

# Denver TOD Strategic Plan

## [Transit-Oriented Denver - Transit Oriented Development Strategic Plan \(2014\)](#)

City & County of Denver, Community Planning & Development Dept.

Overview: The Transit Oriented Development (TOD) Strategic plan is intended to guide the critical City-led actions needed for successful TOD in Denver. Residents, business owners, builders, and public employees can use this strategic framework to eliminate or reduce barriers to TOD, create realistic financing plans, and direct growth and investment to rail stations with the best opportunity for development in the next 5 years. The TOD Strategic Plan contains both city-wide, high-level policy recommendations and on the ground, station-level action items with the intent to foster implementation of TOD at rail stations and support the development of transit communities in Denver. As a strategic plan, the document is intended to facilitate the implementation of existing recommendations and projects identified in adopted city plans, including Comprehensive Plan 2000, Blueprint Denver, neighborhood plans, and station area plans.

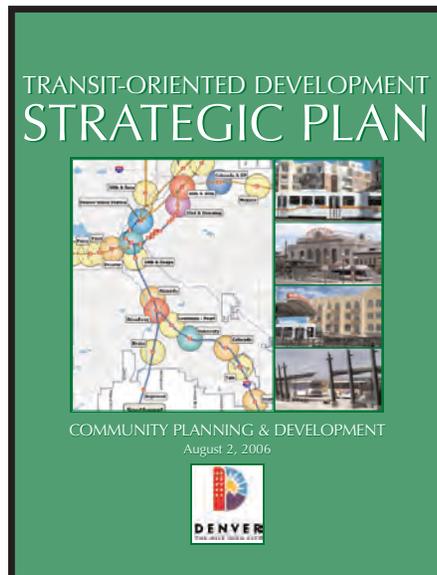


Figure 48: Denver TOD Strategic Plan Cover

### Plan Uses:

Denver's TOD Strategic Plan provides a foundation to guide public and private investment at rail stations through:

- Creating an implementation action plan through research and analysis of the existing state of transit-oriented development,
- Providing city-wide, high-level policy recommendations and on the ground, station-level action items with the intent to foster implementation of TOD at rail stations
- Establishing a system to track and monitor Denver's success so the City can continue to refine and improve its strategic moves in the future.

### Action Plan:

A strategic approach to implementing TOD in Denver includes short and long-term actions that span multiple City departments. In order to catalyze development at the stations with the best opportunities for development, the City needs to identify City-wide TOD policies and specific action recommendations at the department level, finding realistic financing strategies to fund necessary planning, infrastructure, and marketing activities. A methodology was developed to evaluate TOD readiness which helped categorize stations into three logical groupings with similar challenges and opportunities for TOD. Each station in the evaluation lands in a specific group, Strategize, Catalyze, Energize. The status of each station is not considered static, instead, each station should be perceived to be on a TOD development continuum. Each group of stations has a tool kit to guide planning, policy, and infrastructure decisions and each station receives specific action items to advance development at stations.

# Recent Station Area Planning Efforts

## Other Relevant Plans, Studies, & Reports

The following is a list of other plans completed by the cities, RTD and others that affect land use decisions in the East Rail Line station areas.

### Citywide Land Use/Comprehensive Plans

- [Blueprint Denver \(2002\)](#)
- [Denver TOD Strategic Plan \(2006\)](#) (a 2013 update is in process)
- [City of Aurora Comprehensive Plan Update \(2009\)](#)
- [Greenprint Denver \(2006\)](#)
- [Who is Aurora? \(2013\)](#)

### Transportation Plans

- Denver:
  - o [Strategic Transportation Plan \(2009\)](#)
  - o [Denver Moves \(2010\)](#)
  - o [Strategic Parking Plan \(2010\)](#)
  - o [East Side Mobility Plan \(2011\)](#)
- Aurora:
  - o [Northwest Aurora Bicycle & Pedestrian Master Plan \(2006\)](#)
  - o [Fitzsimons Area Wide Multi-Modal Transportation Study \(2009\)](#)
  - o [Aurora Strategic Parking Plan \(2010\)](#)

### Other Plans, Reports & Studies Relevant to the East Line

- [Smart Jobs: Development: Mayor Hancock's Vision for Building a World-Class City \(2013\)](#)
- [Denver Office of Economic Development Jump Start Plan Update \(2013\)](#)
- [Denver Office of Economic Development's Jump Start Plan \(2012\)](#)
- [Denver Parks & Recreation Game Plan \(2003\)](#)
- [Denver South Platte River Corridor Study \(in process\)](#)
- [Denver Stormwater Drainage Master Plan \(2009\)](#)
- [RTD Lessons Learned Report \(2007\)](#)
- [RTD Quality-of-Life Report \(2009\)](#)
- [RTD TOD Policy & Strategic Plan \(2010\)](#)
- [RTD TOD Pilot Program \(2010\)](#)
- [RTD TOD Status Report \(2011\)](#)
- [Central Rail Extension Mobility Study \(in progress\)](#)

## Opportunities & Challenges Assessment

The East Corridor Working Group and Stakeholder Committee have identified a number of opportunities and barriers to implementing transit-oriented development within station areas along the corridor. In some station areas, there are major opportunities for new development but infrastructure is lacking. In others, certain amenities such as a grocery store or park are present but others are needed. All stations have connectivity challenges and physical barriers that hinder movement by all modes but especially for pedestrians. Existing land use is primarily industrial or greenfield and may remain so for the foreseeable future, presenting challenges to implementing the vision in many station areas that call for denser mixed-use development. Parking has also been identified as a challenge because of the likely demand from both transit riders and airport travelers. It also presents an opportunity, however, because surface parking lots can be converted to other types of transit-oriented development in the long term through joint development with RTD, DIA or other parties.

### Corridor-wide Opportunities

**Proximity to Major Destinations.** The East Rail Line provides access to downtown Denver, Denver International Airport, and many existing neighborhoods and job centers in between. This proximity makes certain station areas attractive for development and improves access for people living and working along the corridor.

**Creating Great Places.** The cities of Denver and Aurora see a significant opportunity to create attractive and functional places at the East Rail Line station areas, and have completed detailed plans for achieving their visions.

**Job Access.** Because of the proximity to downtown, the airport, Anschutz/Fitzsimons and other major destinations, many of the existing job centers along the East Rail Line and elsewhere in the region will have improved access via transit. This will provide workers with more commuting options and also reduce the time and cost for some workers.

**Connections to Denver International Airport.** The East Rail Line will connect residents and workers from throughout the region to the airport, as well as business travelers and tourists coming into

the region via air transportation. The easy airport access may also present an opportunity for businesses that require frequent travel to locate along the line. The Denver Mayor's Office has coined the East Rail Line a "Corridor of Opportunity" because of the transportation connections and development opportunities that the new line will provide. The airport will serve as a multimodal hub for surface and air transportation, and the East Rail Line will increase the number of transportation options available to getting to and from the airport from elsewhere in the region.



Figure 49: DIA South Terminal Rendering

## Corridor-wide Opportunities

**Proposed Affordable Housing Developments.** There are affordable housing developments proposed at three of the East Rail Line station areas: 38th & Blake, 40th & Colorado, and Peoria. The Urban Land Conservancy, Colorado Coalition for the Homeless and Aurora Housing Authority have all acquired land and committed to building new affordable housing, along with supportive services to serve the residents living there. There is also a 10% affordable housing requirement for the Stapleton redevelopment, with the potential to build some new affordable housing near the Central Park station.

**Joint Development and Public-Private Partnership Opportunities.** RTD owns land at several sites, including surface parking lots, that may be suitable for joint development with the public sector and/or private developers. Some of these are longer term opportunities as the station areas are built out and structured parking becomes cost-feasible, while others may be primed for development right now. Denver International Airport also owns land along Pena Boulevard within the 40th & Airport Blvd. - Gateway Park and 61st & Pena stations that is planned for parking, but may accommodate new development in the long term.

**Greenfield Sites Provide Opportunities for Large-Scale Development.** Large parcels of land have been acquired in the 40th & Airport Blvd. - Gateway Park, 61st & Pena and several other stations, and plans call for



Figure 50: Colorado Coalition for the Homeless Gateway Project

large-scale development of these sites with transit-oriented development in mind, including mixed-use residential and commercial opportunities.

**Improved Access to Opportunity for Transit-Dependent Populations.** There are many existing residential neighborhoods along the East Rail Line, several of which contain a high percentage of transit-dependent residents, and the line will provide a new connection to jobs, goods and services and other essential destinations.

**Parks, Trails and Open Space Amenities.** The East Rail Line runs parallel with the Sand Creek Greenway near the Central Park and Peoria-Smith stations, and there are plans to extend the trail toward the 40th & Airport Blvd. - Gateway Park and 61st & Pena stations as well. Plans call for constructing new trail extensions to improve access to the trail from the station areas. In addition, there are several large parks and open spaces, including Central Park and the Rocky Mountain Arsenal, that will be accessible via transit once the line opens.



Figure 51: Sand Creek Trail, Sand Creek Park

## Corridor-wide Challenges

**Connectivity.** Sidewalks and crosswalks are missing in many station areas, and there are physical barriers such as major arterials, highways and railroad tracks that hinder pedestrian and bicycle movement. Last mile connections to existing neighborhoods, businesses and other destinations will be challenging and need to be addressed.

**Parking.** Ensuring there is enough parking in some stations is an issue, especially at stations further east on the line toward the airport, where airport travelers may choose to park to avoid paying higher fees nearer the airport. Denver International Airport estimates needing to double the amount of parking in the next 20-25 years, and owns land along Pena Boulevard near the Airport & 40th and 61st & Pena stations to satisfy some of that demand. Some stations may end up with too much parking as well, and many of these lots will be surface parking, which limits opportunities for new development near the station platform. In the long-term though the surface parking could turn into a major opportunity for new development, especially joint development, as it serves a land banking function in the short term.

**Placemaking.** Many of the East Rail Line station area plans are aspirational—the station areas themselves are not major destinations today (with the exception of Denver Union Station and DIA) and lack the housing, retail and “bones” that are often a prerequisite for TOD. Development is likely to happen incrementally and require significant investments in infrastructure to make these station areas attractive and able to accommodate new residents and jobs.

**Lack of Housing.** Many station areas are currently industrial or greenfield sites, but plans envision thousands of new housing units. It may take years or decades for some of these areas to see that much housing development. Moreover, ensuring that some of these units remain affordable, as well as offer a variety of different housing types, is an issue, though recent acquisitions with the TOD Fund show that there is already momentum to create new affordable housing along the corridor.

**Connections to Low- and Middle-Skills Jobs and Workforce Development.** The East Rail Line will provide a new connection to job opportunities throughout the region, especially the airport, Anschutz/Fitzsimons and downtown Denver. It will also connect workers to educational and training institutions throughout the region, including the airport. Ensuring that the line can act as an economic driver for all people in the region, from low- to high-skill workers, is important and unacknowledged in most existing plans.

**Vulnerable Populations.** The East Rail Line runs through some of the most economically disadvantaged neighborhoods in both Denver and Aurora, so ensuring the line provides access to greater economic opportunity, and also preventing displacement are top concerns of the residents living there. The East Rail Line lies within the Piton’s Foundation’s Children’s Corridor, an area identified as having high vulnerability and low educational attainment, and the new transit line can help provide greater access to opportunity and achieve many of the goals outlined in the Children’s Corridor plan.



Figure 52: Missing Sidewalk at 38th St. and Brighton Blvd.

## Corridor-wide Challenges

**Industrial Land Uses & Interim Uses.** The areas around the East Rail Line are home to thousands of industrial jobs. Industrial land uses are often in conflict with the goals of TOD because of their low-density land use and heavy truck and freight traffic. Yet these are also major job centers, especially for low- and middle-skill workers in manufacturing, transportation and warehousing and other industrial industries. There is need to balance existing industrial land use with the desire for denser residential and commercial mixed-use development as identified in station area plans. Moreover, development in many station areas may be years or decades away, so planning for appropriate interim uses is needed on some parcels of land, and certain industrial uses can fill the short-term gap without inhibiting future TOD.

**Food Access.** Except for the Central Park station, there are no nearby full-service grocery stores along the East Rail Line. There are some smaller grocery stores, farmer's markets and convenience stores selling fresh produce, but most have a limited supply and higher costs than larger grocery stores. The neighborhoods surrounding the line are also major food deserts. Building one or two new grocery stores within East Rail Line station areas will provide healthier food options for people living along the corridor than are now available.

**Lack of Basic Services and Retail.** In addition to a lack of grocery stores, there is also a lack of retail, childcare facilities, and basic services along the corridor. The station areas present new opportunities to build these resources in close proximity to transit.

**Stormwater and Floodplain Issues.** Some station areas are located in floodplains or have other drainage issues that will hinder development opportunities. Both Denver and Aurora have identified improvements to mitigate these issues but not all the recommendations have been implemented.

**Commuter Rail Technology.** Unlike existing rail lines in Denver, the East Rail Line will be an electric commuter rail line. While the frequency of trains will be similar to the light rail lines, the spacing of stations, design of the cars, speed, parking needs and other characteristics of commuter rail may present barriers to connectivity, development and other goals identified for these areas.



Figure 53: 40th & Colorado Station Area Under Construction

# Opportunities and Challenges Assessment

## Identified Opportunities and Challenges to TOD

Station Area	Opportunities	Challenges	Current Activities
38 <sup>th</sup> & Blake	<ul style="list-style-type: none"> <li>• Proximity to downtown Denver</li> <li>• Connections to Welton/Downing Corridor</li> <li>• Affordable housing development (Blake TOD – ULC)</li> <li>• Momentum for TOD in this station area</li> <li>• Emerging neighborhoods in River North, Brighton Blvd. and other Northeast Downtown neighborhoods</li> <li>• NDCC activities</li> <li>• Improved access to opportunity for transit-dependent populations</li> <li>• Strong Market and development readiness (according to TOD Strategic Plan)</li> <li>• Potential urban renewal district</li> <li>• Brighton Boulevard streetscape improvements</li> <li>• Blake Street conversion to a two-way street overtime</li> <li>• Large parcels available for development</li> </ul>	<ul style="list-style-type: none"> <li>• Stormwater management issues (addressed in station area plan, the city’s stormwater drainage plan and Next Steps study)</li> <li>• Lack of sidewalks</li> <li>• Connections across South Platte River</li> <li>• Existing state of Brighton Boulevard – lack of sidewalks, gutters, bicycle lanes</li> <li>• Plan identified 13 intermodal conflict points</li> <li>• Land assembly-lots of small parcels in certain areas</li> <li>• Proximity to industrial uses</li> <li>• 38<sup>th</sup> &amp; Blake intersection (doesn’t exist today, safety issues in crossing, replacing bridge is a consideration)</li> </ul>	<ul style="list-style-type: none"> <li>• Central Rail Extension Mobility Study (Welton/Downing Corridor)</li> <li>• Brighton Boulevard Access &amp; Cross-Section Design Study</li> <li>• 36<sup>th</sup> Street Bridge in design phase</li> <li>• Denver/RTD stormwater drainage project</li> <li>• TIP money for sidewalks and other streetscape improvements at 36<sup>th</sup> to 40<sup>th</sup></li> </ul>
40 <sup>th</sup> & Colorado	<ul style="list-style-type: none"> <li>• Existing retail</li> <li>• Existing multifamily housing</li> <li>• Quality connections across Colorado Boulevard at 40<sup>th</sup> Ave. &amp; Smith Road</li> <li>• Proximity to Colorado Blvd.</li> <li>• Existing bus routes along 40<sup>th</sup> Ave and Colorado Blvd.</li> <li>• Affordable housing developments (ULC, CCH)</li> <li>• NDCC activities</li> <li>• Improved access to opportunity for transit-dependent populations</li> <li>• Bruce Randolph School – education opportunity</li> <li>• Long-term joint development opportunity (30-40 acres)</li> </ul>	<ul style="list-style-type: none"> <li>• Neighborhood connectivity (to the west)</li> <li>• Connections across Colorado Blvd. at some intersections</li> <li>• Freight railroad tracks</li> <li>• Proximity to a trench</li> <li>• Lighting needs</li> <li>• Inactive railroad spur and other barriers limit access from north, east, and west of the station</li> <li>• Environmental contamination</li> <li>• Proximity to industrial uses</li> <li>• Vacant/underutilized land</li> <li>• Small parcels</li> <li>• Food access (lack of grocery store in station area)</li> <li>• Storm water issues</li> </ul>	

