About This Report

This report documents existing conditions and planning efforts along the East Corridor as of December 2013. It also identifies opportunities and challenges to implementing the visions of these plans, and provides recommendations for achieving the vision and goals for sustainable, transit-oriented communities that the East Corridor Working Group collectively identified.

This report was created as part of the corridor implementation activities of the Denver Regional Council of Governments (DRCOG) Sustainable Communities Initiative (SCI). In 2011, the Denver region was awarded $4.5 million from the U.S. Department of Housing and Urban Development (HUD) to support regional, corridor, and site-level planning and implementation activities. The SCI is supporting a consortium of municipalities, counties, state agencies, housing authorities, nonprofits, corporate interests, philanthropic and academic organizations working together to further enhance and implement Metro Vision, the region’s long-range plan for growth and development, while addressing one of our region’s most pressing and exciting challenges: leveraging the region’s multi-billion dollar expansion of the FasTracks transit system.

Goals of the SCI:

- The consortium’s overarching goal is to align investments, programs and policies to maximize the benefits that result from the region’s investment in transit. We anticipate a region with:
  - Greater access to job opportunities across the entire income spectrum
  - Lower combined transportation and housing costs
  - Reduced consumption of fossil fuels and strain on natural resources
  - Development of mixed-use, pedestrian- and bicycle-friendly communities along transit lines that allow residents to easily access their daily needs without having to get into a car

East Corridor Working Group Members (in alphabetical order):

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Introduction

Commuter rail on the East Corridor presents an incredible opportunity for transit-oriented development (TOD) to leverage market momentum for new investment and community building. A focus on TOD will support growth near new transit stations, enhance access to opportunity, connect workers to jobs and training, preserve and enhance the supply of a range of housing choices, reduce the combined costs of housing and transportation, and support walking and biking to stations. The communities along the corridor recognize this and have been planning for TOD along the corridor for many years through station area plans, infrastructure studies and other processes. However, implementing TOD along the East Corridor is not a quick or simple process. Partnerships are essential to making TOD happen along the corridor. Fortunately, through funding from the Denver Regional Council of Government’s (DRCOG) Sustainable Communities Initiative (SCI), a working group of public, nonprofit and private partners with vested interests in the East Corridor has been established. The East Corridor Working Group (ECWG) consists of the cities of Denver and Aurora, Adams County, the Denver Housing Authority, Aurora Housing Authority, RTD, Denver International Airport, the Stapleton Transportation Management Association, and several other agencies (see page 2 for full list of participating agencies). The group recognizes the opportunity for TOD and necessity of a corridor-wide partnership and is coalescing around the objective to create a TOD implementation strategy for the corridor. By laying the foundation now through activities such as adopting appropriate policies, conducting studies of important issues and investing in high value catalytic projects, the East Corridor Working Group can ensure that over time, the corridor can achieve the visions and goals set out in various community plans for the corridor.

This Corridor Profile report provides a comprehensive summary of relevant information and strategies for implementing successful TOD along the East Corridor. Reconnecting America examined all station area plans and other relevant studies along the corridor, as well as demographic, economic and real estate conditions at each station and throughout the East Corridor, to create a summary report of existing conditions and opportunities and challenges and to implementing TOD. This document provides recommendations to the East Corridor Working Group for moving from vision in the station area plans to reality in the corridor, including additional technical assistance needs that could be funded through the SCI.

Primary Audience

This report provides recommendations to the East Corridor Working Group (ECWG) as it moves forward with implementation activities for transit-oriented development along the East Corridor. The primary audience is working group members and their respective agencies: the cities (Denver and Aurora), their housing authorities (Denver Housing Authority, Aurora Housing Authority, Northeast Denver Housing Center, etc.), urban renewal authorities (Denver Urban Renewal Authority) and the Denver International Airport. The goal is for the ECWG to use the information, analysis and recommendations contained in the report to strategically prioritize investments, funding sources, and development opportunities to benefit the East Corridor as a whole. The report also serves as evidence of the tremendous amount of work already done by the various agencies along the corridor to make TOD a reality along the East Corridor.

This report will also be a resource to:
- The internal staffs at both cities (planning, economic development, parks & recreation, etc.).
- The development and investment community, both private and nonprofit, looking to invest in station areas along the East Corridor.
- The Regional Transportation District (RTD) and its Board of Directors.
- The Denver Regional Council of Governments (DRCOG).
- Potential government and foundation grantors.
- Other cities, housing authorities, transit agencies, and regional governing bodies around the U.S.
- Citizens of Denver and Aurora.
Introduction

How to Use this Report

This report charts an initial course for the ECWG and the other “partners” who will ultimately be responsible for implementing the station area plans and the additional goals identified by the ECWG itself. In these transitional years when the corridor is still under construction and the market is very much in flux, most of the TOD implementation activities will likely be undertaken by the public sector or community-based entities. But to the extent that developers are aware of and clearly understand how this implementation strategy will be executed, this information will provide the certainty around which these private sector actors can begin to make their own investment decisions. Over time and as conditions change, this strategy will need to be updated. Even with what could easily be a 30-year process, there will always be a strong need for clear communication and partnership among the public sector, community development entities, developers and the community.

Because the East Corridor will provide a major connection between downtown and the airport, this corridor is high-profile and will set the tone for TOD elsewhere in the region and around the country. Catalytic projects will be critical to ensuring the success of TOD on future transit corridors and could make or break interest from developers, employers, community members, and buyers in this type of development. The opportunities for new development along the East Corridor are extremely varied, but identifying the different building types that may be constructed along the corridor and how much new development is realistic are key steps in understanding how market momentum may be leveraged to create successful TOD.

Organization of the Report

This report is organized into the following sections:

East Corridor Overview: A brief overview of the East Corridor and the Vision and Goals created by the East Corridor Working Group

Importance of Corridor Planning: A summary of the benefits of corridor planning and how this report can help inform decisions made on the East Corridor

Reconnaissance Summary: An overview of demographics and economic characteristics of the East Corridor and a review of station area and other relevant plans along the corridor, with accompanying maps.

Opportunities and Challenges Assessment: A review of the opportunities and challenges to implementing TOD along the East Corridor, with information on each station area and corridorwide opportunities and challenges.

Corridorwide Recommendations for Implementation: A matrix of recommendations for implementing TOD along the East Corridor, including a priority list created by the East Corridor Working Group to select an activity to fund with SCI Technical Assistance funds.
Introduction

About the East Rail Line Corridor

The East Corridor is a 22.8-mile electric commuter rail line that will run from Denver Union Station to Denver International Airport. The line is currently under construction and is expected to open in early 2016. There will be six stations between Union Station and the airport, for a total of eight stations. Station area plans have been completed or are underway for most of the stations.

![East Corridor Basemap](Image)

**Legend**
- Frequent Bus Service
- Existing Light Rail
- Future Fixed-Guideway Transit
- Major Roads
- City of Denver Boundary
- Half mile around stations
- Metropolitan Area

The 61st Avenue/Peña Boulevard station was proposed by Denver after the East Line EIS. It has since been environmentally cleared and Denver has identified funding to move forward with the design and construction of the station.

