



DENVER REGIONAL COUNCIL OF GOVERNMENTS

peoria station

Catalytic Project Report

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Chapter 1: Introduction

Purpose, Need and Background

Peoria Station and the surrounding areas in East Denver and Northwest Aurora together present a great opportunity for transformation. With strategic planning and investment, the area can evolve with **bolstered economic vitality, enhanced livability, a strong sense of place, and a recognizable identity** in the coming years. With its central location along the East Corridor and terminus of the Aurora Line/I-225 Rail, the residents and workers of the area and the adjacent neighborhoods will be able to travel by rail to a variety of destinations throughout the metropolitan region – downtown Denver, Denver International Airport (DIA), Southeast I-25/Denver Tech Center, Anschutz Medical Center, Aurora City Center and more – in just minutes (see Figure 1.1). Fully leveraging the significant increase in transit connectivity to the region will require **a series of key actions by a variety of players**. The Peoria Station Catalytic Project assembled the key public entities – Denver Regional Council of Governments (DRCOG), City of Aurora, City and County of Denver (CCD), Aurora Housing Authority (AHA) and the Regional Transportation District (RTD) – for an intensive planning and design process that resulted in this multifaceted implementation strategy.

The Peoria Station Catalytic Project's focused analysis, planning and design was made possible with resources associated with the **Sustainable Communities Initiative (SCI)**. The Denver region was awarded \$4.5 million from the U.S. Department of Housing and Urban Development to support planning and implementation activities related to the large amount of resources being invested in transit. With this grant, the SCI hosts a partnership of government agencies and public and private sector organizations who work together to implement Metro Vision while leveraging the multi-billion dollar FasTracks transit system expansion. The goal of the SCI is to **align investments, programs and policies to maximize the benefits of the region's investment in transit**.

The East Corridor, a 22.8-mile commuter rail line between Union Station and DIA, is under construction with an anticipated 2016 opening. Over the past decade, several station area and neighborhood plans have been developed at the local level for stops along the line. The City of Aurora adopted the Peoria-Smith Station Area Plan in 2009. As part of SCI's corridor implementation activities, a site offering the potential for transformational changes was selected for each corridor. Peoria Station was selected as the catalytic project site for the East Corridor.

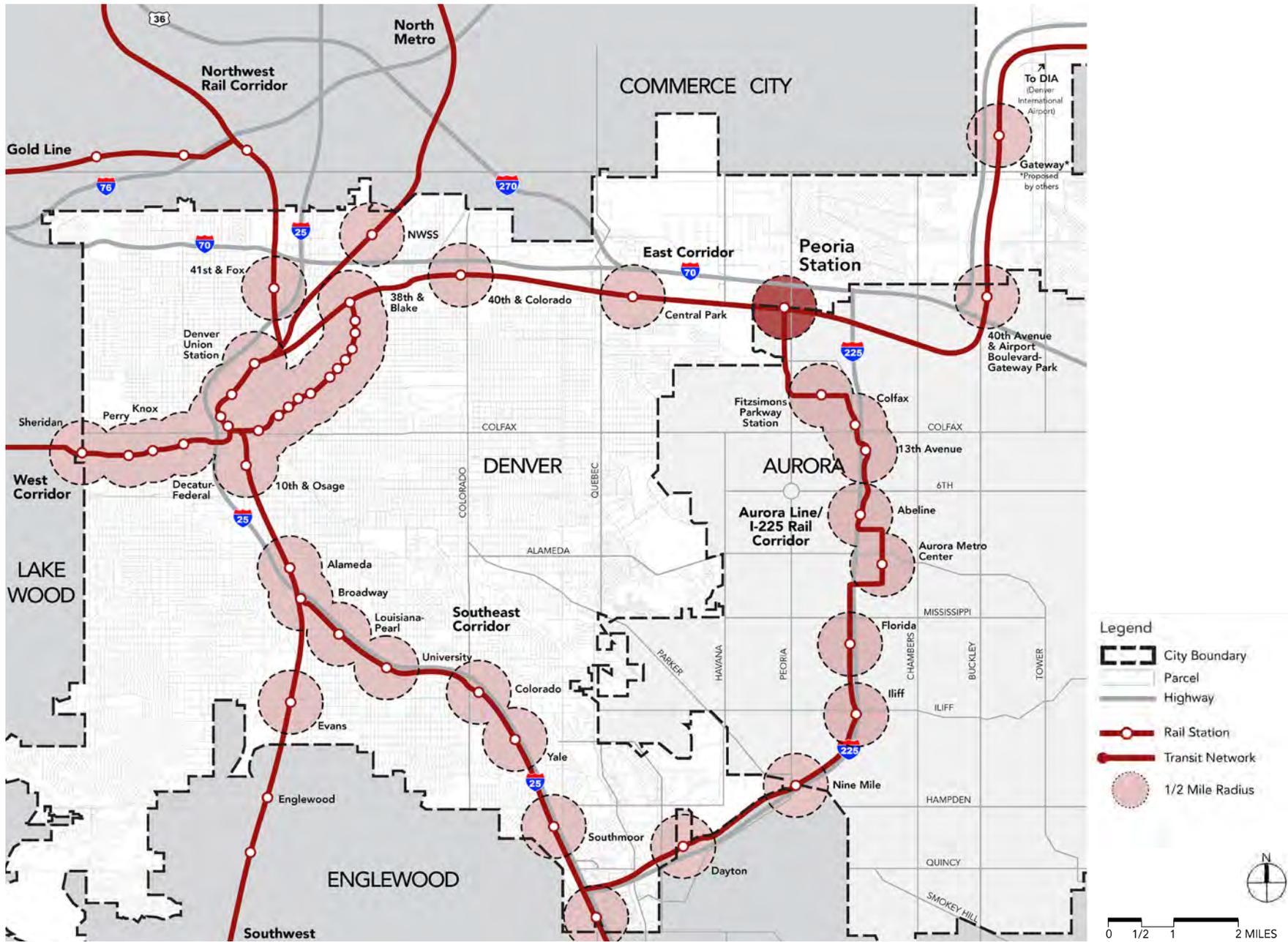


FIGURE 1.1 - REGIONAL RAIL TRANSIT NETWORK

The purpose of the project is two-fold: First, the project identifies the policy-, project- or program-related moves for aspects of the study area that will catalyze additional investment and transformation of the area to a more transit-oriented and supportive development pattern. Second, the project explores strategies for Peoria Station that have the potential to be applied at other station locations along the East Corridor and elsewhere in the region.

The three primary project objectives include:

1. **Explore opportunities for development and improvements in the Peoria Street corridor** through the utilization of publically-owned and purchased remnant parcels, through creating a better walking and biking experiencing, and by establishing an esthetically pleasing environment that creates a more attractive “front door” to Peoria Station.
2. **Provide pre-development planning for an AHA owned property within the Station Area** to assess its future development potential.

3. **Conduct a parking structure feasibility study** to assess the potential for higher intensity development around Peoria Station.

The focus of the project was to identify near-term opportunities to attract uses that will serve as a model for future development and catalyze additional development while improving access to existing adjacent communities.

It is beneficial to explore ways to enhance first and last mile connections to nearby Northeast Denver and several Aurora neighborhoods in order to maximize the benefit of transit investments.

The current effort is built upon a strong foundation of previous and concurrent plans and studies for the area. In addition to the Peoria-Smith Station Area Plan, other foundational documents and initiatives include *Metro Vision*; *Transit Oriented Denver: Transit Oriented Development (TOD) Strategic Plan*; *61st & Pena Station Area Parking Handbook – A Toolkit of Parking Strategies & Best Practice Examples*; *Blueprint Denver*; and *the City of Aurora’s Comprehensive Plan*.



Peoria Street between 31st Avenue and 33rd Avenue, view looking south.



AHA Site along Peoria Street.



Station and Study Areas

Peoria Station is the convergence point of the East Corridor commuter rail line and the Aurora/I-225 light rail corridor. The Aurora/I-225 light rail corridor will provide service south through the City of Aurora to the Southeast Rail Corridor. As an important commuter station, Peoria Station will serve essential Park-n-Ride and bus transfer functions, as well as easy, direct access to DIA.

The following terminology describes the four levels of analysis used throughout this report.

Peoria Station (the Station) refers to the physical location of the actual transit station stop (see Figure 1.2). The Station is located just west of Peoria Street and approximately 1/2-mile south of Interstate 70 (I-70).

Legend

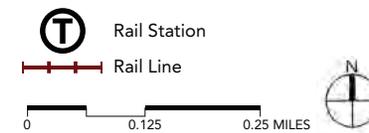
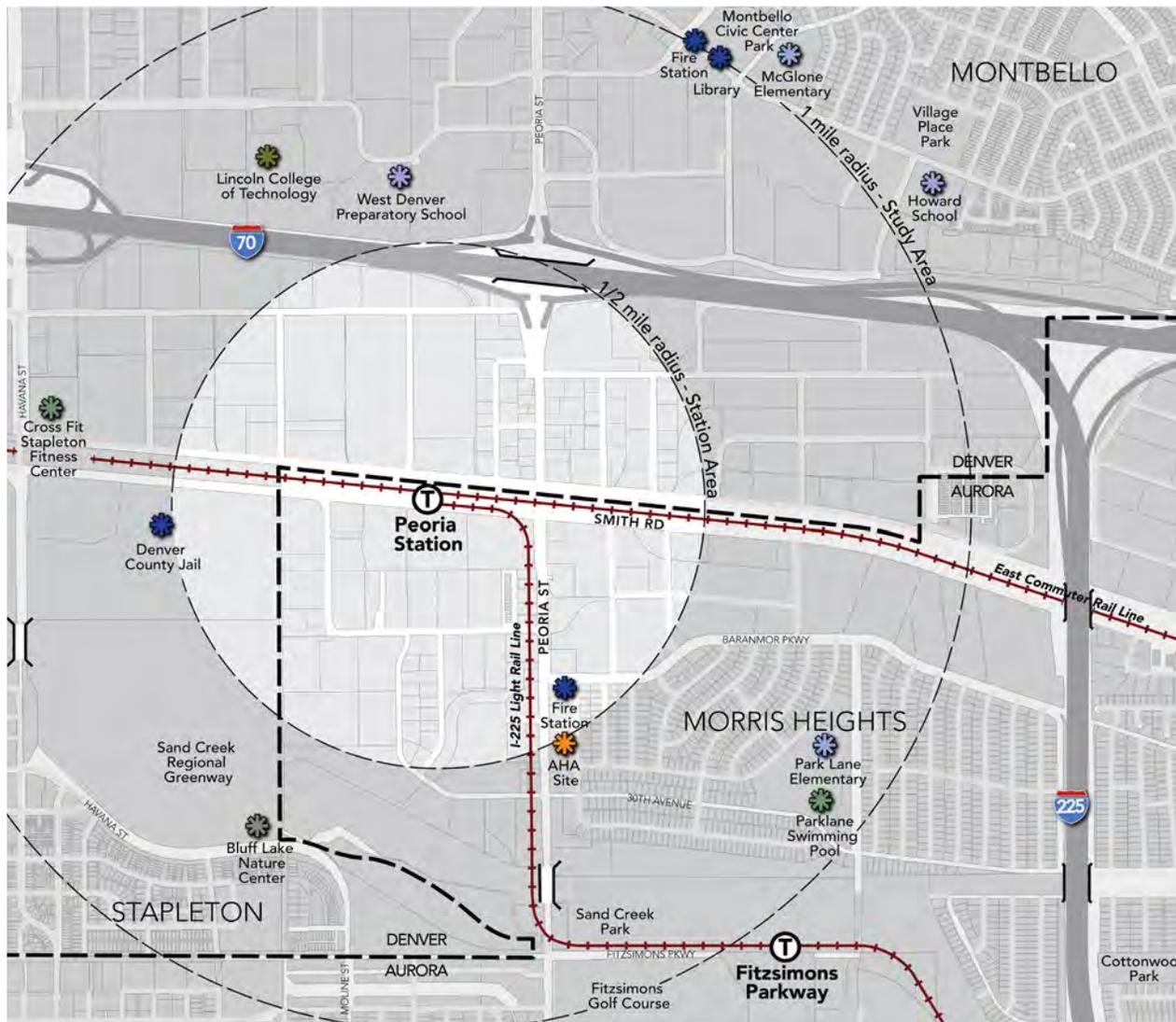


FIGURE 1.2 - PEORIA STATION AERIAL



The **Station Area** includes land within a ½-mile radius of the Station, or the typical walking or biking distance most transit users are willing to travel to use public transit. The area immediately surrounding the Station is largely industrial with some existing commercial development along Peoria Street (see Figure 1.3).

The **Study Area** includes land within a 1-mile radius of the Station. While the Station itself is located in Aurora, the Study Area includes areas in both Aurora and Denver. The Study Area also includes Sand Creek and the Sand Creek Regional Greenway, and portions of the Montbello, Morris Heights and Stapleton neighborhoods. The Anschutz Medical Center is outside of the Study Area, but is located nearby south of Fitzsimons Parkway (see Figure 1.3).

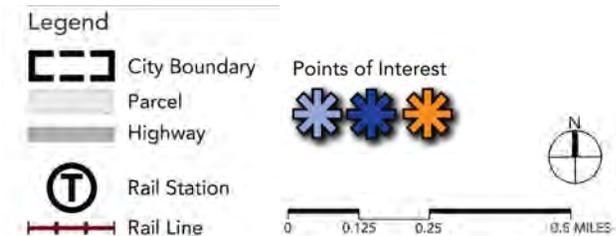
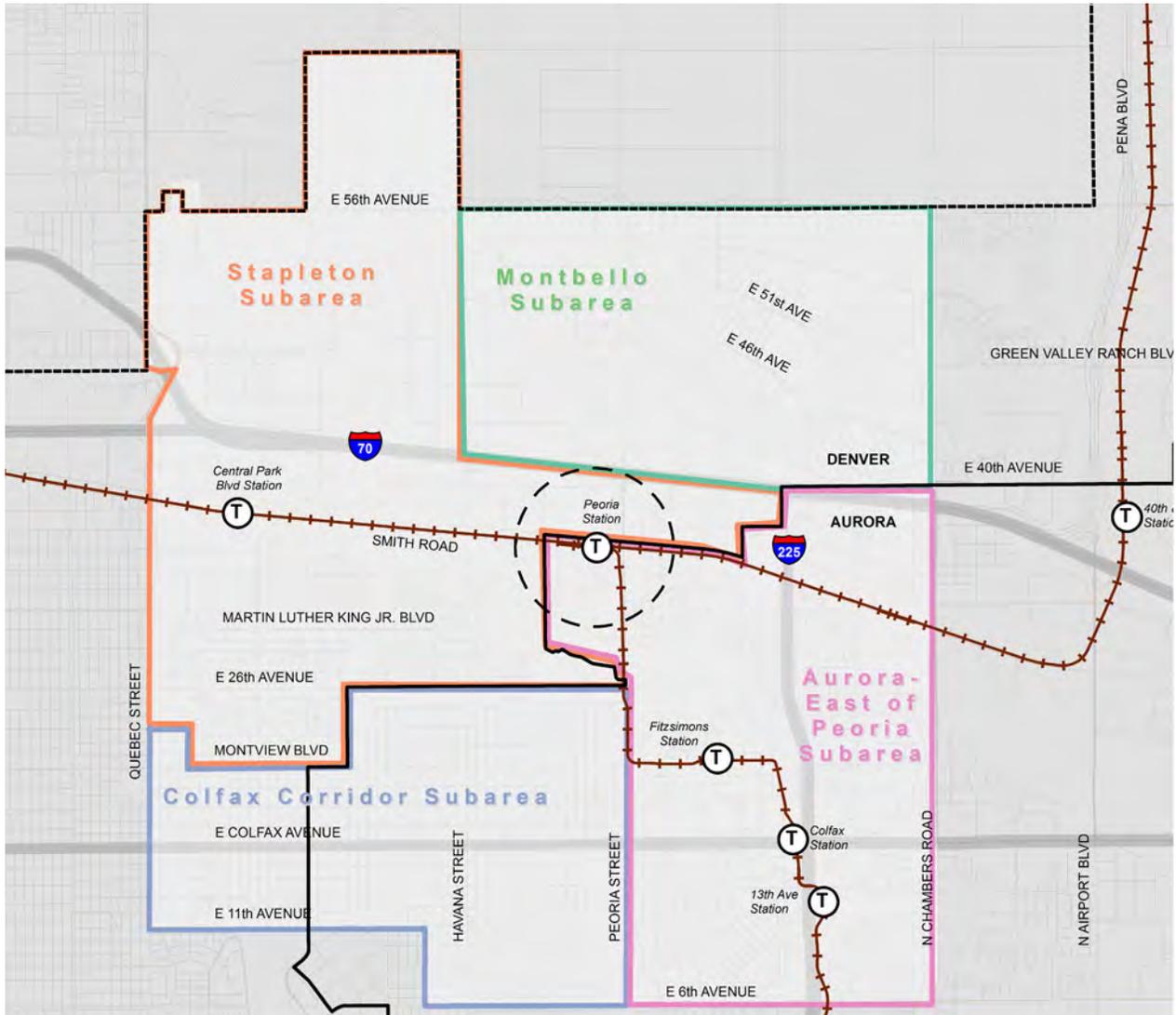


FIGURE 1.3 - STATION AREA AND STUDY AREA



The **Market Area** is the broadest scale of analysis, reflecting the larger market and demographic conditions facing Peoria Station (see Figure 1.4). Demographic data and trends for the general vicinity and the housing sections of this report were analyzed using the larger competitive Market Area rather than the traditional half-mile Station Area. The Market Area used in this analysis is generally bounded by Quebec Street on the west, East 56th Avenue on the north, North Chambers Road on the east, and East 6th Avenue and East 11th Avenue on the south.

FIGURE 1.4 - MARKET AREA

This approach was used for two reasons. First, analyzing demographic and housing data for the larger area provides the broader context required for detailed market studies of potential uses. Second, given current data acquisition tools, it is not possible to isolate the minimal demographic and housing activity (approximately 14 single family homes) within the ½-mile Station Area in a meaningful way.

Existing land uses (see Figure 1.5) in the Station Area are relatively diverse, but dominated by industrial operations. Nearly two-thirds of parcels in the Station Area are occupied by industrial uses, and they are distributed on both sides of the freight rail corridor and both sides of Peoria Street. Vacant parcels are the next most common land use and are mostly located in the industrial areas. Commercial uses, while a small proportion of the land in the Station Area, are the dominant use along the Peoria Street corridor. These are mostly auto-oriented retail and service uses such as fast food, tire shops, gas stations, and motels, mixed with a small amount of public, office, mixed-use, and parking uses. It is also important to note that there

is one marijuana dispensary along 40th Avenue west of Peoria Street and just south of I-70.

Residential uses are confined to a small portion of Aurora’s Morris Heights single-family neighborhood that falls within the Station Area. It should be noted that Peoria Station will be a major transit hub for residents of Morris Heights, Montbello and parts of the Stapleton residential neighborhoods. Residents of Morris Heights and Montbello tend to be more transit dependent than the average resident of either Aurora or Denver. Therefore, it’s important to ensure residents have adequate access to Peoria Station. Montbello in particular would greatly benefit from regular bus service to Peoria Station and to 40th and Airport Station due to its relative distance from both stations.

Although not a significant portion of the land uses within the Station Area, there are some notable public uses, including the Denver County Jail, a U.S. Immigration and Customs Enforcement (ICE) facility, and the Aurora (Sand Creek) Water Re-use Facility.

The mixed use category utilized within this analysis can be defined as development in urban places where residential, retail and commercial

uses are intertwined, including downtown, corridors (such as along main streets), transit-oriented development around rapid transit stations, town centers, and other urban centers. This definition is derived from the Blueprint Denver supplement (2002) to the Denver Comprehensive Plan of 2000.

Approximately 22 percent of the Station Area is currently under public ownership. These public land owners include the City of Aurora, the Regional Transportation District, the City and County of Denver, and the State of Colorado Department of Transportation. The other 78 percent of property within the Station Area is privately owned. Private land owners with the largest land holdings in the Station Area include Frito-Lay, Inc., IPC Denver LLC, and the International Paper Company (all located north of the future commuter rail line and the existing freight rail line). The remaining 305.4 acres of private property are owned by multiple land owners including homeowners and small businesses.

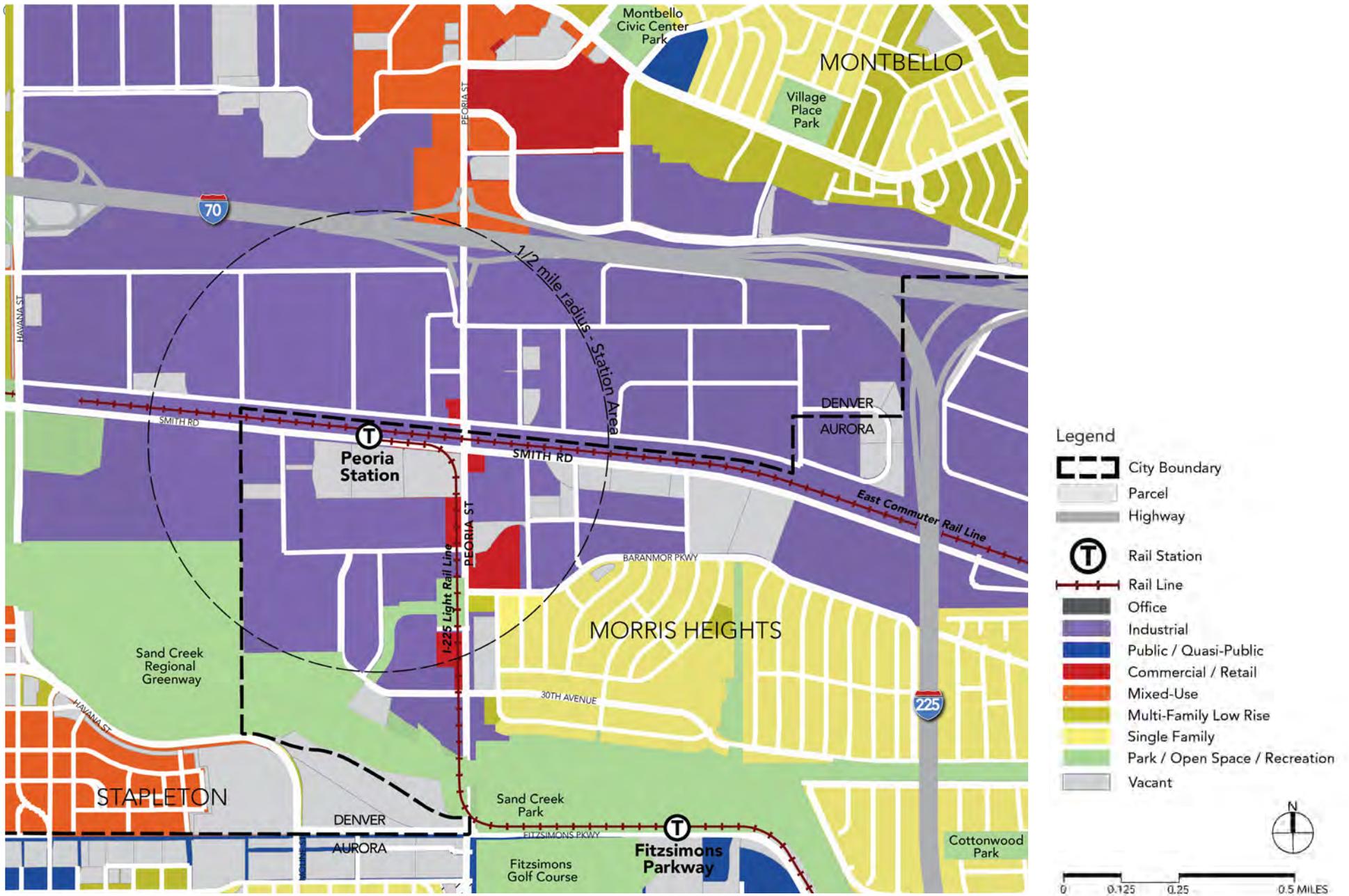


FIGURE 1.5 - EXISTING LAND USE

Stakeholder Outreach

The Peoria Station Catalytic Project was guided by a Project Steering Committee (PSC) which involved representatives from key stakeholders including DRCOG, CCD, City of Aurora, AHA, and RTD. This group met five times throughout the planning and design process to review materials, discuss potential recommendations and strategies and provide overall direction for analysis, planning and design. Subgroups of the PSC also met on several occasions to discuss parking strategies, streetscape design concepts and housing strategies.

The PSC process was supplemented with individual stakeholder interviews and check-ins throughout the planning process. Interviews were conducted with residents of the Morris Heights and Montbello neighborhoods, businesses along Peoria Street, commercial property owners in the Station Area, area developers, and representatives of the Urban Land Conservancy, Enterprise Community Partners, Inc., and DIA.