# Opportunities and Challenges Assessment

## Identified Opportunities and Challenges to TOD

Station Area	Opportunities	Challenges	Current Activities
Central Park	<ul style="list-style-type: none"> <li>• Stapleton redevelopment</li> <li>• Existing retail</li> <li>• Large workforce living nearby – new commuting option</li> <li>• Joint development opportunities (e.g., Park-n-Ride with RTD)</li> <li>• Employment opportunities near the station area (and plans for future business center)</li> <li>• Affordable housing proposed in station area plan and Stapleton Master Plan</li> <li>• Proximity to local and regional parks, trails and open space, including Sand Creek, Central Park and Rocky Mountain Arsenal. and other recreational areas</li> <li>• Potential to connect to Rocky Mountain Arsenal via a shuttle service (Stapleton has completed a Shuttle Feasibility Study)</li> </ul>	<ul style="list-style-type: none"> <li>• Portions of Smith Road are not pedestrian/bicycle-friendly; there are sections of unimproved roadway</li> <li>• Big box retail (Quebec Square) turns its back to TOD site</li> <li>• Land around station will remain surface parking lot for near-term</li> <li>• Connectivity to existing residential areas</li> <li>• Lack of affordable housing (though there are plans for new units in the station area plan and Stapleton Master Plan)</li> <li>• Balancing desire for urban village scale development with strong pressure to accommodate large-scale commuter parking.</li> </ul>	<ul style="list-style-type: none"> <li>• Metro District improvements to Smith Road</li> </ul>
Peoria	<ul style="list-style-type: none"> <li>• Proximity to Anschutz/Fitzsimons Medical Campus</li> <li>• Transfer station between East &amp; I-225 Lines (end of line station for I-225)</li> <li>• Existing employment opportunities in manufacturing and light industrial</li> <li>• Affordable housing development (Aurora Housing Authority)</li> <li>• Joint development opportunities (e.g., Park-n-Ride with RTD)</li> <li>• Peoria Crossing grade separation and other improvements will improve access to the station</li> <li>• Proximity to Morris Heights residential neighborhood</li> <li>• Proximity to Sand Creek</li> <li>• Parcels available for development</li> <li>• Access to highways and freeways</li> </ul>	<ul style="list-style-type: none"> <li>• Lack of amenities for this important regional transfer facility embedded in an industrial area.</li> <li>• Freight railroad tracks and new light rail tracks.</li> <li>• Uses incompatible with TOD (INS detention facility, concrete batch plant, jail, etc.)</li> <li>• Food access – far from large, full-service grocery stores</li> <li>• Connectivity to existing residential areas (e.g., access to the station for Montbello residents)</li> <li>• Environmental contamination</li> <li>• Long-term parking at the Park-n-Ride for DIA may take away from local Park-n-Ride use</li> <li>• Balancing desire for urban village scale development with strong pressure to accommodate large-scale commuter parking.</li> </ul>	<ul style="list-style-type: none"> <li>• Aurora Comprehensive Parking Program is being developed</li> </ul>

# Opportunities and Challenges Assessment

## Identified Opportunities and Challenges to TOD

Station Area	Opportunities	Challenges	Current Activities
40 <sup>th</sup> & Airport Blvd. – Gateway Park	<ul style="list-style-type: none"> <li>Proximity to Green Valley Ranch</li> <li>Large greenfield sites provide opportunities for large-scale development (Pauls Corp.)</li> <li>Developer (Pauls Corp.) decision to pay for the grade separation of 40<sup>th</sup> Avenue from the rail line, which will help avoid a traffic safety issue with PUC, improve the overall functionality of the road system and enhance the pedestrian access network.</li> <li>DIA owns land for parking – presents long-term joint development opportunity (hotels, office, etc.) if parking demand is met</li> <li>Freeway access</li> <li>Potential shuttle connections to hotels and restaurants in the area</li> </ul>	<ul style="list-style-type: none"> <li>Pena Blvd intersects station area and acts as a natural barrier</li> <li>40th Ave a major east-west arterial</li> <li>Lack of existing amenities near station</li> <li>Challenges charging for parking</li> <li>Balancing desire for urban village scale development with strong pressure to accommodate large-scale commuter parking.</li> </ul>	
61 <sup>st</sup> & Pena (proposed)	<ul style="list-style-type: none"> <li>Large greenfield sites provide opportunities for large-scale development (380 acres)</li> <li>Station area plan in process to create a vision for the site, along with GDP and zoning revisions</li> <li>DIA owns land for parking – presents long-term joint development opportunity (hotels, office, etc.)</li> <li>Freeway access</li> <li>Potential end-of-line station</li> <li>Potential to connect to Rocky Mountain Arsenal via a bike path.</li> </ul>	<ul style="list-style-type: none"> <li>Greenfield site – lack of infrastructure</li> <li>Phasing of development</li> <li>Distance from existing job and retail centers</li> <li>Balancing desire for urban village scale development with strong pressure to accommodate large-scale commuter parking.</li> </ul>	<ul style="list-style-type: none"> <li>Station area planning process underway</li> </ul>
Denver Airport	<ul style="list-style-type: none"> <li>Job access</li> <li>Multimodal connection between surface and air transportation</li> <li>Improved access to opportunity for transit-dependent populations working at the airport</li> <li>Connections outside the region via air and bus</li> <li>New commuting option to the airport</li> <li>Airport City</li> <li>End-of-line station</li> <li>Retail/concession business opportunities</li> </ul>	<ul style="list-style-type: none"> <li>Limited connectivity access for pedestrians and bicyclists compared to other stations</li> </ul>	<ul style="list-style-type: none"> <li>Plans for a Hotel, public transit center</li> <li>Retail/concession opportunities at the station</li> </ul>

## Corridorwide Recommendations for Implementation

There are a range of activities used to achieve transit-oriented development in the Denver Region and elsewhere in the country. Much has been accomplished by the local jurisdictions along the corridor already. The station-area and community-based plans identify the visions for change at the station areas. The corridor is far ahead of the curve compared to many other areas with expanding transit systems – both regionally and nationally. Additional implementation activities and commitments from local and regional jurisdictions and the state will accelerate private investment in the corridor.

### Priority Strategies

The East Corridor Working Group identified the following recommendations as priorities for implementation. The group selected the first item, an Economic Development Study, for the corridorwide technical assistance funding provided through the SCI grant.

**Promote economic development in job centers along the East Corridor by conducting an Economic Development Study that examines how to attract, grow and retain jobs along the East Corridor.** Conduct an in-depth study of economic and workforce development opportunities along the East Corridor, building upon the work being completed as part of Denver's TOD Strategic Plan, Aurora's I-225 corridor study and DRCOG's Regional Economic Prosperity Plan. The study would (1) look at existing jobs along the East Corridor, (2) identify case studies of similar corridors (especially airport corridors) and (3) include conversations with existing employers, property owners and other stakeholders about their vision for their properties. The outcome would be a strategy to attract, grow and retain businesses near East Corridor transit stations, including incentives that could entice businesses to locate near transit. Consider both regulatory and finance mechanisms to attract growth.

**Create a Marketing and Branding Plan to create a strong, marketable brand for the East Corridor.** A branding and marketing process would help create an identity for the East Corridor in order to generate interest

among potential retail, commercial and residential developers, and to attract the public to the East Corridor as a place to live, work and play. A one-stop website for anyone interested in development, employment, retail or entertainment activities should be created.

**Prepare a Multimodal Transportation Enhancement Study and Last Mile Connections Strategy that focuses on the potential for multimodal infrastructure improvements that can better connect neighborhoods to transit stations.** Inventory infrastructure and amenity needs for both bus and rail stations to identify connectivity and access needs. Elements inventoried will include stop amenities (i.e. benches, trash cans, shelters, etc.) as well as infrastructure elements such as sidewalk conditions, concrete pads, access walks, and proximity to safe crossing locations. Results from the inventory will be integrated into a dynamic database to help prioritize investment and implementation to the highest need areas as funding is available. Develop detailed strategy outlining funding sources and financing mechanisms for the provision of bicycle and pedestrian networks. Explore extending the B-Cycle program to the entire East Corridor and look for sponsorship opportunities from East Corridor businesses. Consider applying car-share programs in select station areas.

**Conduct a Parking Study and Structure Feasibility Assessment to resolve parking issues associated with new development along the East Corridor.** Conduct an in-depth study of the parking needs along the East Corridor, examining demand and supply, facility design and the feasibility of structured parking and opportunities for shared parking.

**Conduct a Joint Development Study and Policy to promote joint development opportunities along the East Corridor where appropriate.** Identify opportunities to work with RTD on joint development along the East Corridor, including tools and strategies that can help catalyze development and address parking issues.

## Corridorwide Recommendations for Implementation

**Prepare an Affordable Housing Creation and Preservation Strategy focused on creating and preserving affordable housing and promoting diverse, mixed-income housing options at each station along the East Corridor.** Work with East Corridor Working Group partners and others involved with affordable and mixed-income housing in the region to develop a more detailed plan, integrating the work already underway by the Urban Land Conservancy and Aurora Housing Authority at multiple sites along the corridor. The goal of the plan should be to promote diverse, mixed-income housing options so that transit-oriented communities along the East Corridor offer a balance of housing options. The plan should examine the transition of some existing housing stock in all station areas from private market ownership to another ownership structure that would permanently preserve affordable housing; identify targeted opportunities for additional new affordable housing production for three specific market niches: seniors, families with children, and students; evaluate possible strategies for expanding the Denver TOD Fund to Aurora; and evaluate various HUD programs to demonstrate ways that they could be modified to better support affordable housing near transit by adding proximity to transit in HUD's evaluation criteria.

**Conduct a Services Assessment or Market Study of Grocery Stores, Daycare, Medical Facilities and other Community Amenities to identify gaps in resources along the East Corridor.** Identify key public and private investment needed to complete local/community resources and amenities. Includes both public resources (libraries, educational

centers, community centers) and market driven retail (grocery stores, locally serving retail, etc.). For market driven amenities, create marketing strategies to invite private investment or incorporate provision of community resources into master plans.

### Matrix of Implementation Recommendations

The matrix on the following pages provides a list of potential corridorwide technical assistance recommendations to support the successful implementation of TOD on the East Corridor, grouped into six categories: Economic Development, New Development, Neighborhood Revitalization, Local Transportation and Infrastructure, Funding and Finance and Partnerships. This list is not exhaustive and is intended to assist the East Corridor Working Group brainstorm additional recommendations and prioritize those recommendations that will have the greatest impact on achieving the Corridor Vision and Goals.

## Corridorwide Recommendations for Implementation

Topic	Strategy	Tools	Lead Actors	Description	Examples from Other Regions	Status of Implementation	Potential Funding Sources
Economic Development	Promote economic development in job centers along the East Corridor.	Corridorwide Economic Development Study.	Cities, economic development agencies, business community, market consultants	Conduct an in-depth study of economic and workforce development opportunities along the East Corridor, building upon the work being completed as part of Denver's TOD Strategic Plan, Aurora's I-225 corridor study and DRCOG's Regional Economic Prosperity Plan. The study would (1) look at existing jobs along the East Corridor, (2) identify case studies of similar corridors (especially airport corridors) and (3) include conversations with existing employers, property owners and other stakeholders about their vision for their properties. The outcome would be a strategy to attract, grow and retain businesses near East Corridor transit stations, including incentives that could entice businesses to locate near transit. Consider both regulatory and finance mechanisms to attract growth.	-Hartford Knowledge Corridor Study -Maricopa County Association of Governments Sustainable Land Use and Transportation Strategy -Moving to Work (Bay Area) -Denver Economic Opportunity Typology (Denver – focused on East & West Lines) -Baltimore Red Line Community Compact -The City of Portland, OR is completing an "eTOD" study to evaluate ways to do this along the planned Milwaukie light rail line	City of Denver Mayor's Office and Office of Economic Development have identified economic development goal in the JumpStart Plan and Airport City proposal. Aurora and Adams County Economic Development Councils have identified target industry clusters for job growth.	Economic development agency funds, CIP, business community, federal grants (i.e. Economic Development Administration Planning and Local Technical Assistance Programs)
	Create a strong, marketable brand for the East Corridor.	Develop a Marketing and Branding Plan to Promote the East Corridor ("Corridor of Opportunity" concept)	Cities, RTD, DRCOG, other corridor working group members, consultants with expertise in marketing and branding	A branding and marketing process would help create an identity for the East Corridor in order to generate interest among potential retail, commercial and residential developers, and to attract the public to the East Corridor as a place to live, work and play. A one-stop website for anyone interested in development, employment, retail or entertainment activities should be created.	-Carrollton, TX -Grand Boulevard Initiative (Bay Area) -Cleveland's Health Line -Portland Streetcar	Not on the corridor level	Pooled funds from cities, DRCOG, housing authorities and other agencies; nonprofits, foundations
	Preserve and create opportunities for light industrial and flex office space along the East Corridor.	Industrial Lands Preservation and Cultivation Study	Cities, economic development agencies, industrial business community, economic consultants	Study the characteristics and needs of industrial businesses along the East Corridor to understand how these existing land uses can fit into the corridor context and become more transit-supportive businesses. Consider implementing industrial land preservation policies.	-The City of San Jose framework for preservation of employment lands (and North San Jose preservation strategies since) -Portland eTOD study (see above) -Los Angeles Employment Preservation initiatives and Cornfields Arroyo Seco Specific Plan	Not on the corridor level	Economic and workforce development agency funds, CIP, nonprofits, foundations, business community
	Support small business development and growth in Transit Corridors	Enhance existing business advice & assistance programs and services	City economic development agencies, not-for-profit partners, foundations, and MHC	Complete the current small business development scan with best practices, program gaps, and opportunities to encourage entrepreneur and small business growth		Study now under way, many partners are identifying opportunities and funding	Cities, banks, Foundations
	Increase B2B and contract opportunities to increase small business sustainability and success	Relationship and partnership development, business service/product sourcing searchable database	City economic development, businesses, and not-for-profit partners	Increase the B2B and contracting awareness of both large businesses (for suppliers) and small/emerging businesses (for customers). This may also included a M/WBE component.	Cleveland Health Corridor, Baltimore, SF, and many other places	Work has begun in Denver, and within other parts of the metro area, on a pilot basis.	Cities
	Establish a Small Business Loan Program	Funding from key partners, developed fund management and product delivery relationships	City economic development, CHFA, various investment partners, CDFIs,	Provide working capital and business expansion financing tool to grow small businesses in targeted business clusters and with identified market areas	Boston, Denver	Work has continued, and it is expected to be established within one year	Denver, CHFA, and other investors

## Corridorwide Recommendations for Implementation

Topic	Strategy	Tools	Lead Actors	Description	Examples from Other Regions	Status of Implementation	Potential Funding Sources
Economic Development	Develop 1-2 business innovation/expansion centers in transit corridors	Private Development, with participating public financing	City economic development, for-profit developer(s) with experience, and foundation and banks	Business innovation center located at or near station areas along transit corridor. These centers would be industry cluster focused and provide opportunities for business growth, with the business/social network setting.	Cleveland, Boston, Denver, etc	Denver has supported (with a combination of financial and technical assistance) three similar centers. The next two are under development, and Denver is now working on two more along the east corridor	Denver, NMTC, HUD 108, foundation/impact funds, and banks (funds are borrowed, and must be paid back)
	Complete a manufacturing opportunities study	Manufacturing Opportunities Study	City economic development, businesses	A focused analysis with a look at the needs and requirements for advanced manufacturing and other growth sectors within "industrial zoned" land		Denver will be completing this analysis in 2014, and may consider to broaden to include other local partners	Denver OED
New Development	Promote joint development opportunities along the East Corridor where appropriate.	Joint Development Study and Policy	Cities, RTD, DRCOG, for-profit developers, nonprofit developers (i.e. ULC)	Identify opportunities to work with RTD on joint development along the East Corridor, including tools and strategies that can help catalyze development and address parking issues	Bay Area, Portland, Twin Cities, Washington, DC, Los Angeles	RTD has identified sites for joint development and has four TOD Pilot Program sites on other corridors	CIP, DRCOG TIP, FTA Discretionary Funds (i.e. TOD Planning Pilot Program)
	Resolve parking issues associated with new development along the East Corridor.	Parking Study and Structure Feasibility Assessment	RTD, cities, DRCOG, DIA	Conduct an in-depth study of the parking needs along the East Corridor, examining demand and supply, facility design and the feasibility of structured parking and opportunities for shared parking.	Portland, Seattle, Washington, DC, BART station profile study	Not on the corridor level	CIP, DRCOG TIP, FTA Discretionary Funds (i.e. TOD Planning Pilot Program)
	Convene real estate and planning professionals in a conversation about TOD along the East Corridor.	Corridor-wide Developers Forum or Technical Assistance Program via ULI TAP	Cities, DRCOG, Urban Land Institute (ULI), RTD	Hold a corridorwide forum on real estate development opportunities, with assistance from the Urban Land Institute and local developers, possibly through a Technical Assistance Panel	Bay Area, Twin Cities, Los Angeles, Seattle, Sacramento: Link, Southeast Florida: Link	ULI has held station-specific TAPs and regional TOD Summits	ULI, CIP, business community
	Prepare a typology framework for implementing TOD along the East Corridor.	Implementation Typology Framework	Cities, DRCOG, consultants with expertise in land use, transportation and economic development	Create a typology of station areas that identifies places with the most development potential, based on current development patterns, land availability, catalytic opportunities, land assemblage, etc.	Denver West Corridor Implementation Typology: Link	The East Corridor is part of Denver's TOD Strategic Plan	CIP, nonprofits, foundations, FTA Discretionary Funds (i.e. TOD Planning Pilot Program)