NOTE that several station names have changed since the creation of these maps: the Airport/40th station is now the 40th & Airport Blvd - Gateway Park station and Denver International Airport is known simply as Denver Airport. These changes have been reflected in the text of the document but not on the maps or data tables.
Introduction

The East Corridor Vision & Goals

The East Corridor Working Group has come up with the following vision statement and guiding principles for the East Corridor:

The East Rail Line Corridor is a national model of a regional gateway, as it connects the unique, diverse neighborhoods of Denver and Aurora with the metro area and the world. The corridor stretches from Downtown Denver to Denver International Airport, with the commuter rail line linking employment centers and neighborhoods with a range of housing opportunities, and diverse destinations. All stations are easy to access by multiple modes and the rail line provides access to goods and services to support sustainable transit-oriented communities.

Goals:

- Connect workers to existing and new employment centers and connect large employment centers to each other.
- Leverage market momentum to create job opportunities.
- Encourage capital improvements to promote economic development around the stations.
- Improve connectivity to the stations to provide easy multi-modal access by walking, bicycling, transit and driving.
- Preserve and enhance a range of quality housing choices for new and existing residents and neighborhoods throughout the corridor.
- Provide quality housing that is affordable for people who work at large employment centers along the corridor, including Downtown Denver, Denver International Airport and the Anschutz/Fitzsimons Medical Campus.

- Provide access to jobs and promote accessible services such as education, family and health services, healthy food options, jobs, retail, recreation and entertainment attractions, and cultural amenities, especially to areas where these community resources are missing.
- Develop regional destinations that build upon the history and culture of existing neighborhoods on the West end, while creating unique places in new neighborhoods on the East end.
- Advocate for green building to support sustainable transit-oriented communities along the corridor.

Defining Transit-Oriented Development

The Center for Transit-Oriented Development (CTOD) defines transit-oriented development (TOD) as higher-density, mixed-use development within walking distance—or a half-mile—of transit stations. These types of developments should:

- Increase “location efficiency” so people can walk and bike and take transit.
- Boost transit ridership and minimize automobile traffic.
- Provide a rich mix of housing, shopping and transportation choices.
- Generate revenue for the public and private sectors and provide value for both new and existing residents.
- Create a sense of place.
- Connect residents and employers to job opportunities regionwide.
Introduction

TOD is really about creating attractive, walkable, equitable and sustainable communities that allow residents to have housing and transportation choices and to live convenient, affordable, pleasant lives -- with places for our kids to play and for our parents to grow old comfortably.

TOD is commonly cited as “transit-oriented development.” However, TOD along the East Corridor will not always entail new development, and therefore planners and political leadership in the city have coined many different terms for the types of places that will help to achieve these goals: Transit-Oriented Districts, Transit-Oriented Development, Sustainable Transit Communities, and Walkable Neighborhoods. All these terms refer to the same fundamental set of objectives that can be achieved through integrated transit planning, development, urban design, streetscape improvements, and reinvestment.

Why Do Corridor Scale Planning for TOD

Planning for TOD at the corridor level can create more efficient pathways to achieving the goals of TOD. Corridor planning can be more cost-effective, as when multiple stations along a corridor face similar challenges and opportunities for TOD implementation. One example of a shared challenge along the East Corridor is parking. Instead of doing separate parking studies, a coordinated plan for accommodating parking at each station area could help ensure that there is enough parking in the right places, identify where structured parking is most appropriate, and where joint development opportunities are feasible near the station.

The corridor is also the best scale to predict the long-range impacts of transit on the market for new development, on commuter travel behavior and on where the potential for displacement may be greatest. National research has shown that for new transit corridors, the private market does not necessarily follow the supply of land. Instead, other factors, including the proximity of major employment centers, combine to determine which station areas may have the highest market demand. Knowing that Downtown Denver and the airport are the largest major job centers along the East Corridor can help predict the market demand at other stations along the corridor.

The excitement surrounding new transit investment presents an enormous opportunity to engage stakeholders. Presenting the corridor as one coherent opportunity to developers, despite the many jurisdictions and station area plans, could make it easier to engage with them on where different building types would be most appropriate. Indeed, the City and County of Denver have already capitalized on this opportunity by coining the East Corridor a “Corridor of Opportunity” for business growth. Moreover, residents living near the East Corridor may understand the implications of the transit investment on their community, but engaging them at the corridor scale can broaden their understanding of the benefits that transit will provide not only to their own access to downtown, the airport and other destinations along the line, but the broader benefits of being connected to the regional rail network.

The Cities of Denver and Aurora, as well as the housing authorities, urban renewal authorities, private developers and the airport, have done excellent work in creating station-specific visions and development goals. These plans are essential to pinpointing and planning for local hopes, values, fears, and concerns, but at the same time, accomplishing the vision detailed in each of those plans simultaneously would be a costly and overwhelming process. The Assessment portion of this report presents a path to achieving that vision.

Destination Connector

Like Denver’s West Corridor, the East Corridor is an example of a “destination connector” corridor. Destination connector corridors link residential neighborhoods to multiple activity centers, including employment, medical and commercial centers and academic campuses.

Recent transit investments in destination corridors have resulted in consistently higher ridership than estimated, creating a “win” for transit...
Introduction & Overview of the Project Purpose and Study Area

agencies while building regional support for future transit investments. Destination connector corridors encourage ridership in both directions at the same times of the day by linking to employment centers as well as other destinations. Some destination connector corridors also serve as commuter corridors. The Hiawatha line in Minneapolis, for example, is a destination connector corridor that connects downtown at one end to the airport and Mall of America on the other end. Other examples include the Rosslyn-Ballston Corridor, which connects a series of job centers in Arlington County, Virginia, to Washington D.C.’s urban core; Phoenix’s light rail line, which connects the city’s downtown to Arizona State University; and Houston’s Red Line, which connects downtown Houston to the Medical Center and Rice University.

Broadly, the implications of this corridor type for TOD include:

• The demand for new development will likely be highest in station areas identified as destinations, especially those that are walkable, higher-intensity, and well-connected to residential neighborhoods.2
• Destinations outside of downtowns have a stronger potential market for new development if they are centers that people want to visit regularly.
• Auto-oriented job centers or malls along the corridor may require new pedestrian-oriented street and building design before they become truly transit accessible, even if they are physically near stations.
• Walking and biking access to stations is important to encourage transit ridership, especially on the job end of the trip, where people are less inclined to walk long distances.3

Corridor planning is a critical component in leveraging investments in public transit and maximizing the potential for TOD success, but it cannot be done without integrating both the regional context and station area planning.

The next section provides a detailed overview of the population, demographic and economic characteristics of the East Corridor station areas in order to gain a better understand of who lives there and what types of jobs are available on the East Corridor.

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3 Cervero, Lund, Wilson 2004
Demographic & Economic Characteristics

This summary provides detailed information on the demographic and economic characteristics of those living and working along the East Rail Line. This data comes from the National TOD Database, which provides demographic and economic information for every existing and proposed fixed guideway transit station in the U.S. as of 2011. A “station area” is defined as the half-mile radius surrounding the transit station. The “East Line Transit Shed” is the sum of all seven transit stations for which data is available.