While the stakeholder engagement process was instrumental in the completion of the Peoria Station Catalytic Project, it will be

critical to continue the stakeholder engagement process with specific individuals and entities as well as with adjacent businesses and residents as various aspects of the recommendations are implemented. A detailed Stakeholder Engagement Strategy is included in Chapter 6: Next Steps.

Vision and Goals

The plan's recommendations and strategies aim to catalyze implementation of the vision, goals and principles articulated for Peoria Station and the East Corridor.

The vision developed for Peoria Station as part of Peoria-Smith Station Area Plan is organized into three key elements. These include overall character, transportation function and primary land uses.

- Station Area Character:** The Peoria-Smith Station Area Plan establishes a vision for the area as an employment center. The TOD Strategic Plan adds an "Innovation" functional overlay to this vision for Peoria Station. Innovation stations are envisioned to have a high degree of mixed use development, adaptive reuse of existing structures, and creative approach to business.



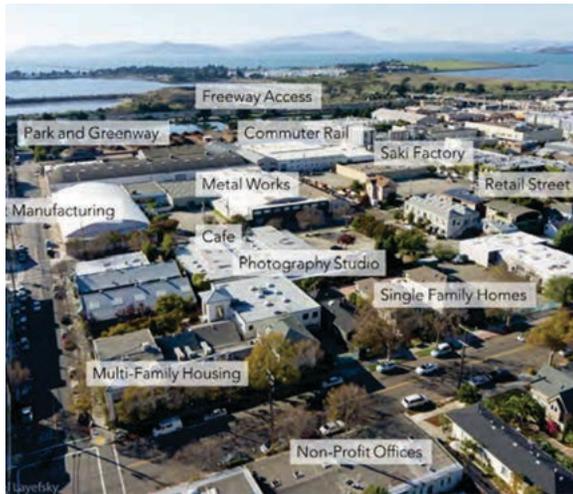
The Peoria Station Catalytic Project was guided by representatives from key stakeholders including DRCOG, CCD, City of Aurora, AHA and RTD.



The Station Area's character is planned to include mixed uses, adaptive reuse of buildings and creative approaches to activate the area.



Peoria Station has a strong regional importance, connecting Downtown Denver, DIA, and Aurora with commuter rail, light rail, and bus transfers.



Similar to this existing California mixed use area, the Station Area is envisioned to have numerous uses including: employment, some housing, and a small amount of retail.

- **Transportation Function:** Peoria Station will be a critical component of the regional transit network with a unique combination of roles as a commuter rail, light rail and bus transfer station. The *Peoria-Smith Station Area Plan* acknowledged the important role this station can play regionally and locally with the appropriate connectivity and safety improvements.
- **Primary Land Uses:** The Station Area is envisioned to have a mix of land uses that include employment, some housing and a small amount of retail.
- Access to goods and services to support sustainable transit-oriented communities.

The current project can also help to achieve several key goals for the overall East Corridor. These include:

- 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.
- The Peoria Station Catalytic Project can also help to implement key elements of the vision articulated for the East Corridor, including:
- A regional gateway that connects the unique, diverse neighborhoods of Denver and Aurora with the metro area and the world;
 - Well-linked employment centers, neighborhoods with a range of housing opportunities, and diverse destinations;
 - Accessibility by multiple modes; and

Report Organization

The Peoria Station Catalytic Project focused on several specific aspects of the Station Area and larger Study Area (see Figure 1.6). The key catalytic projects identified for the area will not directly result in traditional transit-oriented development at the station itself. Given the continued viability of existing industrial uses, the desire for Park-n-Ride facilities and other support functions at the station, and overall market conditions, the catalytic projects identified as part of the current effort are intended to capitalize on near-term opportunities and reposition the area for long-term success and realization of the vision and goals articulated in previous efforts and summarized in the previous section.

Several sets of catalytic moves are summarized throughout the rest of this report. While the sets of catalytic actions may appear disparate, they are in fact interrelated and important building blocks of a catalytic framework for the Peoria Station Area. The recommended actions are organized into the following four chapters, followed by a final chapter (Chapter 6) that outlines next steps.

Chapter 2. Streetscape, Connectivity and Safety Improvements – This chapter describes the existing and planned street network and identifies potential improvements to increase connectivity and safety for people accessing Peoria Station and other destinations in the Study Area. A particular emphasis is placed on pedestrian and bicycle connectivity, gateway elements and strategies to improve the perception of the area.

Chapter 3. Aurora Housing Authority Development – This chapter provides a summary of the need for a more diverse mix of housing choices in the Study Area and the unique opportunities associated with the AHA-owned property located along Peoria Street. The chapter describes a set of desired outcomes for the development and a conceptual design for how AHA might achieve those outcomes and contribute to the transformation of the overall Study Area.

Chapter 4. Station Area Land Use and Development Potential – This chapter summarizes analysis and recommendations for a number of parcels abutting Peoria Street and 33rd Avenue. The parcels considered along Peoria Street were altered in some manner

by the construction of Peoria Crossing or the I-225 light rail. Several of these parcels are now in public ownership. Recommendations are also made for parcels between 33rd Avenue and the Peoria Station property.

Chapter 5. Strategic Parking Management – This chapter provides an overview of the overall parking needs for the East Corridor and summarizes specific strategies for accommodating a portion of those short and long-term needs at Peoria Station. Consideration is given to access, parking management, and a potential transition from surface parking to structured parking as a mechanism to accommodate future parking needs and create additional development opportunities.

Chapter 6. Next Steps – This report includes a chapter that identifies critical next steps. A key component of this chapter will be a detailed stakeholder engagement strategy to help continue the momentum generated throughout this process, gain additional buy-in from key individuals and organizations, and to further strengthen partnerships.

The recommended improvements to Peoria Station come in many categories.

Peoria Station will be more effective if bikes, cars, and pedestrians all can connect to the station safely. Adding bike lanes (orange arrows), improving Peoria Street (blue arrows), and closing part of Smith Road (light blue) will make the neighborhood both safer and more attractive.

Southeast of the station, the Aurora Housing Authority site has potential to bring residents into the neighborhood quickly.

Peoria Station has many opportunities for redevelopment. Parcels around the station (red and pink) could be consolidated, have their buildings adaptively reused, or redevelop into new structures.

Parking at the station (center) is both of immediate and long-term importance.

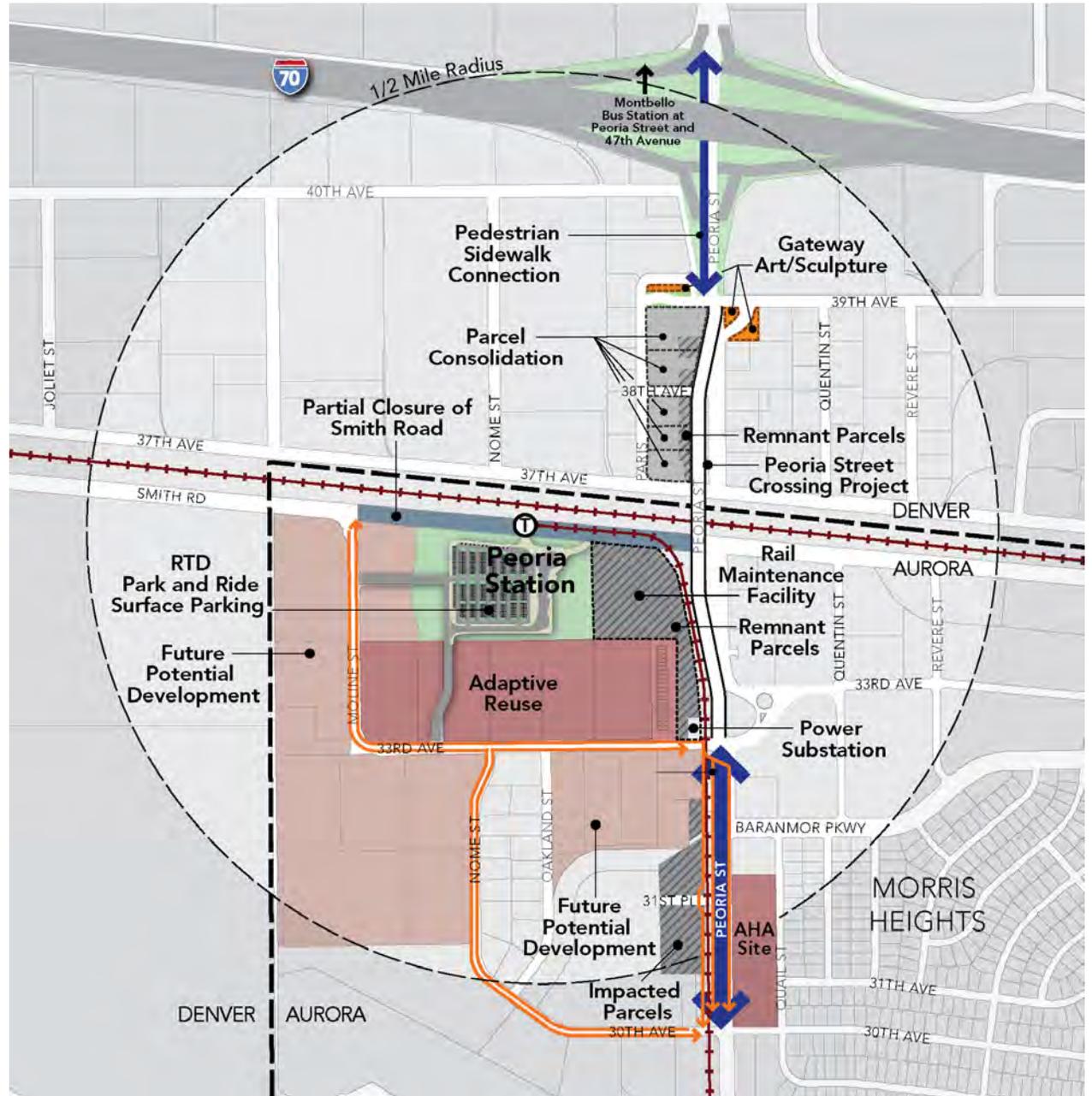


FIGURE 1.6 - OVERALL IMPROVEMENTS: STATION AREA



2



Chapter 2: Streetscape, Connectivity and Safety Improvements

Introduction

A major challenge in maximizing the impact of Peoria Station is related to poor overall connectivity, insufficient or non-existent pedestrian and bicycle infrastructure, and a transportation system that currently prioritizes motor vehicles. A strategy to improve the overall street network will enhance connectivity, reduce unsafe circumstances, and improve the overall appearance and perception of the Study Area. Research has shown that **the transportation system in the “first and last mile” nearest a transit station has tremendous impacts on ridership.** This chapter summarizes specific improvements for Peoria Street, 33rd Avenue, 30th Avenue, Nome Street and Moline Street (see Figure 2.1). It concludes with a discussion of potential end-of-trip facilities for existing and potential bicyclists.

Peoria Street is critical to the short- and long-term success of the area. Peoria Street currently functions as a primary automotive corridor, connecting existing neighborhoods, businesses and amenities to each other and to the greater Denver area. With the addition of light rail, **Peoria Street and its connecting street network will further function as multi-modal streets** with increased car, bus, bicycle, and pedestrian traffic. Thus, it's important to plan for a corridor that optimally accommodates numerous modes of transportation safely and efficiently.

General pedestrian, bicycle and transit improvements would not only increase Peoria Street's overall functionality and safety, but also make the Study Area more attractive for future investment. The overall perception of the area can be improved significantly by making Peoria Street more aesthetically pleasing. Currently, this segment of the corridor lacks a sense of place or arrival with a streetscape that is nondescript and buildings that lack architectural articulation. As a result, people tend to drive through without even noticing existing buildings and amenities.

Peoria Street and the surrounding street network it anchors is intended to **provide connectivity and access for area businesses and residents.** The surrounding context includes several neighborhoods, a variety of businesses, Peoria Station, open space and trails and other amenities. By improving transportation options the street network can be more efficient at getting people from one place to another.

Peoria Station will be more effective if bikes, cars, and pedestrians all can connect to the station safely and if routes to the station are attractive. Adding bike lanes (orange arrows), improving Peoria Street (blue arrows), and closing part of Smith Road (light blue) will make the neighborhood safer. Peoria Street's improvements, gateway artwork (northeast of the station), and other aesthetic improvements will help increase the station's function and appeal.

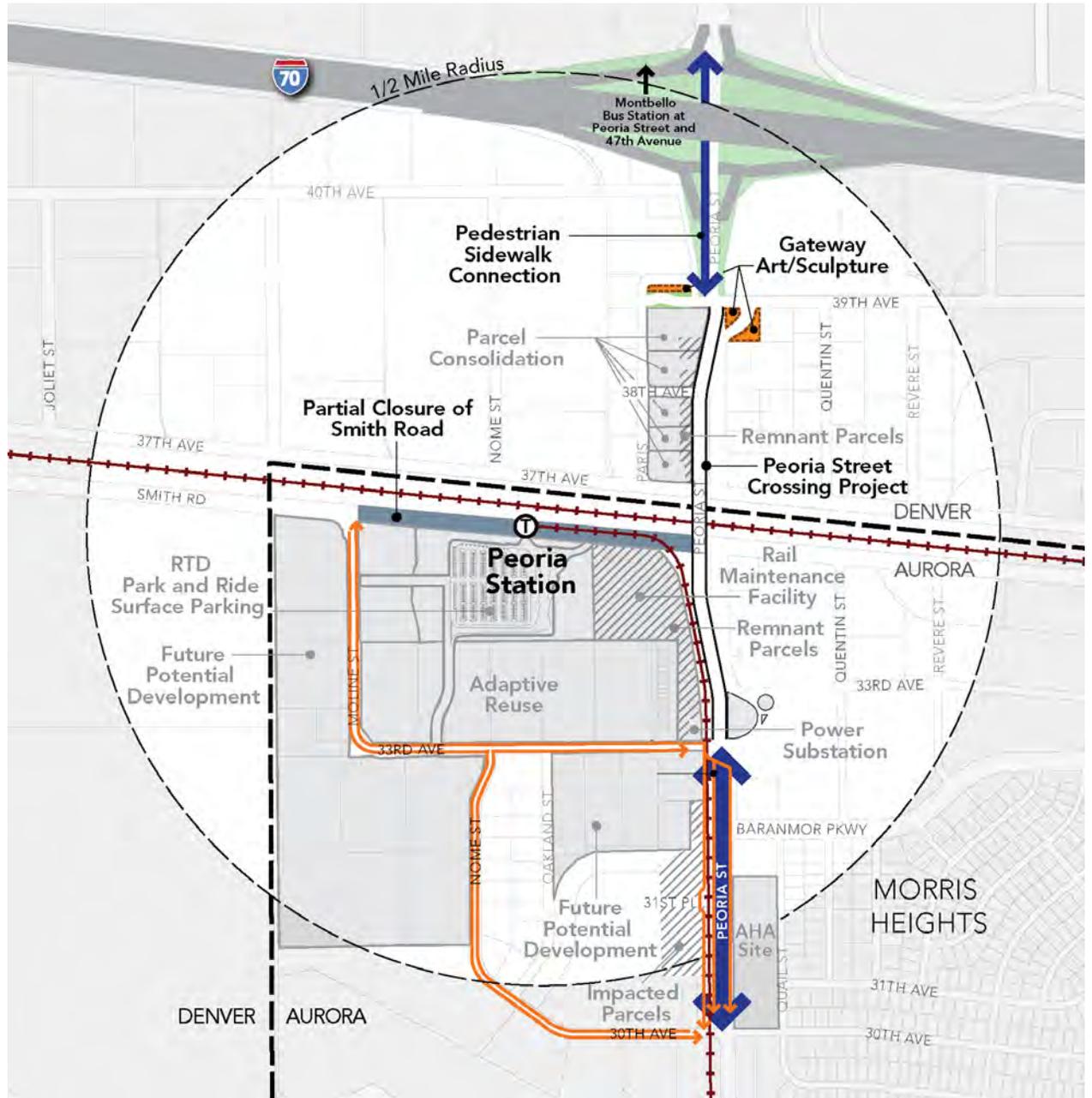


FIGURE 2.1 - STREETScape, CONNECTIVITY AND SAFETY IMPROVEMENTS

Potential Peoria Street Improvements

PEORIA STREET TODAY

Peoria Street currently has seven lanes of moderate to heavy automobile traffic with a 40 mph speed limit. The corridor has numerous constraints and will continue to face challenges. Peoria Street is a major barrier to pedestrians. The roadway is lined with commercial/retail uses, but most of the adjacent parcels are zoned industrial, particularly along the northern segment in the City of Denver. Much of the existing commercially zoned land in the Aurora portion of Peoria Street sits within the future light rail alignment, so in the future there will be a small amount of land remaining for additional commercial uses along Peoria Street (without rezoning and/or parcel assembly). Furthermore, commercial uses that do exist along Peoria Street are auto-oriented in nature and generally don't allow or encourage active transportation or transit use.

The retail and industrial architecture along Peoria Street lacks façade ornamentation

and the building forms are primarily determined by their use and function. Commercial and retail establishments along Peoria Street are mostly single-story. Some feature a hipped sloping roof, while others have flat roofs, and most of them are concrete structures with paint finish. Industrial buildings in the Station Area have large footprints and many have blank facades with no fenestrations. Glazing, roller shutters, and prefabricated steel finishes are typically seen in these buildings. Overall, the architecture of retail and industrial developments along Peoria Street fails to foster a sense of place and identity.

MAJOR CHANGES

Although Peoria Street currently has little character, various construction projects will further define the corridor and its connecting street network. Projects recently completed or currently in progress that will affect the study area's street network include Peoria Crossing/Peoria Grade Separation Project, the light rail line construction with several at-grade crossings, and the addition of a multi-use path on the eastern edge of Peoria Street. These physical changes will alter current traffic conditions, further influencing the street network surrounding Peoria Station.



Peoria Street has seven lanes of traffic and lacks pedestrian facilities, such as sidewalks and street crossings.



In preparation for the light rail construction a building was demolished at the intersection of Peoria Street and 33rd Avenue.



The Peoria Crossing Project created an overpass to separate vehicles, pedestrian and bicycle traffic from rail traffic.



Overpass construction at Peoria Street and Smith Road with rail running at-grade.

The Peoria Crossing project created an overpass bridge to separate vehicle, pedestrian, and bicyclist traffic from rail traffic. The bridge spans the Union Pacific Railroad and East Corridor commuter rail tracks between East 39th Avenue and Baranmor Parkway just west of the existing Peoria Street alignment. The project also includes a 14-foot wide sidewalk along the northbound lanes (east edge of the structure) for pedestrians and bicyclists.

The light rail line is being constructed along Peoria Street's west edge. The alignment of the tracks will replace portions of existing commercially zoned land. Furthermore, the light rail tracks will cross the following locations at grade: the intersection of Peoria Street and Fitzsimons Parkway and where the light rail will cross 30th, 31st and 33rd Avenues. Gates will drop and all other modes of transportation will be stopped briefly during light rail crossings.

A multi-use path is planned for Peoria Street from 30th to 33rd Avenue. Being located on the eastern edge of Peoria Street, the multi-use path brings pedestrian and bicycle facilities to the corridor. Though this multi-use path is essential to the pedestrian and bicycle circulation in the

station area, additional connections in the study area are necessary to better connect surrounding neighborhoods. Established neighborhoods – Montbello to the north and Morris Heights and Stapleton to the south – all rely on the overall functionality of Peoria Street. Also, Anschutz Medical Campus' primary access from the north comes from Peoria Street. Peoria Street has further potential to act as a gateway connecting and further defining each of these districts.

DESIGN INTENT AND OBJECTIVES

There are many existing and expected demands for Peoria Street related to how it functions from a transportation perspective, as well as how it supports existing residents and businesses. When considering how to improve Peoria Street and the surrounding street network, balancing the various tradeoffs related to traffic calming, throughput, right-of-way constraints, accesses and the like is critical. Great streetscape design can positively influence people's overall perception of the place and can leave a lasting impression. These streets respect and celebrate the surrounding context. The following objectives represent the

intent for streetscape improvements for Peoria Street and the surrounding street network.

Traffic calming effectively slows automotive traffic, creating safer streetscapes for pedestrian and bicyclists. Goals for the study area include reducing travel lane widths along Peoria Street, adding bike lanes to 30th Avenue, 33rd Avenue, Nome Street and Moline Street, and adding vegetative bulb-outs to the AHA frontage street. While slowing automobile traffic, these methods may also accommodate alternative modes of transportation.

Improving walkability of streets in the study area can be achieved by establishing important pedestrian connections and improving existing walking conditions. Connecting local residents and employees to Peoria Station is critical. In order to accomplish this, it will be essential to address new connections and the quality of the pedestrian environment along existing and new linkages.

Creating safer crossings in the study area, especially across the seven lanes of Peoria Street, will provide safer pedestrian access to Peoria Station, local

business, and neighborhoods. Implemented traffic calming methods increase the safety of street crossings. Furthermore, improvements such as pedestrian refuges, complete ADA intersection ramps, and reduced speed limits would further increase pedestrian crossings.

Improving aesthetics along Peoria Street can help to establish an identifiable corridor and can be achieved with the addition of vegetation, materials, site furnishings, and art. New vegetation planted along the corridor can visually improve perceptions of the area and also function as a visual screen when necessary. Decorative paving materials help accent gathering areas or places of special interest. Site furnishing should be carefully selected and placed appropriately. Artistic additions to fences can improve the appearance and intrigue of the corridor.

Supporting corridor businesses with an improved streetscape can help their current operations run more smoothly. Providing access and visibility for existing businesses is essential for their success. Furthermore, new streetscape designs should consider existing businesses needs and reduce foreseeable limitations.



Upon exiting from I-70 onto Peoria Street, a gateway could be established by installing a sculpture such as this (located in Council Bluffs, IA).



Implementing pedestrian and bicyclist crossings near Peoria Station can provide safer connections to neighborhoods and amenities.

Promoting connections between neighborhoods, the station and other nearby amenities

can be achieved with streetscape improvements. Streets are existing public right-of-ways that connect places. Thus, promoting interaction between places can be heightened by making the street more appealing to walk, bike, or drive on.

POTENTIAL STREETScape ALTERNATIVES FOR PEORIA STREET

This section highlights potential streetscape alternatives for Peoria Street post light rail and Peoria Crossing project constructions. These alternatives are meant to represent prototypical sections of Peoria Street within the Station Area and not including the Peoria Crossing project segment. Thus, two segments located both north and south of the Peoria Crossing project were identified as being representative of Peoria Street’s character; from 38th Avenue north to I-70 (Denver) and from 33rd Avenue south to 30th Avenue (Aurora). Both segments of the corridor were examined and should be further explored to establish visual and functional continuity.

Various street sections illustrate prototypical options for Peoria Street north and south of the Peoria Crossing Project (see Figures 2.2 - 2.10). The alternatives progress from existing conditions to concepts with increased pedestrian and bicycle facilities. Each variation provides different options for vegetation organization, path widths and alignments, travel lanes widths, medians, and light-rail buffers.