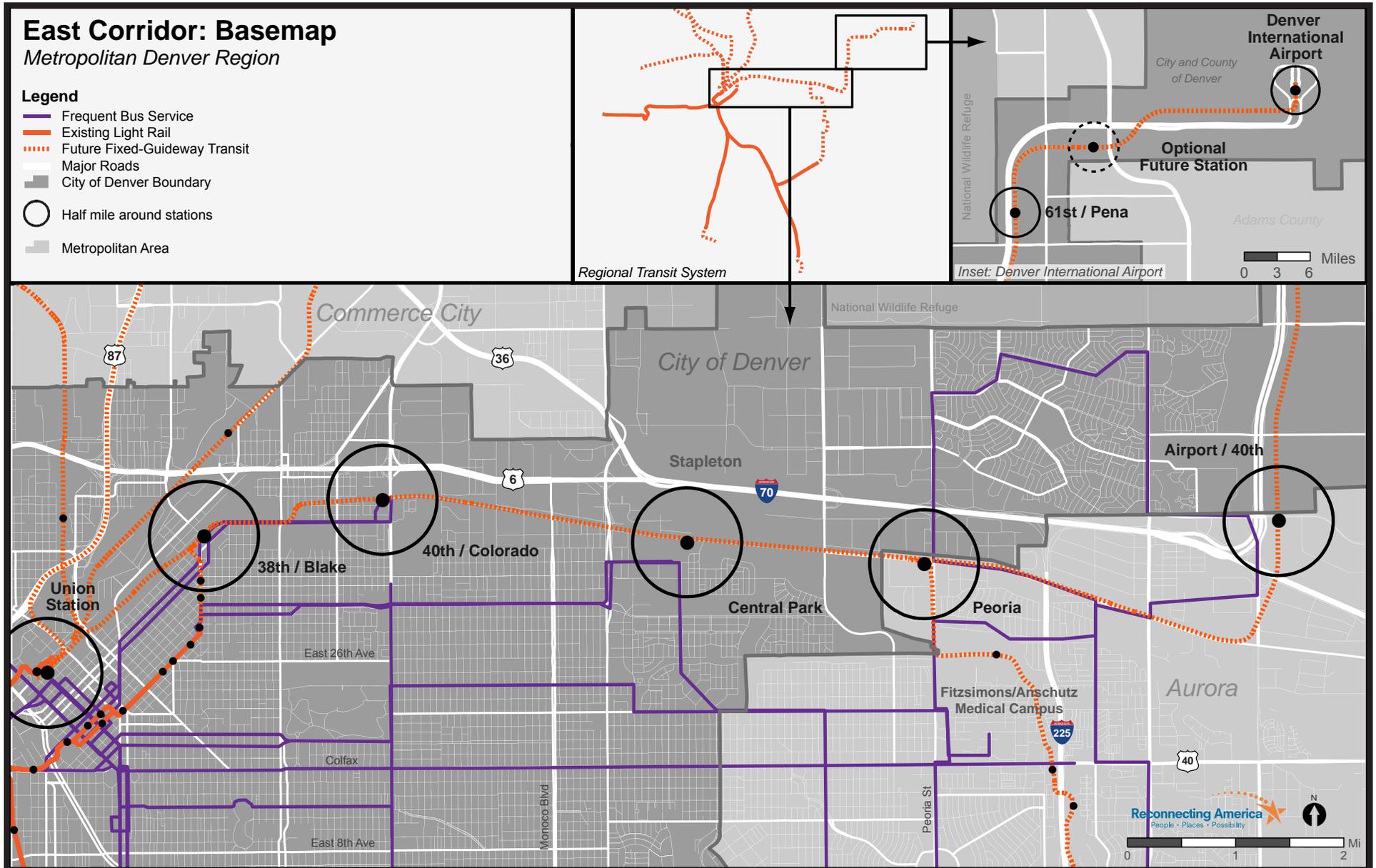
## Corridorwide Recommendations for Implementation

Topic	Strategy	Tools	Lead Actors	Description	Examples from Other Regions	Status of Implementation	Potential Funding Sources
Neighborhood Revitalization	Create and preserve affordable and mixed-income housing at each station along the East Corridor so that transit-oriented communities offer a balance of housing options.	Affordable and Mixed-Income Housing Preservation and Creation Strategy	Cities, RTD, DRCOG, for-profit developers, nonprofit developers (i.e. ULC), landowners, CDCs, CDFIs, local aging coalitions, Mile High Connects working groups, housing advocacy groups	Work with East Corridor Working Group partners and others involved with affordable and mixed-income housing in the region to develop a more detailed plan, integrating the work already underway by the Urban Land Conservancy and Aurora Housing Authority at multiple sites along the corridor. The goal of the plan should be to promote diverse, mixed-income housing options so that transit-oriented communities along the East Corridor offer a balance of housing options. The plan should examine the transition of some existing housing stock in all station areas from private market ownership to another ownership structure that would permanently preserve affordable housing; identify targeted opportunities for additional new affordable housing production for three specific market niches: seniors, families with children, and students; evaluate possible strategies for expanding the Denver TOD Fund to Aurora; and evaluate various HUD programs to demonstrate ways that they could be modified to better support affordable housing near transit by adding proximity to transit in HUD's evaluation criteria.	Los Angeles Housing Preservation Strategy: Link; Bay Area Transit-Oriented Housing Fund Study: Link; Bay Area BART Housing Preservation Study (in process)	Not on the corridor level	Foundations, nonprofits
	Identify community amenities and gaps in resources along the East Corridor.	Services Assessment or Market Study of Grocery Stores, Daycare, Schools and other Education Providers, Medical Facilities, etc. (mapping exercise)	Cities, DRCOG, housing authorities, consultants with expertise in land use, real estate markets and transportation, UCD (School of Architecture and Planning, CCCD, School of Public Health, etc.), LiveWell coalitions, aging coalitions, safety Net providers (community-based health care centers), early-childhood councils	Identify key public and private investment needed to complete local/community resources and amenities. Includes both public resources (libraries, educational centers, community centers) and market driven retail (grocery stores, locally serving retail, etc.). For market driven amenities, create marketing strategies to invite private investment or incorporate provision of community resources into master plans.	-Denver West Corridor Implementation Typology -Social Compact Grocery Gap Analysis	Not on the corridor level	CIP, DRCOG TIP, nonprofits, foundations, federal grants (i.e. USDA Health Food Financing Initiative)
	Assess the health impacts of new development in station areas along the East Corridor.	Corridor-wide Health Impact Assessment or Healthy Development Measurement Tool	Cities, public health departments, consultants with expertise in conducting HIAs, UCD (School of Architecture and Planning, CCCD, School of Public Health, etc.), LiveWell coalitions, aging coalitions, housing advocates, housing authorities, Mile High Connects work groups	Conduct a health impact assessment to address the public health impacts of existing and future communities along the corridor, looking at access to healthy food, physical activity, safety, etc. The study could develop baseline health data for communities along the corridor that the Lead Actors could use to help evaluate the impact of proposed projects and programs. The HIA should also address healthy job centers, greenspace and other aspects of healthy communities.	-Twin Cities Central Corridor -Los Angeles Orange Line Sustainable Corridor Implementation Strategy -Oakland International Boulevard TOD Plan	Not on the corridor level	Health foundations (Pew Charitable Trust, Robert Wood Johnson Foundation), nonprofits, CIP, DRCOG TIP, federal grants (CDC Community Transformation Grants)
	Target brownfield sites for redevelopment.	Brownfields Assessment and Cleanup Strategy	Cities, environmental health agencies, EPA	Conduct planning and assessment studies of environmental cleanup needs of brownfield sites along the East Corridor	Multiple regions	Not on the corridor level	EPA Brownfields grants, local and state sources
Local Transportation and Infrastructure	Focus on the potential for multimodal infrastructure improvements that can better connect neighborhoods to transit stations and address last mile connection challenges.	Last Mile Connections / Multimodal Transportation Enhancement Study and Strategy	Cities, RTD, DRCOG, transportation management associations (TMAs), business community, community organizing groups (i.e. FRESC), UCD (School of Architecture and Planning, CCCD, School of Public Health, etc.), LiveWell coalitions, aging coalitions, bike and pedestrian advocates	Develop detailed strategy outlining funding sources and financing mechanisms for the provision of bicycle and pedestrian networks. Explore extending the B-Cycle program to the entire East Corridor and look for sponsorship opportunities from East Corridor businesses. Consider applying car-share programs in select station areas. Inventory infrastructure and amenity needs for both bus and rail stations to identify connectivity and access needs. Elements inventoried will include stop amenities (i.e. benches, trash cans, shelters, etc.) as well as infrastructure elements such as sidewalk conditions, concrete pads, access walks, and proximity to safe crossing locations. Results from the inventory will be integrated into a dynamic database to help prioritize investment and implementation to the highest need areas as funding is available.	-Denver West Side Transit Enhancement Study -US 36 Corridor's First and Final Mile Study -Southeast Business Partnership study -Vancouver Regional Transportation Strategy	Not on the corridor level but most jurisdictions have done this by station area, including as part of Denver's TOD Strategic Plan. RTD conducts an assessment of bus routes a few years before each line opens	CIP, DRCOG TIP, Special Districts, Benefit Assessment District, Metropolitan Districts, CDBG, ARRA/TIGER, FTA and FHWA Discretionary Programs, business community, Safe Routes to School funds

## Corridorwide Recommendations for Implementation

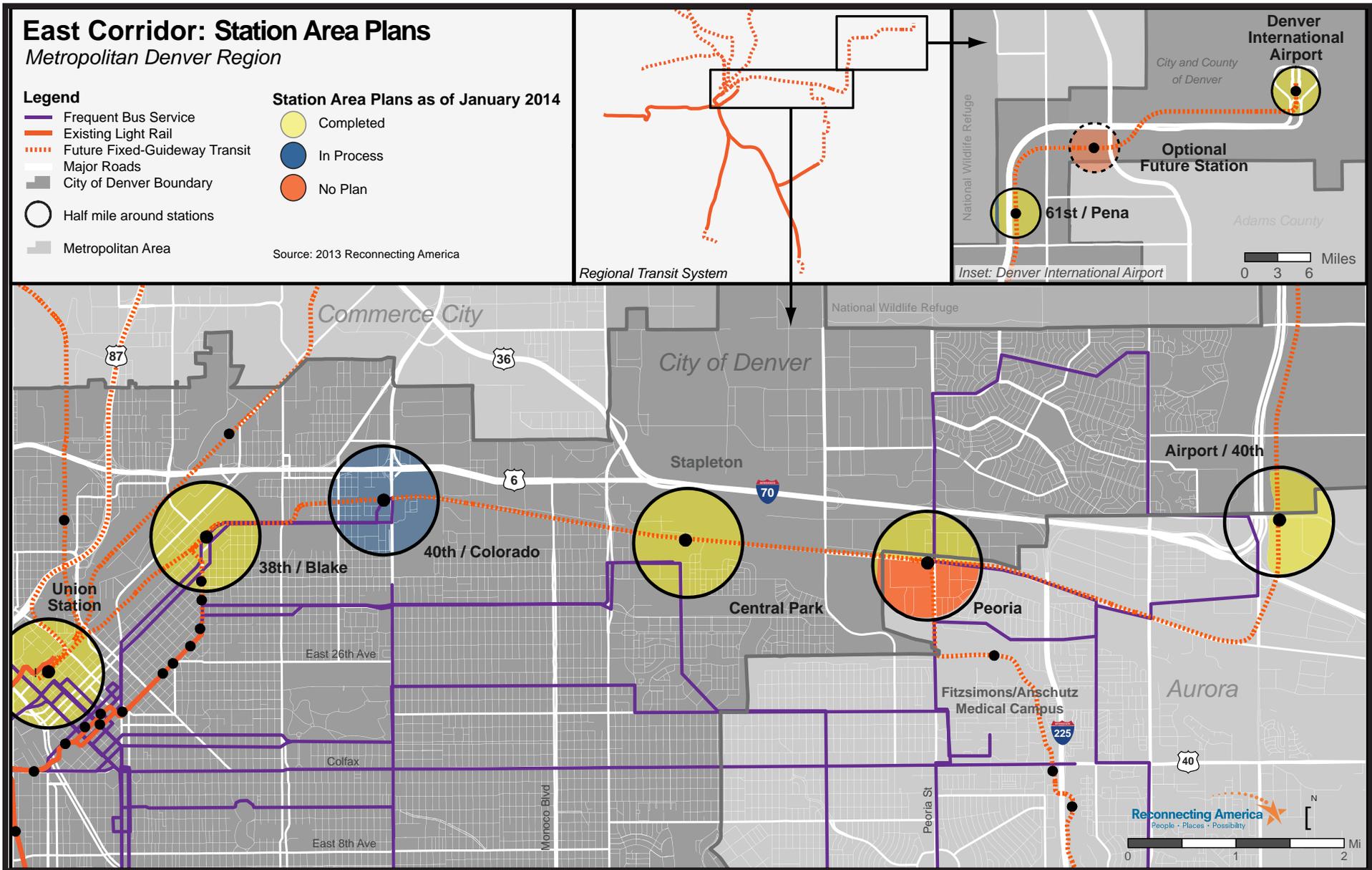
Topic	Strategy	Tools	Lead Actors	Description	Examples from Other Regions	Status of Implementation	Potential Funding Sources
<b>Local Transportation and Infrastructure</b>	Quantify the cost of making needed infrastructure improvements along the East Corridor.	Infrastructure Needs and Assessment	Cities, RTD, DRCOG, consultants with expertise in transportation	Identify the cost and magnitude of the infrastructure improvements needed to improve access and connectivity, as well as accommodating new development.	-Lakewood has done this for its West Corridor stations -Twin Cities Central Corridor Investment Framework	Not on the corridor level but most jurisdictions have done this by station area, including as part of Denver's TOD Strategic Plan	CIP, DRCOG TIP, FTA and FHWA Discretionary Programs
<b>Funding &amp; Finance</b>	Identify funding sources to implement TOD along the East Corridor.	Coordinate Funding Sources and Development Activities to Promote TOD Implementation Within Each City	Cities, RTD, DRCOG	A wide range of actors are responsible for implementation, including a number of separate departments within each city (Planning, Public Works, Economic Development) and other governmental agencies such as RTD, DRCOG, the mayors' offices, city councils and county commissions. Establishing interdisciplinary staff teams – with involvement from corridor leadership – would help facilitate better coordination of limited resources and decisions related to development activities and approvals in the East Corridor. This group might support a streamlined development process for the corridor as well as track the public and private investments made in the corridor.	-Denver West Corridor Implementation Typology -Met Council identified range of funding sources available to support TOD in TOD Strategic Action Plan -Reconnecting America's Federal Funding Matrix	Not on the corridor level but most jurisdictions have done this on a citywide basis	CIP, DRCOG TIP
	Identify new financing tools and strategies that can accelerate and catalyze TOD along the East Corridor.	Create New Implementation Tools to Support Effective and Sound Decision-Making on Implementation Activities within Each Jurisdiction	Cities, RTD, DRCOG	Conduct an assessment of creative financing tools and strategies that have been used in other places, including value capture mechanisms	-Multiple regions, e.g. -Pittsburgh Regional TOD Strategy	Not on the corridor level but most jurisdictions have done this on a citywide basis	CIP, DRCOG TIP
<b>Partnerships</b>	Promote cross-sector, multidisciplinary collaboration in implementing TOD along the East Corridor.	Engage New Partners in the Implementation Activities Along the East Corridor – school systems involved in the discussion	Cities, RTD, DRCOG, nonprofits, philanthropic foundations, financial institutions, community organizing groups (i.e. FRESC), organizations and coalitions focused on specific issues like walking, biking, public health, affordable housing, aging populations, etc.	Assess whether additional partners are need on the East Corridor Working Group in order to implement TOD along the corridor.	-Denver's West Line Corridor Collaborative -Twin Cities Central Corridor Funders Collaborative -Baltimore Neighborhood Collaborative	East Corridor Working Group has been formed as part of DRCOG's Sustainable Communities Initiative (SCI)	Pooled funds from cities, DRCOG, housing authorities and other agencies; nonprofits, foundations
	Promote collaboration in decisionmaking along the East Corridor.	Create a Permanent East Corridor Collaborative to Ensure Corridor Coordination and Sustainability	Cities, RTD, DRCOG, other city and county departments as appropriate	A formalized partnership will ensure regular meetings and a commitment to the implementation strategies. In addition, East Corridor Working Group participants should promote the East Corridor Working Group process and technical work through attendance and presentations at regional and national conferences and other speaking engagements.	Denver's West Line Corridor Collaborative	East Corridor Working Group has been formed as part of DRCOG's Sustainable Communities Initiative (SCI)	Pooled funds from cities, DRCOG, housing authorities and other agencies; nonprofits, foundations