Population Characteristics

Figure 4 on the next page displays a summary of demographic information for people living within a half-mile of East Rail Line station areas. There are a total of 13,253 people living within East Rail Line station areas today, with over half living in the Denver Union Station area. Over half of the population (56.3%) is White and over one-quarter is Hispanic (29.9%). The population is relatively young, with 68% under 40 and 20% under 18 years old. Educational attainment is low, with 41.5% of residents having just a high school diploma or less. One-third have a four-year college degree.

The median household income is $56,272, slightly lower than the regional average of $61,225 in 2010. About two-thirds of East Line residents are renters (64%) and one-third are homeowners (36%). The majority of residents commute to work by car (84.4%) but 4.8% use public transportation as their primary mode. The average number of vehicles per household is 1.53 and about 40% of households own one car or less. Average housing and transportation costs are 47.6% of their income, slightly higher than the 45% threshold considered affordable for the average American family according to the HUD Location Affordability Index (http://www.locationaffordability.info/)**

**Note that because over half of the population on the East Line lives near Denver Union Station, some of the demographic characteristics are skewed toward the population living in that station area.

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4 National TOD Database is available at: http://toddata.cnt.org/
5 Data is not available for the 61st & Pena and 72nd & Himalaya stations. Population data is also not available for the DIA station as the station area has no residents living there.
<table>
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<tr>
<th>Station</th>
<th>East Rail Line Total</th>
<th>Union Station</th>
<th>36th &amp; Blake</th>
<th>Colorado</th>
<th>Central Park</th>
<th>Peoria</th>
<th>Airport &amp; 40th</th>
<th>61st &amp; Pena</th>
<th>DIA</th>
<th>Aurora Totals</th>
<th>Denver Totals</th>
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<td>Population</td>
<td>13,253</td>
<td>6,842</td>
<td>2,892</td>
<td>1,706</td>
<td>645</td>
<td>969</td>
<td>199</td>
<td>0</td>
<td>0</td>
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<td>Households</td>
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<td>95</td>
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<td>0</td>
<td>163</td>
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### Race/Ethnicity

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<th>15.06%</th>
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<th>17.85%</th>
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<th>N/A</th>
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<td>3.87%</td>
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<td>% Other</td>
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<td>2.53%</td>
<td>2.50%</td>
<td>2.44%</td>
<td>3.69%</td>
<td>5.34%</td>
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<td>N/A</td>
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<td>2.58%</td>
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<td>80.62%</td>
<td>25.48%</td>
<td>16.88%</td>
<td>84.96%</td>
<td>31.68%</td>
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<td>N/A</td>
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<td>% Hispanic</td>
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<td>63.24%</td>
<td>64.77%</td>
<td>5.00%</td>
<td>43.76%</td>
<td>32.02%</td>
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### Age Dist.

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<th>34.47%</th>
<th>29.44%</th>
<th>6.68%</th>
<th>24.22%</th>
<th>N/A</th>
<th>N/A</th>
<th>9.67%</th>
<th>14.45%</th>
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<td>% 18-24</td>
<td>11.60%</td>
<td>13.28%</td>
<td>12.16%</td>
<td>10.26%</td>
<td>1.28%</td>
<td>19.04%</td>
<td>13.59%</td>
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<td>N/A</td>
<td>18.11%</td>
<td>11.95%</td>
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<tr>
<td>% 25-39</td>
<td>37.22%</td>
<td>42.10%</td>
<td>30.86%</td>
<td>27.75%</td>
<td>44.93%</td>
<td>45.20%</td>
<td>32.46%</td>
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<td>N/A</td>
<td>43.03%</td>
<td>37.54%</td>
</tr>
<tr>
<td>% 40-59</td>
<td>21.87%</td>
<td>23.61%</td>
<td>20.73%</td>
<td>19.15%</td>
<td>19.20%</td>
<td>6.68%</td>
<td>24.22%</td>
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<td>N/A</td>
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<td>22.06%</td>
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<td>% Over 60</td>
<td>8.49%</td>
<td>18.52%</td>
<td>8.64%</td>
<td>8.36%</td>
<td>5.00%</td>
<td>4.97%</td>
<td>5.32%</td>
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<td>N/A</td>
<td>5.03%</td>
<td>14.01%</td>
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### Education Attained

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<th>41.47%</th>
<th>16.04%</th>
<th>59.65%</th>
<th>65.64%</th>
<th>7.45%</th>
<th>65.94%</th>
<th>37.53%</th>
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<th>N/A</th>
<th>53.90%</th>
<th>33.03%</th>
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<tr>
<td>Some college</td>
<td>26.03%</td>
<td>19.47%</td>
<td>18.16%</td>
<td>19.58%</td>
<td>15.95%</td>
<td>22.15%</td>
<td>42.05%</td>
<td>N/A</td>
<td>N/A</td>
<td>30.58%</td>
<td>18.89%</td>
</tr>
<tr>
<td>Bachelor's or more</td>
<td>32.51%</td>
<td>64.50%</td>
<td>22.19%</td>
<td>14.78%</td>
<td>76.61%</td>
<td>11.92%</td>
<td>20.42%</td>
<td>N/A</td>
<td>N/A</td>
<td>15.52%</td>
<td>48.09%</td>
</tr>
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### Household Income

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<thead>
<tr>
<th>Med. HH Income</th>
<th>$56,272</th>
<th>$62,512</th>
<th>$37,585</th>
<th>$35,286</th>
<th>$115,362</th>
<th>$52,282</th>
<th>$42,835</th>
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<th>N/A</th>
<th>$47,559</th>
<th>$62,686</th>
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<td>Less than $25,000</td>
<td>25.93%</td>
<td>22.62%</td>
<td>35.63%</td>
<td>28.02%</td>
<td>9.04%</td>
<td>33.82%</td>
<td>24.19%</td>
<td>N/A</td>
<td>N/A</td>
<td>24.19%</td>
<td>N/A</td>
</tr>
<tr>
<td>$25,000-$50,000</td>
<td>25.88%</td>
<td>15.57%</td>
<td>29.84%</td>
<td>38.39%</td>
<td>9.80%</td>
<td>10.93%</td>
<td>33.76%</td>
<td>N/A</td>
<td>N/A</td>
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<td>$50,000-$75,000</td>
<td>18.30%</td>
<td>15.00%</td>
<td>21.38%</td>
<td>14.53%</td>
<td>9.77%</td>
<td>25.45%</td>
<td>25.75%</td>
<td>N/A</td>
<td>N/A</td>
<td>25.75%</td>
<td>N/A</td>
</tr>
<tr>
<td>Over $75,000</td>
<td>29.89%</td>
<td>46.82%</td>
<td>13.15%</td>
<td>19.06%</td>
<td>71.38%</td>
<td>29.81%</td>
<td>16.30%</td>
<td>N/A</td>
<td>N/A</td>
<td>16.30%</td>
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### Housing Tenure

