curtis St. The former Embassy Suites Hotel will be converted into 202 luxury hotel rooms and 23 luxury condos. The $75 million hotel, slated for completion in early 2008, will also house a second Elway’s restaurant location.

- Westfield Development has begun construction on its $150 million 1800 Larimer project, a 22-story, 500,000-square foot office building slated will be completed in 2009.

- Developer Evan Makovsky purchased the entire block bordered by the 16th Street Mall, Welton, California, and 15th streets with the exception of the Washington/McClintock building at 16th and California. The Steel Building (also known as the Fontius Building) will be renovated with office space and ground-floor retail. The remainder of the block will be razed and included as part of an estimated $350 million development.
Welton/Downing Corridors
(20th & Welton, 25th & Welton, 27th & Welton, 29th & Welton, 30th & Downing, 33rd & Downing and 35th & Downing Stations)
The historic Five Points and Curtis Park neighborhoods have seen dramatic levels of investment and redevelopment since light rail service was first established along the Welton Street corridor in 1994: 2,209 residential units, 102,600 square feet of retail, and 40,000 square feet of cultural space have either been built or are currently under construction, and another 594 residential units and 11,000 square feet of retail have been proposed. Nearly 20% (440) of the new and more than 50% (303) of the proposed residential units are considered affordable, either through the redevelopment of existing Denver Housing Authority (DHA) facilities or new infill projects by community development groups.

For example, DHA in 2007 completed the first phase of its Park Avenue mixed-income redevelopment near Court Place, consisting of 124 (81 affordable) apartments. When complete in 2010, the project will encompass an estimated 653 residential units, of which 290 (44%) are planned to be affordable. New activity among market rate projects includes Erik Osborn’s $140 million One Lincoln Park project, currently under construction at 20th and Welton streets. The 32-story tower will have 186 luxury condos and is expected to be complete in 2008. (See Exhibit 3-6)

Exhibit 3-6: One Lincoln Park

Construction is moving ahead on the $140 million One Lincoln Park project. The 32-story tower puts 186 condos right at the 20th/Welton Station.
Auraria
(Pepsi Center/Elitch Gardens, Invesco Field, Auraria West, Colfax at Auraria stations)
The Auraria Higher Education Center Campus (home to the University of Colorado Denver, Metropolitan State College, and Community College of Denver), Pepsi Center (home of the Denver Nuggets basketball and Colorado Avalanche hockey teams) and Invesco Field (home of the Denver Broncos football team) are all served by the Central Platte Valley Spur, which began operations in 2002.

The Auraria Higher Education Center campus is attended by about 38,000 students and is experiencing record enrollment growth. The campus is currently updating its master plan. While it is restricted from developing any residential uses, the campus is considering pursuing public-private partnerships for several commercial projects. One concept is $35 million, 200-225 room hotel and conference center affiliated with Metro State’s hospitality department near the Auraria/Colfax Station. Urban Ventures, the developer of the 685-bed Campus Village student housing project just outside the campus boundary near the Auraria West Station (see Exhibit 3-7), is planning a second phase for that project associated with that station’s relocation for construction of the West Corridor, as well as a retail main street project on the campus for 5th Street. The City and County of Denver is currently conducting a station area plan for Auraria West.

Exhibit 3-6: Campus Village

Urban Ventures’s 685-bed Campus Village student housing project, which opened last fall, will be adjacent to the Auraria West Station when it is relocated as part of the West Corridor project.
Kroenke Sports Enterprises (owner of the Pepsi Center and its pro sports franchises) is partnering with NS West on a two-phased, $30 million office project adjacent to Invesco Field Station at 5th and Wazee streets, expected by 2009. The first will be a 5-story, 150,000-square foot office building, the second a 5-story 175,000 square-foot building, both connected to the station via a pedestrian plaza.

**10th & Osage Station**

In 2007, RTD sold two parcels comprising about 3 acres to the City and County of Denver located between the 10th/Osage Station and the South Lincoln Park Homes. The City is conducting a station area planning process in coordination with DHA on how the site could be used to prevent resident displacement if the South Lincoln Park Homes were to be redeveloped as a mixed-income project.

**Alameda Station**

Alameda Station LLC is under contract with RTD on the former bus barn site west of Alameda Station fronting Santa Fe Drive. Their proposal includes a retail and affordable housing component, along with a pedestrian bridge across the CML to connect with the station. The City and County of Denver is developing a station area infrastructure master plan, and the owners of Broadway Marketplace and the Denver Design District are developing a General Development Plan to guide the future redevelopment of the entire district between Alameda Avenue, Broadway, Exposition Avenue, and the CML, including the Alameda Station park-n-Ride.

**I-25 & Broadway Station**

Metropolitan Gardens is the proposed TOD project on the 50-acre western half of the former Gates Rubber plant, owned by Cherokee Denver. Total buildout of the site, expected to cost about $1 billion and be complete between 2015 and 2020, will include 2,400 residential units (300 of which will be affordable), and more than 1 million square feet each of office space and retail. Demolition began in August 2007.

The first phase of development will occur on the 24 acres west of the CML, where Illinois-based Joseph Freed and Associates—an experienced TOD builder in the suburban Chicago market along the Metra commuter rail—is planning to build about 1,500 residential units, 800,000 square feet of retail (including a Sundance Cinema owned by Robert Redford), 300,000 square feet of office space, and a hotel (See Exhibit 3-8). Construction should begin in late 2008 once essential infrastructure elements are in place and demolition is completed. RTD is coordinating with Freed and Cherokee on a new pedestrian bridge they will build to connect the west side of Metro Gardens to the station. RTD is also in exclusive negotiations with Cherokee for joint development on its 18-acre bus transfer facility and park-n-Ride site, which could include about 145,000 square feet of retail and 500,000 square feet of office space.
Elsewhere on the Cherokee Gates redevelopment site, Trammell Crow Residential will be a vertical developer on the block bound by Arizona Avenue, Broadway, Mississippi Avenue and the tracks, with Alexan Gates, a proposed 350-unit apartment complex (50 of which will be affordable) with 16,000 square feet of retail.