# Appendix: East Corridor Maps



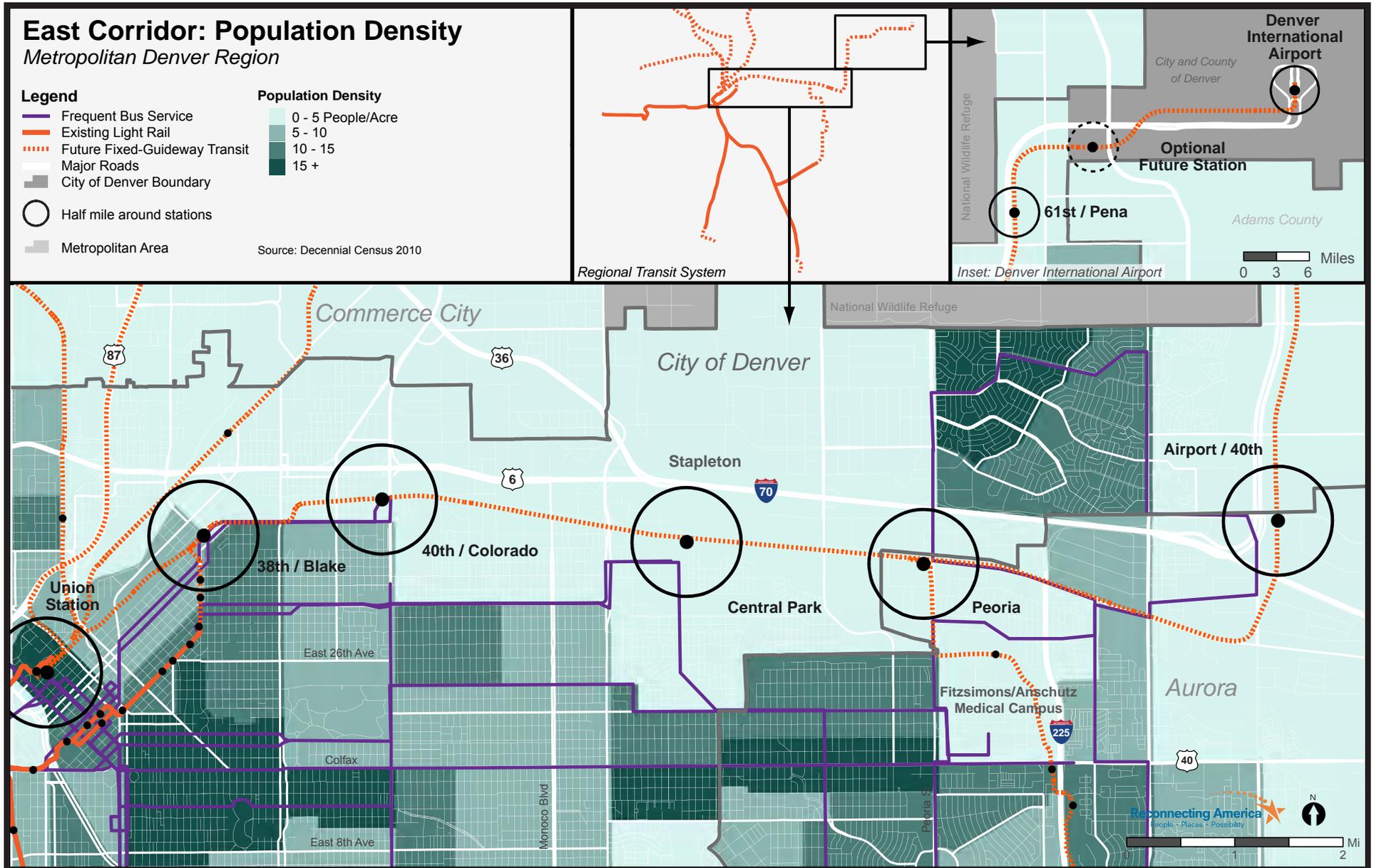
The 61st Avenue/Peña Boulevard station was proposed by Denver after the East Line EIS. It has since been environmentally cleared and Denver has identified funding to move forward with the design and construction of the station.

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.



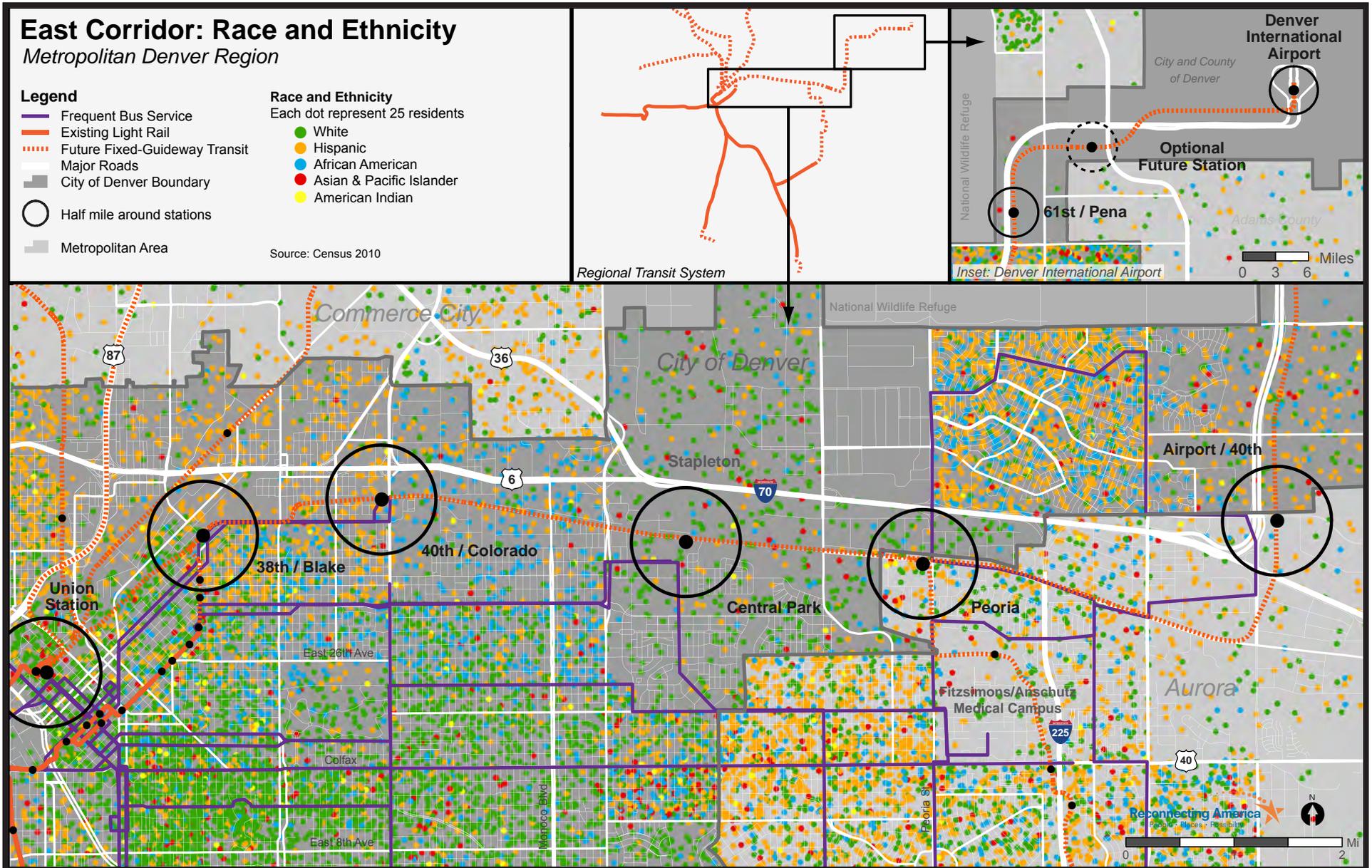
The 61st Avenue/Peña Boulevard station was proposed by Denver after the East Line EIS. It has since been environmentally cleared and Denver has identified funding to move forward with the design and construction of the station.

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.



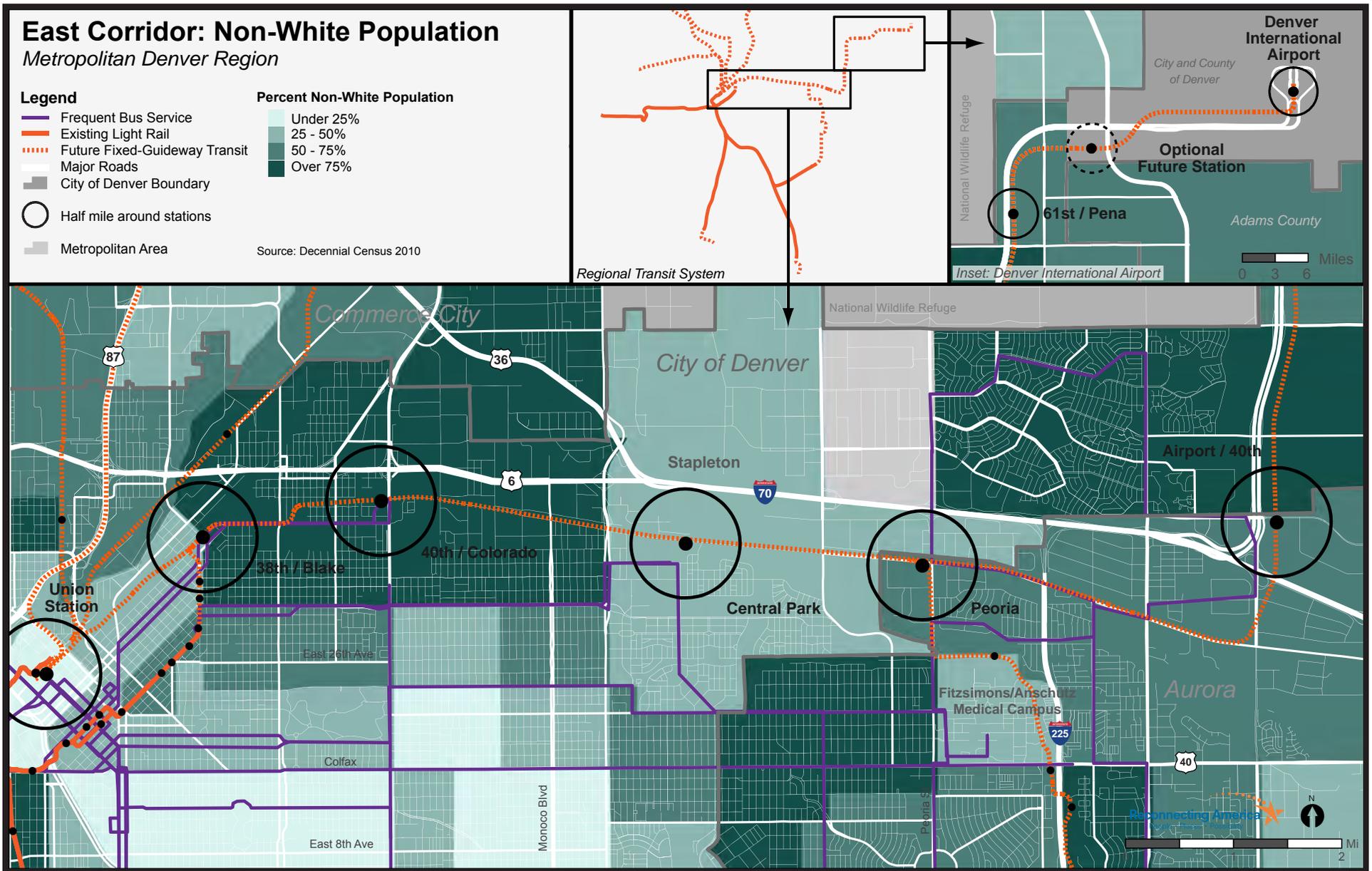
The 61st Avenue/Peña Boulevard station was proposed by Denver after the East Line EIS. It has since been environmentally cleared and Denver has identified funding to move forward with the design and construction of the station.

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.



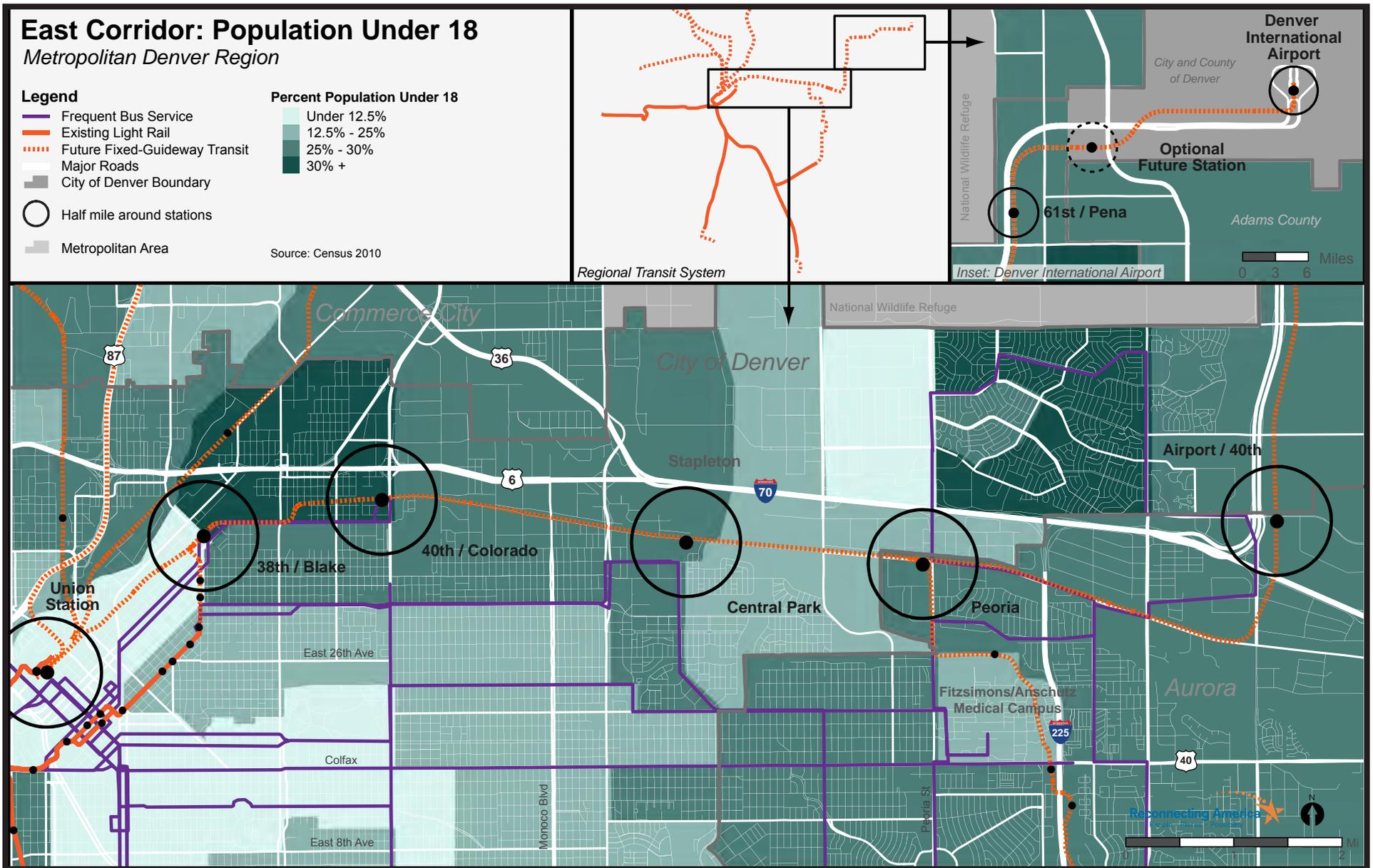
The 61st Avenue/Peña Boulevard station was proposed by Denver after the East Line EIS. It has since been environmentally cleared and Denver has identified funding to move forward with the design and construction of the station.

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.



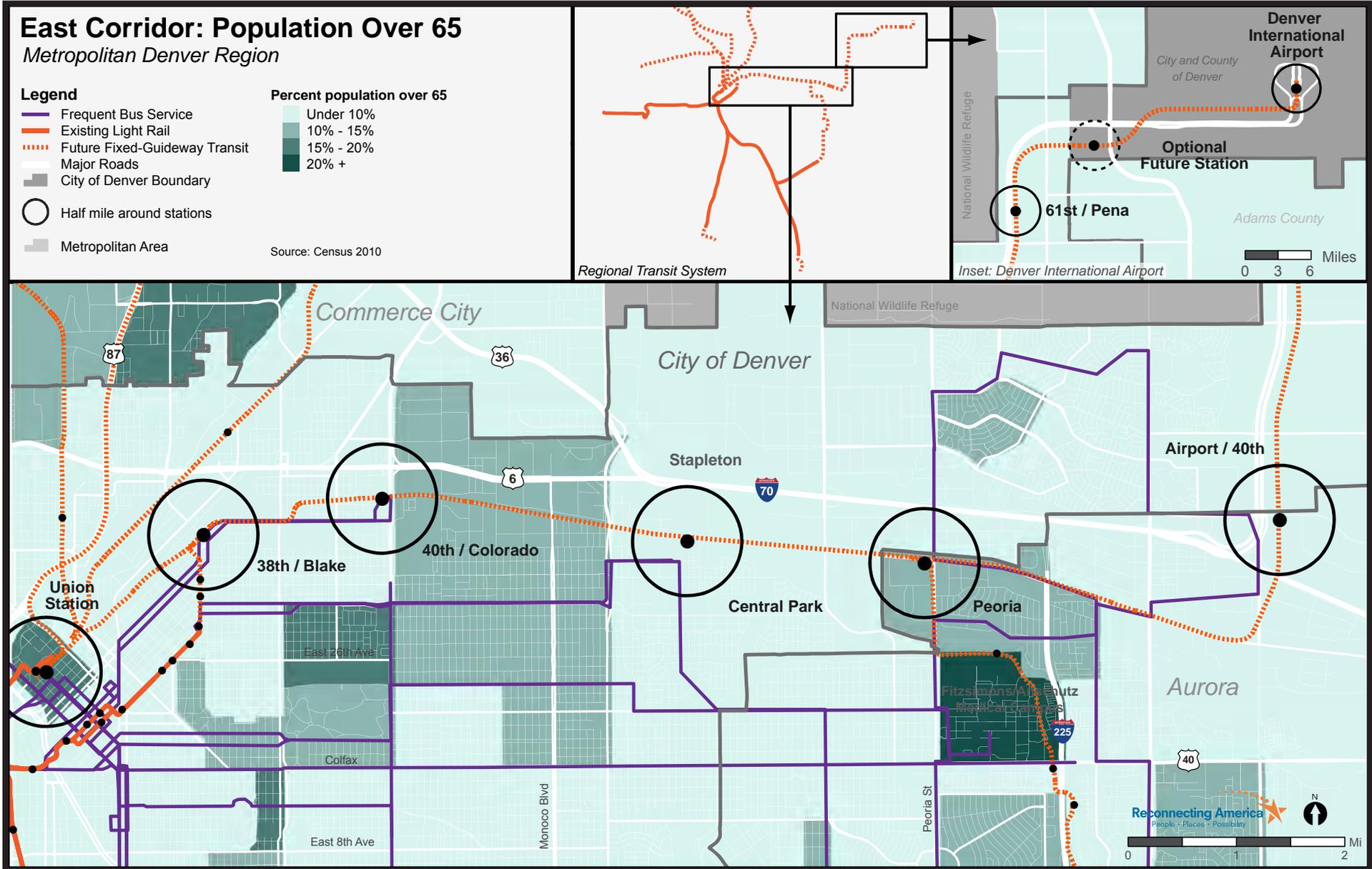
The 61st Avenue/Peña Boulevard station was proposed by Denver after the East Line EIS. It has since been environmentally cleared and Denver has identified funding to move forward with the design and construction of the station.