<table>
<thead>
<tr>
<th>% Renters</th>
<th>36.00%</th>
<th>30.63%</th>
<th>42.13%</th>
<th>52.40%</th>
<th>4.10%</th>
<th>73.77%</th>
<th>13.85%</th>
<th>N/A</th>
<th>N/A</th>
<th>61.31%</th>
<th>63.56%</th>
</tr>
</thead>
<tbody>
<tr>
<td>% Homeowners</td>
<td>64.00%</td>
<td>69.37%</td>
<td>57.87%</td>
<td>47.60%</td>
<td>95.90%</td>
<td>26.23%</td>
<td>86.15%</td>
<td>N/A</td>
<td>N/A</td>
<td>38.69%</td>
<td>36.45%</td>
</tr>
</tbody>
</table>

### Commuting

<table>
<thead>
<tr>
<th>Auto</th>
<th>84.38%</th>
<th>70.51%</th>
<th>57.60%</th>
<th>75.67%</th>
<th>91.47%</th>
<th>81.97%</th>
<th>92.81%</th>
<th>N/A</th>
<th>N/A</th>
<th>91.49%</th>
<th>68.08%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transit</td>
<td>4.81%</td>
<td>7.49%</td>
<td>6.83%</td>
<td>12.38%</td>
<td>7.37%</td>
<td>2.68%</td>
<td>3.19%</td>
<td>N/A</td>
<td>N/A</td>
<td>3.63%</td>
<td>7.97%</td>
</tr>
<tr>
<td>Walking</td>
<td>2.52%</td>
<td>13.58%</td>
<td>24.94%</td>
<td>4.28%</td>
<td>0.46%</td>
<td>1.63%</td>
<td>0.00%</td>
<td>N/A</td>
<td>N/A</td>
<td>1.54%</td>
<td>15.05%</td>
</tr>
<tr>
<td>Biking</td>
<td>1.09%</td>
<td>1.04%</td>
<td>0.99%</td>
<td>1.96%</td>
<td>0.00%</td>
<td>1.20%</td>
<td>0.00%</td>
<td>N/A</td>
<td>N/A</td>
<td>0.40%</td>
<td>1.12%</td>
</tr>
</tbody>
</table>

### Vehicle Own

<table>
<thead>
<tr>
<th>% 0-1 car HH</th>
<th>39.75%</th>
<th>50.78%</th>
<th>74.95%</th>
<th>58.33%</th>
<th>51.85%</th>
<th>33.93%</th>
<th>35.03%</th>
<th>N/A</th>
<th>N/A</th>
<th>50.64%</th>
<th>66.62%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Avg. # vehicles/HH</td>
<td>1.53</td>
<td>1.11</td>
<td>1.34</td>
<td>1.7</td>
<td>1.67</td>
<td>2.03</td>
<td>1.27</td>
<td>N/A</td>
<td>N/A</td>
<td>1.57</td>
<td>1.24</td>
</tr>
<tr>
<td>Average Block Size</td>
<td>13.4</td>
<td>4.7</td>
<td>6.8</td>
<td>6.3</td>
<td>15.9</td>
<td>13.8</td>
<td>24.1</td>
<td>N/A</td>
<td>N/A</td>
<td></td>
<td></td>
</tr>
<tr>
<td>H+T Costs</td>
<td>47.60%</td>
<td>44.20%</td>
<td>39.30%</td>
<td>42%</td>
<td>66.70%</td>
<td>43.80%</td>
<td>44.70%</td>
<td>N/A</td>
<td>N/A</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

*Figure 4: Demographic Table, SOURCE: 2000/2010 Census SF1*
Demographic & Economic Characteristics

Race & Ethnicity Characteristics

Figure 5 shows the race/ethnicity distribution by station while Figure 6 displays the distribution along the East Rail Line. While just over half of all residents are White (56%), the percentage White population varies considerably across station areas. Some station areas are predominantly White (Denver Union Station and Central Park), while in others the White population is in the minority (38th & Blake, 40th & Colorado, Peoria). The Hispanic population is largest in the 38th & Blake and 40th & Colorado stations.

**Figure 5: Race/Ethnicity Distribution by Station Area**

**Race/Ethnicity Distribution Along East Rail Line**

- **White Alone**: 56%
- **Hispanic or Latino**: 30%
- **African American**: 7%
- **Asian**: 4%
- **Other**: 3%

SOURCE: 2000/2010 Census SF1

**Figure 6: Race/Ethnicity Distribution Along East Rail Line**

SOURCE: 2000/2010 Census SF1
Demographic & Economic Characteristics

Age Distribution

Figure 7 shows the age distribution by station area while Figure 8 shows the age distribution along the East Rail Line. The three Northeast Denver stations have the highest youth populations, with the 40th & Colorado station being the youngest. Denver Union Station has the highest percentage of residents over 60 years old. The Central Park and Peoria stations have the largest 25-39 population.

![Age Distribution by Station Area](image1)

![Age Distribution Along East Rail Line](image2)

Figure 7: Age Distribution by Station Area

Figure 8: Age Distribution Along East Rail Line

SOURCE: 2000/2010 Census SF1
Demographic & Economic Characteristics

Educational Attainment

Figure 9 shows educational attainment by station area while Figure 10 shows educational attainment along the East Rail Line. Overall, about one-third of residents along the East Rail Line have a college degree, but the percentage varies considerably between station areas. The Denver Union Station and Central Park stations have large college-educated populations, while the 38th & Blake, 40th & Colorado, and Peoria stations have very small college-educated populations with large numbers of residents having a high school diploma or less.

Figure 9: Educational Attainment by Station Area

Figure 10: Educational Attainment Along East Rail Line
Demographic & Economic Characteristics

Household Income

Figure 11 shows the income distribution by station area while Figure 12 shows the distribution along the East Rail Line. Income is broken down into four quartiles: less than $25,000 per year, between $25,000 and $50,000 per year, $50,000 to $75,000 per year and over $75,000 per year. While overall, the income distribution across all four quartiles is evenly split, some station areas vary considerably more than others. The Central Park station has the highest median income at $115,362, and the highest percentage of households earning $75,000 or higher (71.4%).

The station area with the lowest median household income is just one station to the west of Central Park—40th & Colorado, which has a median income of $35,286 and only 19% of residents within the highest income bracket. Union Station is also a very high income station (46.8%) but the distribution is more evenly split. The 38th & Blake, Peoria, and Airport & 40th stations are low income stations like 40th & Colorado.

Income Mix Along East Rail Line

**Figure 12: Income Mix Along East Rail Line**

<table>
<thead>
<tr>
<th>Income Range</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Greater than $75K</td>
<td>30%</td>
</tr>
<tr>
<td>Less than $25K</td>
<td>26%</td>
</tr>
<tr>
<td>$50K-74,999</td>
<td>18%</td>
</tr>
<tr>
<td>$25K-49,999</td>
<td>26%</td>
</tr>
</tbody>
</table>

**Figure 11: Income Mix by Station Area**

Demographic & Economic Characteristics

**Housing Tenure**

Figure 13 shows the percentage of renters and owners in each station area while Figure 14 shows the percentage along the East Rail Line. Overall, about two-thirds of East Rail Line residents are renters, with higher percentage of renters in the Denver Union Station, 38th & Blake and Airport & 40th stations. The Central Park station has a very small percentage of renters.