Houston-based Lionstone (along with local partner McKinnon & Associates) is the master developer for the 28-acre Gates East redevelopment site, which is expected to total $540 million and have about 1,500 residential units, 100,000 square feet of retail, and 500,000 square feet of office space, to be completed by 2025. Lionstone has renovated the existing 300,000-square-foot former Gates Company headquarters as part of the office component. McStain Neighborhoods is building 43 infill residential units on the southern tip of the site for its Manor Homes at Platt Park project. McStain plans to build between 140 and 200 condos in a second phase.
4.0 SOUTHWEST CORRIDOR

Opened in 2000, this 8.7-mile extension from the original Central Corridor brought light rail service into south Denver, Englewood and Littleton. The FasTracks program will extend the line 2.5 miles to C-470/Lucent Boulevard, bringing service to Douglas County’s Highlands Ranch community in 2016 (see Exhibit 4-1).

Situated along side active freight service, the Southwest Corridor has seen limited real estate development over the past 7 years other than at CityCenter Englewood and some infill projects around the downtown Littleton Station. CityCenter Englewood, the Denver region’s first contemporary TOD, was developed as by a public-private partnership in which the City of Englewood redeveloped a failed shopping mall as a pedestrian-oriented, mixed-use center and moved its city facilities to the new station.

A total of 479 residential units, 687,804 square feet of retail, 160,000 square feet of office space, 100,000 square feet of government space, and 34,000 square feet of cultural space have either been completed or are currently under construction. An additional 515 residential units have been proposed.

Evans Station
The City and County of Denver plans to begin its station area planning process in 2008.

Bates Station (planned)
RTD staff are in discussions with the City of Englewood and private property owners on conceptual plans for an infill station, whose cost would be split among the three parties.

CityCenter Englewood Station
The City of Sheridan rezoned the Cinderella City Twin Drive-In Theatre for the development of Embrey Partners’s $25 million Park at Sheridan proposal. This 317-apartment project is expected to begin construction in early 2008, with completion in 2009.
**Oxford Station**

Miller Weingarten is developing the 300-acre South Santa Fe Drive Corridor Redevelopment Area, located in Sheridan along the west side of South Santa Fe Drive, from West Hampden Avenue on the north to Oxford Avenue on the south, to just beyond the South Platte River on the west. Though the southeast corner of this large-format, auto-oriented retail project will be located about a half-mile from the Oxford Station, there is limited pedestrian access across Santa Fe Drive.

**Littleton Downtown Station**

Infill redevelopment projects are starting to proliferate around the Littleton Downtown Station. Littleton Capital Partners’ Littleton Station project was completed earlier this year. The 35-unit condominium and townhome development also includes 10,000 square feet of remodeled office space (see Exhibit 4-2). M2H Group is close to breaking ground on Littleton Crossing, a 34-unit condominium project at 5500 Prince Street. The project is expected to break ground in April 2008.

**Exhibit 4-2: Littleton Station**

Littleton Capital Partners’ 35-unit condominium and townhome Littleton Station project was completed earlier this year.
Other developers are evaluating potential infill redevelopment sites near the station, such as the former Arapahoe County Sherriff Building for the proposed 115-unit Littleton Gateway condo project, and the proposed 60-unit Littleton Loft project on the 5800 block of S. Rapp Street.

**Littleton Mineral Station**
The City of Littleton approved a rezoning amendment in 2007 to allow McStain Neighborhoods to begin construction of the 199-townhome and condo River’s Edge at Aspen Grove project on 17 acres behind the Aspen Grove Lifestyle Center between Platte River Parkway and the Platte River greenbelt.

**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 Boulevard Station. Following its successful model at CityCenter, Englewood in 2007 created a non-profit entity—the Englewood McLellan Reservoir Foundation—and appointed city officials as its directors to oversee development of this property.
Opened in 2006, the 19-mile Southeast Corridor extended light rail service along I-25 into southeast Denver, Greenwood Village, Centennial, Arapahoe County, Lone Tree, and Douglas County, with a spur along I-225 into Aurora. The FasTracks program will extend the Southeast Corridor by 2.3 miles south along I-25 with three new stations in RidgeGate, a 3,500-acre, mixed-use, master planned community being developed by Coventry Development Corporation in Lone Tree (see Exhibit 5-1 for a map of the corridor).

The Southeast Corridor is one of the hottest markets for TOD in metro Denver. This is not surprising considering that the corridor connects the two major employment centers in the Denver metro area: the Central Business District in downtown Denver, and the Southeast Business District, which includes the Denver Tech Center, Greenwood Village, Inverness, Meridian, and the city of Centennial. According to DRCOG, more than 180,000 people work in these two employment centers, and another 30,000 or so work at intermediate points along the corridor, including businesses along Colorado Boulevard, Evans Avenue, and University Boulevard.

Another key factor in real estate investment along this corridor is that the rail alignment is adjacent to I-25, the highest volume highway in metro Denver. In addition, some of the communities the Southeast Corridor provides service to are among of the highest value real estate in the region. These factors have all made 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 4,396 residential units, 492,533 square feet of retail, 1.3 million square feet of office space, and 40,000 square feet of medical space have either been completed or are currently under construction. An additional 2,587 residential units, 580 hotel rooms, 262,500 square feet of retail, and 1 million square feet of office space have been proposed.
Louisiana-Pearl Station
Trammell Crow Co.’s $9 million Louisiana Station Lofts was completed in 2007 after being destroyed by a fire the previous year just weeks prior to completion. The 29-unit residential condominium directly across Buchtel Boulevard from Louisiana/Pearl Station also has 3,000 square feet of ground floor retail (see Exhibit 5-2). Trammell Crow Co. is examining the feasibility of another infill project to the southeast.

The Denver City Council in October adopted a new station area plan to address issues as parking impacts and infill redevelopment in the adjacent Platt Park and West Washington Park neighborhoods.

Exhibit 5-2: Louisiana Station Lofts

The 29-unit Louisiana Station Lofts project was rebuilt after a fire destroyed the building just weeks prior to completion. It includes 3,000 square feet of retail.