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.



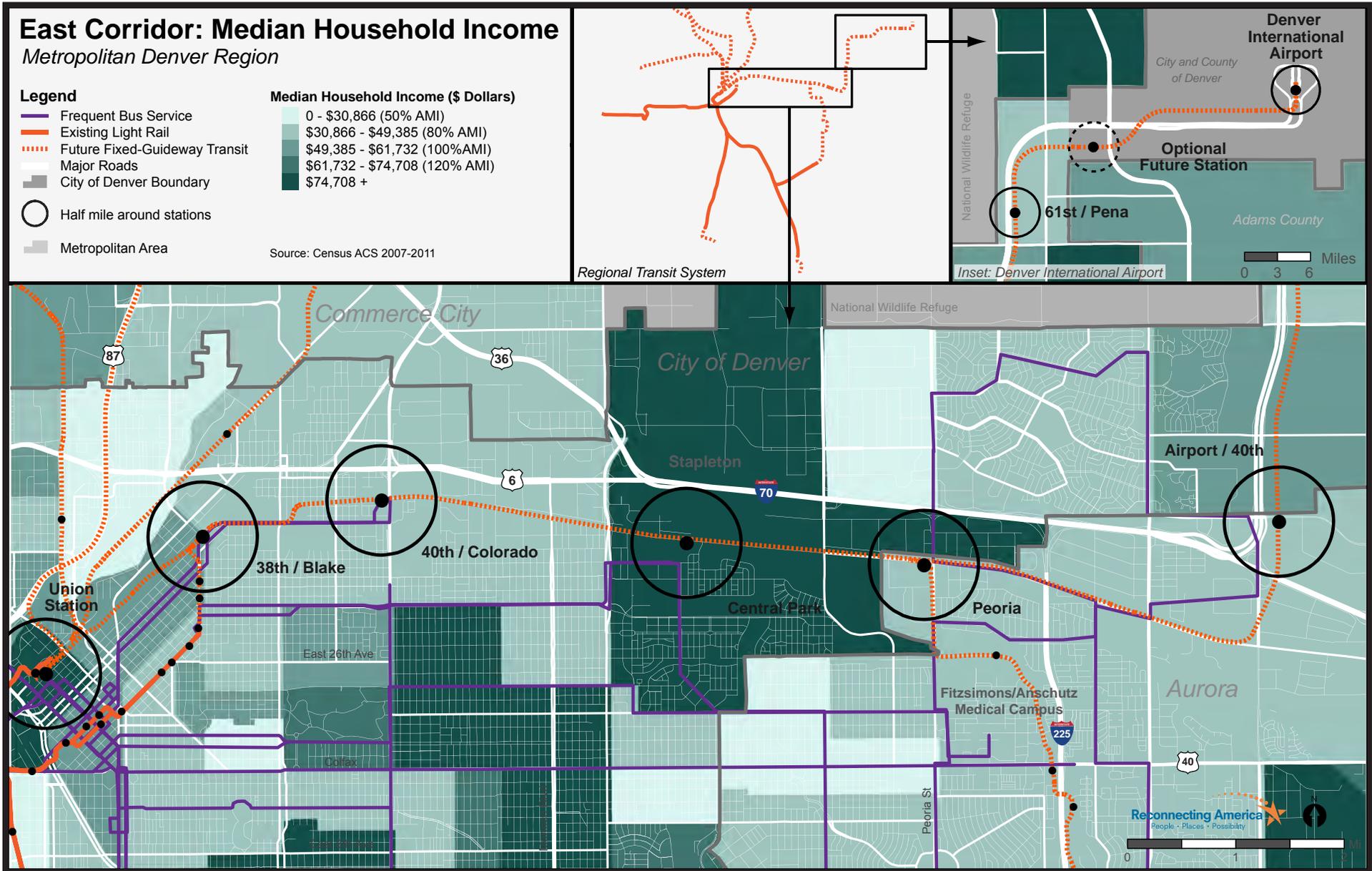
The 61st Avenue/Peña Boulevard station was proposed by Denver after the East Line EIS. It has since been environmentally cleared and Denver has identified funding to move forward with the design and construction of the station.

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.



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.



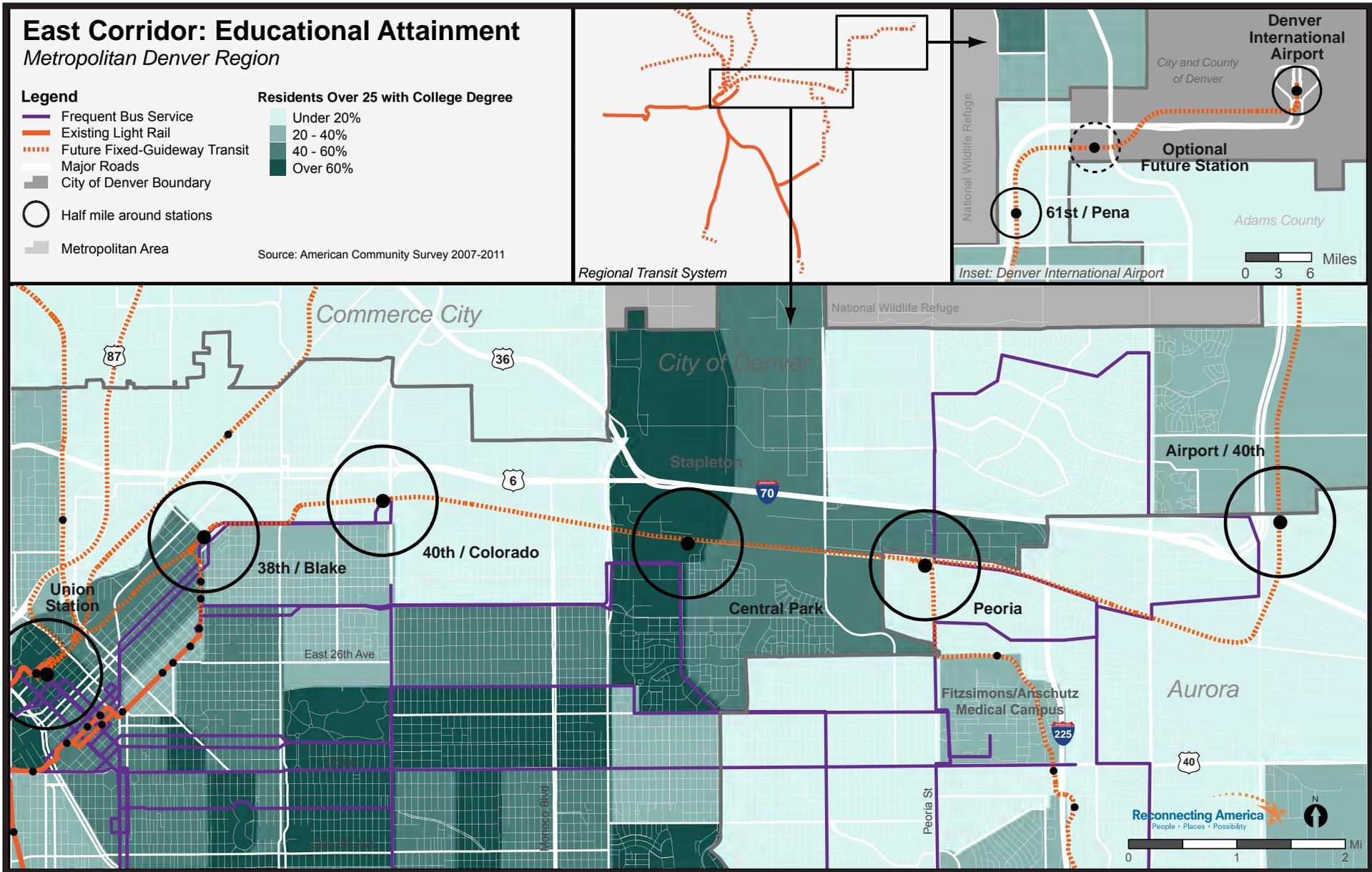
*Regional Transit System*

*Inset: Denver International Airport*

0 3 6 Miles

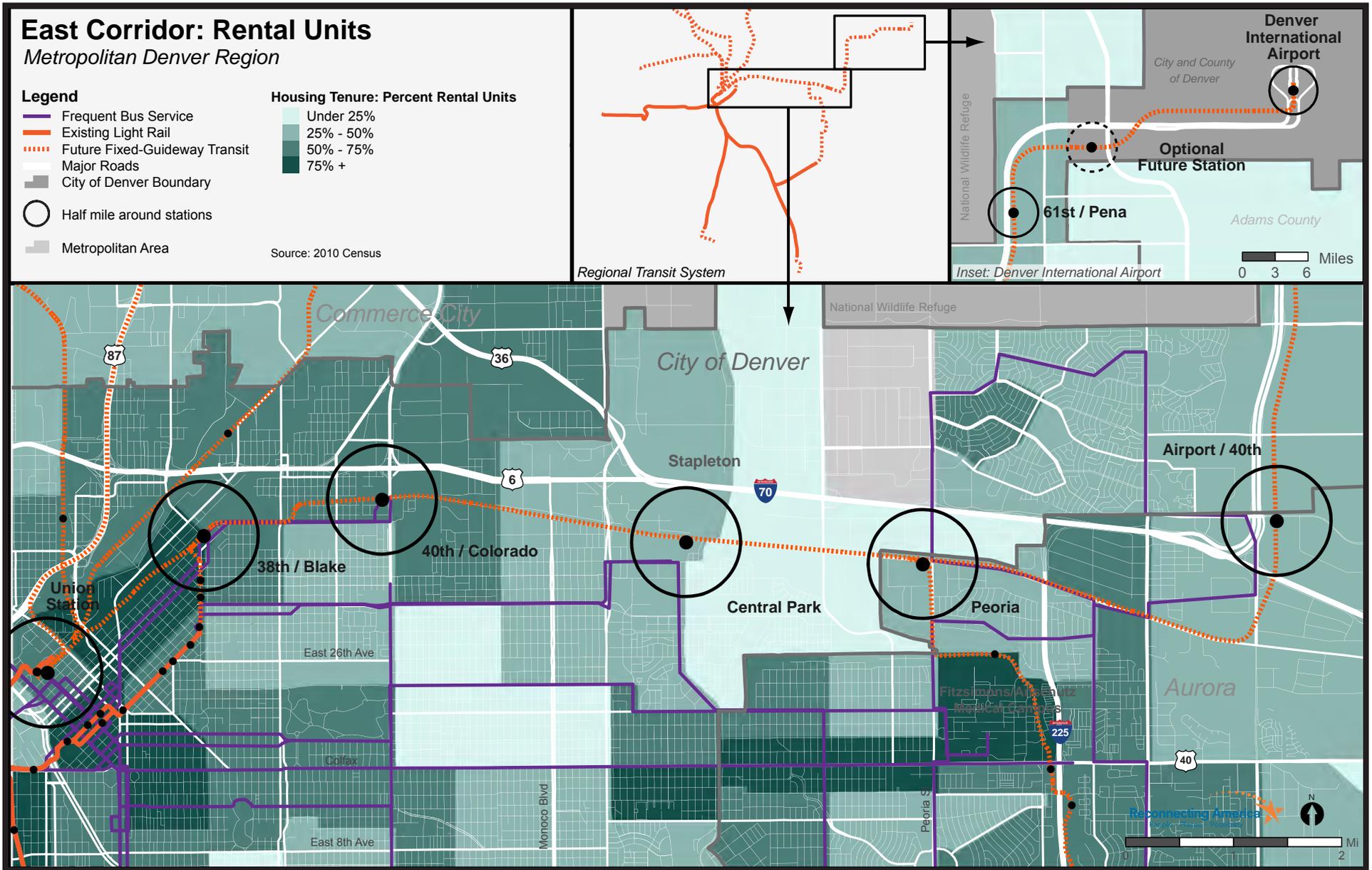
The 61st Avenue/Peña Boulevard station was proposed by Denver after the East Line EIS. It has since been environmentally cleared and Denver has identified funding to move forward with the design and construction of the station.

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.



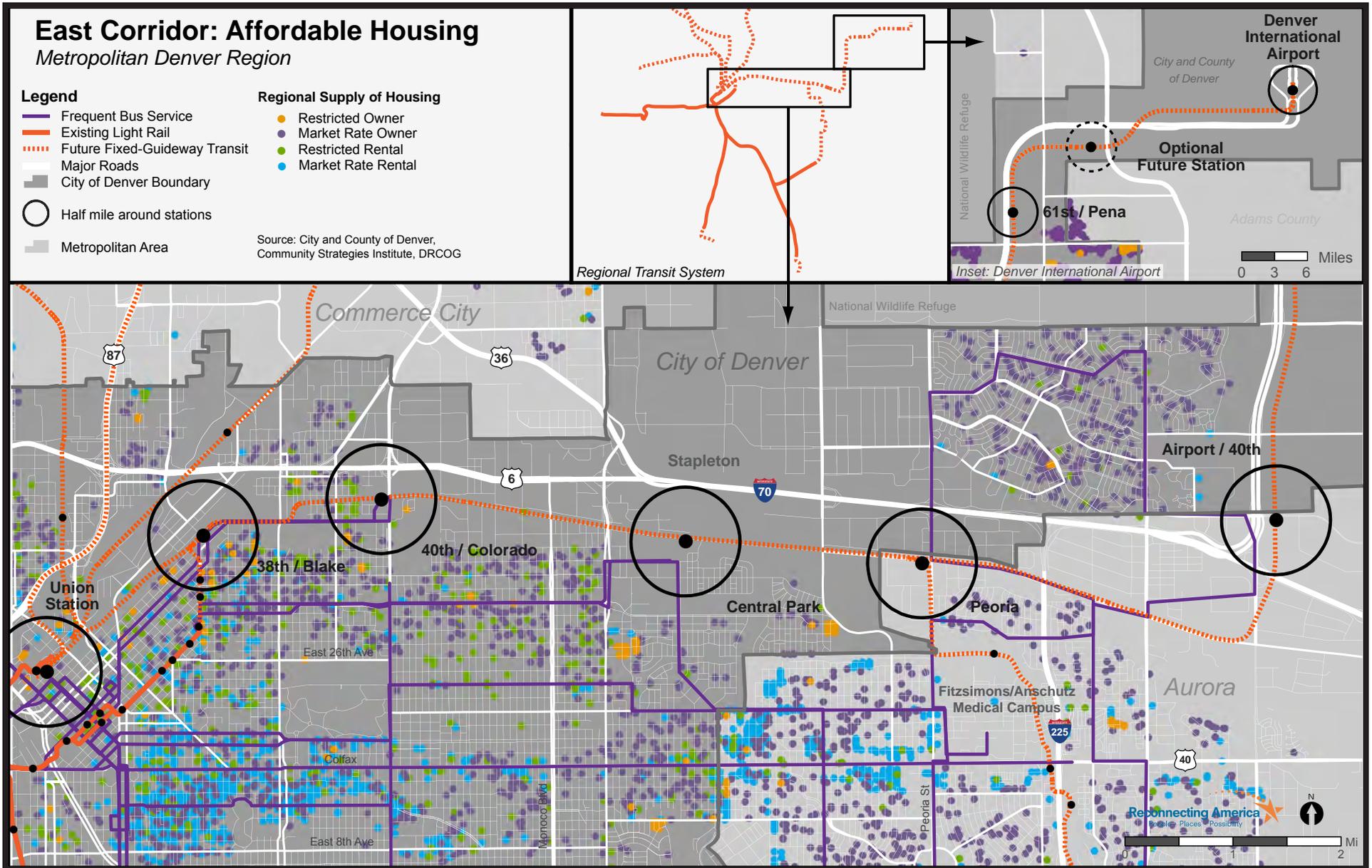
The 61st Avenue/Peña Boulevard station was proposed by Denver after the East Line EIS. It has since been environmentally cleared and Denver has identified funding to move forward with the design and construction of the station.

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.