38th Ave north to I-70 (Denver)

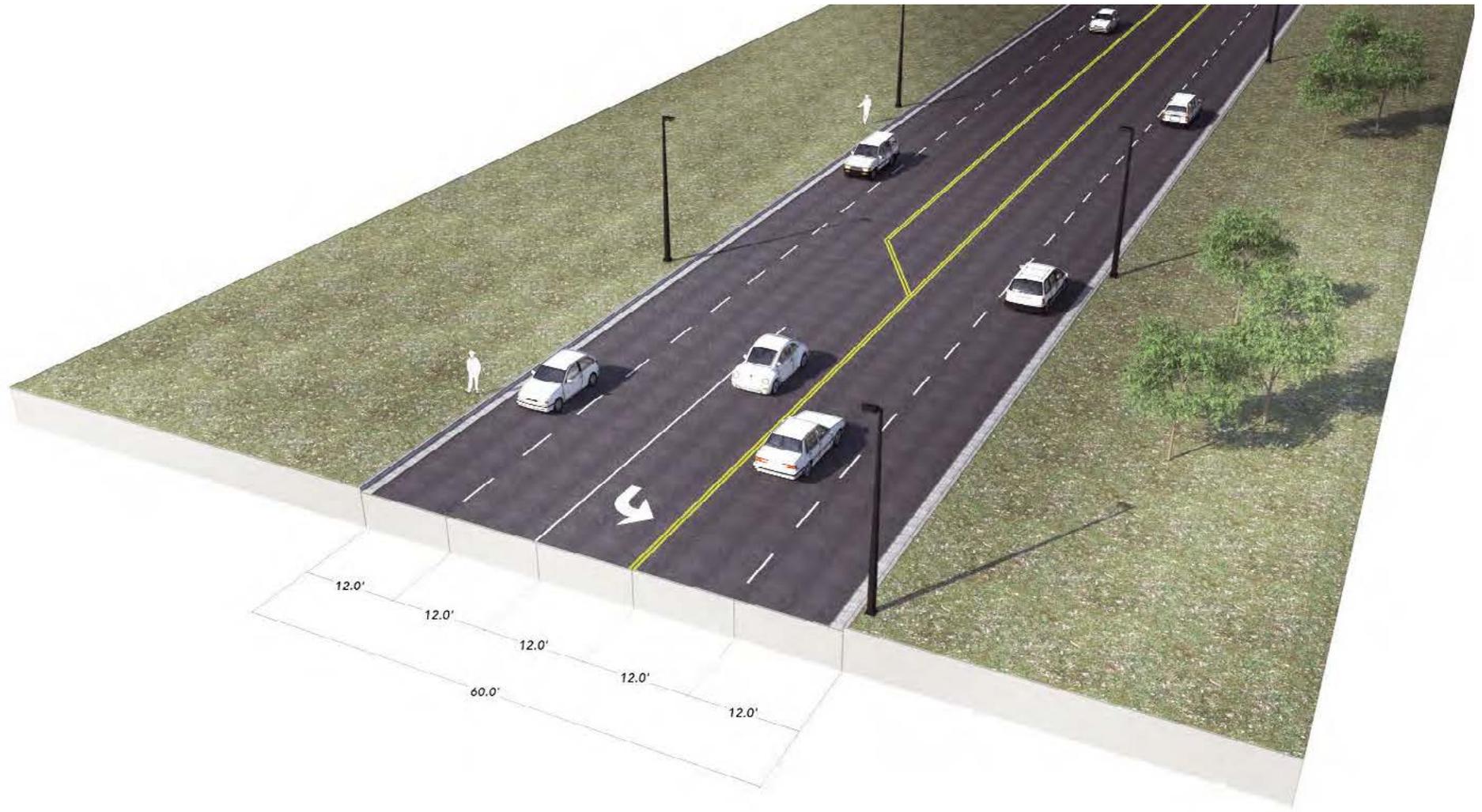
85'-100' available right of ways

1. **The existing conditions** show Peoria Street as it currently functions in Denver, north of the Peoria Crossing project and within the Station Area (see Figure 2.2).
2. **The pathway option** shows Peoria Street with reduced travel lane widths and a buffered multi-use path east and west of the street (see Figure 2.3).
3. **The center median option** shows Peoria Street with a planted median (see Figure 2.4).

33rd Ave south to 30th Ave (Aurora)

100'-115' available right of ways

4. **The existing conditions** show Peoria Street as it functioned before the addition of light-rail in Aurora, north of the Peoria Crossing project and within the Station Area (see Figure 2.5).
5. **The planned improvements** show Peoria Street as currently planned with the addition of light-rail (see Figure 2.6).
6. **The west of the tracks pathway option** shows Peoria Street with a buffered multi-use path east of the street (see Figure 2.7).
7. **The east of the tracks pathway option** shows Peoria Street with reduced travel lane widths and a buffered multi-use path west of the street (see Figure 2.8).
8. **The center median option** shows Peoria Street with a planted median (see Figure 2.9).
9. **The center median with boulevard treatment option** shows Peoria Street with a planted median and frontage road (see Figure 2.10).



The existing conditions show Peoria Street as it currently functions in Denver; without pedestrian facilities and with four 12' travel lanes.

FIGURE 2.2 - PEORIA STREET (38TH AVE - 1-70): EXISTING CONDITIONS



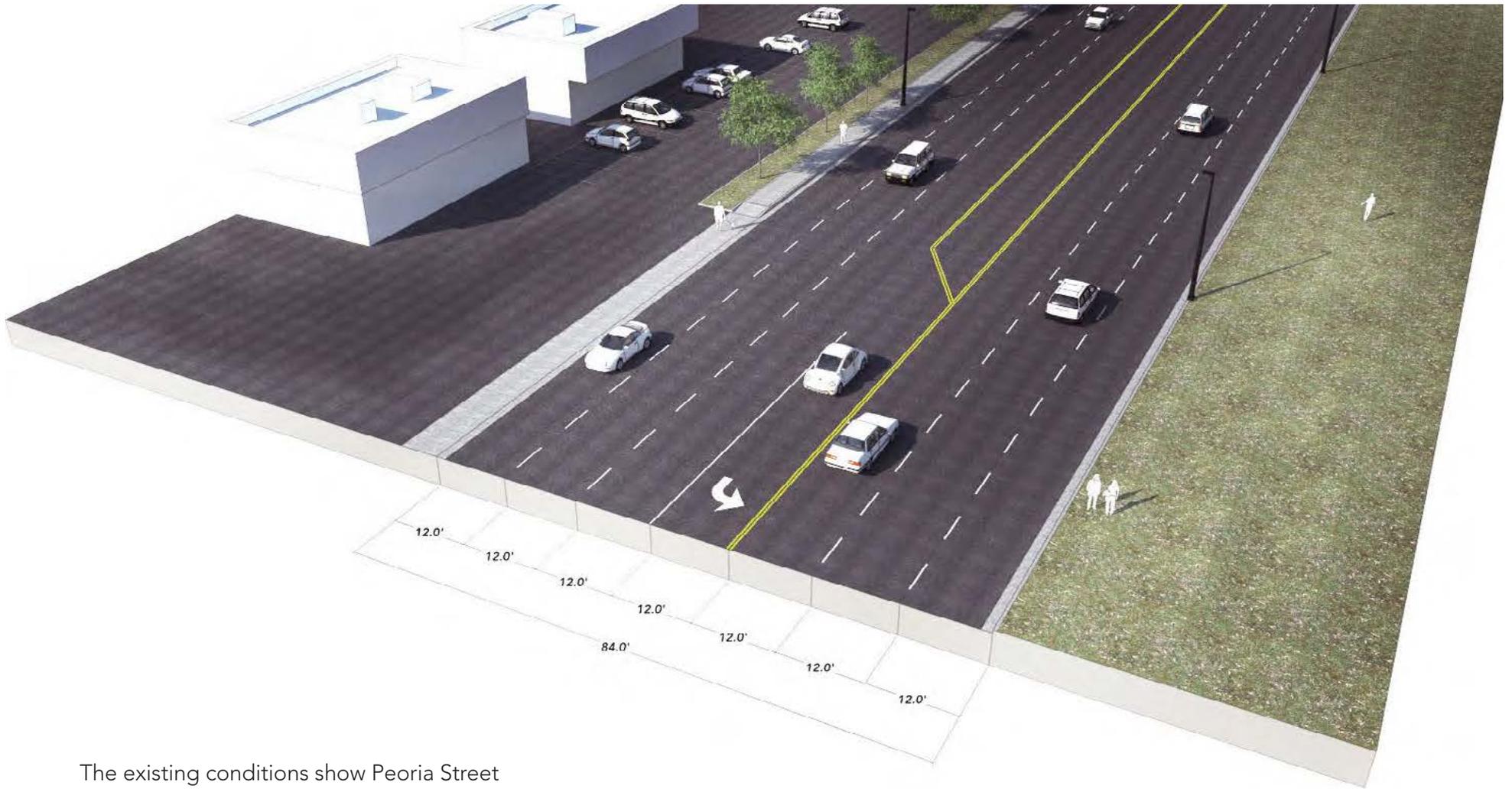
The pathway option shows Peoria Street with a buffered multi-use path east of the street, 12' travel lanes, and a buffered multi-use path surrounded by vegetation west of the street.

FIGURE 2.3 - PEORIA STREET (38TH AVE - 1-70): PATHWAY OPTION



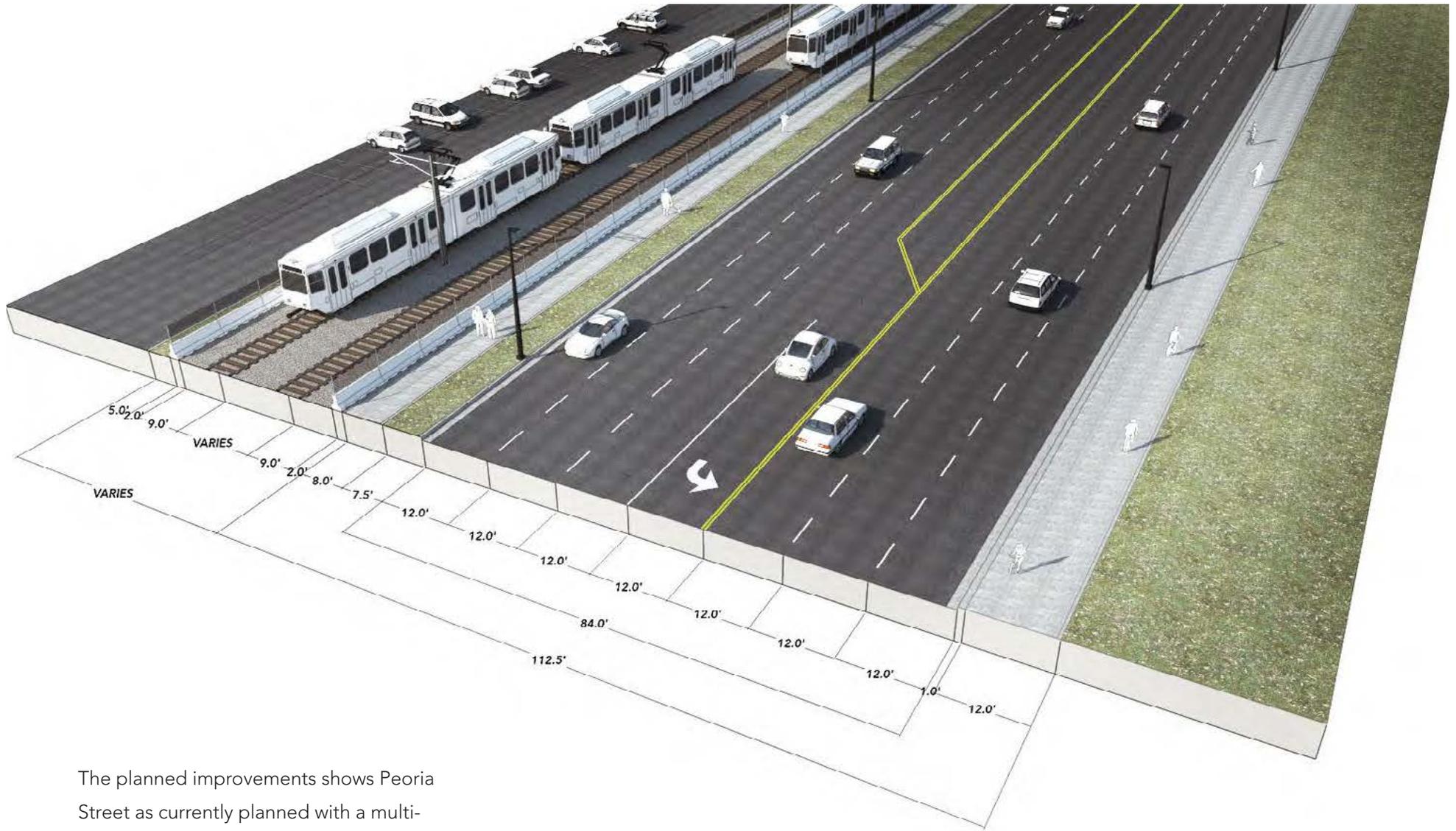
Street with a buffered multi-use path east of the street, 11' travel lanes and a planted median, and a buffered multi-use path surrounded by vegetation west of the street.

FIGURE 2.4 - PEORIA STREET (38TH AVE - 1-70): CENTER MEDIAN OPTION



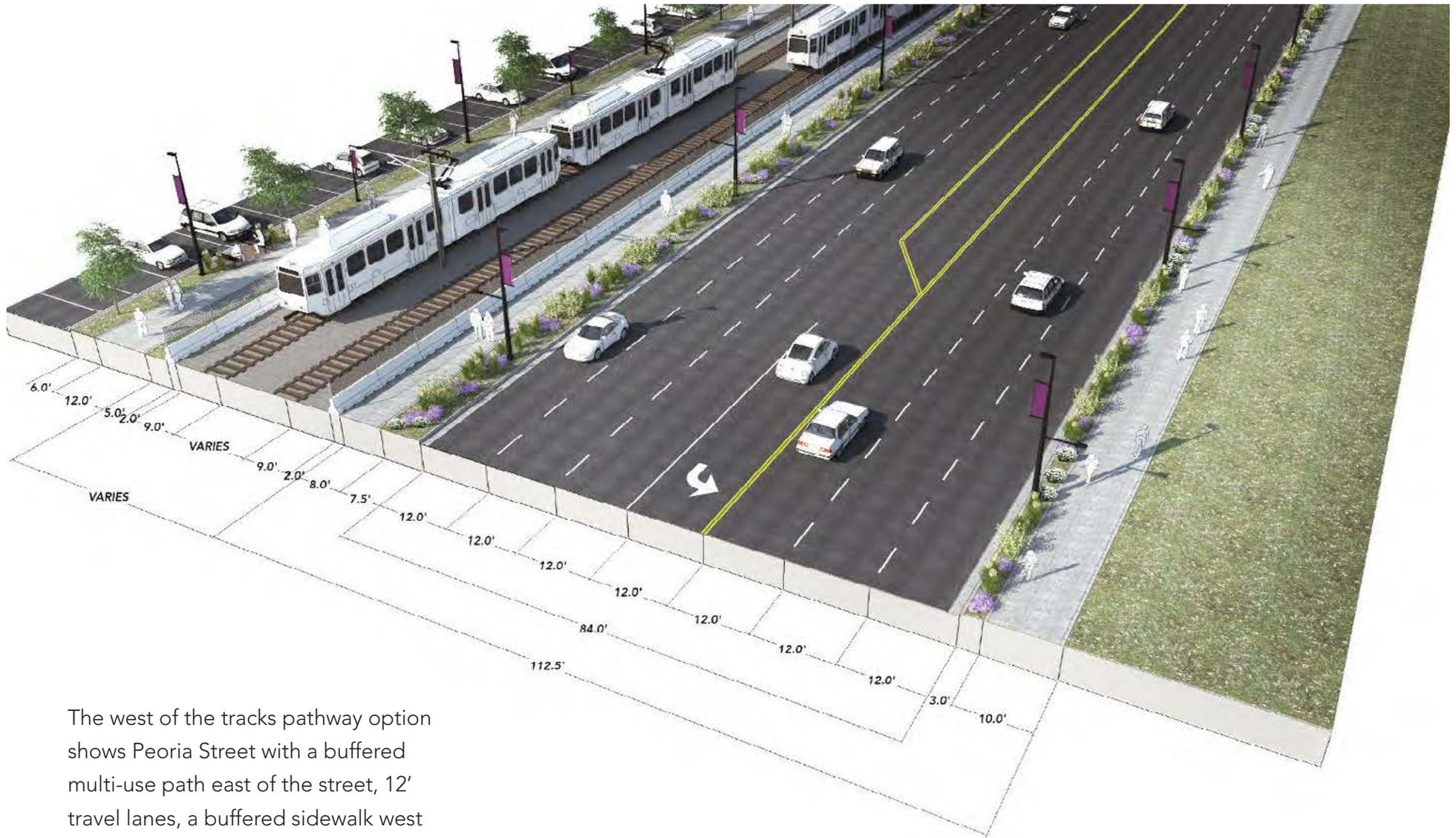
The existing conditions show Peoria Street as it functioned prior to the light-rail addition in Aurora; without a sidewalk or path east of the street, with six 12' travel lanes, with a sidewalk crossing numerous driveways west of the street, and with existing businesses fronting the street.

FIGURE 2.5 - PEORIA STREET (33RD AVE - 30TH AVE): EXISTING CONDITIONS



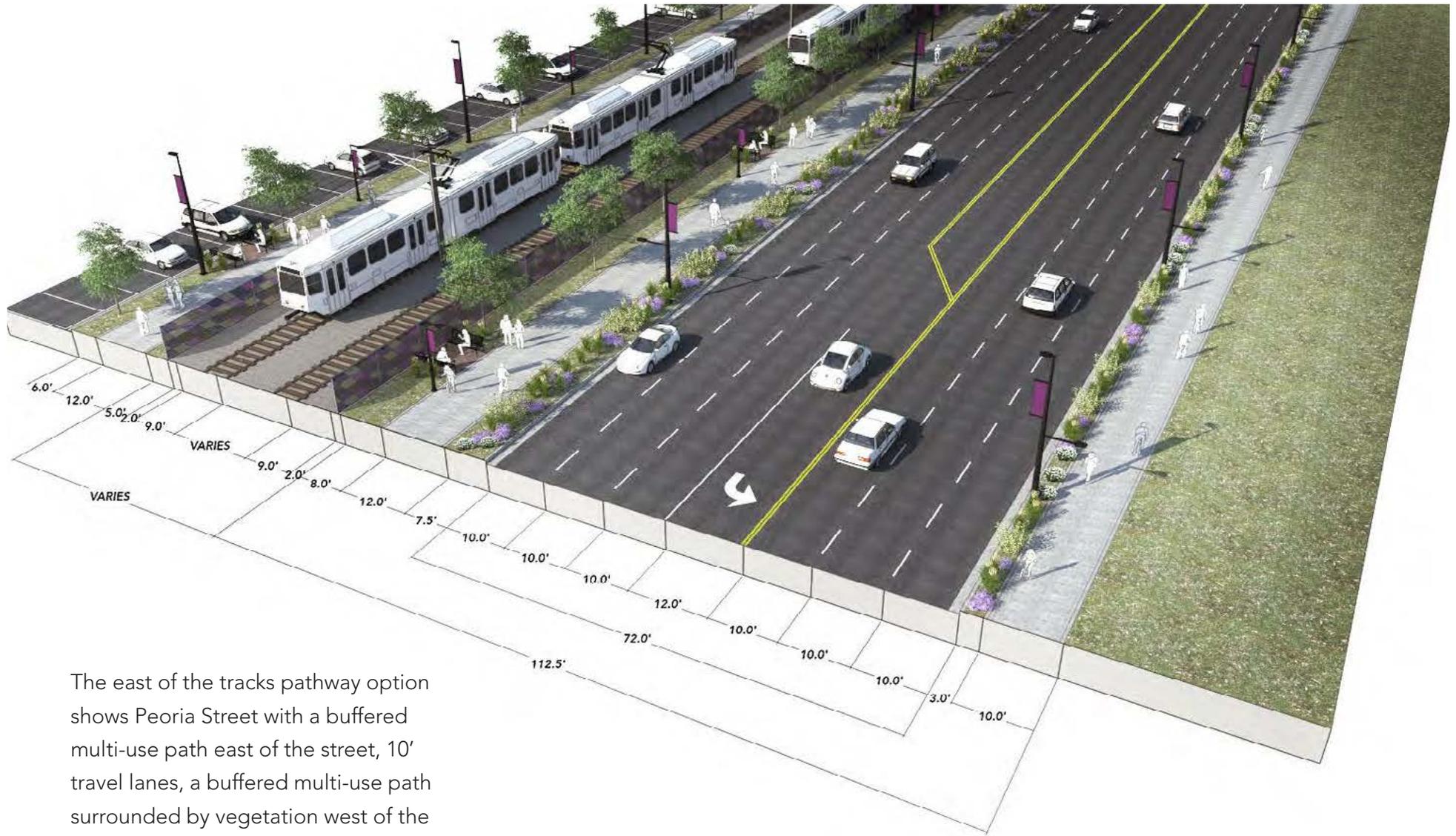
The planned improvements shows Peoria Street as currently planned with a multi-use path east of the street, 12' travel lanes, a buffered sidewalk west of the street, and a mesh fence on a ballast barrier buffering the light-rail track.

FIGURE 2.6 - PEORIA STREET (33RD AVE - 30TH AVE): PLANNED IMPROVEMENTS



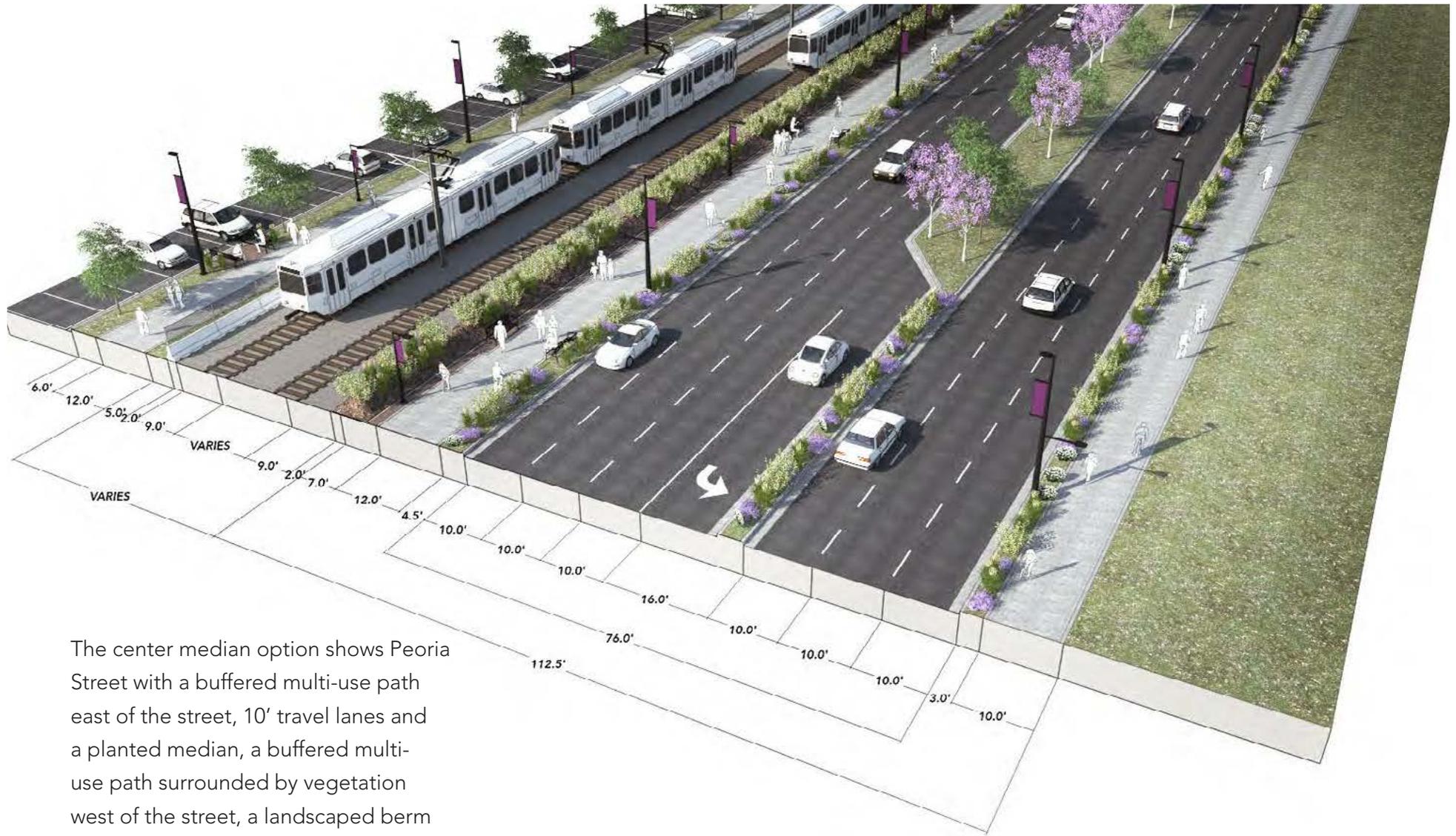
The west of the tracks pathway option shows Peoria Street with a buffered multi-use path east of the street, 12' travel lanes, a buffered sidewalk west of the street, a mesh fence on a ballast barrier buffering the light-rail track, and a multi-use path west of the light-rail track adjacent to trees and surface parking.