University Station
Mile High Development initiated a parcel consolidation and rezoning for University Station that was approved by the Denver City Council in July. The RTD Board of Directors in September granted Mile High Development exclusive rights to negotiate a joint development proposal on the station property for one year.

Other recent development activity at this station includes the Romani Group’s $15.5 million University Lofts project, which was completed in August 2007 at the northeast corner of University Boulevard and Evans Avenue. This 35-unit apartment building includes 8,800 square feet of retail (see Exhibit 5-3).

Campus Living Villages has broken ground on Vistaloft at University Boulevard and Jewell Avenue. The 86-unit student housing project will include 317 beds and is expected to be completed in 2008.
Colorado Boulevard Station
The City and County of Denver is in the process of developing an infrastructure master plan for Colorado Boulevard Station to guide future development of new roads, utilities and other infrastructure needed to support redevelopment in the station area. In the context of that process, Lincoln Property Group has submitted a general development plan for the 75-acre station area that primarily addresses the 13 acres it owns (the Colorado Center development) across Asbury Avenue from the station. The City will be a co-applicant for the wedge-shaped parcel south of Colorado Center Drive and north of Evans Avenue. About 5 acres of the Colorado Center site is currently used for surface parking that is available for development by Lincoln Property. The Denver City Council in August approved rezoning the site for mixed use.

Yale Station
Byers Street Properties is preparing to break ground on its Townhomes at Yale Station project on Yale Circle, about 500 feet from the station. Completion of these 24 townhomes is expected in 2008.

Southmoor Station
The City and County of Denver is in the process of developing an infrastructure master plan to guide future development of new roads, utilities and other infrastructure needed to support redevelopment in the station area.

Dayton Station
Trammell Crow Co. sold the remaining southernmost 5 acres of the 100-acre Hampden Town Center—located closest to Dayton Station—to Nova Investments, which previously developed the 260-unit Town Center Terrace condo project, one of several components of Hampden Town Center.

Nine Mile Station
The City of Aurora is in the process of developing a station area plan.
Bellevie Station

In January 2008, vertical construction is expected to begin in earnest at Bellevie Station. Phase 1 of the project will include 250 luxury apartments in two 4-5 story buildings to be built by the Hanover Co., 120,000 square feet of speculative office space to be built by Trammell Crow Co., and 120,000 square feet of retail and a hotel to be built by Continuum Partners. Front Range Land and Development Co., a partnership between the landowner, the Bansbach family, and master developer, Continuum Partners, is planning a total of 2.2 million square feet of office space, 250,000 square feet of retail, a hotel, and 2,000 residential units on the entire 50 acre site, for a total value of $1.5 billion. The first phase of the project will be built on the northeast corner of Niagara Street and Bellevie Avenue.

Fairfield Residential has broken ground on three rental projects near the station. The $70 million DTC III apartment complex will have 397 rental units on the east side of Monaco Street near Tufts Avenue. DTC IV East and DTC IV West are both under construction north of Union Avenue on both sides on Monaco Street. The $51 million DTC IV West will have 270 apartments, while the $51 million DTC IV East will have 240. All three Fairfield Residential projects are expected to be complete in 2008.

RE/MAX in 2007 completed their new corporate headquarters at Bellevie Avenue and Syracuse Street in early 2007. The $50 million, 250,000-square foot office building also includes 21,000 square feet of retail.

Orchard Station

Construction continues on The Landmark, Everest Development Company’s $160 million mixed-use development located north of the Orchard Station (see Exhibit 5-4). This 15-acre project will include 251 condos and 168,000 square feet of retail in two residential towers of 11 and 12 stories each. While this phase is expected to be completed in 2008, Everest has announced a second phase called the Brownstones at Landmark, consisting of 160 townhomes and 10 single-family homes.

Exhibit 5-4: The Landmark

Construction is moving along at The Landmark, a $160 million mixed-use development with 251 condos and 168,000 square feet of retail.
Arapahoe at Village Center Station

Implementation of the Village Center at Arapahoe Framework Plan, which was adopted by Greenwood Village in 2005 is moving forward. The plan envisioned a dense buildout with a mix of uses in the 110 acres surrounding the station, which includes holdings by major developer landowners such as Koelbel and Company, Shea Properties, and John Madden Company, as well as Greenwood Village, the Colorado Department of Transportation (CDOT), and RTD. Recent development activity is centered on Fiddler’s Green Circle, on the west of I-25.

The Palazzo Verdi, a $100 million office building being developed John Madden Co., is under construction. The 285,000-square foot office building is expected to be complete in 2008 (see Exhibit 5-5). John Madden Co. is also in preliminary planning stages for a second phase.

Exhibit 5-5: Pallazo Verdi

Construction is underway of Pallazo Verdi, a $100 million, 285,000-square foot office building.

ING Clarion Partners’ $75 million Hotel Palomar is nearing construction. The 200-room hotel will also include 25 luxury condominiums when complete in 2009. Meanwhile, Shea Properties is moving towards construction of the first phase of its Village Center Station, will have 200,000 square feet of office space (including Shea’s Colorado headquarters) with 30,000 square of retail when complete in 2009. Also, Charlie Biederman, Steve Roitman, and Walter Isenberg in 2007 announced plans for a 180-room Renaissance Hotel. The $60 million, 15-story project will also include 15 luxury condominiums.
Dry Creek Station
Construction is moving along of The Vallagio, a $194 million, 30-acre, mixed-use project southeast of Dry Creek Road and Inverness Drive West. The project, by Metropolitan Homes, will have 389 residential ownership units, 20,000 square feet of retail, and 24,000 square feet of office space. It is expected to be completed in 2008 (see Exhibit 5-6).

Exhibit 5-6: The Vallagio

The Vallagio is a $194 million, 30-acre, mixed-use project being developed by Metropolitan Homes southeast of Dry Creek Road and Inverness Drive West that will have 389 residential ownership units, 20,000 square feet of retail, and 24,000 square feet of office space when complete in 2008.