Figure 15 shows the number of HUD Section 8 and Low Income Housing Tax Credit (LIHTC) housing units in each station area. There are a total of 392 LIHTC and 824 Section 8 units along the East Rail Line, all of which are near Denver Union Station.
Demographic & Economic Characteristics

Housing & Transportation Costs

Figure 16 shows how combined housing & transportation costs vary by station area. Housing is considered affordable if, when combined with transportation costs, the total cost constitutes no more than 45% of monthly income.

The East Rail Line average is slightly above this threshold at 47.6%, but all station areas except for the Central Park station area fall below the threshold. Housing & transportation costs make up 66% of household budgets in that station area, though this is also the highest income station area.

Most of the existing housing in the Central Park station area are for sale units targeted toward higher incomes, and most of the site is still vacant land. The few existing residents in the area are mainly high income, thus this station currently stands out from the rest.

The Central Park Station Area Plan calls for several multifamily rental apartment buildings in the station area, which will likely change the demographics as well as the housing + transportation costs once the station area is built out.

Figure 16: Average Housing and Transportation Cost Percentage of Income Along East Rail Line
Demographic & Economic Characteristics

Employment Characteristics

Figure 17 displays a breakdown of jobs by industry for each station along the East Rail Line. There are a total of 51,065 jobs along the East Line, with the majority near Denver Union Station in Downtown Denver (59.3%). Another 20% of jobs are located at the airport. The Central Park station contains the smallest amount of jobs, though current plans call for a large office park here so that will likely change in the future.

The East Line contains a diverse industry mix, with about one-quarter of jobs falling into the Knowledge-Based sector and another one-quarter being industrial jobs within the Production, Distribution & Repair sector. The largest number of jobs is in the Professional, Scientific & Technical sector, followed by the Health Care & Social Assistance sector.

Figure 18 on the following page display more information on the industry and sector breakdown of jobs along the East Line.
<table>
<thead>
<tr>
<th>Industry</th>
<th>Jobs</th>
</tr>
</thead>
<tbody>
<tr>
<td>Professional, Scientific, and Technical Services</td>
<td>9,000</td>
</tr>
<tr>
<td>Health Care and Social Assistance</td>
<td>8,500</td>
</tr>
<tr>
<td>Accommodation and Food Services</td>
<td>8,000</td>
</tr>
<tr>
<td>Finance and Insurance</td>
<td>6,500</td>
</tr>
<tr>
<td>Manufacturing</td>
<td>5,500</td>
</tr>
<tr>
<td>Administrative and Support and Waste Management</td>
<td>5,000</td>
</tr>
<tr>
<td>Construction</td>
<td>4,500</td>
</tr>
<tr>
<td>Wholesale Trade</td>
<td>4,000</td>
</tr>
<tr>
<td>Retail Trade</td>
<td>3,500</td>
</tr>
<tr>
<td>Information</td>
<td>3,000</td>
</tr>
<tr>
<td>Educational Services</td>
<td>2,500</td>
</tr>
<tr>
<td>Transportation and Warehousing</td>
<td>2,000</td>
</tr>
<tr>
<td>Other Services (except Public Administration)</td>
<td>1,500</td>
</tr>
<tr>
<td>Mining, Quarrying, and Oil and Gas Extraction</td>
<td>1,000</td>
</tr>
<tr>
<td>Real Estate and Rental and Leasing</td>
<td>1,000</td>
</tr>
<tr>
<td>Management of Companies and Enterprises</td>
<td>1,000</td>
</tr>
<tr>
<td>Public Administration</td>
<td>1,000</td>
</tr>
<tr>
<td>Arts, Entertainment, and Recreation</td>
<td>1,000</td>
</tr>
<tr>
<td>Utilities</td>
<td>1,000</td>
</tr>
<tr>
<td>Agriculture, Forestry, Fishing and Hunting</td>
<td>100</td>
</tr>
</tbody>
</table>

SOURCE: 2012 LEHD LODES Data

Figure 18: Jobs by Industry on the East Line, all stations

East Corridor Profile Report June 2014
Demographic & Economic Characteristics

Employment Mix

Figure 19 shows the employment mix by station area while Figure 20 shows the mix along the East Rail Line. Knowledge-based jobs make up one-quarter of all jobs along the East Rail Line, but most of these jobs are located near Denver Union Station. Most other station areas have a tiny percentage of Knowledge-Based jobs. The predominant industry sector in most station areas is Production, Distribution and Repair jobs, especially at the airport and 40th & Colorado station area. Retail jobs also comprise a large percentage of jobs at the airport, Airport & 40th and Central Park station areas. The “Other” category, which includes jobs in Construction and Utilities, also represents a large share of jobs in the 38th & Blake and Peoria station areas.

Figure 19: Employment Mix on East Line by Station Area

Figure 20: Employment Mix on East Rail Line

SOURCE: 2012 LEHD LODES Data

Employment Mix Along East Rail Line

SOURCE: 2012 LEHD LODES Data

Figure 20: Employment Mix on East Line
**Demographic & Economic Characteristics**

**Denver Market and Development Readiness**

The City & County of Denver is in the process of updating its TOD Strategic Plan. As part of this initiative, the City has collected information on market potential and development readiness at all of the East Line station areas. It has also ranked all station areas in the city on these metrics. The following tables display some of the market and development information collected for each station area, including vacant land, number of parcels, amount of redevelopment land, ownership and transit-supportive zoning. Three of the station areas have over 100 acres of vacant land: 61st & Pena (490 acres), Airport & 40th (241 acres) and Central Park (105 acres). Except for the 40th & Colorado and Peoria stations, over 80% of land in the remaining six station areas is zoning for transit-oriented development.

<table>
<thead>
<tr>
<th>Station Area</th>
<th>Parcelization</th>
<th>Vacant Land</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td># of Parcels</td>
<td>Rank (1-34)</td>
</tr>
<tr>
<td>38th and Blake</td>
<td>1.65</td>
<td>11</td>
</tr>
<tr>
<td>40th and Colorado</td>
<td>2.12</td>
<td>15</td>
</tr>
<tr>
<td>Central Park</td>
<td>0.95</td>
<td>7</td>
</tr>
<tr>
<td>Peoria</td>
<td>2.15</td>
<td>17</td>
</tr>
<tr>
<td>Airport and 40th</td>
<td>1.57</td>
<td>10</td>
</tr>
<tr>
<td>61st and Pena</td>
<td>0.07</td>
<td>1</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Station Area</th>
<th>Transit Supportive Zoning</th>
<th>Redevelopment Land</th>
<th>Ownership</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>% of Area</td>
<td>Rank (1-34)</td>
<td>Points (0-2)</td>
</tr>
<tr>
<td>38th and Blake</td>
<td>83%</td>
<td>24</td>
<td>2</td>
</tr>
<tr>
<td>40th and Colorado</td>
<td>38%</td>
<td>30</td>
<td>1</td>
</tr>
<tr>
<td>Central Park</td>
<td>84%</td>
<td>23</td>
<td>2</td>
</tr>
<tr>
<td>Peoria</td>
<td>0%</td>
<td>34</td>
<td>0</td>
</tr>
<tr>
<td>Airport and 40th</td>
<td>100%</td>
<td>1</td>
<td>2</td>
</tr>
<tr>
<td>61st and Pena</td>
<td>100%</td>
<td>2</td>
<td>2</td>
</tr>
</tbody>
</table>

*Figure 21: Denver Market and Development Readiness*
Recent Station Area Planning Efforts

The station areas along the East Rail Line present a variety of different development intensities and land uses, offering a diversity of options for living and working along the corridor. While intensifying some of these station areas is a regional priority and a key step to achieving successful TOD, planning for TOD can also mean reinforcing existing communities and neighborhoods with enhanced access to the station area, affordable housing preservation, community visioning and development, and commercial revitalization.