FIGURE 2.7 - PEORIA STREET (33RD AVE - 30TH AVE): WEST OF THE TRACKS PATHWAY OPTION



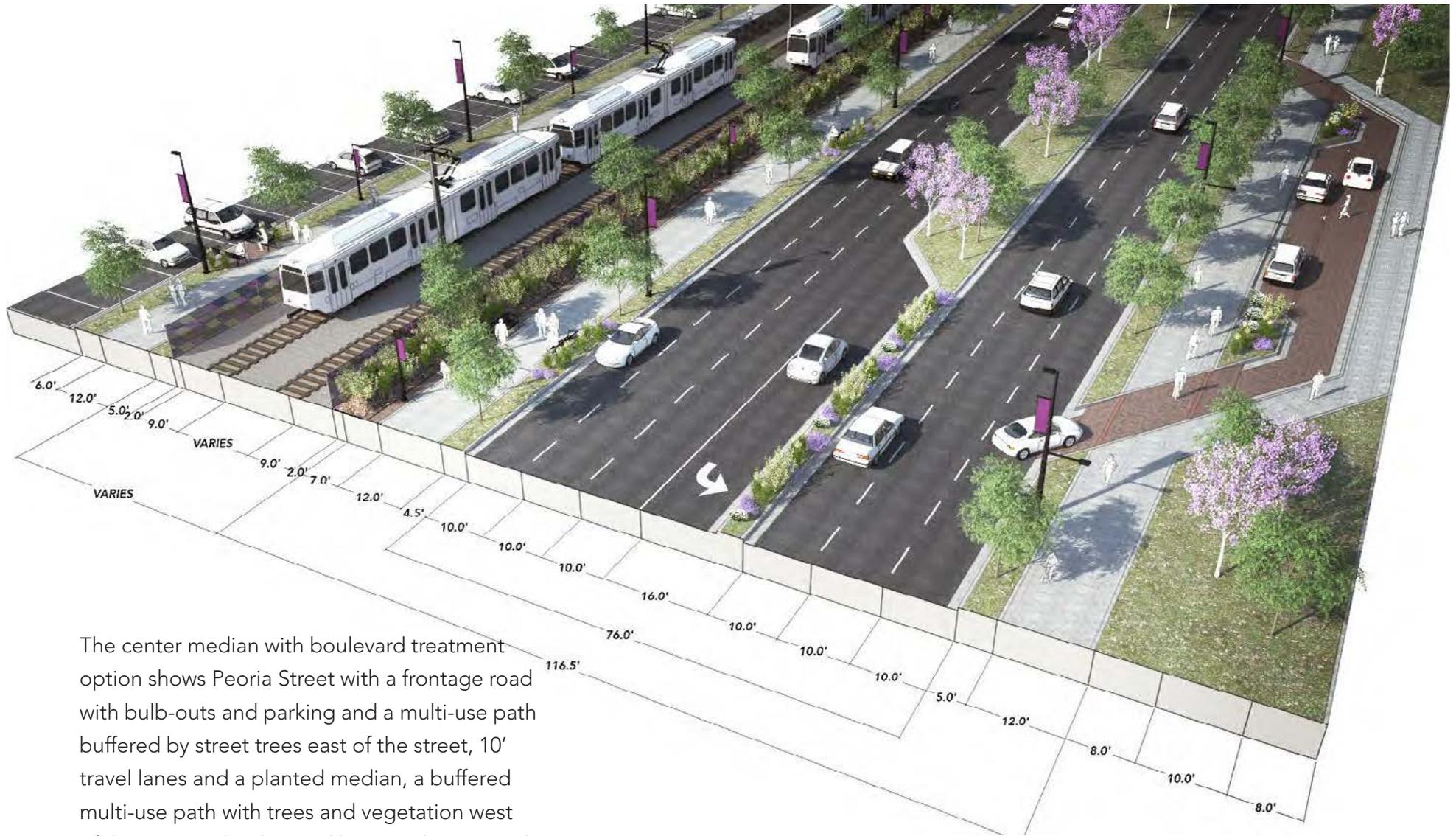
The east of the tracks pathway option shows Peoria Street with a buffered multi-use path east of the street, 10' travel lanes, a buffered multi-use path surrounded by vegetation west of the street, an artistic chain-link fence and trees buffering the light-rail track, and a multi-use path west of the light-rail track adjacent to trees and surface parking.

FIGURE 2.8 - PEORIA STREET (33RD AVE - 30TH AVE): EAST OF THE TRACKS PATHWAY OPTION



The center median option shows Peoria Street with a buffered multi-use path east of the street, 10' travel lanes and a planted median, a buffered multi-use path surrounded by vegetation west of the street, a landscaped berm and mesh fence on a ballast barrier buffering the light-rail track, and a multi-use path west of the light-rail track adjacent to trees and surface parking.

FIGURE 2.9 - PEORIA STREET (33RD AVE - 30TH AVE): CENTER MEDIAN OPTION



The center median with boulevard treatment option shows Peoria Street with a frontage road with bulb-outs and parking and a multi-use path buffered by street trees east of the street, 10' travel lanes and a planted median, a buffered multi-use path with trees and vegetation west of the street, a landscaped berm with trees and artistic chain-link fence buffering the light-rail track, and a multi-use path west of the light-rail track adjacent to trees and surface parking.

FIGURE 2.10 - PEORIA STREET (33RD AVE - 30TH AVE): CENTER MEDIAN AND BOULEVARD TREATMENT



Looking east along 33rd Avenue today.



Looking east along 33rd Avenue with re-striping improvements.

Potential 33rd Avenue Improvements

GOALS AND CONSTRAINTS

Traffic along 33rd Avenue is projected to increase upon the completion of Peoria Station. To acquire adequate space for the station, Smith Road between Moline Street and Peoria Street will close. Current traffic from Smith Road will be rerouted onto Moline Street and 33rd Avenue. Furthermore, truck traffic will increase along this new route that already houses numerous industrial businesses and require trucks to operate. Trucks pulling in and out of driveways could cause traffic issues with increased street use.

The existing right-of-way on 33rd Avenue is underutilized. Current utilization of the on-street parking spaces on 33rd, 30th, Moline and Nome is about five percent on an average weekday. With that rate being extremely low, a case is made for converting on-street parking to buffered bike lanes as 33rd Avenue will be a major gateway for bicycle and pedestrian traffic from the east into the Station Area (see images to the right). Furthermore, buffered bike lanes would provide cyclists traveling east-west through the

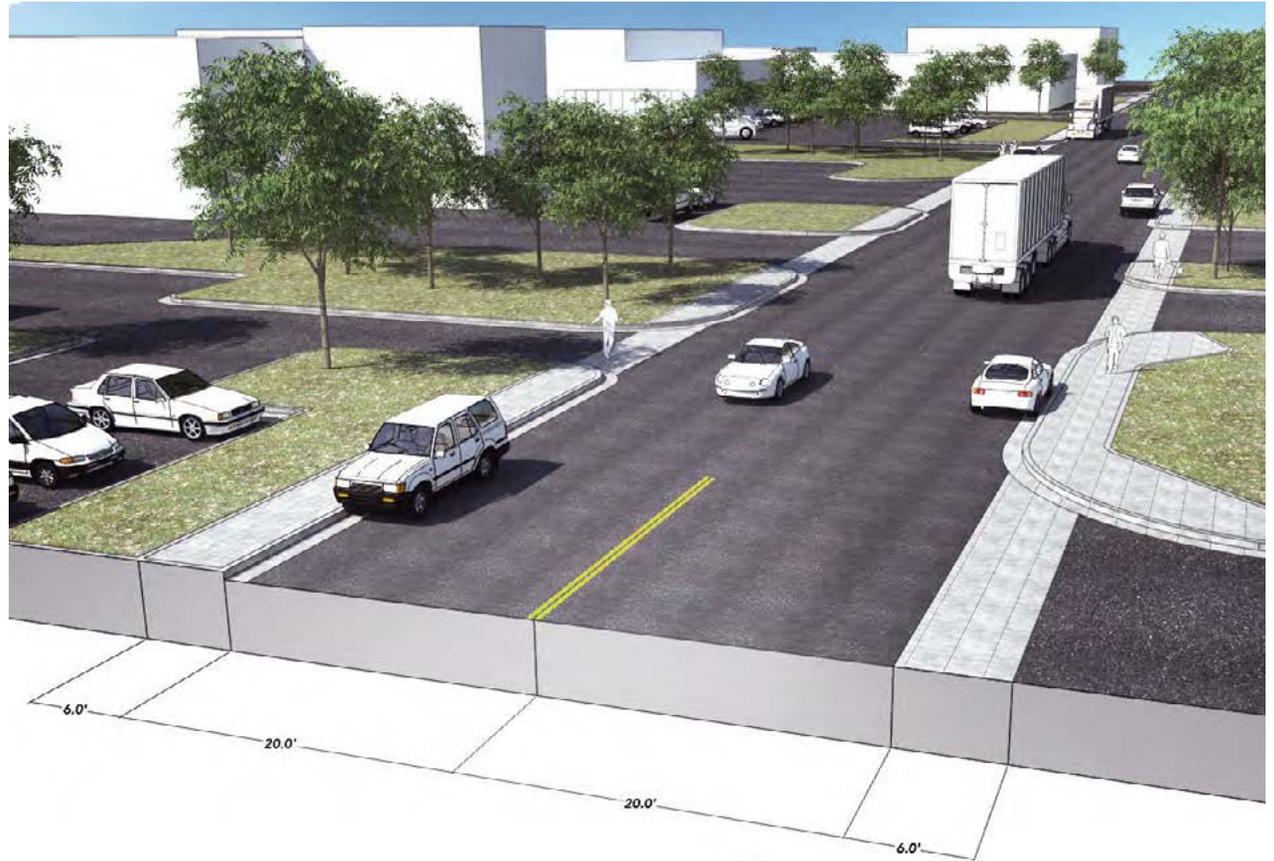
station area safety and separation from truck traffic. However, though increased bike traffic is anticipated, increased automobile traffic is also expected. Thus, a case can also be made for increased on-street parking spaces on 33rd Avenue. Therefore, bike lanes without buffers and on-street parking on the north side of 33rd Avenue could be a compromise to buffered bike lanes.

POTENTIAL STREET ALTERNATIVES

This section highlights existing and proposed street alternatives for 33rd Avenue. The street sections depicted show options for typical sections for 33rd Avenue between East Peoria Street and Moline Street.

The alternatives include existing conditions and two bike lane improvement options. Each improvement provides different options for travel lanes widths, bike lane widths, pedestrian amenities and parking (see Figures 2.11 -2.13).

1. **The existing conditions** show 33rd Avenue as it currently is (see Figure 2.11).
2. **The buffered bike lane option** shows 33rd Avenue with buffered striping strips bike lanes (see Figure 2.12).
3. **The unbuffered bike lane with parking option** shows 33rd Avenue with bike lanes and on-street parking (see Figure 2.13).



An idealized vision of the existing conditions along 33rd Avenue, with current dimensions of two 12' travel lanes and 8' on-street parking spaces, surrounded by 6' sidewalks and industrial uses.

FIGURE 2.11 - 33RD AVENUE EXISTING CONDITIONS



The buffered bike lane option shows 33rd Avenue with two 11' travel lanes and 3' buffered striping strips for 6' bike lanes, surrounded by 6' sidewalks and industrial uses. (Note: There is no on-street parking; however, this area has been identified as a location with private off-street lots that are either undeveloped or being used for storage, and have potential to accommodate additional off-street parking spaces).

FIGURE 2.12 - 33RD AVENUE BUFFERED BIKE LANE OPTION



The unbuffered bike lane with parking option shows 33rd Avenue with two 11' travel lanes, 5' bike lanes and on-street parking to the on the north side of the street, surrounded by 6' sidewalks and industrial use.

FIGURE 2.13 - 33RD AVENUE UNBUFFERED BIKE LANE WITH PARKING OPTION



A long-term storage facility located on site would provide transit passengers with a secure location to house their bicycles.



In the short-term, bicycle lockers and bicycle racks should be located in close proximity to the station.

30th Avenue, Nome Street and Moline Street

30th Avenue, Nome Street and Moline Street add to the Station Area mobility by providing a secondary street network for vehicles, pedestrians, and bicyclists. Moline Street will provide a direct connection for east-west through traffic on Smith Road through the Station Area. 30th Avenue and Nome Street connect the station to the Morris Heights neighborhood from the south.

The recommended treatment for these streets is the continuation of the buffered bike lane treatment option described above for 33rd Avenue. The 40' cross sections of the streets provide sufficient space for 6' bike lanes with 3' buffers and 11' travel lanes. Buffered bike lanes on these roadways would provide additional safe choices to and from the Station for bicyclists from Morris Heights and the future AHA development. In addition, Moline Street would complete the connection for through cyclists traveling east-west through the Station Area and provide important separation for bicyclists from the truck traffic expected on this roadway. While the buffered bike lanes would replace the on-street parking that is

available on these roadways today, a parking utilization study conducted in the summer of 2014 found that the utilization of the on-street spaces is very low (see Figure 2.11).

End-of-Trip Facilities

Bicycle storage facilities will be required for transit patrons who arrive at Peoria Station by bicycle. While some transit passengers will bring their bicycle on board the rail, most will not and will need safe, secure, enclosed, on-demand and long-term storage area for their bicycle. The bike storage facilities should be located close to the station and easily accessible from the safe routes to and from the station. There are many bike locker solutions being tested at RTD Park-n-Rides and in the region. Short-term bicycle storage, such as bike racks, should also be provided in close proximity to the station.

As the Station Area redevelops, additional short-term bicycle racks will be necessary to provide patrons with access to retail and office destinations. Existing businesses will likely see the need for short-term bicycle storage

provision increase after the Station opens and the activity level around the station heightens (and increases with ongoing development).

New businesses and residential developments that locate in the Station Area should provide short-term bicycle storage in close proximity to their entrances, and long-term safe and secure bicycle storage for their employees, patrons and specific residents. Residential developments can provide desirable and secure long-term bicycle storage in large rooms that are only accessible to residents.

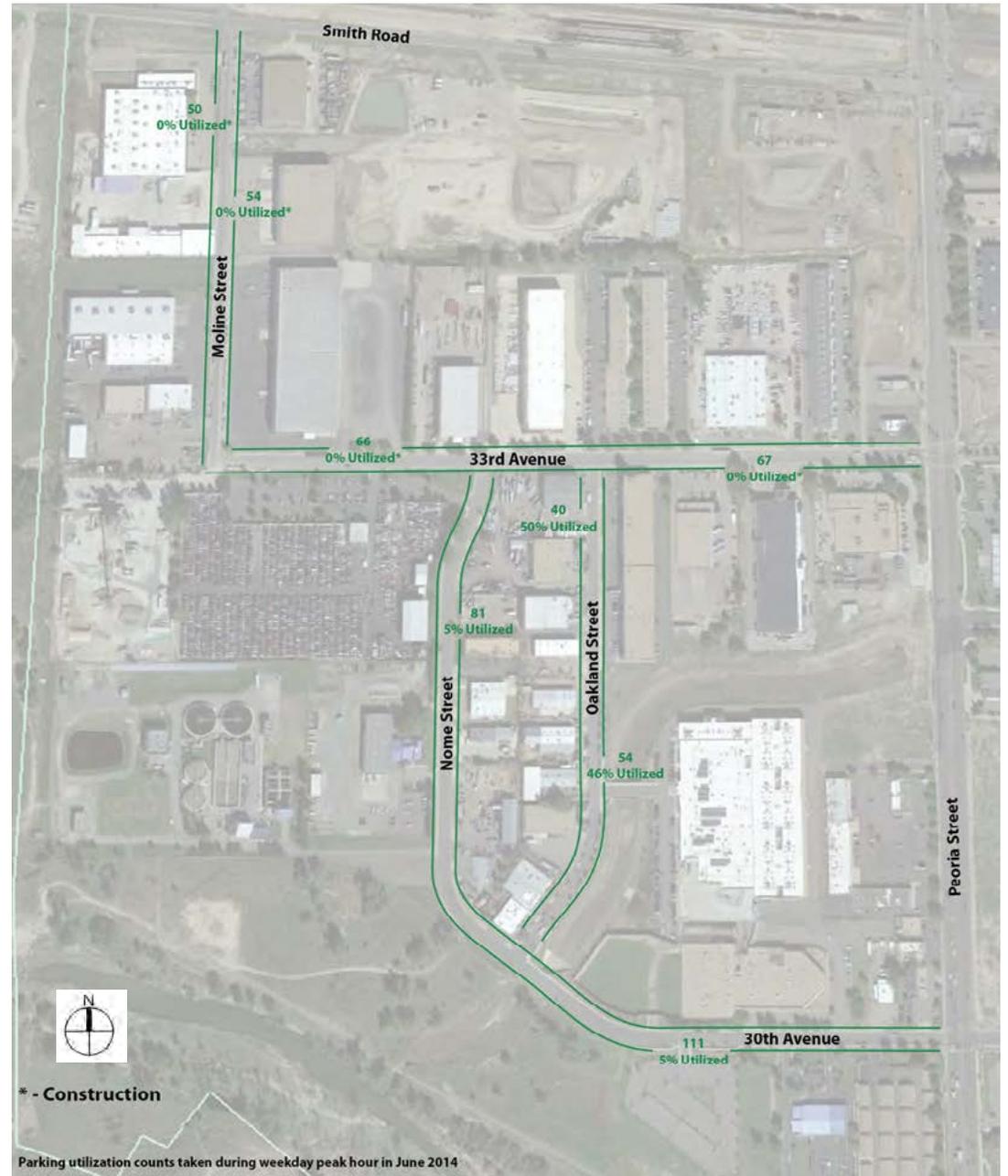


FIGURE 2.14 - ON-STREET PARKING UTILIZATION

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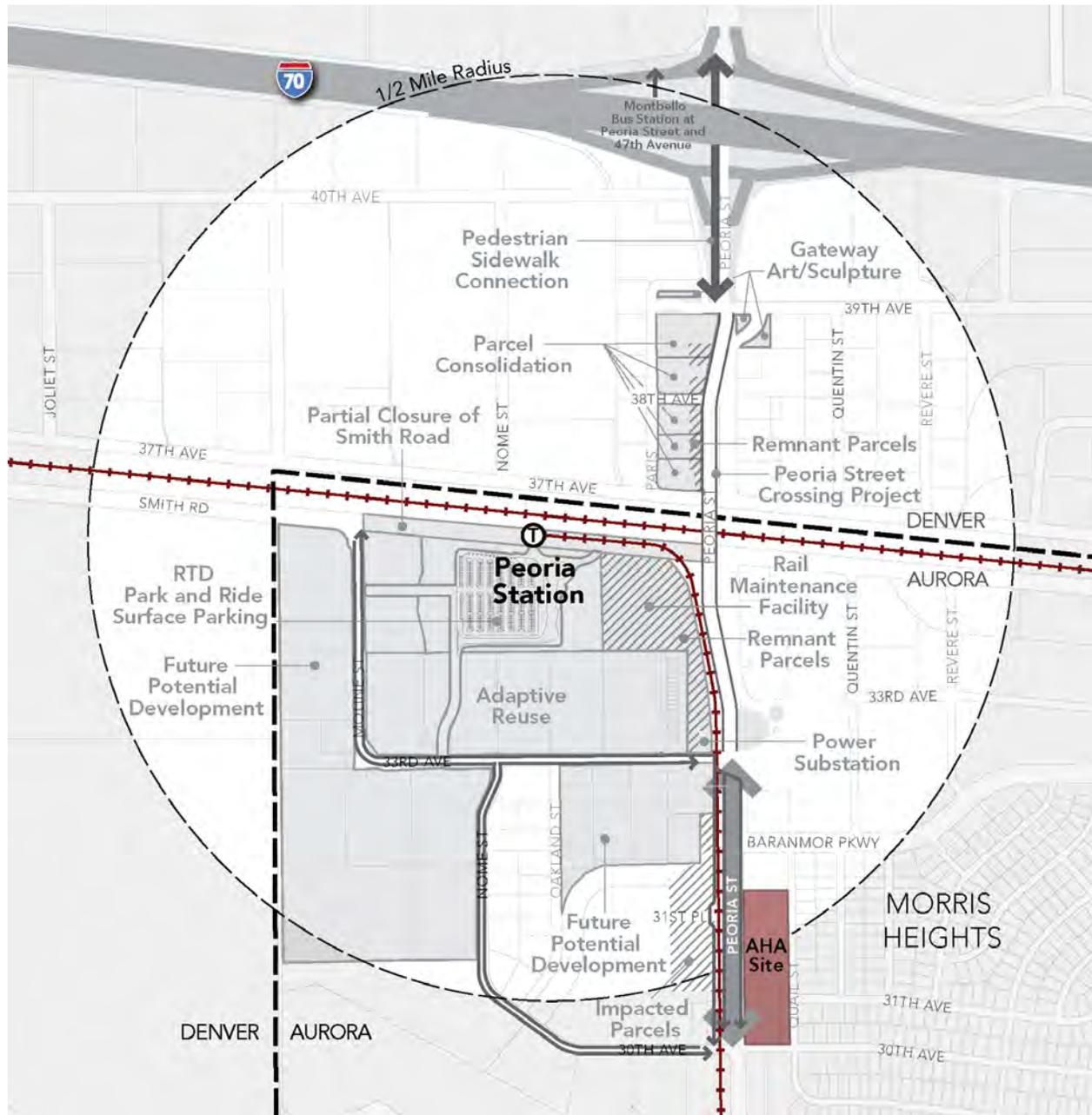


Chapter 3:

Aurora Housing Authority Development

Introduction

The Aurora Housing Authority (AHA) owns a developable parcel along Peoria Street just outside of the Station Area, but within the broader Study Area. The 5.5 acre site is bounded by Peoria Street on the west, 30th Avenue on the south, Quari Street on the east, and the Aurora City Fire Station #3 on the north (see Figure 3.1). Other adjacent land uses include auto-oriented strip commercial to the west, multi-family apartment housing to the south, and the predominantly single family Morris Heights neighborhood to the east. The site is located **equidistant from the Fitzsimons Parkway light rail station on the Fitzsimons Aurora Medical Campus and Peoria Station**. AHA intends to develop mixed-income housing on the site in the near future. The program for the project will likely include education, job training, support services, and a range of housing options.



About one-half mile southeast of the station, the Aurora Housing Authority site (shown in red) has potential to bring a significant number of residential units, and a small amount of commercial units, into the neighborhood shortly after the station is completed.

FIGURE 3.1 - AURORA HOUSING AUTHORITY SITE IN CONTEXT

Existing Area Housing

This section contains two parts. The first part provides an overview of existing residential housing choices and characteristics in the market area, using Aurora and Denver metrics for comparison and context. The next part summarizes an analysis of demand for affordable rental housing in the market area, strongly supporting the need for affordable housing at the AHA site.

EXISTING HOUSING STOCK

The Market Area has approximately 41,000 housing units, of which 8.0 percent are vacant according to U.S. Census Bureau statistics (see Table 3.1). Local sources such as the Denver Metro Apartment and Rent Survey and City of Aurora Planning staff identify historically low vacancy rates in the four to five percent range.

In Morris Heights, the closest residential neighborhood to Peoria Station, which is

adjacent to the east edge of the AHA property, 90 percent of housing units are single family detached. The larger Market Area contains 58 percent single family detached units, 6.5 percent single family attached units, and 32 percent multifamily apartment units. In contrast, in Aurora and Denver, single family detached units account for 50 percent or less of total units, with higher proportions of multi-family, and single family attached (duplex and townhome) units.

RESIDENTIAL CONSTRUCTION TRENDS

Residential building permit data for 2006 to 2013 is summarized in Table 3.2. Building activity clearly declined during 2007, 2008, and 2009 due to the national mortgage credit crisis and related economic recession. Total annual permits issued in the Market Area decreased from 469 in 2006 to 193 in 2009. Since 2009, however, building has quickly rebounded, surpassing the 2006 number in 2012 (519 permits) and increasing another 23 percent in 2013 to 637 permits. From 2006 to 2009, an average of 339 permits were issued annually, while the annual average for 2010 to 2013 was 446.

TABLE 3.1: HOUSING UNITS AND VACANCY (2010)

AREA	HOUSING UNITS	OCCUPIED	VACANT	% VACANT
MARKET AREA	40,682	37,421	3,261	8.0%
CITY OF AURORA	136,735	128,209	8,526	6.2%
CITY OF DENVER	303,824	280,621	23,203	7.6%

SOURCE: CLARITAS; ECONOMIC & PLANNING SYSTEMS

TABLE 3.2: MARKET AREA RESIDENTIAL BUILDING PERMITS HISTORY

SUBAREA	2006	2007	2008	2009	2010	2011	2012	2013	AVERAGE	
									2006 - 2009	2010 - 2013
AURORA (EAST OF PEORIA)	19	2	17	0	10	1	2	1	10	4
COLFAX CORRIDOR	15	1	1	2	7	7	1	2	5	4
MONTBELLO	0	0	1	0	0	0	0	12	0	3
STAPLETON	435	403	267	191	236	365	516	622	324	435
MARKET AREA	469	407	285	193	253	373	519	637	339	446

SOURCE: CITY OF AURORA; CITY OF DENVER; ECONOMIC & PLANNING SYSTEMS

The great majority of the recent housing construction has taken place in the Stapleton neighborhood in Denver. There was very limited new permit activity in the other three subareas over the last eight years. City of Aurora records show that one residential permit was issued in the study area since 2006, for a single family detached house in 2012.

APARTMENT MARKET

The apartment unit mix for Class A (high quality construction and built within the last 10 years) and Class B units (good quality construction and built within the last 20 years) build is relatively even across the market area, with the majority of units being one bedroom (43 percent) and two bedrooms (38 percent). The sole apartment building in Montbello is a senior-oriented complex with all one bedroom units.

There is one multifamily apartment building in close proximity to the Peoria Station. Abrigo Apartments is located at E 30th Avenue and Peoria Street, south of the AHA site and has 66 units, evenly split between studios, one and two bedroom units with an average size of 667 square feet and average rent of

\$710 which is \$1.06 per square foot. There is currently no vacancy at Abrigo Apartments.