Construction is also underway just north of Dry Creek Road from The Vallagio, on Fairfield Residential’s $34 million, 219-unit Ballantyne apartment complex expected to be completed in 2008. Embrey Development Company has broken ground on its $30 million, 309-unit Inverness Apartment Homes. The project, located on the southwest corner of Dry Creek Road and Inverness Drive East behind the Vallagio, is also expected to be completed in 2008. And construction continues at Dry Creek Crossing, a $60 million residential project on 8 acres off the southeast corner of Yosemite Street and Dry Creek Road, west of I-25. The project, by Mountain View Homes, will have 248 condos and will be completed in 2008.

Lincoln Station
Westfield Development is under construction on the first phase of their Lincoln Station project for the five acres adjacent to the station. The $70 million phase, expected to be completed in 2008, will include 73 residential condos, 9,083 square feet of retail, and 188,052 square feet of office space (see Exhibit 5-7). Phase II, on nine acres, is expected to include 200 apartments and an additional 300,000 square feet of office. Later phases could include an additional 600 residential units. Bradbury Properties, which owns 53 acres adjacent to the station on the west side of I-25, has partnered with Westfield Development on the project, which is expected to have a total value of $700 million.
Exhibit 5-7: Lincoln Station

The first phase of Westfield’s Lincoln Station project will include 188,052 square feet of office, 9,083 square feet of retail, and 73 condos.

RidgeGate Extension

The three planned stations along the 2.3-mile Southeast Corridor extension, scheduled for completion in 2016, are all expected to be integrated into RidgeGate, a 3,500-acre, mixed-use, master planned community being built by Coventry Development Corporation in Lone Tree, with final buildout expected by 2050.

The 600-acre first phase of RidgeGate, the West Village, is currently under construction near Sky Ridge Station, which will serve the expanding Sky Ridge Medical Center. The $200 million Commonwealth Heights community is about a 10-minute walk from the planned station site. Century Communities is building 334 residential units in two condo buildings with 17,000 square feet of ground-floor retail. New Town Builders will add 123 townhomes and 9 single-family homes. High Point Investments is also building a 222-unit apartment building.

In addition to Commonwealth Heights, Prime West Development is nearing completion on the Colorado Center for Reproductive Medicine across Ridgeway Parkway from SkyRidge Medical Center. The 40,000-square foot medical facility also includes room for expansion at a later date. MacKenzie House is expected begin construction on its $250 million 300-unit continuing care retirement community in 2008 on 35 acres immediately south of Sky Ridge Medical Center. The development will include independent living units, assisted living units, and an assisted living center. Also to the west of Sky Ridge, Lauth Development is moving forward on RidgeGate Point, a 125,000-square foot speculative office building.
6.0 WEST CORRIDOR

The 12-mile, 12-station West Corridor will be the next addition to the RTD rail system and the first FasTracks corridor to be completed. Currently in final design, the West Corridor is scheduled to begin construction in 2008 with revenue service in early 2013. It 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 lower downtown Denver and the Auraria Higher Education Center (whose three growing institutions have 38,000 students today) to residential neighborhoods in west Denver and Lakewood, the Denver Federal Center (a 670-acre campus with 6,000 jobs and 4 million square feet of office space that is planning a major expansion), Red Rocks Community College main campus (which serves nearly 12,000 commuting students), and Jefferson County Government Center (a 180-acre campus with about 2,500 employees that will also expand in the near future). (See Exhibit 6-1 for a corridor map.)

Federal-Decatur Station

The City and County of Denver is in the process of developing a station area plan. More than 40 acres of land around the station are in public ownership between 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. This station area has strong redevelopment potential due to three factors:

- A 10-acre City maintenance facility located east of Decatur Street and north of the alignment is slated for demolition as part of the West Corridor project,
- While it currently has no identified funding for the project, DHA plans to redevelop the 33-acre, 333-unit Sun Valley public housing located three blocks south of the station as a mixed-income community, and
Land use restrictions on Invesco Field at Mile High will sunset when the Stadium District bonds are retired in 2012, creating the opportunity for development on the parking lots located north of the station.

**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 these stations. The City plans to amend its zoning code and remap the station areas by 2008.

About a half-mile north of 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 will 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 on the site.

**Sheridan Station**
The City of Lakewood in 2007 rezoned 90 acres on its half of the station area to a newly created designation, transit mixed use, consistent with the station area plan the City adopted in 2006 (See Exhibit 6-2). Denver is in the process of developing a plan for its half of the station area, building off of Lakewood’s land use vision.

RTD plans to issue an RFP in fall 2008 for the planned 800-space parking structure at this station, with the potential for incidental transit-supportive uses on the site, which will be approximately four acres.

**Lamar Station**
The Lakewood Housing Authority purchased a 6-acre site south of the station, where it is planning a mixed-income housing development. Large industrial parcels to the north and south of Lamar Station make this area a strong candidate for redevelopment over time.
Wadsworth Station
Lakewood in 2007 rezoned 320 acres in this station area to transit mixed use, consistent with the station area plan the City adopted in 2006 (see Exhibit 6-3). The station area is located in the West Colfax Avenue Corridor Reinvestment Area—an urban renewal designation—making it eligible for the use of tools, such as tax increment financing, to facilitate new development and infrastructure. This designation has spurred redevelopment along Colfax Avenue near the station, where several large-format, auto-oriented retail projects were recently completed, such as a Wal-Mart and a Home Depot, as well as Colfax Central, a 14,000-square foot retail center.

RTD plans to issue an RFP in fall 2008 for the planned 1,000-space parking structure at this station, with the potential for incidental transit-supportive uses on the site, which will be approximately 4 acres.

Garrison Station
Lakewood envisions this station as an area of stability, with little redevelopment occurring in this established residential neighborhood.

Oak Station
Lakewood in 2007 rezoned 300 acres in this station area to transit mixed use, consistent with the station area plan the City adopted in 2006 (see Exhibit 6-4).