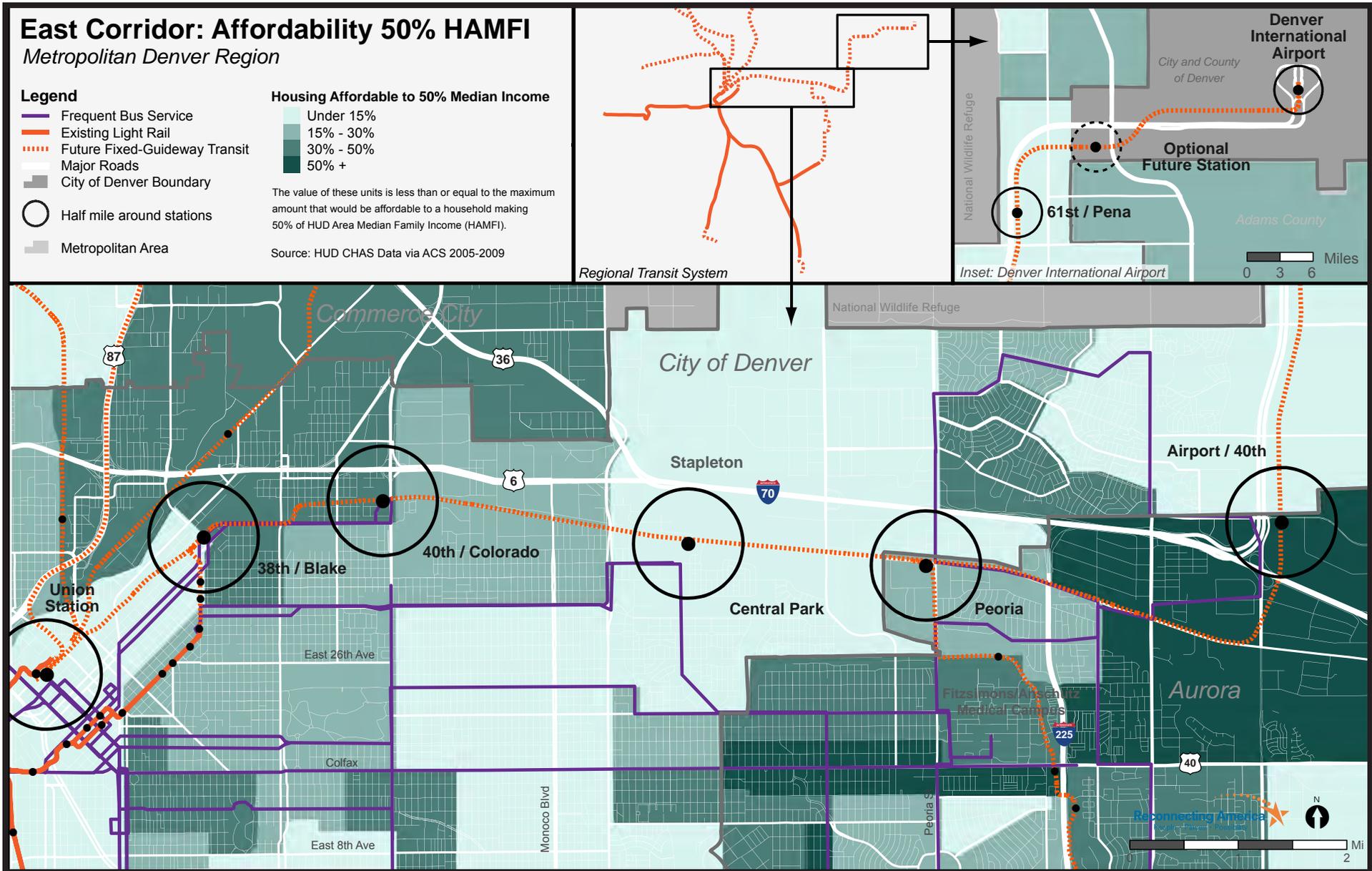
The 61st Avenue/Peña Boulevard station was proposed by Denver after the East Line EIS. It has since been environmentally cleared and Denver has identified funding to move forward with the design and construction of the station.

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.



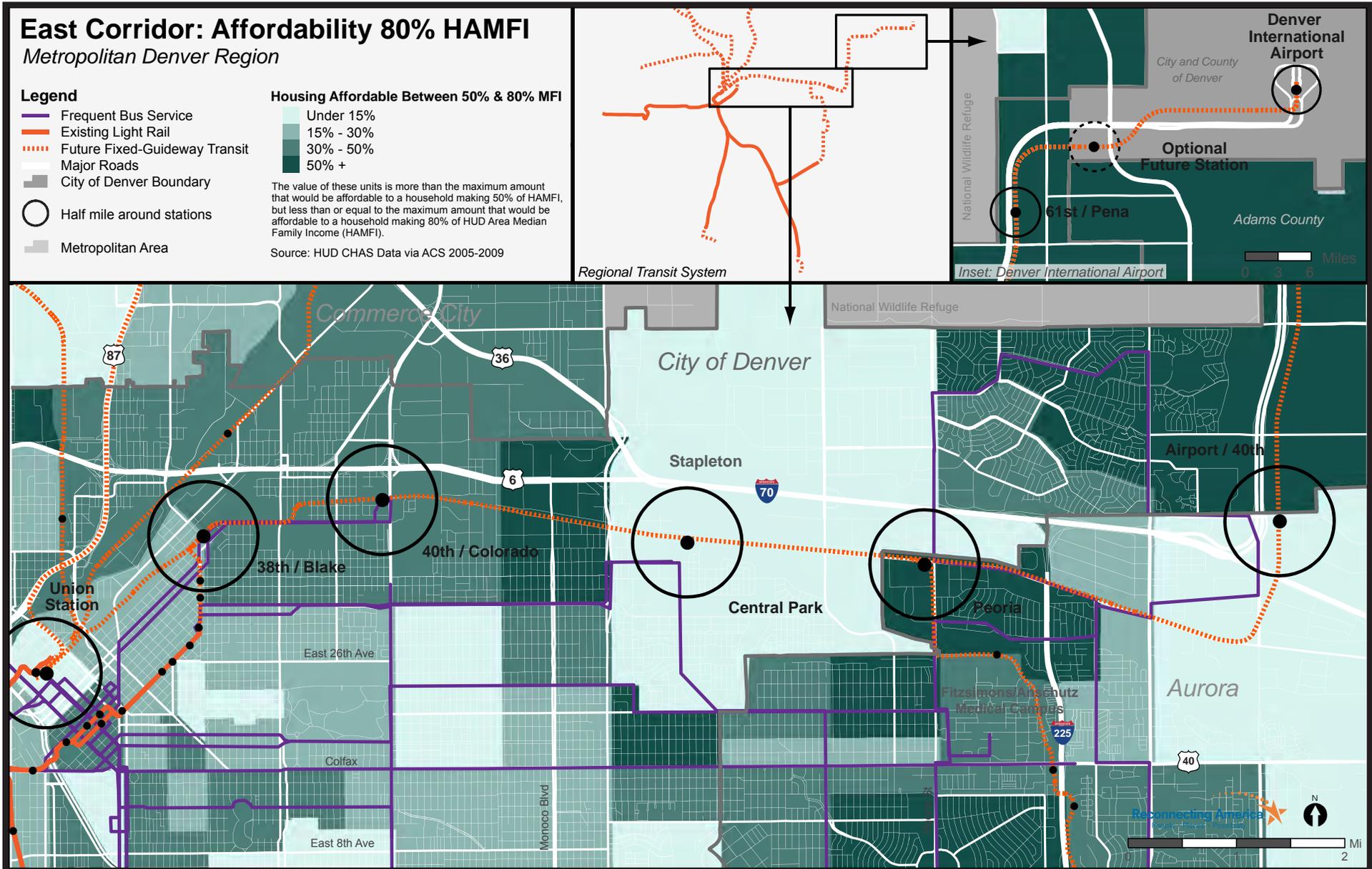
The 61st Avenue/Peña Boulevard station was proposed by Denver after the East Line EIS. It has since been environmentally cleared and Denver has identified funding to move forward with the design and construction of the station.

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.



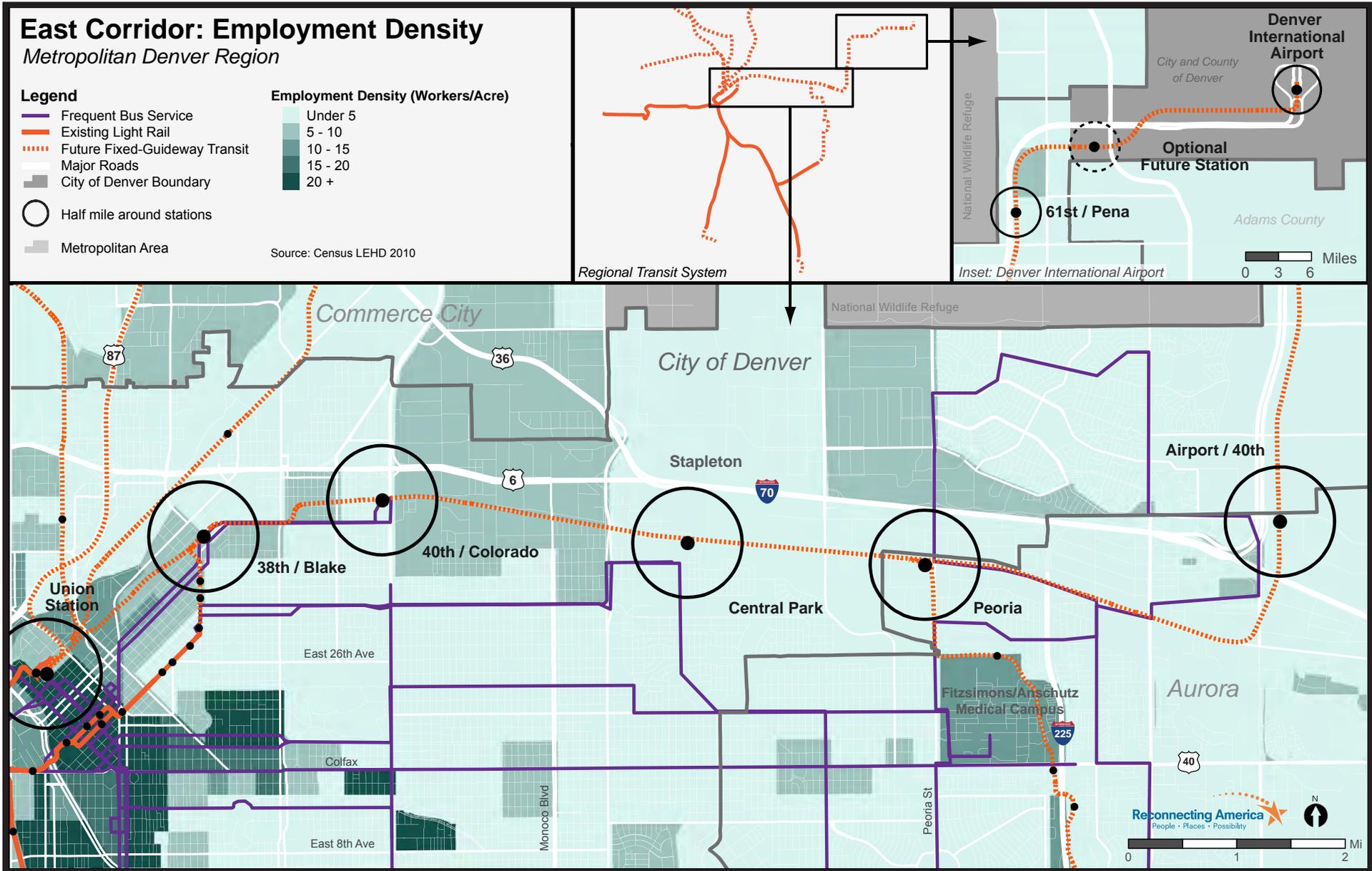
The 61st Avenue/Peña Boulevard station was proposed by Denver after the East Line EIS. It has since been environmentally cleared and Denver has identified funding to move forward with the design and construction of the station.

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.



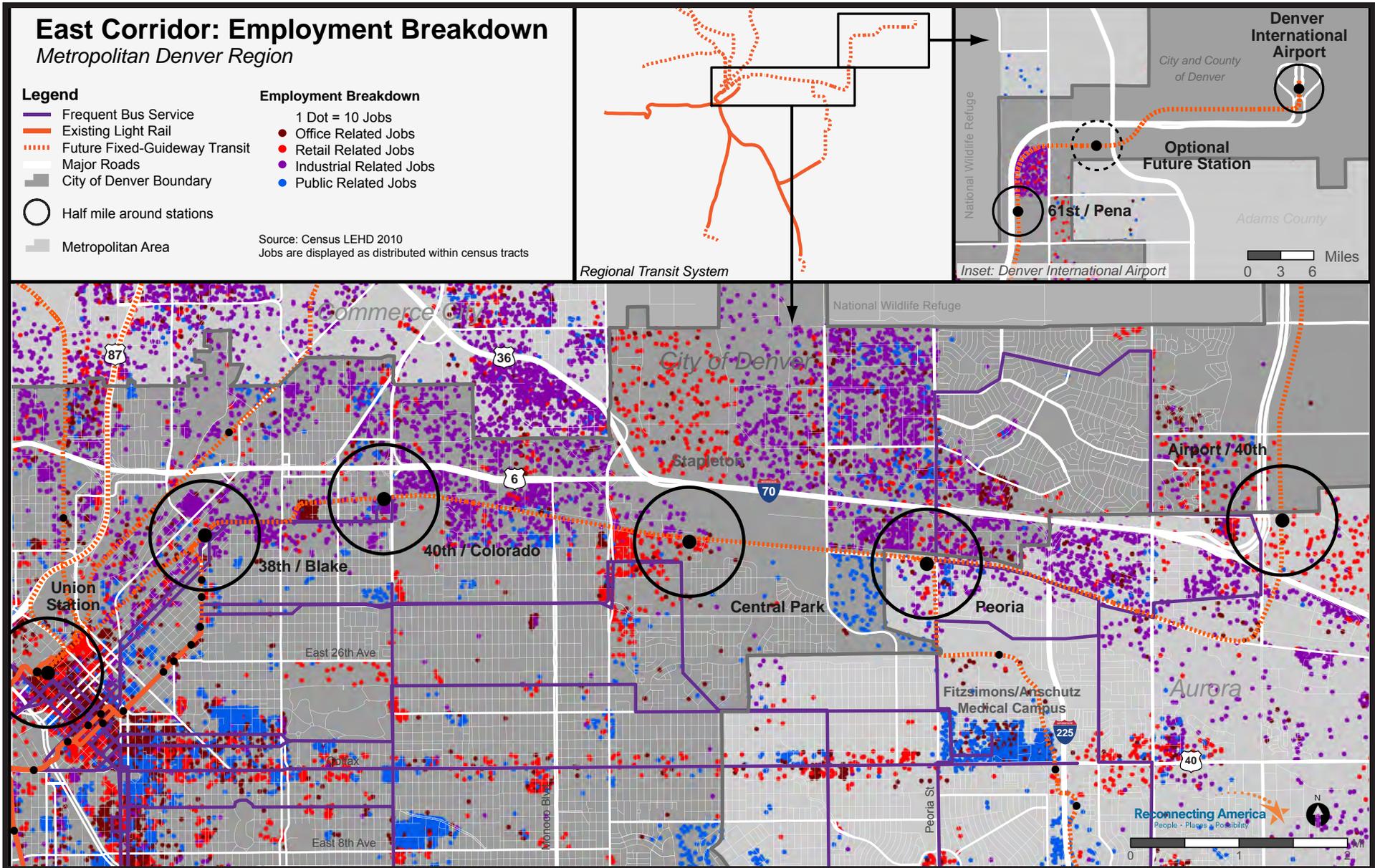
The 61st Avenue/Peña Boulevard station was proposed by Denver after the East Line EIS. It has since been environmentally cleared and Denver has identified funding to move forward with the design and construction of the station.

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.