Table 3.3 provides average vacancy rates for Denver Northeast and Aurora North and the entire metro area for comparison. Vacancy rates across all three areas have been steadily decreasing since 2009 and as of the first quarter of 2014, are the lowest rates seen in the last ten years. The Denver Northeast vacancy rate is 2.9 percent and Aurora North is at 3.7 percent. These rates are both below the typical apartment market

equilibrium rate of 5 percent and reflect a tight apartment market (see Figure 3.2).

Rents per square foot in the Aurora North area exceed metro averages for studios and for three bedrooms apartments, averaging \$1.30 per square foot for the latter (see Table 3.4). Average rents for all apartments across the metro area are \$1.27 per square foot. Average rates in Aurora North are similar at \$1.24 per square foot, while the average in the Denver Northeast area is lower at \$1.11.

TABLE 3.3: APARTMENT VACANCY RATES

LOCATION	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014*
DENVER NORTHEAST	10.0	14.6	9.0	6.4	7.8	6.3	5.3	5.3	5.0	4.6	2.9
AURORA NORTH	12.1	7.6	6.9	6.9	9.5	15.1	9.0	5.8	4.3	13.3**	3.7
METRO AREA	9.7	8.2	7.0	6.2	6.6	8.1	5.9	5.2	4.7	4.6	5.1

SOURCE: DENVER AREA APARTMENT VACANCY AND RENT SURVEY; ECONOMIC & PLANNING SYSTEMS
 * 2014 is for 1st Quarter only
 ** Vacancy rate affected by new units leasing up.

TABLE 3.4: MARKET AREA APARTMENT MONTHLY RENTS PER SQUARE FOOT, 2014 1ST QUARTER

SUBAREA	STUDIO	1 BED	2 BED / 1 BATH	2 BED / 2 BATH	3 BED	TOTAL
DENVER NORTHEAST	\$1.09	\$1.19	\$0.98	\$1.09	\$1.04	\$1.11
AURORA NORTH	\$1.89	\$1.27	\$0.99	\$1.11	\$1.30	\$1.24
MARKET AREA	\$1.69	\$1.33	\$1.15	\$1.20	\$1.16	\$1.27

SOURCE: DENVER AREA APARTMENT VACANCY AND RENT SURVEY; ECONOMIC & PLANNING SYSTEMS

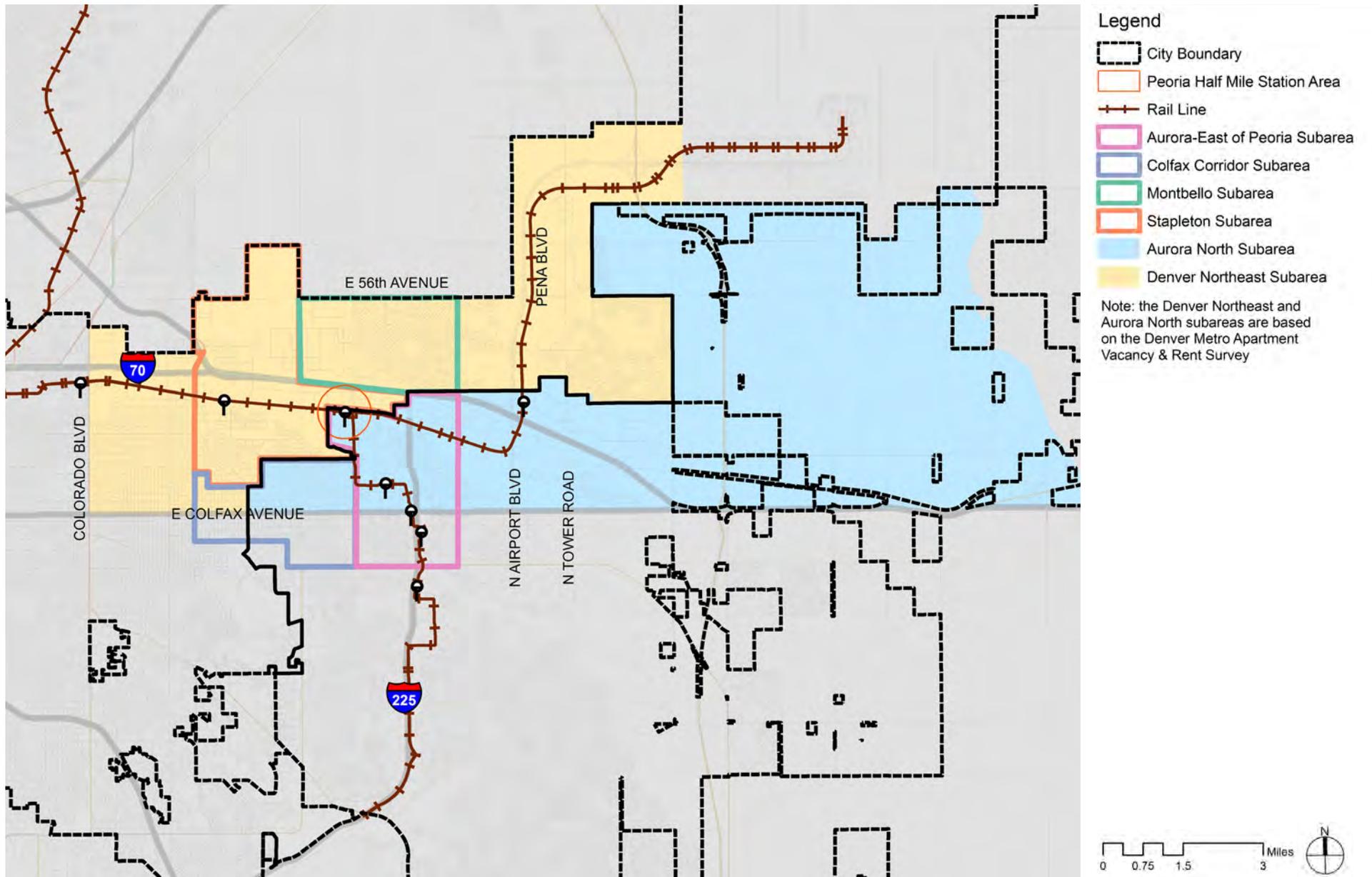


FIGURE 3.2 - APARTMENT SUBAREAS



Existing apartment housing in the Market Area.



The Aria Apartments in Denver consist of 75 affordable housing units with flats and 2-story stacked townhomes.

It is estimated that 2,118 apartment units have been built since 2003, accounting for approximately 15 percent of all units in the market area. Average unit size across all projects is 880 square feet. Apartments at senior-oriented projects tend to be smaller, ranging from 533 to 717 square feet. Affordable projects also tend to have smaller average apartment sizes.

Average rent across all competitive projects is \$1,232 per month, approximately 14 percent higher than the metro area average for all apartments. Senior and affordable apartments are again at the lower end of the range. Apartments near Fitzsimons and at Stapleton have the highest average rates, exceeding \$1,600 per month at two projects. Average rents per square foot for all competitive area projects are \$1.41, about 10 percent higher than the overall metro area average of \$1.27 per square foot shown above.

The housing need analysis documents relatively low apartment vacancy rates and below average rental rates in the competitive market area. The current rates averaging \$1.27 per square foot do not support new market-rate construction. The inventory of competitive projects also reflects these

conditions. The new market rate projects are all located either in Stapleton or Fitzsimons which are unique and independent market settings separate from the larger northeast Denver/northwest Aurora context. The projects built outside of Fitzsimons and Stapleton have all been affordable projects with average rents of \$1.00 per square foot or less.

The immediate housing market opportunity in the Peoria Station area is therefore for affordable housing on the AHA site. The Housing Authority plans to apply for nine percent Low Income Housing Tax Credit (LIHTC) funding through CHFA's competitive program. A conservative site analysis revealed the potential for up to 200 housing units on the AHA site. Based on tax credit funding limits, it is expected that the AHA would need to build out the site in two or three phases, which for planning purposes are estimated at 60-75 units each.

Demand for Affordable Rental Housing

This section presents the demand analysis and capture rate estimate for affordable housing on the AHA property based on CHFA guidelines. The analysis begins with an estimate of allowable rents by Area Median Income (AMI) based on HUD 2014 income limits. Next, estimates of the number of income and size-qualified renter households in the Market Area are provided. Using the proposed rents for the AHA property, the pool of potential renters is further narrowed down based on the income distribution for the Market Area. Finally, a capture rate is estimated considering the existing competitive LIHTC housing inventory in the Market Area.

DEMAND, SUPPLY AND CAPTURE RATE

Potential rent ranges by AMI are derived from the HUD income limits, assuming renters can spend no more than 40 percent of their income on rent, as shown in Table 3.5.

Based on potential rents at the AHA site, the property will target households earning between approximately \$17,250 and \$49,733 annually. There are an estimated 4,161 size- and income-eligible renter households in the Market Area. The inventory of LIHTC properties within the Market Area includes 875 units (see Table 3.6). Including the proposed AHA project of approximately 180 units, the total area inventory of affordable units will be 1,055.

The capture rate analysis shows that based on the demographics of the region, there is significant unmet demand for affordable housing. The capture rate under existing conditions is 21 percent. Adding the proposed 180 AHA units will increase the capture rate to approximately 25.4 percent of size- and income-qualified households in the Market Area as shown in Table 3.7. The AHA property itself would capture approximately 3.6 percent of area size- and income-qualified households.

TABLE 3.5: RENT RANGES FOR AHA SITE BASED ON HUD INCOME LIMITS

AMI LEVEL	1 BEDROOM	2 BEDROOMS	3 BEDROOMS
30% AMI	\$575	\$690	\$863
40% AMI	\$767	\$921	\$1,064
50% AMI	\$959	\$1,152	\$1,330
60% AMI	\$1,151	\$1,381	\$1,463

SOURCE: HUD; ECONOMIC & PLANNING SYSTEMS

TABLE 3.6: LIHTC INVENTORY MARKET AREA, 2014

AMI LEVEL	EXISTING UNITS	AHA PROPOSED	TOTAL
30% AMI	36	0	36
40% AMI	121	60	181
50% AMI	139	60	199
60% AMI	579	30	609
TOTAL	875	150	1,025

SOURCE: CHFA; ECONOMIC & PLANNING SYSTEMS

TABLE 3.7: ESTIMATED CAPTURE RATE

FACTOR	TOTAL
NUMBER OF HOUSEHOLDS IN THE MARKET AREA	37,421
NUMBER OF RENTER HOUSEHOLDS IN THE MARKET AREA	19,907
NUMBER OF SIZE QUALIFIED HOUSEHOLDS	17,518
NUMBER OF INCOME RESTRICTED HOUSEHOLDS	4,161
TOTAL EXISTING TAX CREDIT UNITS	875
TOTAL PROPOSED TAX CREDIT UNITS	180
CAPTURE RATE CALCULATION - CURRENT CONDITIONS	21.0%
CAPTURE RATE CALCULATION - EXISTING + PROPOSED	25.4%

SOURCE: HUD SPECIAL TABULATIONS; ECONOMICS & PLANNING SYSTEMS



A small amount of neighborhood serving retail can be supported at the AHA site.



East-west connections from the Morris Heights Neighborhood through the potential AHA site are important additions facilitating better pedestrian connectivity.

Potential for Retail at AHA Site

According to the Market Study conducted in conjunction with this effort, there is a relatively small demand for additional retail at or near the AHA site. Six existing retail clusters overlap with the potential AHA retail market area. In fact, 85 percent of the potential market area is overlapped by existing retail areas. It is expected that the planned King Soopers and ancillary retail at Eastbridge in Stapleton will saturate retail potential in the market area. However, the addition of new residents and commuters to the area will still result in additional retail demand. The AHA site can realistically support 10,000 square feet of neighborhood/commuter-serving retail. Retail on the AHA site is most viable at or near the corner of Peoria Street and 30th Avenue. Retail at this location could supplement or replace existing retail at 31st Place.

Site Planning Objectives

In approaching the conceptual site design for the AHA site, several objectives guided the planning and design process.

These included:

- Provision of between 150 and 200 housing units with a variety of sizes and configurations;
- Addition of amenities for existing and new residents in the area;
- Accommodation of onsite storm water management;
- Activation of Peoria Street and establishment of a more transit supportive development pattern;
- Contribution to a sense of place and gateway for the Study Area;
- Creation of east-west pedestrian connections through the site to facilitate better connectivity for existing residents of the Morris Heights neighborhood;
- Provision of an appropriate transition in size and character to the existing Morris Heights neighborhood; and
- Accommodation of one more options for phasing in increments of 50 to 75 units.



FIGURE 3.3 - BUILDING FOOTPRINTS, CIRCULATION, AND LANDSCAPING



FIGURE 3.4 - AURORA HOUSING AUTHORITY DEVELOPED SITE VISION (LOOKING NORTHEAST)



FIGURE 3.5 - AURORA HOUSING AUTHORITY DEVELOPED SITE VISION (LOOKING NORTHWEST)

Conceptual Site Design

The conceptual site plan for the AHA site includes mixed income housing, approximately 10,000 square feet of retail and 3,000 square feet of community facilities (see Table 3.8). The integrated site plan includes 12 structures, a variety of on-site circulation and parking, as well as open space and on-site detention facilities (see Figure 3.3).

The four structures situated along Peoria Street are three- to four-story mixed use apartment buildings with a small amount retail and community space on the ground floor (see Figure 3.4). The mix of housing units is expected to be a mix of studios, one-bedroom apartments and two-bedroom apartments. It is recommended that ground floor residential units along the Peoria Street frontage be designed and constructed as flexible live-work units that could serve as residential in the short-term, but could transition to commercial spaces as demand increases over time. Tuck under garage parking is envisioned for the eastern ground floor of the apartment structures.

Eight townhouse style multifamily structures are envisioned along the eastern half of the site. The structures would be of a lower scale than

the development along Peoria Street in order to facilitate a more appropriate transition to the existing single family homes located along Quari Street (see Figure 3.5). The two-story buildings front onto common green spaces, Quari Street and 30th Avenue. Tuck under garage parking is also expected behind these units.

A majority of the parking needs for the development are accommodated with the tuck under parking mentioned above. Surface parking is also anticipated behind the southernmost mixed use apartment building and along a “slip road” that is incorporated along Peoria Street. This slip road also provides a buffer between

Peoria Street (with six or seven lanes of traffic) and ground floor residential and community uses. Three east-west pedestrian connections extend east from the slip road. On the western half of the site, these connections frame a small open space. On the eastern half of the site, the connections are shared with well landscaped driveways with access from Quari Street and a north-south driveway running through the site. It is envisioned that the driveways will be landscaped and will be designed to prevent fast motor vehicle traffic.

TABLE 3.8: POTENTIAL PHASED MIXED-USE PROGRAM

LAND USE	SQ. FT.	PROGRAM TARGETS			CONCEPTUAL SITE PLAN			
		UNITS	PARKING RATIO	PARKING STALLS	SQ. FT.	UNITS	PARKING RATIO	PARKING STALLS
HOUSING	N.A.	150-200	1/UNIT	200	190,000	160	.75/UNIT	145
PHASE I	N.A.	60 APPROX.	1/UNIT	60	54,500	46	.75/UNIT	36
PHASE II	N.A.	60 APPROX.	1/UNIT	60	70,000	60	1.1/UNIT	66
PHASE III	N.A.	60 APPROX.	1/UNIT	60	65,500	54	.79/UNIT	43
RETAIL	10,000	N.A.	2/1000	20	10,000	N.A.	2/1000	22-25
PHASE I	N.A.	N.A.	N.A.	N.A.	6,100	N.A.	.75/UNIT	10
PHASE II	N.A.	N.A.	N.A.	N.A.	3,900	N.A.	.75/UNIT	12-15
COMMUNITY CENTER (PHASE III)	3,000-3,200	N.A.	NONE	0	3,000	N.A.	N.A.	8
COMMUNITY ROOM	2,400	N.A.	NONE	0	2,400	N.A.	N.A.	4
OFFICE (4)	600-800	N.A.	NONE	0	600	N.A.	N.A.	4

The final major aspect of the conceptual site plan is the on-site stormwater detention/treatment facilities. It is estimated that between 76 and 81 percent of the site (between 4 and 4.4 acres) is impervious (see Table 3.9). The remaining portions of the site are pervious green space, landscaping and/or detention ponds. Additional stormwater detention/treatment options for the AHA site are described in Table 3.10.

Additional assumptions regarding site detention include:

- Full spectrum sizing;
- Water-Quality Capture Volume (WQCV) = 100%;
- 72 hour drain time (minimum requirement

for Aurora = 40 hours);

- 4:1 sides slopes required;
- Emergency spillway;
- Maintenance access;
- Utilization as multi-use area;
- Underground detention (used sparingly);
- Detention areas ~ 21,600 square feet (0.5 acre);
- With a 1' depth = 0.5 acre feet;
- With a 2' depth = 1 acre feet;
- A general 0-4' depth for each detention area with a slope condition; and
- Additional permeable areas will decrease necessary pond volumes.



Tuck under garage parking is envisioned for some apartments on site.



Green spaces, landscaping, water retention areas would be appropriately located on the site for function and aesthetic.

TABLE 3.9: SITE DETENTION METRICS

	GENERAL ASSUMPTIONS			SITE PLAN ASSUMPTIONS		
	SQ. FT.	ACRES	%	SQ. FT.	ACRES	%
SITE AREA	238,000	5.5	100	238,000	5.5	100
SITE IMPERVIOUSNESS	226,100	5.2	95	192,000 -176,000*	4.4 – 4*	81-76*
REQUIRED POND VOLUME	1.13 ACRE FEET			ESTIMATED POND VOLUME	1+ ACRE FEET	

TABLE 3.10: AHA PROPERTY - STORMWATER DETENTION/TREATMENT OPTIONS

FACILITY	PRO	CON	NATIVE SOILS INFILTRATION RATES
POND	PROVIDES WATER QUALITY AND DETENTION, LOWER CAPITAL COSTS	LARGER AND DEEPER AREA NEEDED, CAN BE UNSIGHTLY	N/A
PERMEABLE PAVEMENT	PROVIDES WATER QUALITY, REDUCES DETENTION VOLUME REQUIRED, AESTHETICALLY PLEASING	HIGHER CAPITAL COSTS, DETENTION POND MOST LIKELY STILL REQUIRED, ROUTINE MAINTENANCE TO PREVENT CLOGGING	HIGH
BIORETENTION-RAINGARDEN	CAN BE AESTHETICALLY PLEASING, PROVIDES WATER QUALITY, REDUCES DETENTION VOLUME REQUIRED, LOCATED IN LANDSCAPE	DETENTION POND MAY STILL BE REQUIRED, SPECIAL PLANTINGS AND SOIL REQUIRED, HIGHER LANDSCAPE MAINTENANCE REQUIRED DURING FIRST FEW YEARS TO ESTABLISH VEGETATION	LOW TO MEDIUM
BIORETENTION-RAINGARDEN; FULL INFILTRATION	AESTHETICALLY PLEASING, PROVIDES WATER QUALITY, PROVIDES DETENTION, LOCATED IN LANDSCAPE	SPECIAL PLANTINGS AND SOIL REQUIRED, HIGHER LANDSCAPE MAINTENANCE REQUIRED DURING FIRST FEW YEARS TO ESTABLISH VEGETATION	HIGH
ROOFTOP DETENTION	LOW CAPITAL COST, REDUCES LAND AREA REQUIRED, PROVIDES DETENTION	DOES NOT PROVIDE WATER QUALITY, TYPICALLY ONLY WORKS ON TYPE 1 CONSTRUCTION, MIGHT NOT HAVE ENOUGH SURFACE AREA NEEDED FOR ALL REQUIRED VOLUME	N/A
GREEN ROOF	AESTHETICALLY PLEASING, PROVIDES WATER QUALITY, REDUCES DETENTION REQUIRED, MAY REDUCE HEAT ISLAND EFFECT IN URBAN AREAS, MAY PROVIDE ENERGY SAVINGS FROM ADDITIONAL INSULATION	DETENTION POND STILL NEEDED, HIGHER ROOF INSTALLATION COSTS, ADDITIONAL IRRIGATION NEEDED, HIGHER MAINTENANCE COSTS DURING FIRST FEW YEARS TO ESTABLISH VEGETATION	N/A
MULTI-USE PLAY FIELD DETENTION FACILITY	PROVIDES WATER QUALITY AND DETENTION, SERVES MULTIPLE-PURPOSES, EFFICIENT USE OF SPACE	LARGE AREA NEEDED (TO PROVIDE VOLUME), SHOULD ONLY BE USED FOR SHORT-TERM DETENTION, WOULD REQUIRE SPECIAL COVER (ADEQUATE FOR PLAY ACTIVITIES), WOULD REQUIRE FULL-DRAINAGE OF FACILITY BEFORE IT COULD BE USED FOR PLAY ACTIVITIES; PREVENTING CHILDREN FROM PLAYING IN/AROUND OUTLET PIPE/STRUCTURE	N/A
SAND FILTER	UNDERGROUND - NEARLY INVISIBLE, CAN BE AESTHETICALLY PLEASING, PROVIDES WATER QUALITY, REDUCES DETENTION VOLUME REQUIRED, LOCATED IN LANDSCAPE WITH SPECIAL PLANTING	DETENTION POND STILL REQUIRED, CAN BECOME CLOGGED IF RECEIVES STORMWATER RUNOFF WITH HEAVY AMOUNTS OF SEDIMENT, IF TOP IS LANDSCAPED- NEEDS SPECIAL PLANTINGS	LOW TO HIGH
GRASS BUFFER/SWALE	PROVIDES WATER QUALITY, AESTHETICALLY PLEASING, CAN BE MULTI-USE AREA	HIGHER LAND AREA REQUIRED, MINIMAL DETENTION AREA REDUCTION	LOW TO HIGH

Implementation Strategies

A sequence of competitive 9 percent LIHTC allocations is one option for financing the AHA development. Based on the maximum funding amount available per project through a cycle of competitive 9 percent LIHTC financing, the first phase of development at the AHA site can likely provide 60 to 80 units. Each 9 percent LIHTC cycle takes approximately four years from time of application to construction completion. CHFA regulations require that one cycle is complete before another application can be submitted for future funding. Thus, AHA reliance on competitive 9 percent deals to complete approximately 160 to 200 units would necessitate three four-year phases and an overall project timeline of approximately 12 years.

An alternative funding plan which provides more flexibility and decreases the project timeline would utilize a competitive 9 percent LIHTC allocation for Phase 1, including utilities and infrastructure. This would be followed shortly by a non-competitive 4 percent LIHTC

application to fund the remaining development. Non-competitive 4 percent applications can be submitted to CHFA on a rolling basis, January through November of each year, and can overlap with an existing 9 percent competitive allocation. Assuming that AHA relies on a combination of 4 percent and 9 percent LIHTC funding allocations for development of the site, the project will likely take five to seven years to complete. An additional advantage of funding and implementing the remaining development in one phase is the potential to reduce contractor costs that would be incurred if development proceed in discrete, multiple phases (see Figures 3.6 and 3.7 for examples of phasing options).

AHA will also need to consider the types of housing appropriate for the site and the order in which it wants to implement them. Affordable housing and transformational housing are two possibilities that have been considered, but AHA remains open to a variety of programming options for the site. If transformational housing is an option that AHA pursues, timing and additional funding are two key considerations. The program is designed to provide stability and skills to people who have typically been involved in subsidized

housing programs, with the goal of helping them achieve housing stability without long-term subsidy programs. The program requires one or two full time employees to assist and serve as resources for residents, and to organize and teach life skills classes. A community room, computer access, and a commercial grade kitchen are needed as amenities for education and training purposes. Such features would likely be available to all residents of the AHA site, but they are crucial to establishing transformational housing, and as such should be coordinated accordingly if AHA decides to pursue that option. In addition, the ease or difficulty of obtaining additional funding or partners for possible transformational housing operations and staffing could, in part, determine whether the program should be implemented during Phase 1 or during a later phase, after the 40 percent and 50 percent AMI housing is established.