Federal Center Station
RTD and Catholic Health Initiatives (CHI) in September 2007 closed on their acquisition of the southwestern 65 acres of the Denver Federal Center, for the purposes of building the Federal Center Station and St. Anthony West Hospital. RTD in October 2007 issued an RFP for a 16-bay bus transfer facility and 1,000-space park-n-Ride, with the option for additional transit-supportive uses, on its 15 acres. Construction is about to begin on the first phase of the $500 million St. Anthony West Hospital on 27 acres.
south of 2nd Place (See Exhibit 6-5). The 386-bed, 900,000-square foot facility, is expected to be complete in 2010 and provide 1,500 jobs. The remaining 23 acres of the site is for a second phase of hospital expansion.

Lakewood in 2007 rezoned 220 acres in this station area along the Union Boulevard corridor to transit mixed use, consistent with the station area plan the City adopted in 2006. After annexing the entire 700-acre Federal Center in August 2007, Lakewood also adopted an Official Development Plan (ODP) to govern development on the 65 acres for the transit center and hospital as well as the remaining 635 acres of future development. The federal General Services Administration, which manages the Federal Center, in 2007 released a Draft Master Site Plan and EIS to guide new development on those 635 acres that will connect the campus to the surrounding community over the next 20 years (see Exhibit 6-6). Within a half-mile of the station, the plan projects the potential for 1,400 residential units, 100,000 square feet of retail, and 800,000 square feet of new office space in addition to the new hospital and any joint development on the RTD site.
Jefferson County Government Center Station

Nexcore Group in 2007 proposed a 306-unit apartment building on Golden Ridge, 6 acres across a planned pedestrian bridge (possibly to be built by another party) over US Highway 6 from the Jefferson County Government Center. But the Golden City Council voted against amending the site’s zoning to permit the project, and the project’s prospects are unclear.
7.0 EAST CORRIDOR

The East Corridor, scheduled to open in 2015, will extend 24 miles from Denver Union Station through the emerging Denver neighborhood of River North (a transfer point to the North Metro and Central corridors) and along the northern edges of North Park Hill and Stapleton, into Aurora (a transfer point to the I-225 Corridor), then along Pena Boulevard to Denver International Airport (DIA) (see Exhibit 7-1 for a corridor map.) Private landowners have proposed two additional stations that could be integrated with large greenfield developments along the Pena Boulevard corridor: L.C. Fulenwider’s Denver International Business Center and LNR Property’s High Point at DIA project. RTD has held discussions with these developers, and there is the potential for these stations to move forward depending on the commitment of additional funding from other parties. A total of 6 stations (40th/40th, Colorado Blvd., Central Park Blvd., Peoria/Smith, 40th/Airport, DIA) are planned for the corridor.

RTD plans to utilize a public-private partnership (PPP) to design, build, finance, operate and maintain (or some combination thereof) the East and Gold Line corridors—both of which are recommended to use electric multiple unit (EMU) commuter rail technology—and their associated maintenance facility. In 2007, RTD was one of three transit agencies in the U.S. selected to participate in the Federal Transit Administration’s (FTA) Public-Private Partnership Pilot Program (Penta-P). Authorized by the current federal transportation bill (SAFETEA-LU), Penta-P is intended to demonstrate the benefits of PPPs for the development of public transit in the U.S. (While widely used in Europe, Australia and other parts of the world, PPPs are a relatively new approach to transportation infrastructure projects in the U.S., where they have primarily been used for highway projects to date.) While Penta-P will not provide any additional funding for the East and Gold Line corridors (which were both designated as candidates for federal funding in the FasTracks plan), it provides regulatory relief and expedites the federal New Starts program funding process.
40th Avenue & 40th Street Station
This station is expected to be a transfer point between the East, North Metro and Central corridors. The current land uses around the station are mostly industrial, but the City and County of Denver’s River North Plan (adopted in 2003) envisions a major transformation of this area into a thriving urban neighborhood. The private sector has started this change with a number of small adaptive-reuse and infill projects slowly marching northeast from LoDo that are bringing new vitality to this area.

For example, 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. Peter Barnes is planning nearly 150 condos, retail and offices in a new development near 37th Avenue and Walnut Street, and Larry Burgess is working on plans for a live/work project near 35th Avenue and Brighton Boulevard. There is also large-scale development 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.

Denver is in the process of developing a station area plan. A significant development challenge in this area is the need for regional-scale drainage facilities, in addition to integrating development around the planned commuter rail maintenance facility in this area.

Colorado Boulevard Station
Landon Enterprises recently broke ground at the northeast corner of Colorado Boulevard and 40th Avenue on a $5 million, 19,000-square foot retail project (adjacent to Delwest’s Park Hill Village) that is expected to be completed in the summer of 2008. The west phase of Park Hill Village is expected to add 152 residences. On the west side of Colorado Boulevard, the Denver Work Lofts has been proposed along 41st Avenue, south of the station.

Central Park Boulevard Station
RTD is planning to relocate its existing Stapleton park-n-Ride to a 20-acre site to the north-east at the proposed commuter rail station. A federal grant of $2.5 million was awarded to RTD in 1997 to relocate the facility, and RTD is participating with Denver and Forest City Stapleton in a planning process for the site.

The Federal Bureau of Investigation also announced plans to construct a new building for its Denver offices on 10 acres south of the new park-n-Ride site. The 175,155-square foot building is expected by 2010.

Peoria & Smith Station
This station will be a transfer point between the East Corridor and the I-225 Corridor, providing access to DIA from the Fitzsimons medical and bioresearch campus and central Aurora. The City of Aurora will begin station area planning in 2008.
40th & Airport Station
Aurora is finalizing its station area plan, which was conducted in partnership with RTD and the Pauls Corporation, the major landowner in the station vicinity.

Denver International Airport
DIA is now ranked as the fourth busiest airport in the nation, moving ahead of Los Angeles International, but still trailing Atlanta, Chicago-O’Hare, and Dallas-Fort Worth. Annual passenger traffic is nearing DIA’s capacity of 50 million. The need for new capacity, ambitious new development plans around the terminal, and the integration of the end-of-line commuter rail station are being addressed in a new airport master plan currently being developed. RTD staff is working with DIA to design the station as part of the East Corridor EIS process.