The Cities of Denver and Aurora, as well as their housing authorities and urban renewal authorities, and the airport, have already laid the groundwork for TOD along the East Rail Line with their station area planning efforts. The following section describes these plans in more detail and outlines why a corridor-level strategy can help achieve the vision, goals, and objectives prescribed for each station area.

Station area plans have been completed for seven of the eight stations:

- Denver Union Station
- 38th & Blake Station
- Central Park Station
- Peoria Station
- 40th & Airport Blvd. - Gateway Park
- 61st & Pena
- Denver Airport

A station area plan for the 40th & Colorado station will be considered as part of a larger neighborhood planning process in Elyria-Swansea.

Vision Statements and Outcomes

In each station area planning process, stakeholders have come up with a vision statement and outcomes to implement that vision. The next page lists the vision statements created for each station area.

![Figure 22: East Corridor Station Area Plans](image)

NOTE that several station names have changed since the creation of these maps: the Airport/40th station is now the 40th & Airport Blvd - Gateway Park station and Denver International Airport is known simply as Denver Airport. These changes have been reflected in the text of the document but not on the maps or data tables.
## Recent Station Area Planning Efforts

<table>
<thead>
<tr>
<th>Station Area</th>
<th>Jurisdiction</th>
<th>Year Completed</th>
<th>Vision Statement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Denver Union Station</td>
<td>Denver</td>
<td>2004</td>
<td>Denver Union Station will be a multimodal transportation hub of international significance and a prominent and distinctive gateway to downtown Denver and the region. Denver Union Station will bring critical elements of the public and private local, regional, statewide, and national transportation systems, both existing and future, together with private development and inspiring civic features. Denver Union Station will create an exciting setting that will improve the connections between all transportation modes, respect the character and historical significance of the station and its adjacent neighborhoods, and provide a stimulating environment for public activity and economic vitality.</td>
</tr>
<tr>
<td>38th &amp; Blake</td>
<td>Denver</td>
<td>2009</td>
<td>The 38th &amp; Blake station area will become a unique destination district that provides safe and comfortable multi-modal access from the surrounding communities to the rail station, the South Platte River, and between adjacent neighborhoods. Future development of the area will emphasize its industrial heritage, historic neighborhoods, and emerging new residential and arts and entertainment districts; provide a mix of uses where feasible and especially near the station; ensure access and provide enhancements to the South Platte River greenway; provide enough housing and jobs to make non-auto travel modes those of choice; and provide living opportunities for people of all incomes, ages and backgrounds.</td>
</tr>
<tr>
<td>40th &amp; Colorado</td>
<td>Denver</td>
<td>No plan, will be considered as part of Elyria-Swansea Neighborhood Plan (in process)</td>
<td>From Elyria Swansea Plan: The goal of this planning effort is to provide a framework to direct future development and infrastructure around the transit station in a manner that capitalizes on the area’s access to transit by creating vibrant urban places.</td>
</tr>
<tr>
<td>Central Park</td>
<td>Denver</td>
<td>2012</td>
<td>“Central Park will be a sustainable, active and accessible destination for Stapleton, nearby neighborhoods and the Denver region”</td>
</tr>
<tr>
<td>Peoria</td>
<td>Aurora</td>
<td>2009</td>
<td>Spark a vision of change for this industrial area to evolve into an area that combines a variety of transit-supportive uses; Promote the concept of the grade separation of Peoria Street and the UP rail alignment; and Promote the concept of park linkages between the Peoria-Smith transfer station and the Sand Creek Parkway</td>
</tr>
<tr>
<td>Airport &amp; 40th</td>
<td>Aurora</td>
<td>2008</td>
<td>“Create notable, active, maintainable places that can evolve, grow and change over time into a vibrant mix of moderate to high density pedestrian-oriented uses with strong connections to multi-modal transit and an integrated station, and where people would want to work, live, shop and gather in a beautiful, safe and convenient environment.”</td>
</tr>
<tr>
<td>61st &amp; Pena (Proposed)</td>
<td>Denver</td>
<td>N/A</td>
<td>In process</td>
</tr>
<tr>
<td>72nd &amp; Himalaya (Proposed)</td>
<td>Denver/Aurora</td>
<td>N/A</td>
<td>None.</td>
</tr>
<tr>
<td>Denver International Airport</td>
<td>Denver</td>
<td>2012</td>
<td>None.</td>
</tr>
</tbody>
</table>

Figure 23: Station Area Plan Vision Statements

NOTE that several station names have changed since the creation of this table: the Airport/40th station is now the 40th & Airport Blvd - Gateway Park station and Denver International Airport is known simply as Denver Airport. These changes have been reflected in the text of the document but not on the maps or data tables.
Denver Union Station

Denver Union Station Master Plan (2004)

City & County of Denver, Colorado Department of Transportation, Denver Regional Council of Governments, Regional Transportation District

Link to the Plan

Vision:
“Denver Union Station will be a multimodal transportation hub of international significance and a prominent and distinctive gateway to downtown Denver and the region.

Denver Union Station will bring critical elements of the public and private local, regional, statewide, and national transportation systems, both existing and future, together with private development and inspiring civic features.

Denver Union Station will create an exciting setting that will improve the connections between all transportation modes, respect the character and historical significance of the station and its adjacent neighborhoods, and provide a stimulating environment for public activity and economic vitality.”

Main Goals:
• Placing major transportation modes - light rail, passenger rail, and regional bus - below grade. This separates functions, promotes convenient and safe circulation, and frees the street level for flexible transportation uses, public spaces, and complementary redevelopment.
• Restoring and rehabilitating the historic train station to serve as the main circulation and orientation space and to provide transportation services, retail, restaurant, and office uses.

Figure 24: Denver Union Station Master Plan
Denver Union Station

Plan Updates

*Master Plan Supplement (2008)*
City & County of Denver, Colorado Department of Transportation, Denver Regional Council of Governments, Regional Transportation District

Purpose:

- Reviewing the accomplishments of related planning efforts since adoption of the 2004 Master Plan;
- Reiterating the major elements of the 2004 Master Plan that have not changed;
- Describing the Denver Union Station Transit District;
- Updating the transportation and development programs.

*Figure XX: Union Station Light Rail Platform*

*Figure 25: Denver Union Station under construction*
38th & Blake Station

38th & Blake Station Area Plan (2009)
City & County of Denver, Community Planning & Development Dept.