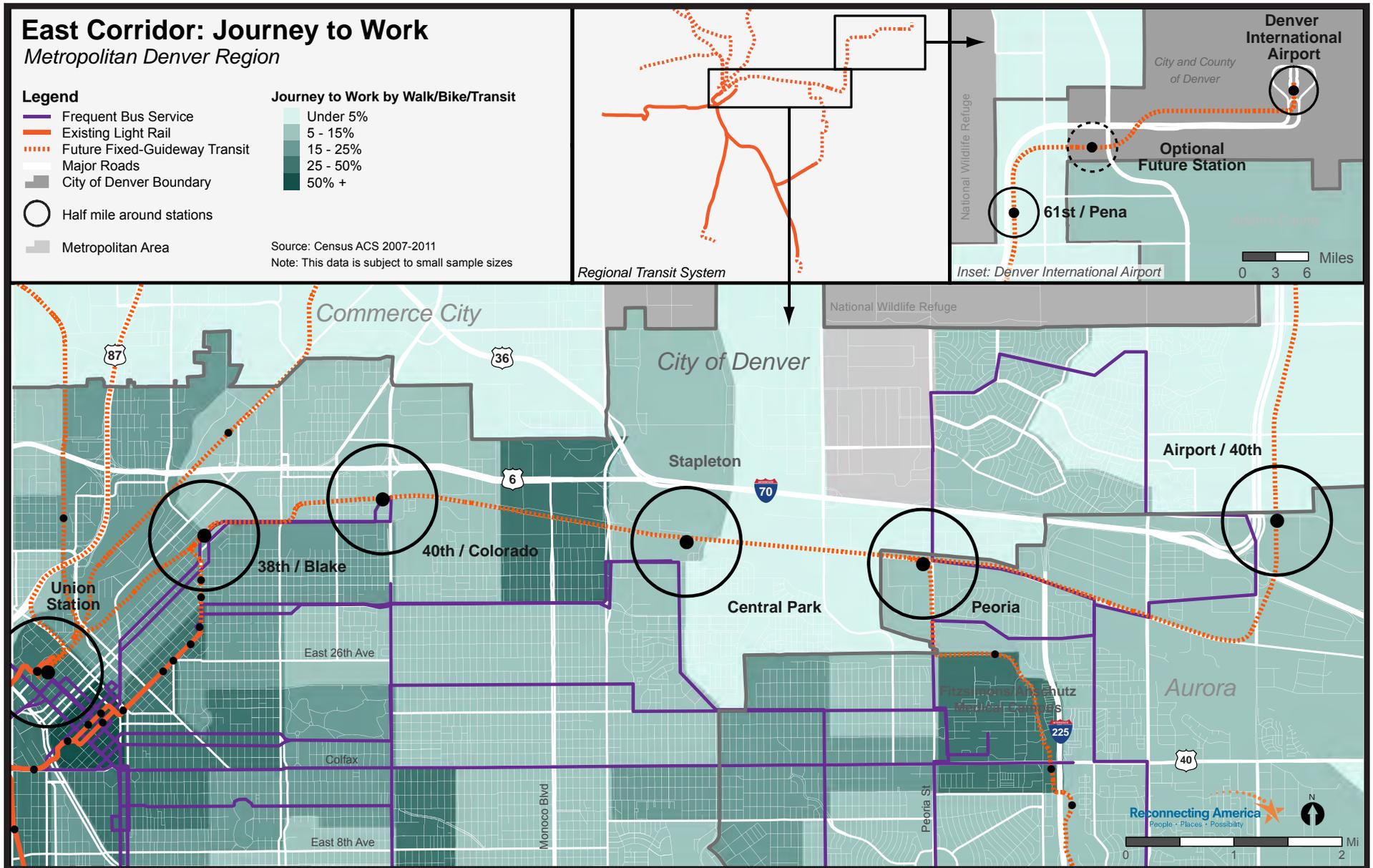
The 61st Avenue/Peña Boulevard station was proposed by Denver after the East Line EIS. It has since been environmentally cleared and Denver has identified funding to move forward with the design and construction of the station.

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.



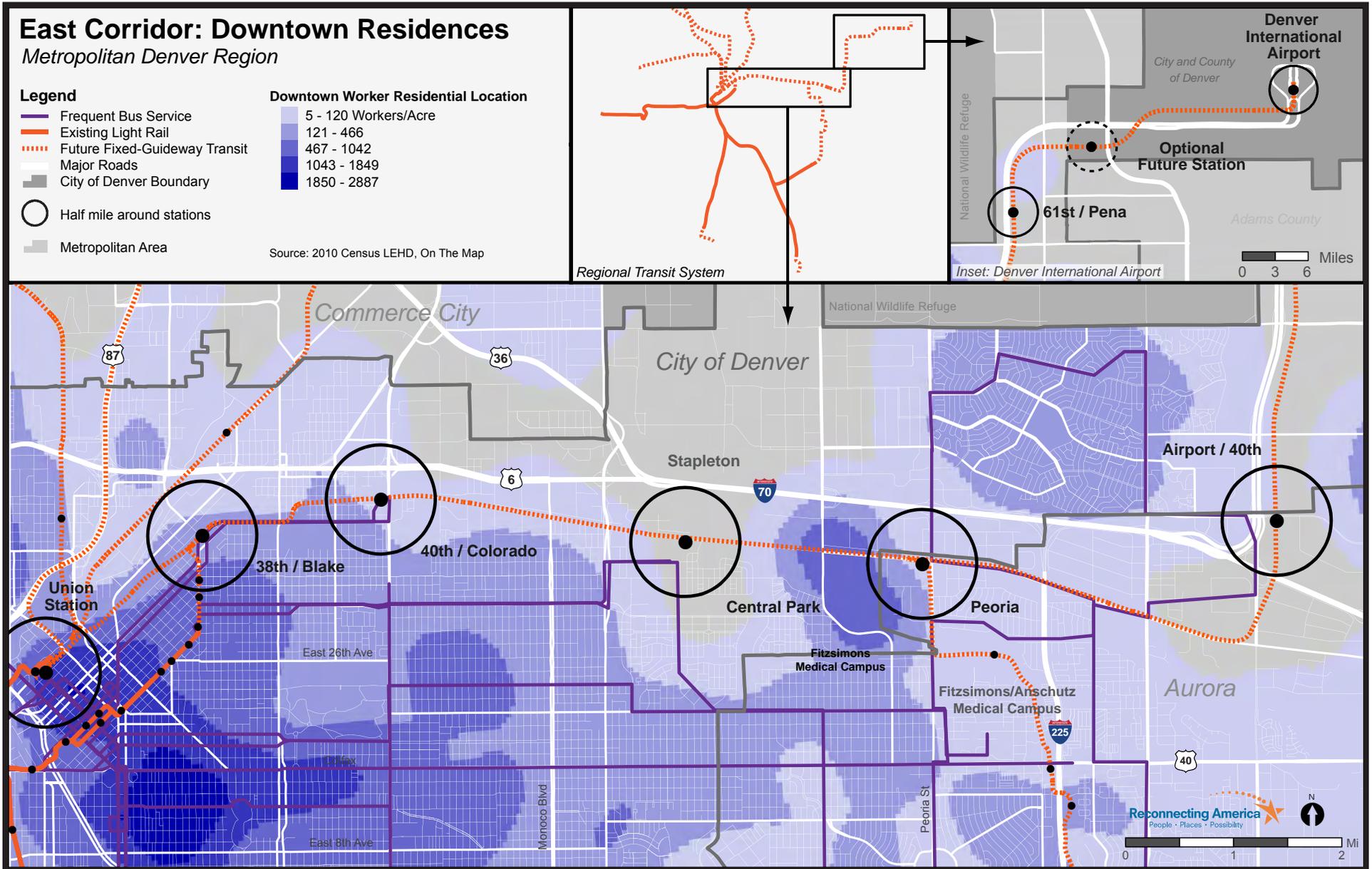
The 61st Avenue/Peña Boulevard station was proposed by Denver after the East Line EIS. It has since been environmentally cleared and Denver has identified funding to move forward with the design and construction of the station.

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.



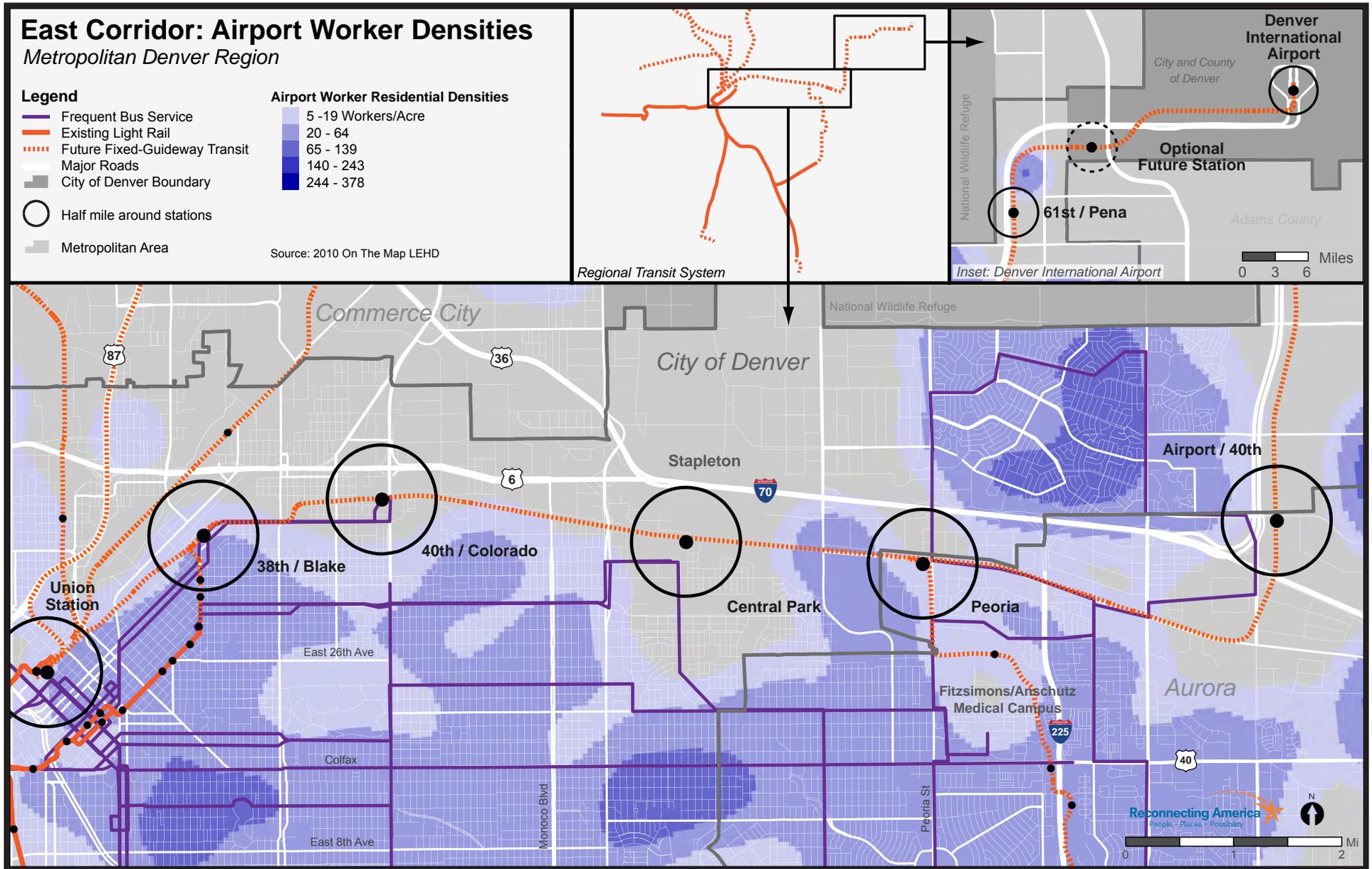
The 61st Avenue/Peña Boulevard station was proposed by Denver after the East Line EIS. It has since been environmentally cleared and Denver has identified funding to move forward with the design and construction of the station.

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.



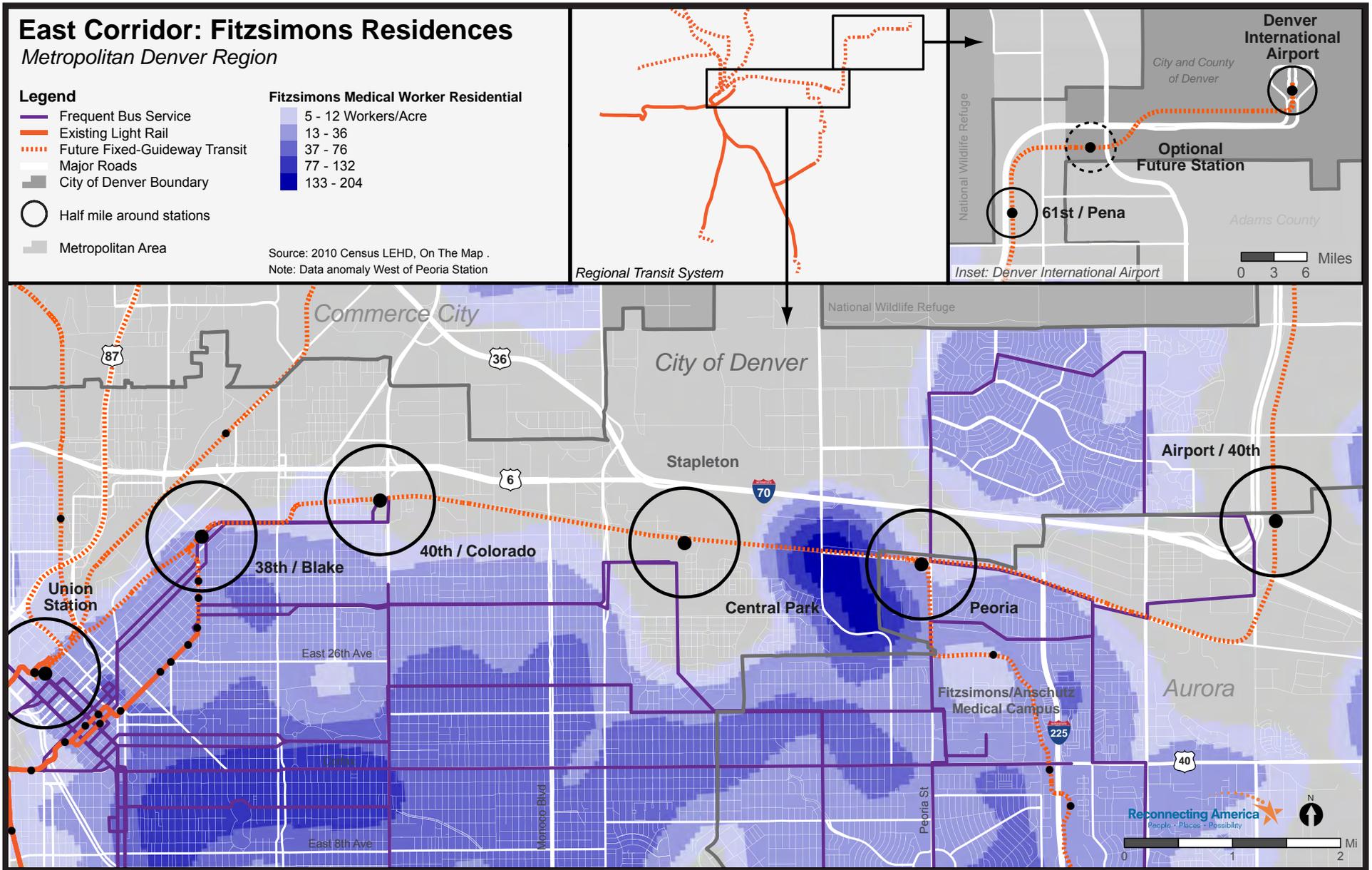
The 61st Avenue/Peña Boulevard station was proposed by Denver after the East Line EIS. It has since been environmentally cleared and Denver has identified funding to move forward with the design and construction of the station.

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.



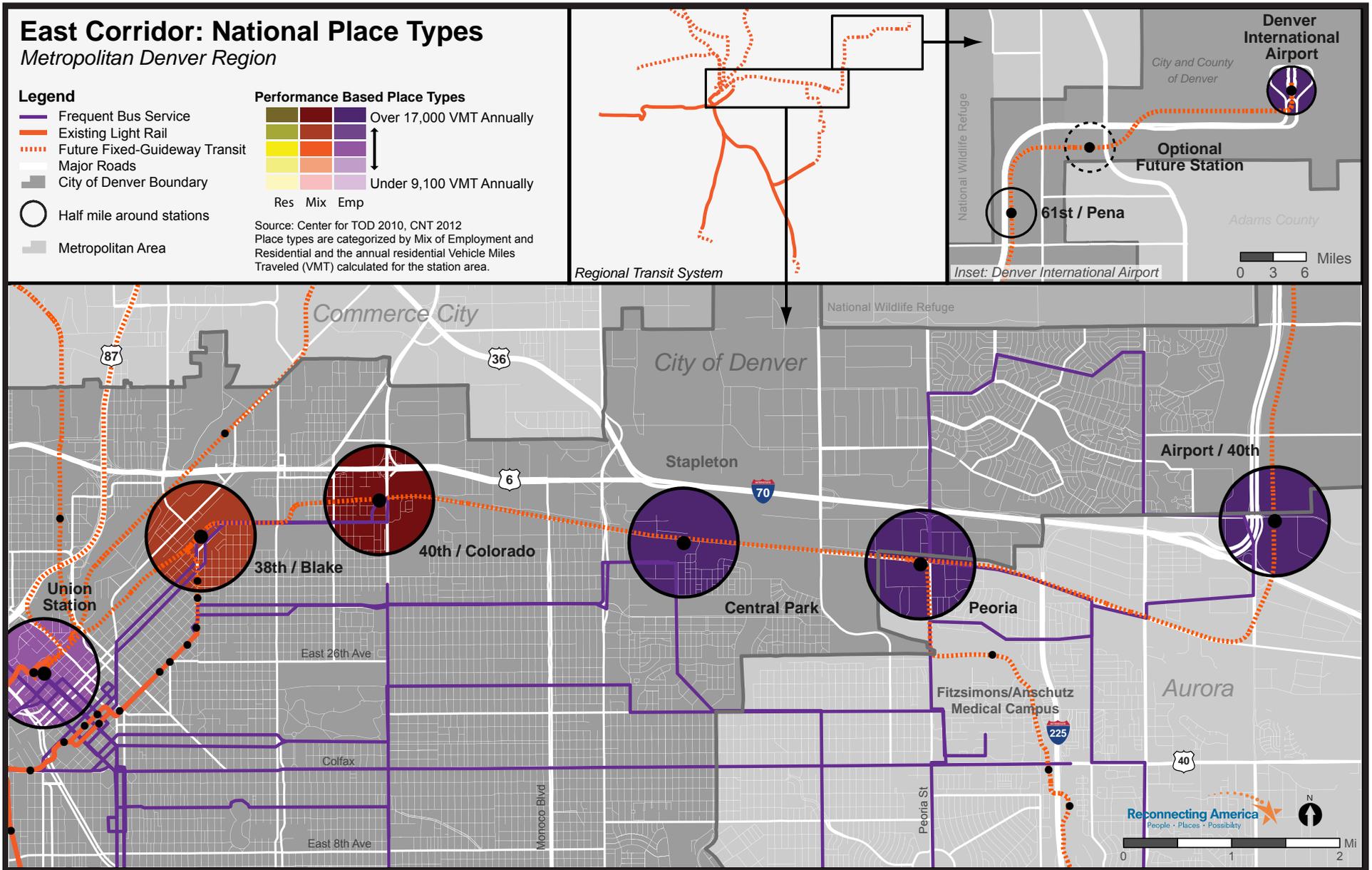
The 61st Avenue/Peña Boulevard station was proposed by Denver after the East Line EIS. It has since been environmentally cleared and Denver has identified funding to move forward with the design and construction of the station.