Capacity expansion plans include at least 8 new gates on Concourse C. Development plans include The Landings at DIA, a 17-acre project north of Pena Boulevard and southeast of the rental car lots that is expected to include a boutique hotel, 60,000 square feet of in-line retail and 5 to 8 retail pad sites. An RFP was issued in April for a $185 million, 499-room luxury hotel adjoining the southeast corner of the Jeppesen Terminal to be connected via a skybridge.

The ridership impacts of airport-area development differ from typical TOD, but the plans to increase airport capacity will result in more travelers using the rail system to access the metro area, and the new development will create ridership from additional airport employees and new workers at the airport-area developments.
The Gold Line Corridor is planned to extend 11 miles from Denver Union Station through north Denver before turning west into unincorporated Adams County, Arvada, and Wheat Ridge. Expected to be open for service in 2015, the Gold Line will link historic Olde Town Arvada and the 68-acre Ridge Home redevelopment site to downtown Denver (see Exhibit 8-1 for map.)

There has been a small but significant amount of development activity occurring in Gold Line station areas during the project’s planning phase. A total of 450 residential units, 279,824 square feet of retail, and 19,372 square feet of office space have either been completed or are currently under construction. An additional 625 residential units, 3,500 square feet of retail, and 36,000 square feet of office space have been proposed.

RTD plans to utilize a public-private partnership (PPP) to design, build, finance, operate and maintain (or some combination thereof) the East and Gold Line corridors—both of which are recommended to use electric multiple unit (EMU) commuter rail technology—and their associated maintenance facility. In 2007, RTD was one of three transit agencies in the U.S. selected to participate in the Federal Transit Administration’s (FTA) Public-Private Partnership Pilot Program (Penta-P). Authorized by the current federal transportation bill (SAFETEA-LU), Penta-P is intended to demonstrate the benefits of PPPs for the development of public transit in the U.S. (While widely used in Europe, Australia and other parts of the world, PPPs are a relatively new approach to transportation infrastructure projects in the U.S., where they have primarily been used for highway projects to date.) While Penta-P will not provide any additional funding for the East and Gold Line corridors (which were both designated as candidates for federal funding in the FasTracks plan), it provides regulatory relief and expedites the federal New Starts program funding process.
38th & Inca Station
To the southeast of the station, the first phase of Railyard Marketplace, 26,000 square feet of retail at the corner of Park Avenue West and Globeville Road, was completed in 2007 and a second phase of equal size is currently under construction. The Colorado Coalition for the Homeless has also proposed Renaissance Riverfront Lofts, a $12 million, 100-unit affordable housing development on 1.3 acres adjacent to the Railyard Marketplace. The City and County of Denver will begin a station area plan in 2008.

Pecos and Federal Stations
Adams County is in the process of developing station area plans for both of these stations that examines how these largely industrial and flood plain areas could transition toward uses that could generate economic development and be a regional attraction.

Sheridan, Olde Town Arvada, and Kipling Stations
The City of Arvada in 2007 adopted station area plans for Sheridan, Olde Town Arvada, and Kipling Stations. While the land uses around Sheridan are not expected to change dramatically in the near future, the existing pedestrian-scale of Olde Town offers an opportunity for transit-supportive growth that respects the neighborhood’s historical context.

A current example is Landon Enterprises’s Grandview Plaza and Reno Place infill project at the corner of Grandview Avenue and Olde Wadsworth Boulevard (see Exhibit 8-2). This $8 million project, which is nearing completion, will have about 20,000 square feet of retail and 20,000 square feet of office space on a key corner in Olde Town very close to the commuter rail station. The Arvada Urban Renewal Authority also issued an RFP for the Webster Center, a planned 36,000-square foot office building in Olde Town near the new library location. Skyline Ridge, a 40-unit condo project, is under construction near Ridge Road and Nelson Street. And the City has held discussions with RTD on the potential for a shared parking structure for the station and the retail establishments in Olde Town, but it has not identified funding for a joint project.

Exhibit 8-2: Grandview Plaza and Reno Place

Landon Enterprises is nearing completion on this $8 million office/retail infill project on a key corner in Olde Town near the station.
Shea Properties and Peregrine Group Development have begun the redevelopment of the 68-acre former Ridge Home site, which surrounds the planned Kipling Station. At the southern edge of the site, a 221,000-square-foot retail center anchored by a Super Target was completed in 2006. They are also planning a 325-unit apartment complex to the west of the station, and a 200-unit condo complex north of Ridge Road from the station. There is also potential for joint development on the 5 acres directly surrounding the station, including a shared parking structure.
After suffering through the collapse of its office market in the first half of this decade, the US 36 Corridor market today has rebounded with an eclectic mix of large-scale developments under construction or on the planning board, most of which are located near planned rail and bus stations. On the office side, vacancy rates are down, lease rates are up, and existing buildings are selling to investors. But the introduction of residential uses, which has been encouraged by the passage of FastTracks, has also reinvigorated the corridor market, offering residences for office workers and creating demand for site-scale retail.

Scheduled for completion in 2014, the Northwest Rail Corridor will extend 41 miles from Denver Union Station with seven new stations in Westminster, Broomfield, Louisville, Boulder and Longmont (see Exhibit 9-1). At the request of local government stakeholders, the Northwest Rail Environmental Evaluation (EE) is also evaluating the impacts of additional stations at 88th Avenue & Sheridan Street in Westminster, 116th Avenue in Broomfield, and 63rd Street & Arapahoe Road in Boulder. Though there is no funding for these additional stations in the project budget, RTD will evaluate their impacts in the event that other parties provide the financial resources to construct them at a later date. There is also potential to make use of the stations at Pecos and 38th/Inca already planned on the Gold Line Corridor.