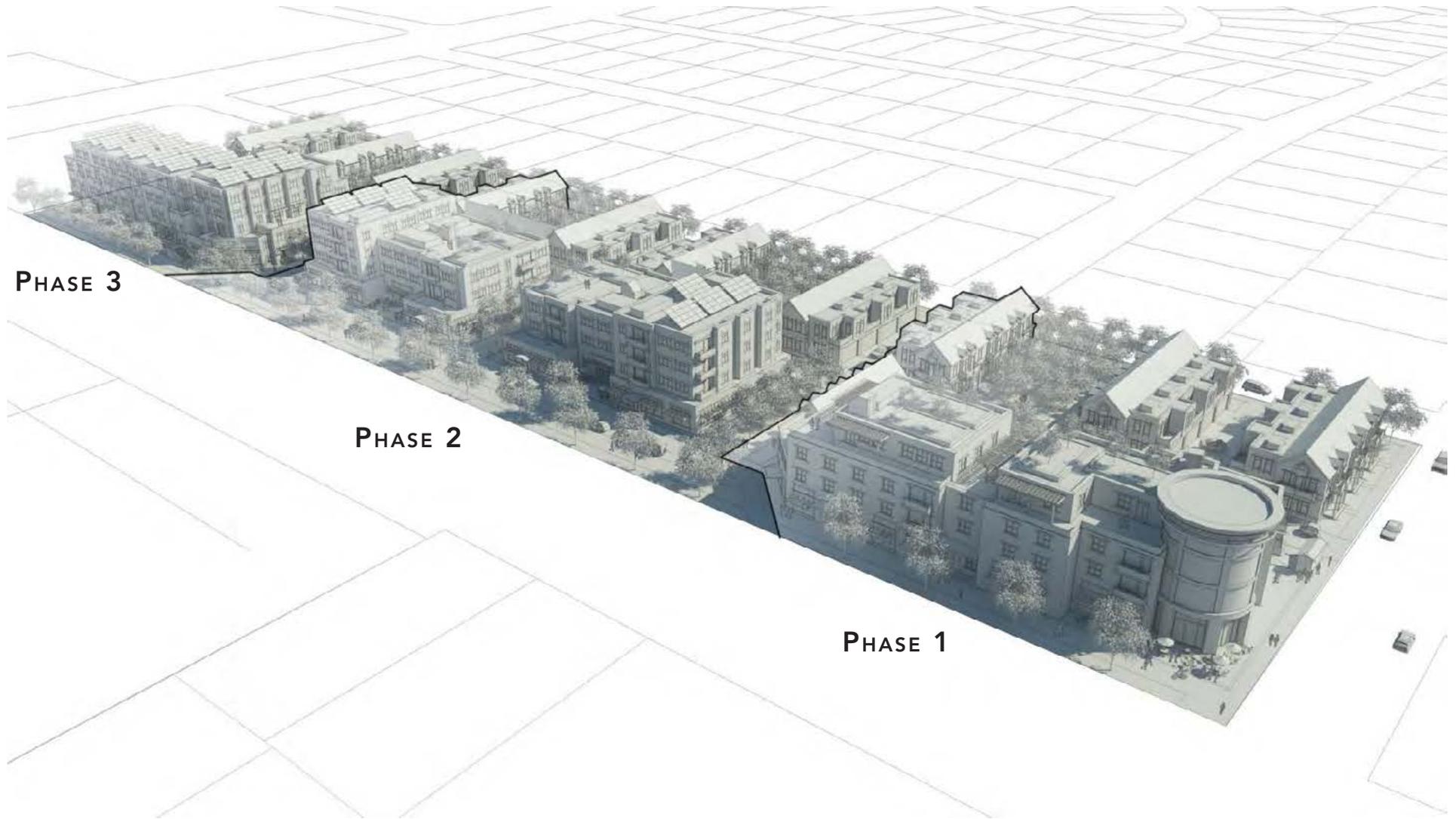


FIGURE 3.6 - AURORA HOUSING AUTHORITY PHASING OPTION 1

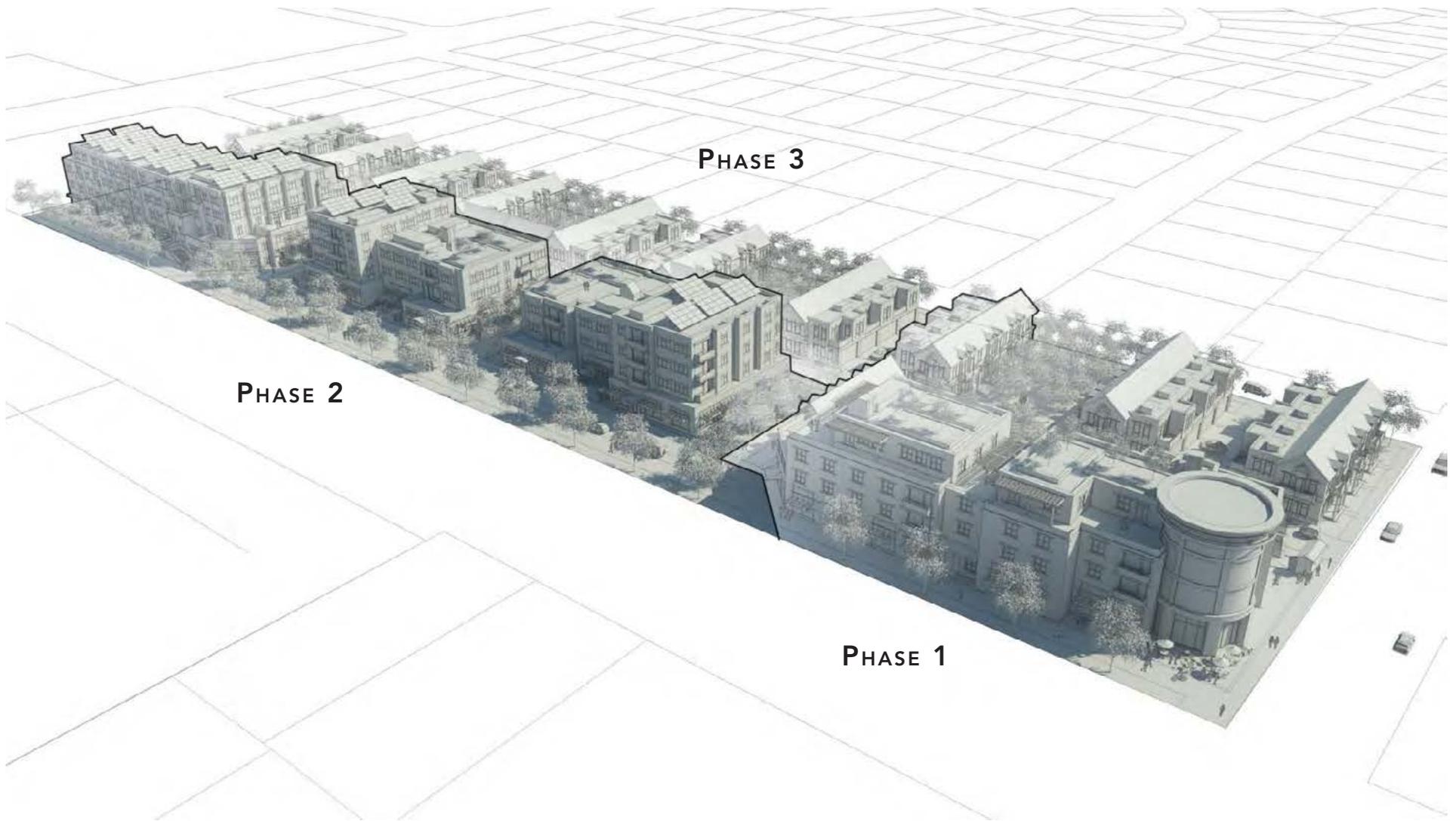


FIGURE 3.7 - AURORA HOUSING AUTHORITY PHASING OPTION 2

4



Chapter 4: Study Area Land Uses and Development Potential

Introduction

This chapter provides an assessment of remnant and impacted parcels due to recent and ongoing infrastructure projects; examines opportunities for adaptive reuse of buildings near the station area; and explores considerations and strategies for future Study Area development (see Figure 4.1).

The Peoria Crossing Bridge project created remnant parcels in both Aurora and Denver, which are now owned by the respective cities. These parcels were examined from economic, engineering, and urban design perspectives to provide the cities with recommendations for their best use moving forward. In addition, several parcels in Aurora designated as “impacted” due to partial takings associated with construction of the I-225/Aurora Rail and are also evaluated.

A market study conducted as part of this effort concluded that development of new commercial or market rate residential uses (typical of most TODs) in the Station Area is not likely in the short- to medium-term. As a result, parcels were identified that could be candidates for an adaptive reuse strategy. Select properties were used to illustrate how such an approach could activate street-facing portions of these large buildings, improve the pedestrian environment, attract a more diverse collection of businesses, and incrementally improve the public spaces within the Station Area.

Finally, this chapter includes a review of the challenges to new development in the Station Area. It suggests strategies for economic development and business attraction to help activate the area in the short-term and position it for more intensive and diverse development in the long-term.

The Peoria Station Area's best opportunities for redevelopment center on the area around the station. Just south of the station, there are parcels (red) whose buildings have potential to be adaptively reused, instead of being demolished to make way for new structures. Adaptive reuse can happen much quicker than typical redevelopment.

Parcels to the north of the station (gray) will redevelop quicker and be more versatile if they are consolidated into larger parcels.

In the long term, the parcels slightly further from the station (pink) will be attractive for redevelopment owing to their large size and low-intensity uses.

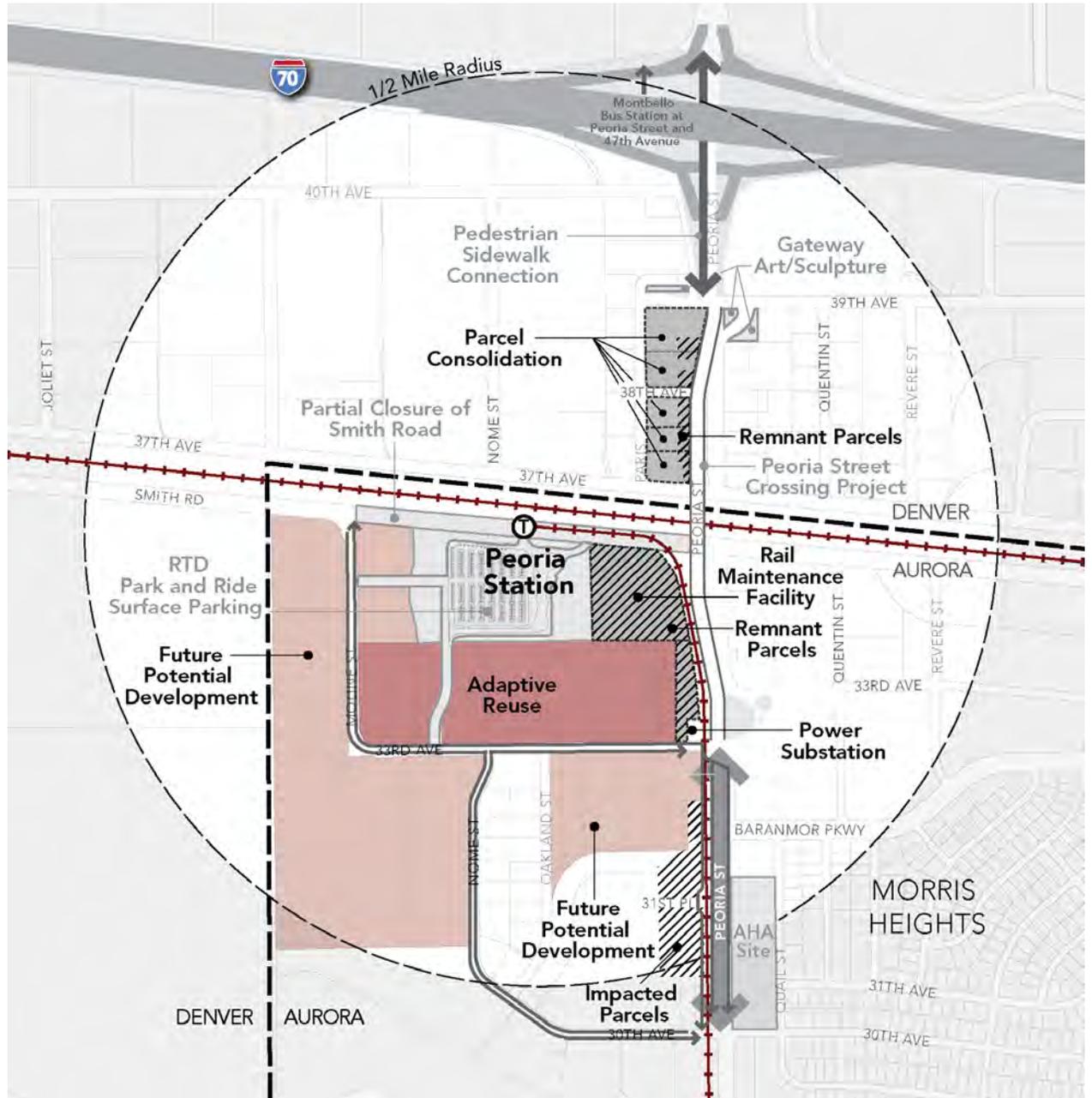


FIGURE 4.1 - OVERALL IMPROVEMENTS - LAND USE AND POTENTIAL DEVELOPMENT

Remnant Parcels

This section summarizes the assessment of remnant parcels located north of and adjacent to the Peoria Crossing Bridge and addresses various uses and strategies for the properties. Parcels 9 through 13 are existing remnant parcels (see Figure 4.2). Parcel 9 is located in Aurora, and Parcels 10, 11, 12 and 13 are located in Denver.

AURORA REMNANT PARCELS ADJACENT TO PEORIA CROSSING (AREA 9)

The status and development potential of Area 9 is currently unknown. The City of Aurora and RTD are negotiating the location of a potential rail maintenance facility to serve the I-225/Aurora Line, with this parcel the most likely candidate. The size and layout of the facility are currently unknown, and RTD will have to update its environmental documentation before determining the final location and develop site plans of the facility. In the event that this location is chosen, initial plans for the facility indicate that the majority of the parcel would be needed for the maintenance facility and that the parcel will be unavailable as part of Station Area development.

DENVER REMNANT PARCELS (AREAS 10-13)

These parcels are remnants from the \$40 million Peoria Crossing Bridge project, which raises Peoria Street automobile traffic lanes and a 14-foot multi-use path over the commuter and freight heavy rail tracks and Smith Road. Portions of each of the parcels shown are now occupied by bridge infrastructure or were used to create better access to and continuity along 39th Avenue on the north end of the bridge (see Figure 4.2). The original number of acres, acres remaining, development potential, and conclusions on viable land uses are summarized below (see Table 4.1).

Area 10 - The parcels in Area 10 are too narrow for development and have very limited access, as

they are pinned between the bridge infrastructure and the adjacent properties to the west.

- Suggestions for improved landscaping could fit in the narrow space, but visibility of this area from the elevated portion of the bridge is limited.
- Similarly, a sidewalk or multi-use trail could fit through the space; however, it would end at the tracks without easy access to the south side and the station area. In addition, although not ideal for direct access to the station area, the Peoria Crossing bridge does already provide a 14-foot multi-use path for access across the tracks and to Smith Road.
- The best option is to sell or deed the parcels to adjacent property owners to the west.

TABLE 4.1: DENVER REMNANT PARCELS

MAP ID	ORIGINAL ACRES	REMAINING ACRES	DEVELOPMENT POTENTIAL	CONCLUSION / VIABLE LAND USES
10	1.99	0.79	No	TOO NARROW AND LIMITED ACCESS. BEST OPTION IS PARCEL CONSOLIDATION WITH ADJACENT PROPERTY OWNERS.
11	1.00	0.58	No	TOO NARROW AND LIMITED ACCESS. BEST OPTION IS PARCEL CONSOLIDATION WITH ADJACENT PROPERTY OWNERS.
12	0.92	0.61	No	TOO SMALL AND DIVIDED BY PEORIA CROSSING BRIDGE ACCESS. COULD BE UTILIZED AS A STATION AREA GATEWAY OR FOR PUBLIC ART.
13	0.83	0.39	No	TOO SMALL AND DIVIDED BY PEORIA CROSSING BRIDGE ACCESS. COULD BE UTILIZED AS A STATION AREA GATEWAY OR FOR PUBLIC ART.

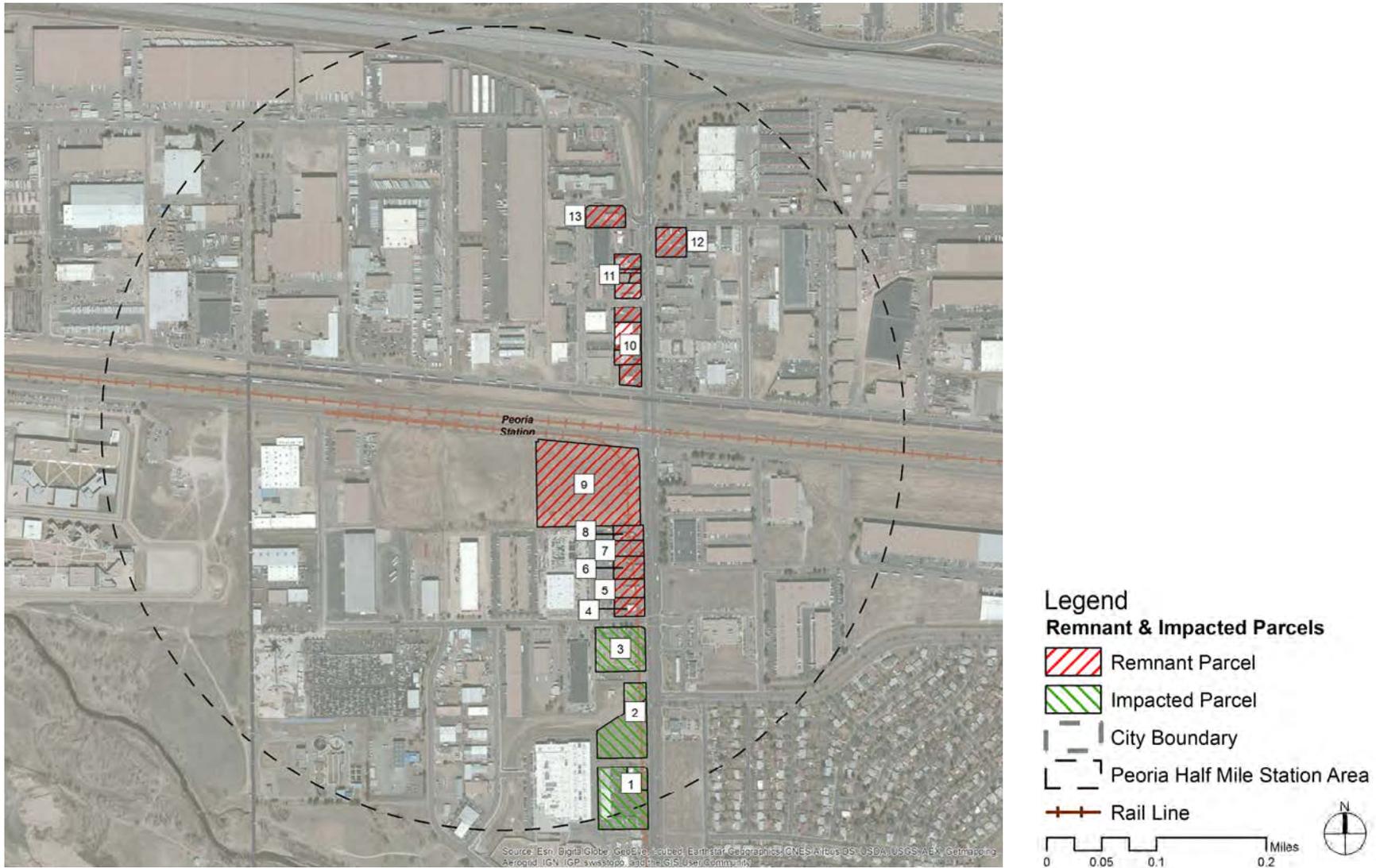


FIGURE 4.2 - REMNANT AND IMPACTED PARCELS

Area 11 - The parcels in Area 11 are similarly too small for viable independent development. The northern part of Area 11 has somewhat better visibility from Peoria Street, but access is limited by bridge infrastructure and adjacent parcels. The parcels in this area could be useful to a property owner redeveloping the adjacent parcels, and sale of the parcels should be explored. Of all of the remnant parcels in question in Denver, Area 11 provides the greatest development potential when combined with adjacent parcels. It is recommended that the City of Denver put conditions on the sale or use of the site (assuming a ground lease or public-private partnership) to ensure future development of the site is desirable in terms of form and use.

Areas 12 and 13 - While the parcels in Areas 12 and 13 are not directly impacted by bridge infrastructure, each has been bisected by an access road related to the project and remaining portions are too small for development. Both parcels are situated near the northern end of the Peoria Crossing

Bridge and the northeastern edge of the Peoria Station half mile station area. As such, they are well positioned for use as locations for public art or a landscaped gateway into the station area.

Impacted Parcels

The parcels in the Aurora portion of the station area (areas 1 to 3) will be impacted by the construction of the I-225/Aurora Line light rail (see Figure 4.2).

Areas 1, 2, and 3 are not remnant parcels per se, as they were subject to only a partial taking for the light rail right-of-way and remain in their original ownership. They are designated as “impacted” because the construction of the rail tracks in the Peoria Street frontage may affect the viability of existing uses. Areas 2 and 3 are currently vacant and could have enough remaining land for development; however, access will be extremely limited by the rail tracks and fenced enclosure. Area 1 will have similar access impacts and it remains to be seen how well the existing businesses will survive, or whether parking can be made available.

Areas 4 through 8 were partially impacted by the Peoria Crossing Bridge and will be further compromised by the I-225/Aurora Rail tracks and an adjacent RTD maintenance access road. Development of these parcels is impossible in this context and even their use for a Station Area access road is untenable at this point.

Adaptive Reuse

Based upon the findings in the Market Conditions analysis performed as part of this effort, the area in close proximity to Peoria Station has limited redevelopment potential in the short to medium term. The combination of viable light industrial and warehouse uses, relatively low land values, and limited access make the land at and immediately adjacent to the station less feasible for new development for the foreseeable future.

The MIG Team chose to focus on the parcels along the north edge of 33rd Avenue between Peoria and Moline Streets (see Figure 4.3) to illustrate the potential for medium term adaptive reuse in the area. The Peoria Station

will also result in the closure of Smith Road between Peoria and Moline Streets. Much of this traffic will be routed onto Moline Street and 33rd Avenue with the opening of the new station. This high level of traffic will increase the visibility of any adaptive reuse projects along E 33rd and help supply a critical mass of potential customers for new and existing businesses. As stated

previously, 33rd Avenue will be a major gateway for bicycle and pedestrian traffic from the east.

An analysis of the parcels located along the north frontage of 33rd Avenue was conducted and included an examination of Improvement to Land Ratio, land value per square foot, and Floor Area Ratio (FAR). Many of the light

industrial and warehousing uses in the station area are well established; redevelopment and reuse opportunities are more likely if buildings can be identified which have lower ratios of investment in improved buildings as opposed to pure land costs.



FIGURE 4.3 - STATION AREA ADJACENT PARCELS

While three of the parcels have a low redevelopment potential based on higher Improvement to Land Ratios or higher land values per square foot, two have a medium development potential (see Table 4.2). One is a 24,360 square foot building on a parcel that is 135,036 square feet. The property is occupied by a telecommunications carrier and has a medium redevelopment potential based on a simple comparison of improvement value to land value (Improvement to Land Ratio = 2.9), indicating that costs for redevelopment or reuse of the parcel are more closely tied to land costs than improved buildings on the site. The second parcel is a 53,400 square foot building on a parcel that is 185,566 square feet. That property is occupied by Advance Environmental Group and also has an Improvement to Land Ratio of 2.9.

The most likely scenario in which higher employment density can be achieved in the Station Area in the near- to medium-term is adaptive reuse of lower value buildings. For the most part, adaptive reuse of the buildings would not represent a significant change in land uses or employment types,

however some intensification of use could occur by attracting more employment dense businesses and a more diverse group of businesses that can coexist in similar spaces. As public improvements are completed and other projects (such as the AHA site development) are completed, the area will likely become more attractive to employers desiring a stronger connection to transit for their employees. The increased traffic, due to proximity

to Peoria Station, may also make 33rd Avenue properties attractive to a few smaller eateries, service businesses (e.g., day care and dry cleaners) and perhaps a coffee shop. While more active commercial uses may occupy a handful of building frontages closest to the roadway, it is likely that light industrial and manufacturing uses will remain predominant in the area until land values rise significantly.

TABLE 4.2: REDEVELOPMENT POTENTIAL

PARCEL ID	A	B	C	D	F	G
EMPLOYER	IORN MOUNTIAN	MEDIAONE GROUP	ASPEN PAPER AND PLASTIC	ADVANCE ENVIRONMENTAL GROUP	AUTO TRUCK GROUP & WHITESIDE ENTERPRISES	VARIED (20 PARCELS)
TYPE	RECORDS MANAGEMENT AND DOCUMENT STORAGE	WIRED TELECOMM. CARRIER	PAPER MERCHANT WHOLESALERS	TEMPORARY HELP SERVICES	MOTOR VEHICLE MANUFACTURING & TEXTILE SCREEN PRINTING	VARIED
IMPROVED VALUE	\$3,140,277	\$731,000	\$2,048,000	\$1,436,088	\$1,006,468	\$2,271,996
LAND VALUE	\$455,163	\$250,209	\$231,413	\$491,747	\$643,532	\$380,000
IMPROVED TO LAND RATIO	6.9	2.9	8.8	2.9	1.6	6.0
LAND VALUE PER SQ. FT.	\$1.62	\$1.85	\$1.25	\$2.65	\$3.15	\$4.00
BUILDING SIZE (SQ. FT.)	97,695	24,360	51,040	53,400	39,600	<No DATA>
PARCEL SIZE (SQ. FT.)	280,526	135,036	185,130	185,566	204,296	94,961
FLOOR AREA RATIO	0.35	0.18	0.28	0.29	0.19	0.00
REDEVELOPMENT POTENTIAL	Low	MEDIUM	Low	MEDIUM	Low	Low



Figures 4.4 and 4.5 illustrate how the adaptive reuse of one of the buildings along the north edge of 33rd Avenue could contribute to a more pedestrian friendly and active district with more employees and patrons. Key features include an active and inviting street facing façade, exposure of the interior uses and activities, overall aesthetic improvements, and pedestrian connectivity to and through the site. The north-south orientation of the sites in this area provide opportunities for additional pedestrian (and perhaps bicycle) connections between 33rd Avenue and Peoria Station.