Link to the Plan

Vision:
“The 38th & Blake station area will become a unique destination district that provides safe and comfortable multi-modal access from the surrounding communities to the rail station, the South Platte River, and between adjacent neighborhoods. Future development of the area will emphasize its industrial heritage, historic neighborhoods, and emerging new residential and arts and entertainment districts; provide a mix of uses where feasible and especially near the station; ensure access and provide enhancements to the South Platte River greenway; provide enough housing and jobs to make non-auto travel modes those of choice; and provide living opportunities for people of all incomes, ages and backgrounds.”

Main Goals:
• Connect Upper Larimer, Cole and River North to the station and each other with pedestrian paths and bicycle routes

• Move vehicles safely to the station, station parking lots and through the station area without jeopardizing safe pedestrian circulation

• Address storm water management issues with sustainable, urban solutions for detention, conveyance and water quality that also serve to provide usable open space that provides an amenity for the community

• Utilize the station investment to strengthen existing diverse neighborhoods and create a new center for the community

Figure 26: 38th & Blake Station Area Plan Cover
38th & Blake Station

Related Plans

38th & Blake Next Steps Traffic Operational Study (2011)
City & County of Denver, Public Works Dept.

Globeville Neighborhood Plan (2013, in progress)
CPD

South Platte River Corridor Study (2013)
City & County of Denver, Community Planning & Development, Office of Economic Development and Parks & Recreation Depts.

River North Greenway Master Plan (2009)
City & County of Denver

Vision: “Initiate an ongoing collaborative effort between citizens, property owners, Denver City agencies, the Greenway Foundation and numerous other public & private organizations committed to a naturally healthy & prosperous South Platte River.”

Northeast Downtown Neighborhoods Plan (2011)
City & County of Denver

Vision: “The Northeast Downtown area will remain a diverse collection of urban neighborhoods with unique and distinct character. Transitions between neighborhoods will be seamless and promote the unique character of each area. Excellent street connectivity, an enhanced public realm, and good access to transit will make this an area of choice for residents, businesses, and services.”

Blake TOD (2011)
Urban Land Conservancy

“This property, which has been vacant for the past year, will be stabilized and eventually developed as a mixed-use site with an emphasis on affordable housing.”

Brighton Boulevard Corridor (in progress)
City & County of Denver, Public Works Policy and Planning

Figure 27: Blake Street Flats on Blake St. & 35th St.

Figure 28: Station Area Over 38th Ave.
38th & Blake Station

Future Land Use Map

Figure 29: 38th & Blake Station Area Plan Future Land Use Map
40th & Colorado Station

There is no station area plan for the 40th & Colorado station. Blueprint Denver, however, provides recommendations for future land use changes in this area. Many industrial uses near the station will remain. The area adjacent to the station should become a Town Center with mixed-use development opportunities.

The single-family residential neighborhoods will remain in place. The Urban Land Conservancy sold Gateway, the land at 3975 Colorado Blvd., to the Colorado Coalition for the Homeless in January of 2012, who will continue to operate as short-term transitional housing along high frequency bus lines and the East Rail Line.

Gateway Information at the Urban Land Conservancy website

Gateway Information at the Colorado Coalition for the Homeless website

Related Plans

The Elyria-Swansea Neighborhood Plan (in development) will also cover this station area along with the National Western Stock Show station on the North Metro corridor.

More information on the E-S plan is available here: http://denvergov.org/Planning/PlansinProgress/ElyriaSwanseaNeighborhood/tabid/432647/Default.aspx}
40th & Colorado Station

Future Land Use Map

Figure 32: Elyria Swansea Conceptual Neighborhood Land Use Plan (Not adopted)
Central Park Station

Central Park Station Area Plan (2012)

City & County of Denver, Forest City

Link to the Plan

Vision: “Central Park will be a sustainable, active and accessible destination for Stapleton, nearby neighborhoods and the Denver region.”

Main Goals:

- Destination: The station area will serve as a crossroads of the Stapleton neighborhood, connecting people from all segments of the community to the diverse activities found throughout Stapleton and the Denver region.
- Accessible: The station area will build upon its regional connections to provide an extremely high level of mobility and multi-modal access for all users in a safe, easy, and convenient manner.
- Economic Opportunity: Stapleton will be a regional center for job creation in diverse fields, with an emphasis on new technologies and emerging industries. When completed, Stapleton could support more than 30,000 jobs and 25,000 residents.
- Environmental Responsibility: Stapleton will demonstrate the economic and community benefits of a long-term commitment to reducing consumption of natural resources and impacts on the natural environment. Human activities will be conducted in a fashion that acknowledges and respects the importance of natural systems.
- Social Equity: Stapleton will provide broad access to social, cultural, and economic opportunities for all segments of the community.
Central Park Station

Related Plans

**Stapleton Green Book (1995)**
City & County of Denver, Stapleton Foundation

**Vision:** “The Stapleton site will be a network of urban villages, employment centers and significant open spaces, all linked by a commitment to the protection of natural resources and the development of human resources.”

**East Side Mobility Plan (2010-2011)**
City & County of Denver Public Works

![Figure 34: Central Park Rail Bridge East of Central Park Blvd.](image)

![Figure 35: Central Park](image)
Central Park Station

Future Land Use Maps

Figure 36: Central Park Station Concept Land Use Map

Figure 37: Central Park Station Existing and Planned Bicycle Facilities

Note: Dashed lines on this map represent potential future connections in the station area. These connections may take the form of future public or private streets, alleys, pedestrian passages, or mews with the intent of increasing access in the station area while breaking up large blocks to improve the pedestrian experience.

Residents have identified the 36th Avenue and Xanthia Street intersection as a safety concern.

DENVER MOVES

Denver Moves is the vision plan for Denver’s non-motorized transportation and recreation system, identifying the next phase of priorities for making bicycle and pedestrian connections throughout the city. The goals of the plan is to create a biking and walking network where every household is within a quarter mile of a high ease of use facility and achieve a 15% bicycling and walking commute mode share by 2020. The four objectives established for Denver Moves are:

1. Create a New Identity
2. Build a Simpler System
3. Embrace Innovative, Practical Ideas
4. Include All Users

Through an extensive plan process, Denver Moves identifies a total network of 442 miles of multi-use and bicycle facilities. The network incorporates a wide range of facility types based on innovations in multi-use trail, bicycle, and pedestrian facility design, each being categorized into relative “ease of use” classifications. Denver Moves identifies new on-street and off-street bicycle facilities that will improve access throughout the Central Park Station area and especially to the commuter rail station. For more details about the Denver Moves network and facility types, download the plan at www.denvergov.org.

Figure 37: Central Park Station Existing and Planned Bicycle Facilities

Note: Dashed lines on this map represent potential future connections in the station area. These connections may take the form of future public or private streets, alleys, pedestrian passages, or mews with the intent of increasing access in the station area while breaking up large blocks to improve the pedestrian experience.
Peoria Station

Catalytic Site
This site has been selected by the East Corridor Working Group as the Catalytic Project site. Additional activities are underway in 2014 by DRCOG and consultant partners, funded by the SCI grant.