The US 36 Bus Rapid Transit (BRT) Corridor includes 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, where it becomes local bus service terminating at either the downtown Boulder Transit Center at 14th and Walnut Streets or the Boulder Transit Village at 30th and Pearl Streets (see Exhibit 9-2). The BRT will be built in two phases. Phase 1, scheduled to be completed in 2009, will use slip ramps at park-n-Ride locations 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 high-
A total of 703 residential units, 1.6 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/sports space have either been completed or are currently under construction. This total does not include the 670,000-square foot Superior Marketplace, which was completed prior to the passage of FasTracks in 2004 adjacent to the McCaslin park-n-Ride. An additional 1,122 residential units, 315 hotel rooms, 109,270 square feet of retail, and 180,000 square feet of office space have been proposed.

**South Westminster Commuter Rail Station (71st & Lowell)**
Several infill and redevelopment projects are underway or being planned around the South Westminster commuter rail station. Icon Investment Group has aggregated property between the station and Federal Boulevard, an area for which the City of Westminster envisions major redevelopment. The City will begin working on a station area plan in 2008.

**Church Ranch Commuter Rail and BRT Stations**
On 15 acres just north of Westminster Promenade, Urban Pacific Builders has proposed a $200 million mixed-use project called Axis. Construction is expected to begin in 2008 on the first phase, which will include 180 condos and 24,000 square feet of retail. Another 570 condos are planned for Phase II.

Other proposed projects in the station area include Myananda, a proposed $50 million infill development planned in Westminster Promenade that would include 68 luxury condos, salons and shops, and the Rocky Mountain Chopra Center & Spa; and a long-delayed third office building in the Circle Pointe office park located just north of the Axis site.
Broomfield BRT Station
In 2009, the Broomfield park-n-Ride will be relocated to the Arista Grand Parkade, a facility shared by RTD with the Broomfield Events Center. With its evening and weekend programming—including minor-league hockey, basketball and concerts—the 6,000-seat Event Center is an ideal partner to share parking with commuters. The $45 million Events Center is part of Wiens Real Estate Ventures’s planned 215-acre Arista project, which is expected to total 1,200 residential units and 800,000 square feet of retail at total buildout in 2011.

Construction is underway for the first wave of Arista projects, which includes the Arista Place mixed use, main street project: 70,000 square feet of retail and 150,000 square feet of office space, a 13-unit Live/Work development by Sunburst Design/New Design Logic, and the 140-room Arista Aloft hotel by developed by Stonebridge Companies (see Exhibit 9-3).

Exhibit 9-3: Arista Place
Radiating outward from Arista Place, Hibernia is planning to build a 116-unit condo project, and Trammell Crow Residential is planning 200 condos, 246 apartments, and 7,200 square feet of retail.

Flatirons & 96th Commuter Rail and BRT Stations
Trammell Crow Residential’s Vantage Pointe development, which includes 251 condominiums and 99 townhomes on 13 acres near the Flatirons park-n-Ride, is now complete (see Exhibit 9-4). Urban Frontier and Granite Properties announced a mixed-use development in the Inverness Office Park. The 12-acre project is expected to have 15,000 square feet of retail, 180,000 square feet of office space, and 175 hotel rooms.
Transit-Oriented Development
Status Report 2007

Exhibit 9-4: Vantage Pointe

Trammell Crow Residential completed its 251-condo, 99-townhome Vantage Pointe project near the future Flatirons/96th Station and existing park-n-Ride.

Louisville Commuter Rail Station

Three infill projects were recently completed across Front Street from the planned commuter rail station: the City of Louisville’s new 17,373-square foot public library; the redevelopment of the old library by LJD Enterprises into 13,800 square feet of office space; and Arlin Lehman’s One Koko Plaza infill project, which includes 5,800 square feet of retail and 16,400 square feet of office space (see Exhibit 9-5).

Exhibit 9-5: One Koko Plaza

This attractive retail/office infill project by Arlin Lehman was built across Front Street from Louisville’s future downtown commuter rail station.
The City also envisions mixed-use development occurring in the future in a 25-acre currently industrial area east of the planned station location, which 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 (30th & Pearl)**

The Boulder City Council in 2007 adopted the Boulder Transit Village Area plan for the 160 acres surrounding the planned commuter rail and bus stations. The plan calls for new uses that would support 1,400 to 2,400 new residences and 2,900 to 4,300 new jobs over the next 25 years (see Exhibit 9-6). The City is now looking at potential zoning changes and how to fund the infrastructure improvements needed to support redevelopment in the area.

In 2004, RTD and the City of Boulder purchased 11 acres at 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. The City issued an RFP in late 2007 for a conceptual development plan for the overall site and for construction drawings for the bus facility, after which RTD will issue an Invitation for Bids for construction.

Meanwhile, construction continues on The Peloton, a $142 million, mixed-use project on 10 acres of former industrial land located north of Arapahoe Road between 38th and 33rd Streets, just less than a half-mile south of the planned bus facility. The Peloton, being developed by Bancroft Capital, will include 390 condos and 17,000 square feet of retail and office space.

**Longmont Commuter Rail Station**

Longmont Station, at 1st and Terry Streets near downtown Longmont, is adjacent to the historic Golden West Flour Mill, a 3-acre site that has not been in use since 1979 and offers...
an opportunity for adaptive reuse and/or redevelopment. The City of Longmont and RTD are in discussions with the site owners about coordinating design of the project with the station. Longmont staff are also developing a mixed-use/TOD overlay zone, which will be considered as amendment to the City Code by the City Council this winter.

There is potential to integrate the station facilities through joint development with Fulenwider, but additional funding will be needed to pay for the transit facilities and access roads, since this station was not in the FasTracks budget.
10.0 NORTH METRO CORRIDOR

The North Metro Corridor will extend 18.7 miles from Denver Union Station northeast through Denver into the Adams County cities of Commerce City, Northglenn and Thornton (see Exhibit 10-1 for map). Transfer to the East and Central corridors will be available at 40th/40th, then eight additional stations are being evaluated as part of this project: Swansea/Elyria, Commerce City, 88th Avenue, 104th Avenue, 112th Avenue, 124th Avenue, 144th Avenue and 162nd Avenue. The corridor is expected to be open for service in 2015.