FIGURES 4.4 & 4.5 - EXISTING BUILDING ON 33RD AVE (TOP) & POTENTIAL ADAPTIVE REUSE (BOTTOM)

Additional Station Area Development

CURRENT CONTEXT

The City of Aurora completed a Peoria Station Area Plan in 2009 that illustrates over 2 million square feet of office space, an additional 88,000 square feet of retail and other commercial space, and 1,700 residential dwelling units in the Aurora portion of the Station Area. Market conditions do not support this level of new development around the station area at this time. The proposed AHA 5-acre affordable housing development is currently the only significant development site in the Peoria Station Area. Other buildings in the area are generally viable industrial businesses attracted by rail and highway access.

This is particularly true for a number of the buildings north of the tracks in the Denver portion of the Station Area. Established manufacturing and distribution operations by Frito Lay, Xpedx, Deline Box & Display, L&R Pallet, and Rocky Mountain Spice Company appear firmly entrenched and

benefit from direct access to rail line spurs and nearby highway access to I-70 and I-225. The lack of multimodal crossings from the Peoria Station platforms to the north side of the tracks further limits redevelopment pressure for those larger Denver parcels. Smaller businesses along East 39th Avenue and Paris Street have more visibility from Peoria Street and are more easily accessed (by cars, pedestrians and bicyclists) from the new Peoria Crossing Bridge. In addition, the City of Denver-owned remnant parcels discussed earlier could, in some cases, provide opportunities for site assemblage and redevelopment once market pressure grows for different uses in the area. There are no known major land assemblages in either the Aurora or Denver portions of the Station Area at this time; the market will need to develop more interest and pressure before this becomes a factor.

Industrial uses account for 96 percent of non-residential space in the Station Area and the market is strong; industrial lease rates average over \$5.00 per square foot and have increased at an average of 2.6 percent per year since 2004. In addition, vacancy for industrial space in the Peoria Station Area was below 3 percent as of early 2014, well below historic averages.



The proposed AHA 5-acre is the only significant development opportunity in the Peoria Station Area in the near-term.



Industrial uses account for 96% of non-residential space in the Station Area.



In the short-term, industrial uses in the Station Area will likely remain due to a strong market.



With continued market strength, a long-term strategy for the Station Area may be supporting TOD development by encouraging adaptive reuse in the industrial area.

Another factor supporting the market for industrial buildings is an influx of marijuana-related businesses along the East Corridor, including Peoria Station. The associated demand for space to accommodate grow houses is adding additional market demand to the already strong industrial market, inflating the value of otherwise low value and outmoded industrial buildings. At least four grow sites are located in industrial buildings within the half-mile Station Area that have helped create a viable market for older industrial buildings, potentially making it more difficult to acquire existing buildings and sites for more desirable employment uses and adaptive reuse opportunities.

In contrast to the industrial market inventory lease rate and vacancy trends in the station area indicate stagnant or struggling markets for retail and office space. No new retail or office space has emerged in the last eight years, and vacancy for both types of space is currently well above historic averages. Office rents have remained stagnant over the past five years and retail rents have decreased over that same period. The weakness in the retail and office markets may be due in part to the existing pattern of small strip-centered uses, a lack of

critical mass, the recent construction projects associated with the Peoria Crossing Bridge and East Rail Line, and uncertainty associated with the impacts of future construction and operation of the I-225/Aurora Line light rail.

Housing conditions and demand were outlined in detail in Chapter 3 of this report. Affordable housing such as that proposed for the AHA site is currently the only supportable residential use in the Station Area.

FUTURE DEVELOPMENT

In this development context, with strong market pressure for industrial space limiting incentives for conversion to other uses, a long term strategy for developing more intensive and diverse uses in the Station Area should focus on improving the quality of the street and pedestrian grid needed to support TOD. Feasibility of new market rate residential, office, and retail projects will increase along with rising property values. In addition, structured parking to facilitate denser TOD becomes a more realistic and cost effective option when land prices rise to the \$40 per square foot range.

Increasing land values in the area will very likely be a slow, incremental process. Many of the industrial, warehouse, and transportation-related businesses in the Peoria Station Area have located there specifically because of the transportation and shipping access provided by the freight rail and I-70. Construction, construction trades, and building services businesses also value the central location and access to all of Metro Denver provided by multiple highways and major arterials. Because of these transportation assets and the relatively central location, these low employment density businesses will be slow to move or redevelop until increasing property values substantiate an economic rationale to relocate.

For example, there are anecdotal reports that some small manufacturing, building services, and construction and building trades are moving from the 38th and Blake area to locations further east or outside the corridor as real estate values rise in that area and the Brighton Boulevard corridor. A comparable pattern of increasing land values and development intensification at Peoria Station in five to 10 years

could induce a similar shift of lower intensity businesses out of the station area, providing opportunities for more intense and diverse uses.

One short-term strategy for intensifying uses at Peoria Station is to attract firms (perhaps those relocating from more expensive areas like 38th and Blake and RiNo) that provide higher employment density (employees per square foot) than warehousing and trucking operations. In general, this location suits firms that need lower cost space but still need proximity to Downtown (and DIA) as well as good access to the wider metro area. A longer range prospect is to attract office employment, R&D, and smaller scale artisan manufacturing and food production that can be retrofitted into industrial buildings at a low cost as illustrated in the adaptive reuse section above.

When property values do increase to levels that will attract market rate residential and new commercial development, the Peoria Station Area does provide opportunities for land aggregation and development. There are nearly 40 acres of vacant property in scattered locations and 12 vacant properties larger than one acre, including the RTD parcels at the Station.

In addition to the prevalence of established industrial uses, uncertainty surrounding the continued viability of existing retail uses at 30th Place and Peoria Street, and anticipated accessibility issues associated with construction of the I-225/Aurora Rail have limited any Station Area development momentum that might ordinarily accompany the opening of a new rail station is limited. Completion of the light rail project, the opening of the light rail and East Rail lines, and implementation of the catalytic projects suggested in this plan will help bring the stability, increased accessibility, and critical mass of people necessary to begin effecting lasting, positive change in the area.

5

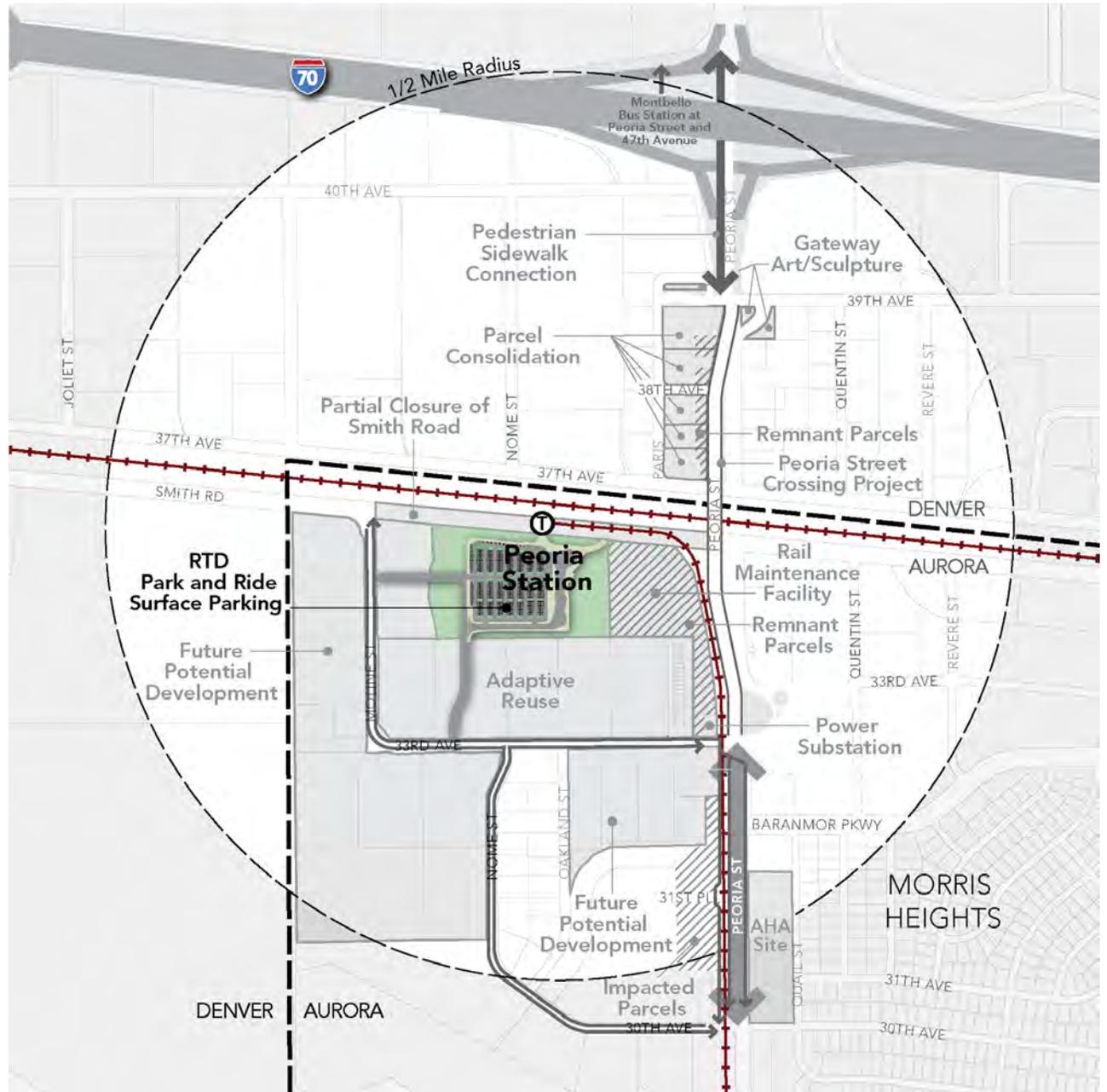


Chapter 5: Strategic Parking Management for Peoria Station

Introduction

This chapter provides a summary of the parking management recommendations for motor vehicle parking at Peoria Station (see Figure 5.1). The parking strategies for Peoria Station were prepared in conjunction with a corridor wide analysis for possible parking management strategies for stations along the East Corridor. The chapter begins with an overview of projected parking needs and potential parking supply for the entire corridor. A **comprehensive analysis and potential management solutions** are available in a separate publication (East Corridor Parking Report).

This chapter includes a discussion of development potential, land values and parking costs. There is detailed analysis on strategies specific to Peoria Station that are intended to **optimize existing parking supplies and facilitate future conversion from surface to structure parking** in conjunction with other catalytic actions. Recommendations for potential parking configurations that include a combination of surface and structured parking are also included in this chapter.



Parking at the station is both of immediate and long term concern. In the short term, much of the area around the station will be covered in surface parking (the entire area shown in green), but in the long term, the station will need more parking while simultaneously losing land to development and RTD maintenance facilities.

FIGURE 5.1 - PARKING AT PEORIA STATION

Peoria Station Parking in Context

Peoria Station will be one of five stations along the East Corridor. Traveling east from Denver Union Station, the first three stations on the line are located in the City and County of Denver. They are 38th and Blake, 40th and Colorado, and Central Park Boulevard. Peoria Station and 40th and Airport are the next two stations moving east and are located in the City of Aurora, though both of these stations are located within ½-mile of the City and County of Denver. Additionally, a potential station at 61st and Pena Blvd would include a park-n-ride.

The majority of future eastbound passengers are expected to alight at DIA, though some will make the connection to the Aurora Line/I-225 Rail at the Peoria Station. The East Corridor is also expected to serve many transit-dependent neighborhoods (see Figure 5.2).



FIGURE 5.2 - FAST TRACKS EAST RAIL LINE

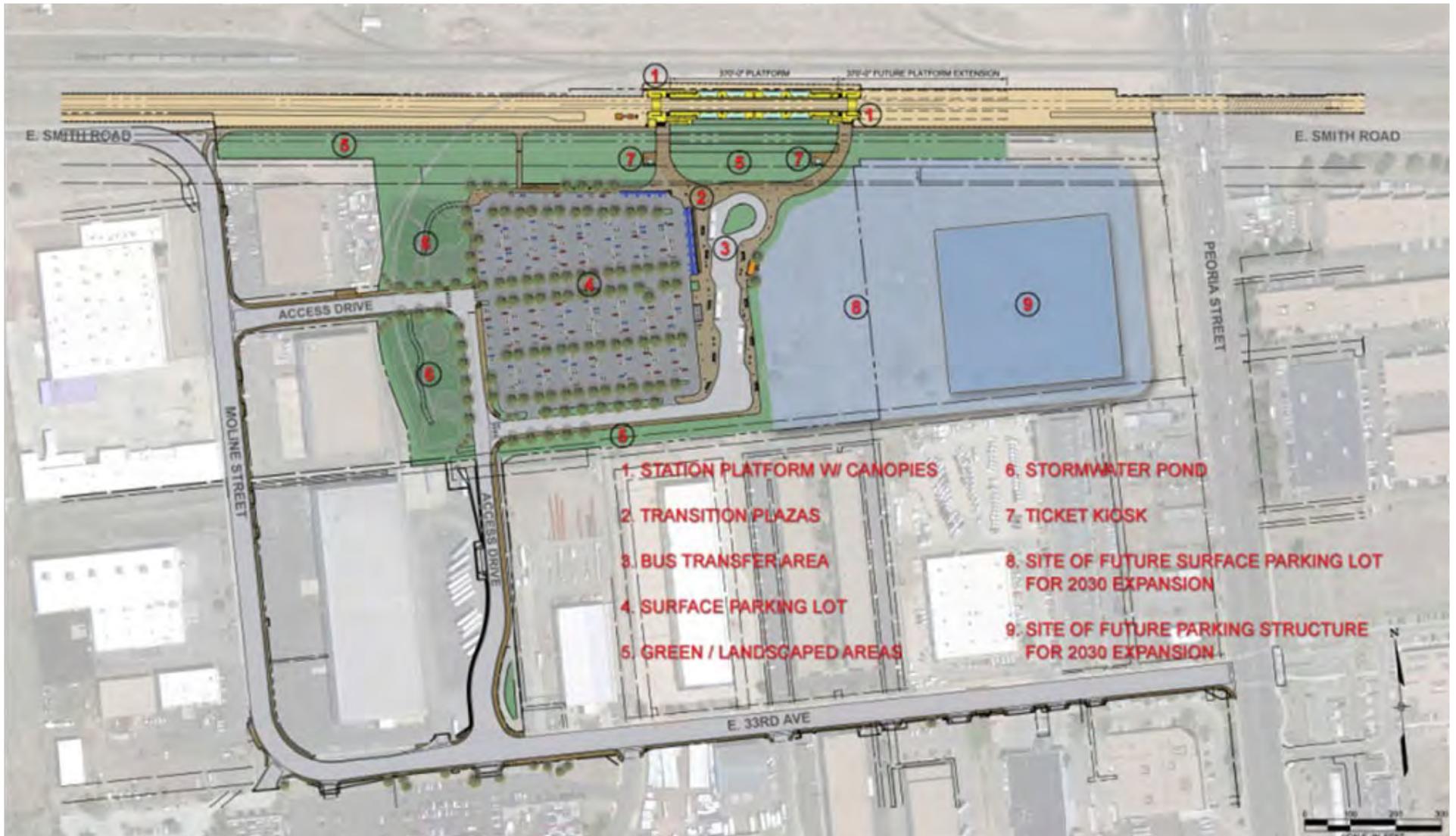


FIGURE 5.3 - STATION AREA PLAN

EAST CORRIDOR OPENING DAY AND 2030 ESTIMATES OF RIDERSHIP AND PARKING

The East Corridor is expected to have ridership of almost 17,000 passengers on opening day in 2016 (East Corridor Rail Line Record of Decision (ROD), 2009). A total of just over 3,500 motor vehicle parking spaces will be provided to accommodate transit passengers at the five stations along the line. All opening day parking spaces will be located in surface lots in close proximity to the station platform.

According to the ROD, forecasted ridership on the East Corridor will increase to 38,000 passengers by 2030. Parking demand is also expected to grow by about 4,370 spaces, totaling 7,900 spaces of both surface lots

TABLE 5.1: EAST CORRIDOR PARKING SPACES BY STATION

STATION	OPENING DAY PARKING SPACES	PARKING SPACES 2030	2030 ADDITIONAL SPACES
38TH & BLAKE	200	500	300
40TH & COLORADO	200	1,800	1,600
CENTRAL PARK	1,500	1,500	0
PEORIA	550	1,900	1,350
40TH & AIRPORT	1,079	2,200	1,121
TOTAL	3,529	7900	4,371

and parking structures. Table 5.1 outlines the number of parking spaces that will be provided at each station on opening day and the number projected for 2030. RTD will provide 550 surface parking spaces on opening day at the Peoria Station. The ROD estimates an additional demand for 1,350 parking spaces by 2030 for a total of 1,900 spaces serving the station (see Figure 5.3).

STATION AREA PLANS AND CHARACTERISTICS

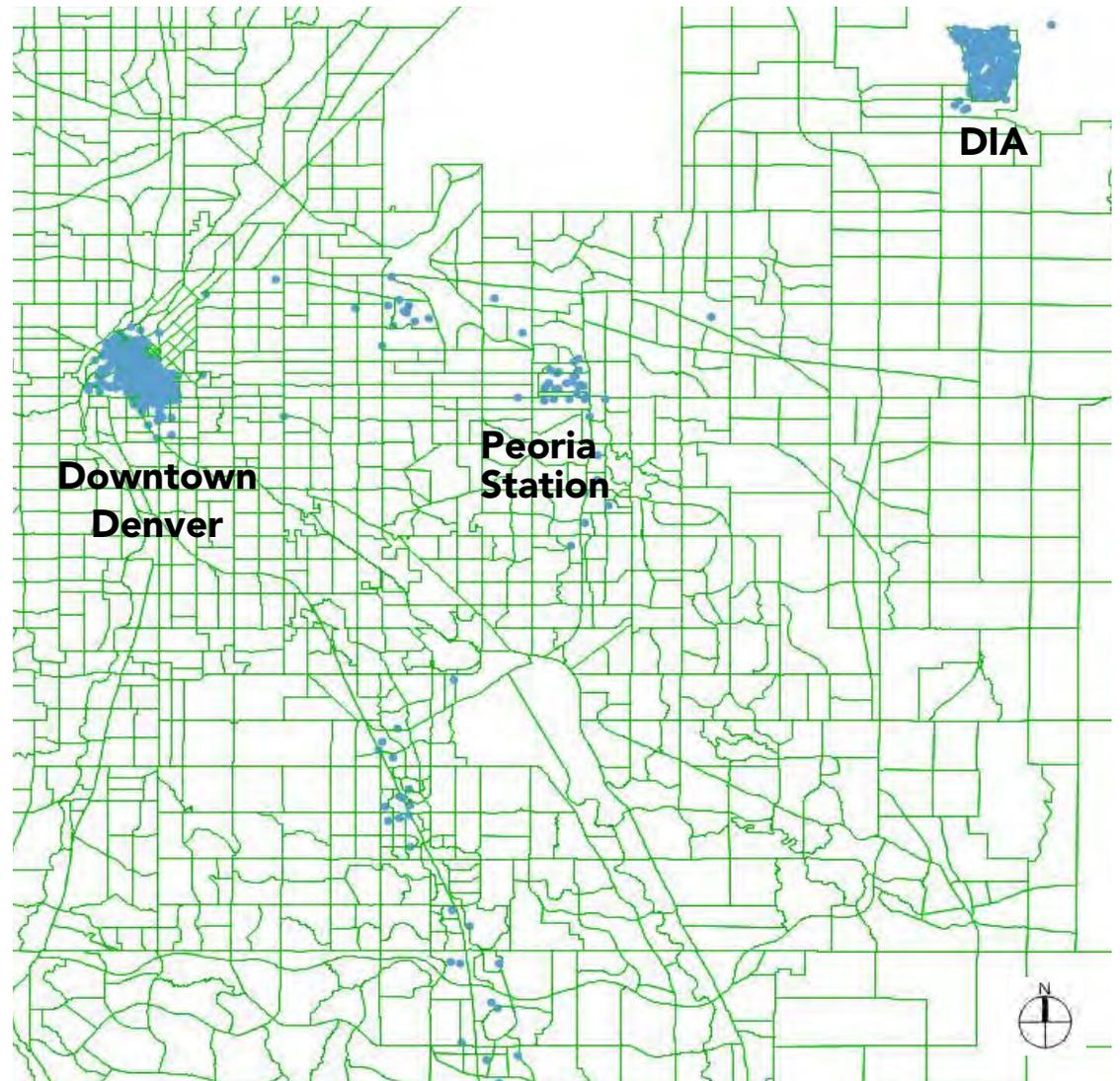
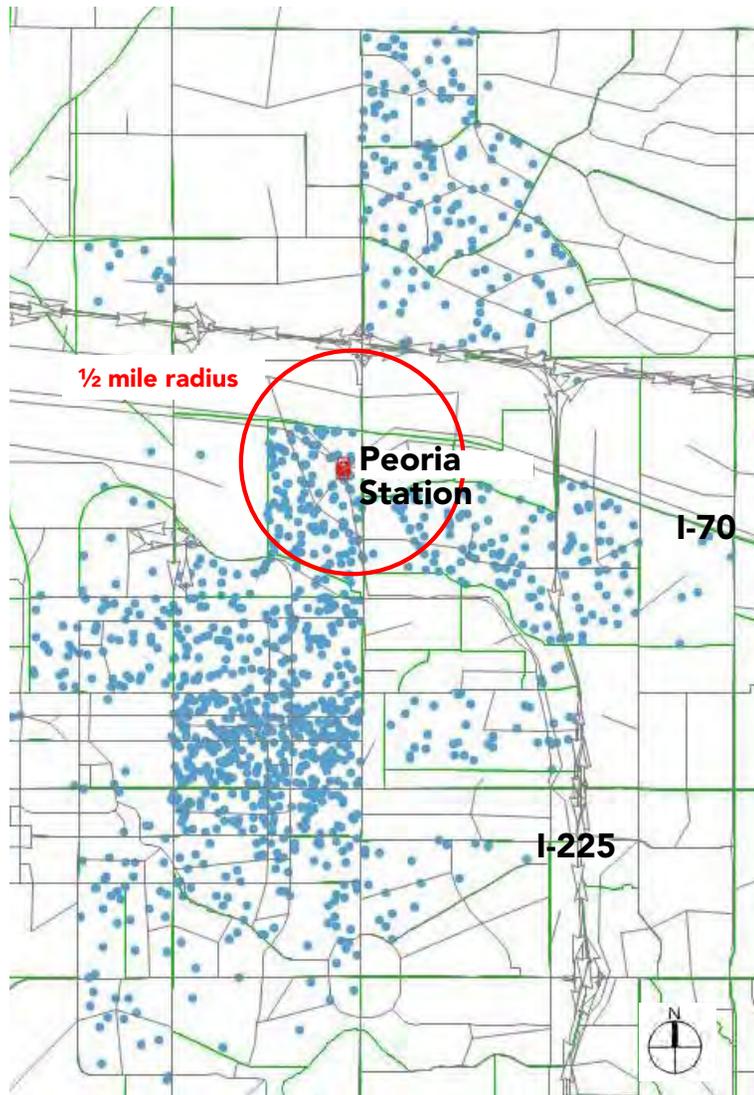
While there are opportunities for new development, there are also significant challenges to implementing transit-oriented development adjacent to new platforms at East Corridor stations. Many station areas lack the necessary infrastructure to support transit-oriented development and are surrounded by primarily industrial uses. Table 5.2

summarizes the existing conditions found and characteristics that may catalyze the denser mixed-use development envisioned at many stations.

Origins of riders accessing the Peoria Station by automobile in 2035 were forecast by RTD modeling (see Figure 5.4). Similar to the origins forecast for riders boarding at Central Park Station, the majority of riders arriving at Peoria Station by automobile are expected to live within one to two miles of the station. The forecast destinations of passengers boarding the East Corridor in 2035 at Peoria Station were also mapped (see Figure 5.5). The results of this analysis show that a little less than half of the passengers board and travel to DIA, about the same number travel to Denver Union Station, and a small number board the Aurora Line/I-225 Rail and travel south.