Peoria-Smith Station Area Plan (2009)

City of Aurora
Link to the Plan

Vision: “Spark a vision of change for this industrial area to evolve into an area that combines a variety of transit-supportive uses; Promote the concept of the grade separation of Peoria Street and the UP rail alignment; and promote the concept of park linkages between the Peoria-Smith transfer station and the Sand Creek Parkway.”

Main Goals:
• Create a compact, mixed-use employment center within easy walking distance of the station. The area contains many barriers to connectivity and the plan provides general recommendations for making the area pedestrian, bicycle and transit-friendly.

• Utilize vacant sites with high potential for TOD. There are 22 properties with that potential, and RTD has identified three parcels for commuter parking and bus transfer facilities, while the Aurora Housing Authority owns five acres that it plans to develop into a mixed-income, multi-family housing project.

• The RTD I-225 Light Rail Line will terminate at the Peoria Station arriving from the south, making the Peoria Station a major transfer station and connect Fitzsimons to East Rail Line for the I-225 line.

Related Plans

Peoria Crossing (2013)
City & County of Denver, City of Aurora, RTD
Peoria Station

Related Plans

*Who is Aurora? (2013)*
City of Aurora

Overview: The City of Aurora published this report on the City’s demographics using data from the 2010 Census. The report details the City’s population growth, wages, race/ethnicity, educational attainment, housing and other demographic information. Key findings include that the City grew by 17.6% between 2000 and 2010, slightly lower than the 24% growth rate between 1990 and 2010, but still one of the fastest growing areas of the region. The report contains detailed tables, charts and maps on the population of Aurora. There are also two supplements, one focused on education in Aurora and one on the loss of population in Northwest Aurora.

**Educational Supplement**

**Northwest Aurora Population Supplement**

Future Land Use Map

*Figure 40: Peoria Station Concept Land Use Map*

City of Aurora, in consultation with RTD, City & County of Denver, DIA, the Pauls Corporation

Link to the Plan

Vision: “Create notable, active, maintainable places that can evolve, grow and change over time into a vibrant mix of moderate to high density pedestrian-oriented uses with strong connections to multi-modal transit and an integrated station, and where people would want to work, live, shop and gather in a beautiful, safe and convenient environment.”

Main Goals:

• Focus on developing the eastern half of the station, since the western half is already built out. Full buildout of both halves will include 600,000SF of office, 2.2 million SF of industrial, 586,000SF of retail and 918 residential units on 1,300 acres of land.

• Utilize RTD Park-n-Ride for future TOD development. The future land use concept is employment-focused, with some mixed-use development north of 40th Avenue. The plan recommends grade-separating the commuter rail line from 40th Avenue in view of traffic volumes on that east-west arterial street.

This station can also serve as an alternative end of the line station, for people who take the East Rail Line and do not intend on continuing through to the airport. This will also help the East Rail Line in avoiding being characterized as only the rail line that goes to the airport, when there are several destinations along this line. The land west of the station platform is land owned by Denver International Airport that is in Aurora and can be developed by the City of Aurora.
Related Plans

*Who is Aurora? (2013)*
City of Aurora

Overview: The City of Aurora published this report on the City's demographics using data from the 2010 Census. The report details the City's population growth, wages, race/ethnicity, educational attainment, housing and other demographic information. Key findings include that the City grew by 17.6% between 2000 and 2010, slightly lower than the 24% growth rate between 1990 and 2010, but still one of the fastest growing areas of the region. The report contains detailed tables, charts and maps on the population of Aurora. There are also two supplements, one focused on education in Aurora and one on the loss of population in Northwest Aurora.

Educational Supplement

Northwest Aurora Population Supplement

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Figure 42: Intersection at Airport Blvd. & 40th Ave. west of Peña Blvd.

Figure 43: Offramp onto 40th Ave. via Airport Blvd. east of Peña Blvd.
61st & Peña Station

61st & Peña Station Area Plan and GDP (2014)

City & County of Denver, Community Planning & Development Dept

[Link to the Plan]

Vision: 61st and Pena station serves as a vibrant, compact, urban center of the regional aerotropolis, a world-class transit-oriented community, catalyzing development and connecting people.

Related Plans

Denver International Business Center
City & County of Denver

Overview: The City and County of Denver and RTD entered into an agreement allowing a station at 61st as early as opening day. There are four property owners with a total of 400 acres of vacant land. A station area plan was completed in early 2014 and a General Development Plan is underway.

72nd & Himalaya Station
(Optional Future Station)

There is no station area plan for 72nd & Himalaya.

72nd & Himalaya Station is a potential future station and will not be open when the East Rail Line opens.

Related Plans

High Point GDP (2007)
City & County of Denver

Gateway Stations

Overview: LNR CPI High Point, LLC owns 369.86 acres of land along Pena Blvd, and the City has proposed an additional station here. This GDP calls for large office uses, especially a headquarters, and some residential. Retail and entertainment uses are also in the site plan.

Figure 44: Design concept for the 61st and Pena station
Denver Airport Station

South Terminal Redevelopment Program (2012)
City & County of Denver

Link to the Plan

Overview: The airport station will include a 500-room Westin hotel and conference center, an open air plaza, and an extended concourse baggage and train system. There will be new retail opportunities as well.

The airport serves as a unique destination. The East Rail Line will connect to other transit corridors with Denver Union Station, the I-225 and Southeast Lines via the Peoria station, revolutionizing the way in which travelers can reach the airport in a short amount of time without traffic or parking. In 2012, DIA averaged over 1,700 daily flights and served a total 53.2 million total passengers, and ranked 5th in the U.S. and 13th in the world for passenger traffic.
Denver Airport Station

Related Plans

**Airport City Plan (2012)**
City & County of Denver, DIA

Overview: Mayor Hancock has announced a long-term plan to transform the land around DIA into Airport City, with six economic cluster zones extended out over 53 acres of land: Agro, Aero, Center, Gateway, Logistics and Tech. The plan calls the East Line a “Corridor of Opportunity.” From his speech:

“We have a unique opportunity to take our region’s biggest economic engine, Denver International Airport, and spark a new era of growth that will transform Metro Denver and revitalize the regional economy...We will create a development that thrives on the airport’s natural synergy, attracting businesses and jobs that benefit from a close relationship to the airport and its inherent access to national and international markets...Think of the Airport City as the beating heart of the larger Aerotropolis. ...And what is that Aerotropolis? It’s a vision of a new style of urban development, one that places the airport at the center of attention, a magnet for urban competitiveness, urban innovation, and urban job growth.”

**Aerotropolis**

The City is now working with the airport, Adams County and private developers to flesh out the Airport City concept and provide more detailed recommendations for implementation of this plan. The Airport City plan covers land owned by Denver International Airport in the City & County of Denver and is focused on developing industry clusters on airport-owned land. The Aerotropolis is a broader concept of developing the land around the airport, including land in Adams County and other neighboring jurisdictions into an airport-oriented community. The latter will involve inter-jurisdictional coordination by Denver, Adams County and other communities in order to come to fruition.