40th & 40th Station
The 40th Avenue & 40th Street Station will be a transfer point between the North Metro, East and Central Corridors. TOD opportunities and challenges at 40th/40th are discussed in the East Corridor section.

Swansea/Elyria Station
The North Metro EIS is evaluating station locations at 48th Avenue and 51st Avenue along the Union Pacific right of way and a no-station option. This is anticipated to be primarily a walk and bus access station. The City and County of Denver is expected to begin a new neighborhood plan in 2008.

Commerce City Station
The North Metro EIS is evaluating station locations at 68th Avenue and 72nd Avenue along the Union Pacific right of way. Commerce City will conduct a station area plan in 2008 focusing on the Adams County High School site that will tie in with the potential station location.
88th Avenue Station
New Town Builders has 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. The nearly 750 housing units would be a mix of stacked condos, townhomes, and single family homes, and include community retail. This project is still in the planning stage.

104th Avenue Station
RTD is having discussions with the City of Thornton and the owners and tenants of the Albertson’s shopping center at the southwest corner of 104th Avenue and Colorado Boulevard about the proposed station design to allow for future retail development at the site.

124th Avenue Station
The City of Thornton in 2008 will begin a station area plan. In 2003, Thornton adopted the Eastlake subarea plan, which envisions the historic character of the Eastlake community providing a context for future TOD that would revitalize the area. Some large parcels in private and public ownership near the station offer a major opportunity for TOD.

162nd Avenue Station
Thornton Gateway Property is planning a 135-acre mixed-use development around the proposed end-of-line station. The project is in the early planning stages, but could support as much as 3,580 housing units and 275,000 square feet of commercial space.
11.0 I-225 CORRIDOR

The I-225 Corridor will extend light rail 10.5 miles from the existing Nine Mile Station north along I-225 through a new planned Aurora city center into the Anschutz Medical Campus and Fitzsimons Life Sciences District, ending at the Peoria & Smith Station, a transfer point to the East Corridor with access to DIA and downtown Denver (see Exhibit 11-1 for map). Service is expected to begin in 2015.

A significant amount of development activity is occurring at several station areas even though the I-225 Corridor Environmental Evaluation is just getting underway, much of it located at the Anschutz/Fitzsimons redevelopment site. A total of 996 residential units, 76,000 square feet of retail, and 3.2 million square feet of medical-related space have either been completed or are currently under construction. An additional 1,467 residential units, 524,841 square feet of retail, 586,152 square feet of office space, and 5 million square feet of medical-related space have been proposed.

Iliff Station
The City of Aurora will be conducting station area planning in 2008. RTD is having discussions with the Medical Center of Aurora, whose campus is adjacent to an alternative station location, about the prospects for sharing parking facilities.

Aurora City Center Station
Working with the City of Aurora, Woodbury Corporation continues to refine plans for Metro Center, a 65-acre, mixed-use development located between the Aurora Mall and the City’s municipal complex, at the southeast corner of Sable Boulevard and Alameda Parkway. The project could encompass nearly 1,000 residential units, 435,000 square feet of retail, 235,000 square feet of office, and a 260-room hotel when completely built out, but will be developed in phases. RTD has an agreement with Woodbury and the City to transfer land to
site a bus transfer facility that would be integrated into the future station. A temporary bus facility has been built to accommodate current transfer activity.

**Abliene Station**
Aurora will be conducting a station area plan in 2008. A couple of residentially focused projects are currently proposed or under construction at this station area. Embrey Development has broken ground on its Aurora Town Center project on the southwest corner of 4th Avenue and Sable Boulevard. The 288-unit residential apartment project is expected to be complete in 2008. David J. Erb & Company has proposed a 15-acre, mixed-use development called Abliene Station at the southeast corner of Abliene Street and 4th Avenue. This project would have 767 residential units in four-story lofts and about 16,000 square feet of convenience retail.

**Colfax Station**
Two stations will serve the former the 578-acre Fitzsimons Army Medical Center, which was closed in 1995. Aurora will be conducting station area planning in 2007.

The Colfax Station will serve the future $621 million VA Hospital, a 1.5-million-square-foot facility planned for 38 acres; and The Children’s Hospital, a 1.4-million-square-foot facility on 48 acres. The $567 million, 270-bed Children’s Hospital, part of the Anschutz Medical Center complex, was recently completed (see **Exhibit 11-2**). Brent’s Place, apartments for families of cancer patients, is currently under construction near the new Children’s Hospital. The $7.5 million, 16-unit complex is expected to be completed in November 2008. South of Colfax, Icon Investment Group has proposed $400 million, 32-acre mixed use project called Fitzsimons Commons. It will include 700 residential units, two hotels with a total of 380 rooms, 100,000 square feet of retail space, and 500,000 square feet of office space. The project is expected to break ground in 2008 and be completed by 2014.

**Exhibit 11-2: Children’s Hospital**

The $567 million, 270-bed Children’s Hospital, part of the Anschutz Medical Center complex, was recently completed near the proposed Colfax/Fitzsimons South Station.
Montview Station
The Pauls Corp. has begun construction on Fitzsimons Commons, a $57 million, 15-acre, mixed-use project. It is planned to have 550 apartments and 16,000 square feet of ground-level retail (see Exhibit 11-3). The 160-acre Colorado Bioscience Park Aurora is located to the north of the station. This $2 billion bioscience park, being developed by Forest City, will have 3.5 million square feet of development and an estimated 6,000 jobs when completely built out in 2030. Construction is also underway on the $1.3 billion first phase of University of Colorado Anschutz Medical Campus, which includes the Anschultz Centers for Advanced Medicine and the Rocky Mountain Lions Eye Institute, located to the south of the station. Seven new educational facilities are expected to be completed by 2009, and the campus is expected to be fully operational by 2010.

Exhibit 11-2: Fitzsimons Commons
Pauls Corp.’s $57 million, 15-acre, mixed-use project is planned to have 550 apartments and 16,000 square feet of ground-level retail at Montview Station.

Peoria & Smith Station
This will be a transfer station between the I-225 and East corridors. Aurora will be conducting station area planning in 2008.