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.



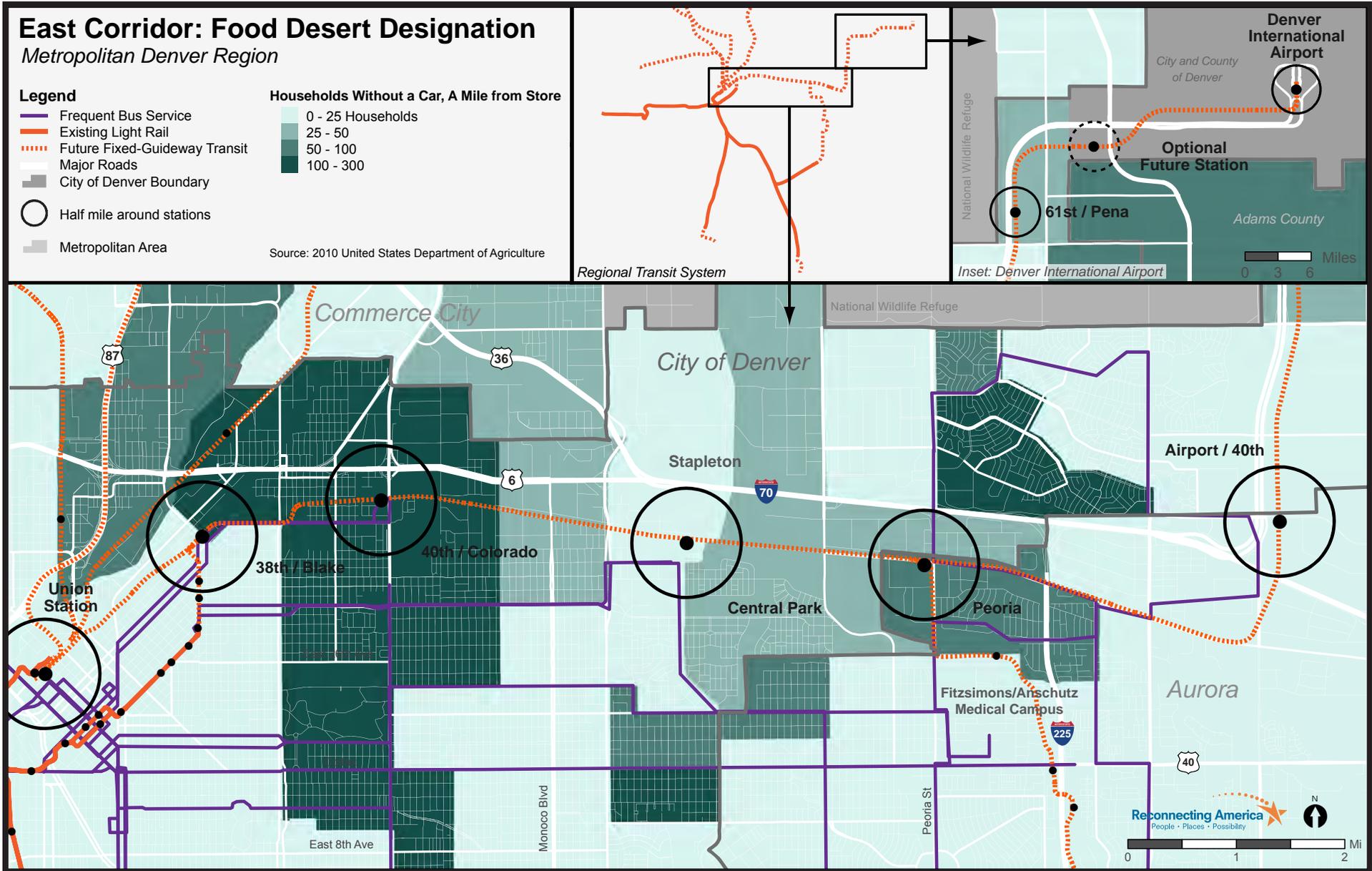
The 61st Avenue/Peña Boulevard station was proposed by Denver after the East Line EIS. It has since been environmentally cleared and Denver has identified funding to move forward with the design and construction of the station.

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.



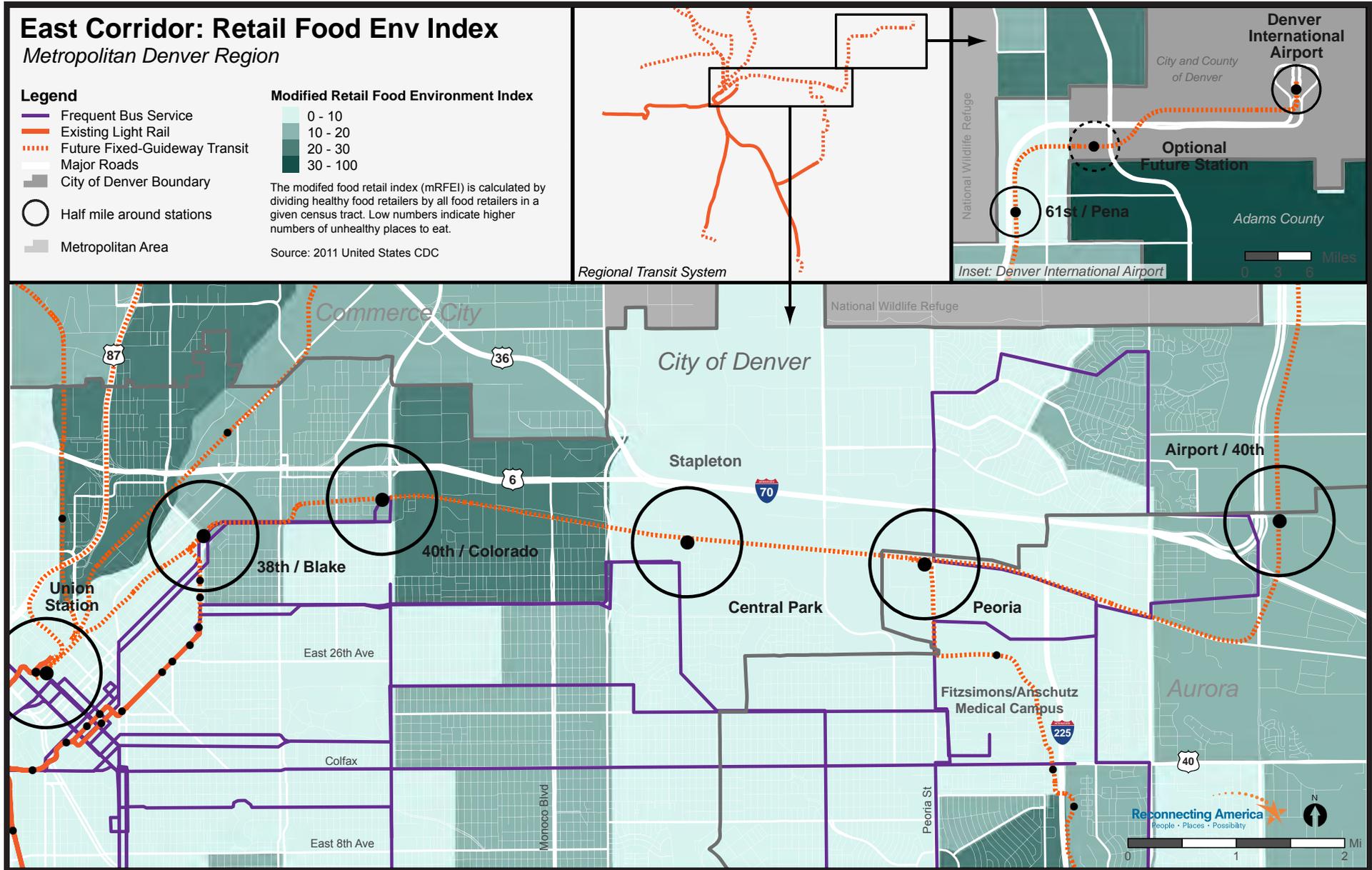
The 61st Avenue/Peña Boulevard station was proposed by Denver after the East Line EIS. It has since been environmentally cleared and Denver has identified funding to move forward with the design and construction of the station.

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.



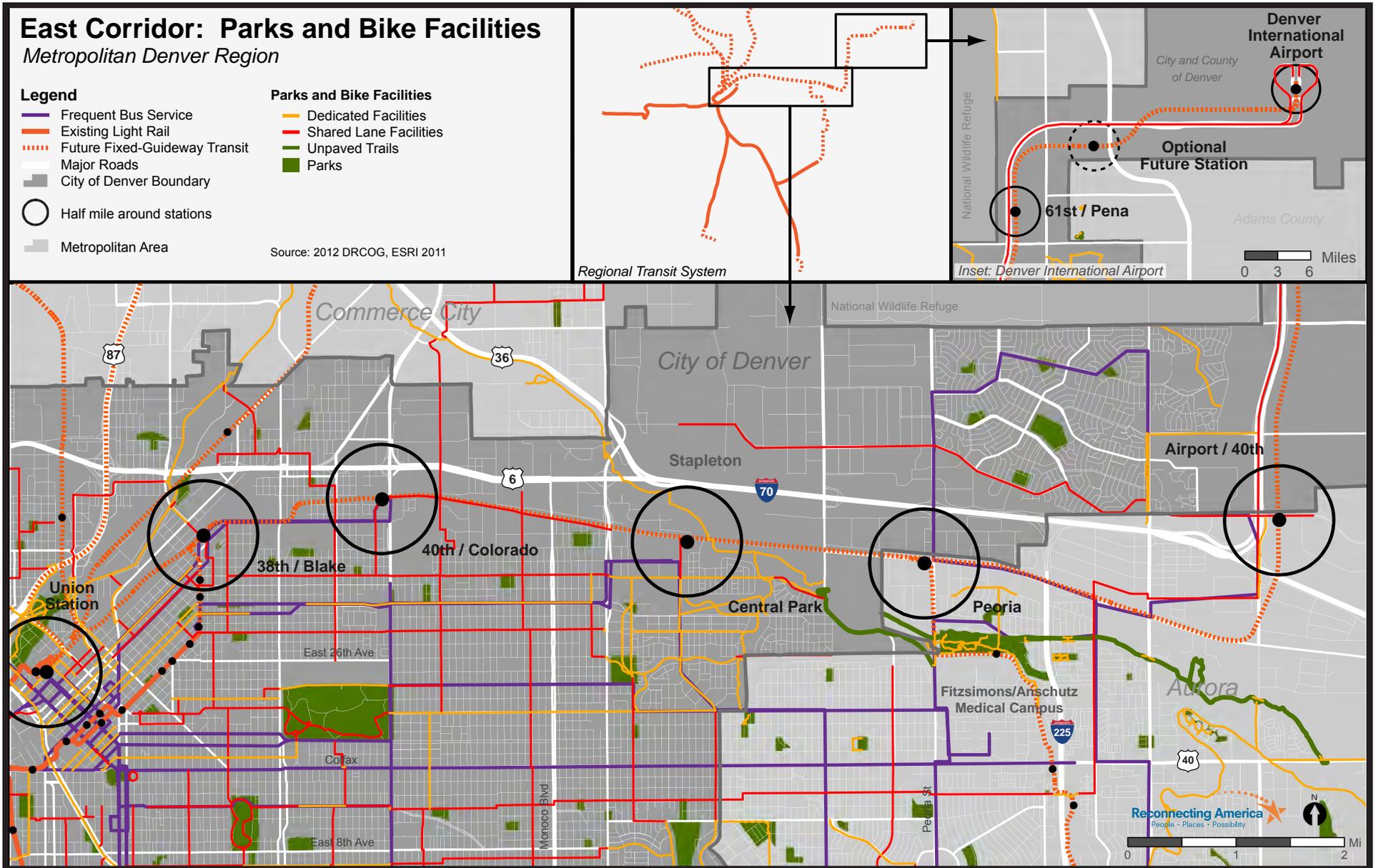
The 61st Avenue/Peña Boulevard station was proposed by Denver after the East Line EIS. It has since been environmentally cleared and Denver has identified funding to move forward with the design and construction of the station.

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.



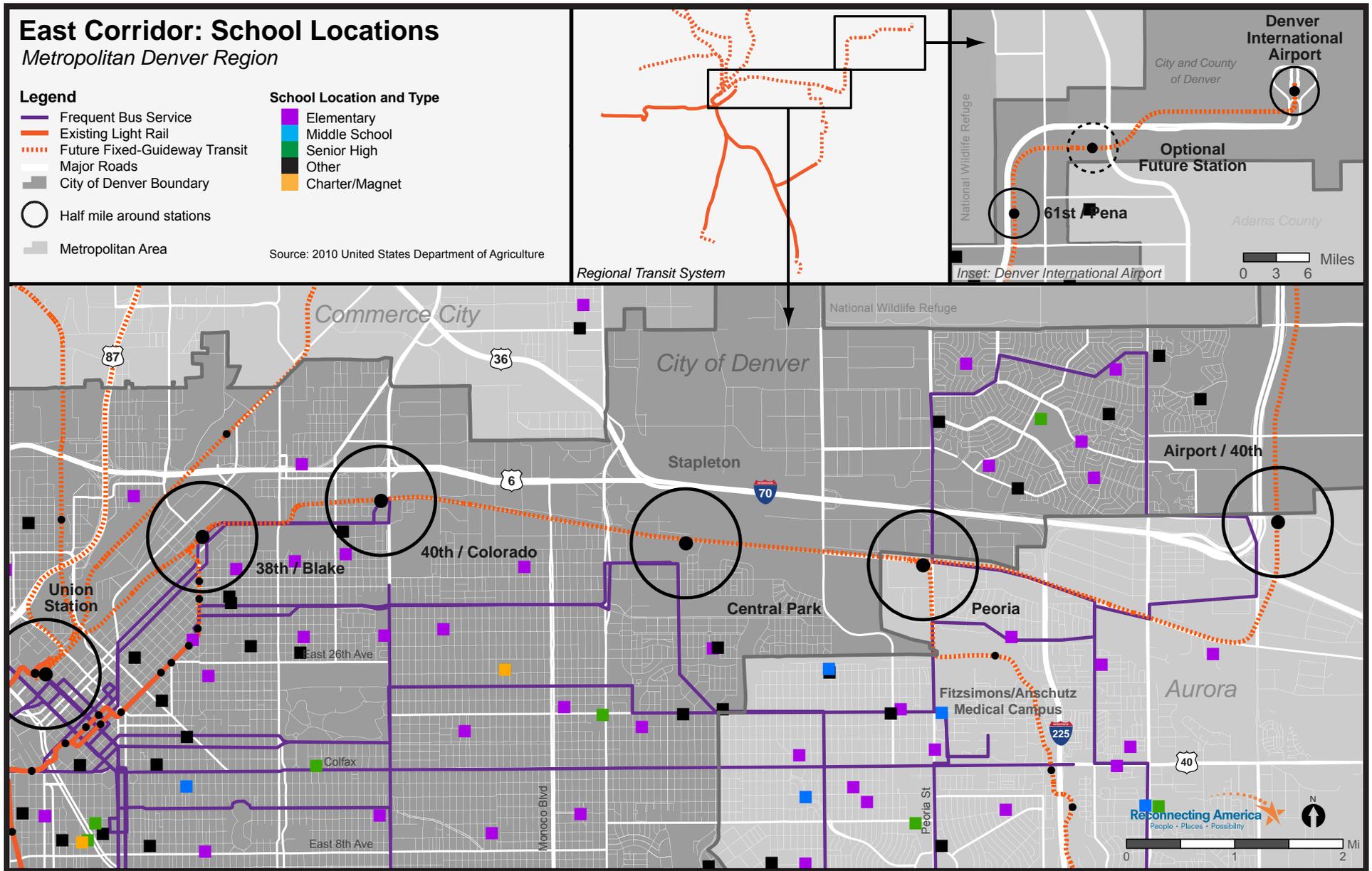
The 61st Avenue/Peña Boulevard station was proposed by Denver after the East Line EIS. It has since been environmentally cleared and Denver has identified funding to move forward with the design and construction of the station.

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.



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.



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.

*This page is intentionally left blank*