TABLE 5.2: EAST CORRIDOR STATION CHARACTERISTICS

STATION	38TH & BLAKE	40TH & COLORADO	CENTRAL PARK	PEORIA	40TH & AIRPORT
DENVER TOD TYPOLOGY	URBAN NEIGHBORHOOD	URBAN INNOVATION	URBAN CENTER	SUBURBAN INNOVATION	AREA OF CHANGE / MIXED USE
APPROX. FOOTPRINT OF OPENING DAY SURFACE PARKING	1.6 ACRES	1.6 ACRES	12 ACRES	4.4 ACRES	8.7 ACRES
LAND VALUE 2014 \$ (PER SF)	\$32	\$8	\$9	\$14	\$3
TOD POTENTIAL (1/4 MILE)	STRONG	MODERATE	STRONG	MINIMAL	MODERATE



FIGURES 5.4 & 5.5 - PEORIA FORCAST 2035 DRIVE-ACCESS TRIP ORIGINS (LEFT) & DESTINATIONS (RIGHT)

BASELINE SURFACE AND STRUCTURE PARKING COSTS

In order to better understand the future expenses associated with additional parking constructed as part of the FasTracks program along the East Corridor, baseline surface and structure capital and operating and maintenance (O&M) expenses were compiled. These expenses reflect current RTD construction costs and those found in the region. The cost of constructing a surface parking space was assumed to be \$6,000 per space and includes expenses such as landscaping, lighting, and drainage improvements. The cost of a structured parking space in a garage with no wrap is estimated to be \$16,000 per space and the cost in a garage with a wrap is estimated to be \$20,000 per space. These estimates do not include the cost of land.

FEE FOR RTD PARKING SPACES

Under current legislation, out-of-district patrons are charged \$4 daily, while the first 24 hours are free for in-district patrons and a \$2 daily fee is charged thereafter. New Colorado state legislation, SB13-027, allows third parties to charge for RTD commuter parking.

RTD STATION ACCESS GUIDELINES

The RTD Strategic Plan for TOD (2010) outlines RTD’s vision for TOD around stations and strategies that can be used to encourage this development. One of RTD’s goals is to support multimodal access to the transit system by all users. A main strategy to achieve this goal is RTD’s hierarchy of access to rapid transit which considers the following modes in order of priority: pedestrians, bus riders, bicyclists, vehicles (short-term parking), and vehicles (long-term parking).

The maximum distance that parking stalls can be located from the station platform is established in the RTD Transit Access Guidelines (2009) and summarized in the Table 5.3.

The Guidelines note “in TOD station areas with a need for large parking capacity, it is preferable to have multiple park-n-Ride sites rather [than] a single facility with greater potential impacts to the pedestrian environment.”

Parking Tools for Peoria Station

A parking “toolbox” was created as part of the Peoria Station Catalytic Project. The toolbox offers strategies to optimize existing parking supplies. It also includes steps that effectively utilize the existing parking supply while waiting for the economic conditions in the stations areas to support the conversion from surface to structure parking. The tools, in general, can be used to optimize existing public and private parking supply, bring about incremental increases to parking supply, and implement shared parking strategies.

TABLE 5.3: PARK-N-RIDE SITING STANDARDS		
SHARE OF CAPACITY	MAXIMUM WALK PATH DISTANCE	MAXIMUM ARC DISTANCE
50%	1,000 FT.	600 FT.
75%	1,500 FT.	900 FT.
100%	2,500 FT.	1,500 FT.
MAXIMUM NUMBER OF DISTRIBUTED PARKING LOTS = 4		
SOURCE: RTD TRANSIT GUIDELINES, 2009 & TOD DESIGN CRITERIA, 2012		

This section presents the tools that are particularly relevant to Peoria Station. Some of the tools include strategies to meet early changes in parking demand by improving the utilization and efficiency of the existing parking supply. Other tools address the need to “right size” the parking supply as ridership grows towards the 2030 projected levels or higher.

FIRST AND FINAL MILE CONNECTIONS

First and Final Mile (FFM) connections could be completed to optimize the existing public and private parking supplies near the station area. FFM connections are safe and recognizable routes that have infrastructure for pedestrians and bicyclists of different ages and abilities. FFM connections provide safe access to adjacent neighborhoods, businesses, and institutions. They provide “choice” for travelers at the beginning or end of their transit trip. FFM connections are typically within a 15-minute travelshed from the station platform allowing pedestrians and cyclists safe access. Examples of FFM connections can include ADA-compliant sidewalks, bike lanes, multi-use paths, safe intersections, crosswalks, “Bike then Bus” bike shelters, and pedestrian-wayfinding signage.

Aurora’s recently adopted Peoria Station Area

Plan identifies FFM connections from the station to adjacent neighborhoods, regional trails, and Denver’s on-street bike network. Likewise, Denver Moves (a detailed plan for enhanced on-street bike facilities in Denver) identifies some connections near the Peoria station to the Montebello and Stapleton neighborhoods. The recently completed Peoria Crossing project provides new bicycle and sidewalk connections through and across Peoria Street near the station.

A summary of the existing FFM conditions near the Peoria Station can be found in the Peoria Station’s Existing Conditions Report. The FFM connections will be critical to catalyzing the action found in this plan and safely accommodating the new walking and bicycling that is forecasted to occur after the station area opens. The City of Aurora and City and County of Denver will continue to plan, design, apply for TIP funding to complete these critical connections. This includes extending the bicycle and pedestrian path north of the Peoria Crossing project to destinations in the Montebello neighborhood and south to Anschutz Medical Campus.

This tool supports catalytic development by:

- Strengthening gateway features and reinforces sense of place at station;
- Establishing infrastructure that benefits and reduces costs to future development;
- Reduces parking costs for catalytic development;
- Increasing connectivity between the neighborhood and station area; and
- Attracting more residents and customers to the station area.

First Step: Continue to expand the FFM connections by completing a DRCOG Next Steps infrastructure study, applying for TIP funding, and conduct infrastructure demonstration projects.

RTD RIDERS PARK IN UNDERUTILIZED PRIVATE LOTS

Providing RTD riders with parking in underutilized private lots, adjacent to Peoria Station, could be a short-term solution to adjacent businesses and RTD patrons who drive to the station. This tool allows for an incremental increase in the parking supply

until the redevelopment potential supports construction of additional parking.

Using a series of contractual and liability agreements, RTD patrons would park in designated spaces in a private parking lot within a short walk to the station platform. RTD and the property owner would have a lease for the use of the parking spaces in a managed area in an underutilized portion of the private parking lot. This tool can be used during short-term periods of high demand such as during construction of additional parking or seasonally during DIA holiday peak parking demand. This tool is being used by RTD in other locations in the Denver area.

This tool supports catalytic development by:

- Strategically investing in parking while the demand fluctuates;
- Providing public-private solutions to financing new RTD or joint-use parking; and
- Supporting local economy through private sector revenue creation

First Step: Conduct parking utilization study to identify underutilized lots within a 2,500 ft. walk to the station. Contact adjacent property owners to identify willingness to participate. Prepare sample lease and insurance agreements.

JOINT VENTURE PARKING STRUCTURE

Providing joint venture parking structures near Peoria Station is a long-term strategy to meet several catalytic land use and transportation objectives. A joint development is defined by RTD as “a development project that occurs in, on or adjoining an RTD transit facility that involves another public and/or private partner.” Joint development projects on RTD land can trigger opportunities for shared parking solutions. The overall parking requirement in a joint development can often be lowered, in turn reducing the number of spaces that are required by all parties involved. Many land uses can “share” parking spaces because they do not require parking spaces at the same time. For example, an office building requires most of its parking from 8 a.m. until 6 p.m. while a restaurant may require the majority of its parking from 6 p.m. until 10 p.m. Transit commuter parking spaces



“Bike then Bus” shelters would assist passengers in first and final mile connections to neighborhoods, amenities and businesses.



Wayfinding signs installed near Peoria Station would direct pedestrians to nearby neighborhoods and amenities on safe established routes.

can also work in a shared parking arrangement, with demand similar to that of office (e.g., 8 a.m. to 6 p.m.). In some joint venture agreements, a transit agency may offer or sell at a discount land owned by the agency at the station as part of a negotiation for spaces in the developer's structure. Or a transit agency may purchase additional levels in a developer's structure.

This tool supports catalytic development by:

- Reducing public investment in parking solutions;
- Reducing parking requirements and related cost for developer; and
- Reducing the footprint required for parking, increasing footprint available for other land uses.

First Step: Identify RTD surface lots with market potential for conversion into other types of use, consult FTA Circular 7050.1 for guidance, and approach development through a solicited proposal process that is initiated by RTD through a RFQ/RFP or an unsolicited process that is initiated by a private developer or another public entity (RTD Strategic Plan for TOD, 2010).

Tools to Effect Surface to Structure Conversion

In the current market near the Peoria Station, transit-oriented development cannot recover the cost of structuring parking. Hence, substantial public sector contributions will be required to convert surface to structured parking. RTD currently does not have extra funding to convert surface lots to structured facilities. However, RTD is supportive of TOD and is willing to work creatively to find parking solutions that improve density and development potential around their stations. Likewise, it could be beneficial to have public land available for various opportunities that meet local and regional livability goals.

Some of the financing tools that can be used to help fund surface to structure conversion of parking are briefly summarized in this section. More details can be found in the East Corridor Parking Report.

FINANCING TOOLS

Conversion of surface parking to structured parking is dependent on a number of factors, most importantly the cost of land. Assuming land availability, it is less expensive and less complicated

to acquire land for parking than to build structured parking until land prices exceed \$40 per square foot or more. Therefore, although there are multiple TOD urban design and placemaking benefits to structuring parking, it is not likely to take place at most of the stations on the East Corridor, including at Peoria Station, unless the additional costs are provided by other sources. The funding sources for parking structures and other TOD infrastructure investments are mostly based on the principle of value capture. The following section briefly summarizes the different financing tools for effecting surface to structure parking conversion.

TAX INCREMENT FINANCING (TIF)

Urban Renewal Authorities (URA) are designed to address blighted economic conditions through the use of redevelopment powers including land assembly and tax-increment financing (TIF). Urban renewal enabled TIF has been used in Denver by the Denver Urban Renewal Authority (DURA) and in Aurora by the Aurora Urban Renewal Authority (AURA) as a financing tool in redevelopment settings including a number

of TODs. TIF earmarks new property and/or sales tax revenue generated from new development and funnels this “incremental” revenue toward various infrastructure costs including structured parking.

- TIF would be the preferred funding source from private developer’s perspective, as there are no additional taxes or assessments levied.
- However, not all TODs along the East Corridor will meet the URA eligibility statutes with respect to blight requirements so this funding source cannot be used in all locations.

IMPACT FEES

Impact fees number agreement assessed against new development for the purpose of recovering a portion of the costs incurred by a local government for providing the public facilities required to serve new development.

- The advantage of impact fees is that they can be imposed by a city and do not require property owner or large voter approvals.

- The disadvantages are that they are a substantial up-front cost to developers and they generate a relatively small and uneven revenue flow.

GENERAL IMPROVEMENT DISTRICT (GID)

A general improvement district (GID) in a city is a public infrastructure district that applies additional property tax levy to a specific improvement area to pay for new public infrastructure. GIDs are commonly used to fund shared infrastructure facilities such as parking garages, pedestrian improvements, and/or storm water management.

- A GID has a number of advantages as a financing tool for area-wide TOD infrastructure and amenity improvements.
- It can be enabled by a city and would be applicable to all properties utilizing the funded investments.
- Property owners would be required to join the district as a condition of zoning for TOD related development.

METRO DISTRICT

A Metro District is an independent special district formed to develop and/or operate two or more public infrastructure improvements such as roads, utilities, parks, or public parking. A metro district is most often created by a land developer (but requires the City’s approval of the service plan) to apply an additional mill levy to future development to create a revenue stream to help pay for infrastructure costs.

- Many developers will elect to form a metro district for in-tract improvements as a way of passing a portion of the up-front costs of development to the end user.
- Master developers controlling large planned developments surrounding stations could utilize a metro district to fund area wide improvements as well.

CITY OUTLAYS

RTD’s Transit Access Guidelines provide some flexibility to move a portion of the RTD park-n-Ride surface spaces to less valuable land further away but still within walking distance. These spaces could be included in dedicated or shared parking garages built by the public or private sector.

PUBLIC PRIVATE PARTNERSHIP (P-3)

RTD has participated in P-3s on city or URA financed parking structures during construction of rail lines prior to opening.

Strategic Actions at Peoria Station

At Peoria Station, some portion or all of the additional parking spaces projected for 2030 will need to be constructed in a new parking structure due to space constraints. Funding for additional parking at the station is not currently available. Redevelopment at the station area is expected to occur incrementally over the next 20 years, and when it does occur, it will be minimal given the well-established industrial uses. In addition, the rail maintenance facility may be located on a portion of the area formally identified for future parking. Additional study of the location of the rail maintenance facility will be conducted by RTD before making a final decision regarding the placement of the facility at Peoria Station.

Taking the above factors into consideration, the parking strategy recommended at Peoria Station is to improve first and final mile (FFM) strategies

to support the transit-dependent neighborhoods served by the station and to supplement the opening day parking with existing underutilized public and private supplies in the short term.

The near term strategies are summarized below:

OPTIMIZE EXISTING PUBLIC AND PRIVATE PARKING SUPPLY

First & Final Mile Connections

- First and final mile connections to the Morris Heights, future AHA housing, and the Montebello neighborhoods will greatly benefit the transit-dependent residents in these neighborhoods.
- The FFM recommendations for the station are outlined in detail in the Station Area and Peoria Street sections of this report.

INCREMENTAL INCREASES TO PARKING SUPPLY

RTD Riders Park in Underutilized Private Lots

- The station is located in an area with primarily industrial land uses with large, often underutilized, surface parking lots.

Leasing spaces in one or more of these lots when parking demand at the existing RTD surface lot reaches 85% would provide a way to meet additional demand without the need to build new parking surface lots or structures.

- Based on a parking utilization study done in the summer of 2014, there are a total of 560 striped, paved surface parking spaces in 7 private commercial lots north of 33rd Street. Of these spaces, about 400 striped, paved surface parking spaces are currently not utilized. These spaces are all located within a 5-minute walk to the station platform.
- In addition, roughly 150 paved but unstriped (“informal”) parking spaces are estimated to be available on another private industrial property located in the same blocks and within a 5 minute walk to the station.

In locations where private off-street lots are undeveloped or being used for storage there is potential for approximately 370 additional off-street parking spaces. Table

5.4 outlines the estimates of total parking spaces, utilization, and resulting estimated spaces that may be available for lease (see Figure 5.6)

JOINT VENTURE STRUCTURE

- As the ridership and demand for commuter parking increases at the station, joint venture opportunities for a shared parking structure on the RTD property or private lots adjacent to the station should be explored.
- The illustrative site design shown below distributes 2,400 parking spaces in the station area in four joint venture shared parking structures. This design shows 500 parking spaces in addition to the 1,900 spaces projected in the ROD. These parking spaces could support about 500 residential units or 250,000 SF of commercial development.
- The probability of building a parking structure at Peoria would be increased if RTD could get funding from the FTA.

TABLE 5.4: ESTIMATED ADDITIONAL PRIVATE PARKING SPACES AVAILABLE AT PEORIA STATION

TYPE OF PARKING SPACE	ESTIMATED PARKING SPACES	ESTIMATED UTILIZATION	ESTIMATED SPACES AVAILABLE FOR RTD PATRONS
PRIVATE SURFACE LOT PAVED & STRIPED	559	4 TO 46%	395
PRIVATE SURFACE LOT INFORMAL PAVED SPACES	219	30%	153
PRIVATE SURFACE LOT UNPAVED POTENTIAL	371	30%	257

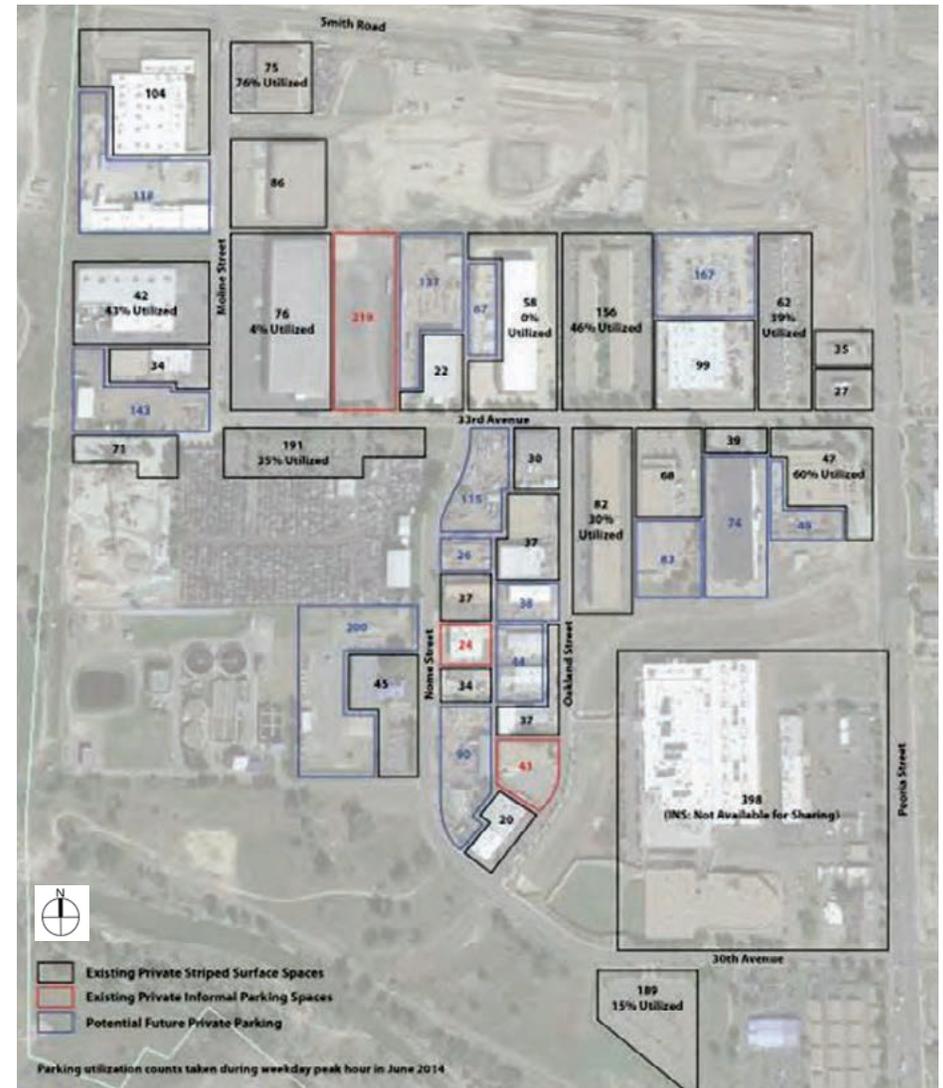


FIGURE 5.6 - ON STREET PARKING CAPACITY



FIGURE 5.7 - PEORIA STATION OPENING DAY PARKING



Long-term parking design

The ROD projects a need for an additional 1,350 parking spaces at the station provided as a mix of surface and structure spaces.

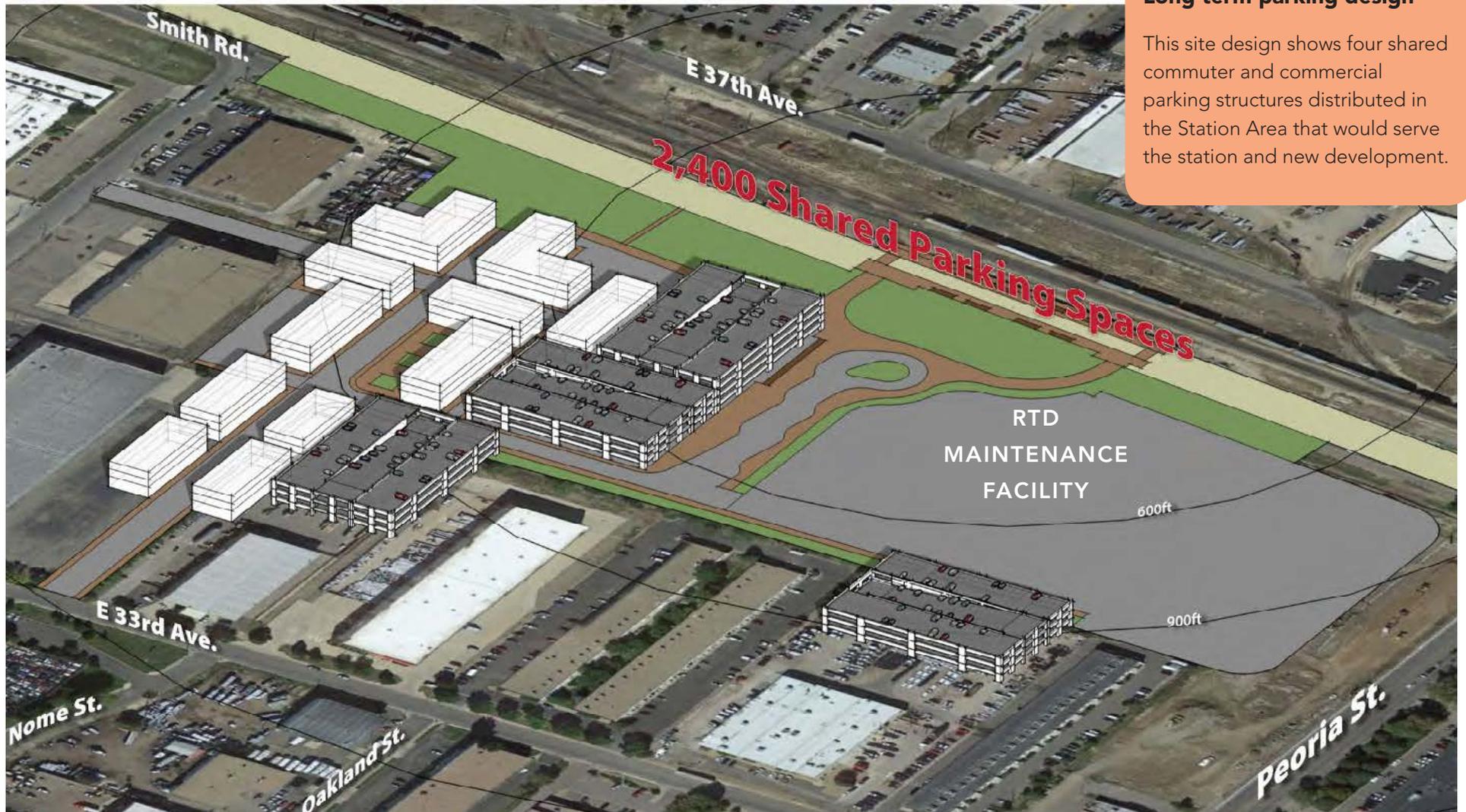
FIGURE 5.8 - PEORIA STATION ROD 2030 PARKING ILLUSTRATIVE DESIGN



Long-term parking design

A maintenance facility to serve the Aurora Line/I-225 Rail may be located at the Peoria Station.

FIGURE 5.9 - PEORIA STATION ROD 2030 PARKING ILLUSTRATIVE - WITH MAINTENANCE FACILITY



Long-term parking design
 This site design shows four shared commuter and commercial parking structures distributed in the Station Area that would serve the station and new development.

FIGURE 5.10 - PEORIA STATION TOD 2030 PARKING ILLUSTRATIVE DESIGN

6



Chapter 6: Next Steps

Introduction

The Peoria Station Catalytic Project is a study intended to put forth recommendations for catalyzing desired change in the area around the new transit investment. In some cases there are specific recommendations for development sites and public right-of-way. In other cases this report articulates a range of options for improvements that all help to move the area toward realizing a more **successful future that fully leverages the opportunity being afforded by transit**. Project partners will need to fully evaluate and vet the potential solutions in the coming months and years through a more extensive process that responds to changing conditions and engages key stakeholders along the way.

The implementation timeline for each key element outlined in the previous chapters will vary and ranges from those actions that can be undertaken immediately and those that will not be deployed for five to 10 years.

Current project partners should continue a dialogue about the various catalytic projects. In doing so, identification of additional partners and additional outreach to stakeholders will be critical.

This chapter is organized into three sections. The first section provides a potential phasing strategy by categorizing the key implementation actions into three likely windows of time. The second section provides a **stakeholder engagement plan** that uses a similar list of key implementation actions to identify relevant stakeholders and outreach tools for each. The final section is a conclusion for this chapter and the entire report.

Potential Phasing

Throughout the first five chapters of this report, a number of catalytic projects and implementation actions have been identified. This section provides a suggested phasing of those projects and actions into three windows of time. The three phases are generally described as Immediate Actions (those implemented within the next year), Short-Term Actions (those to be implemented in the next one to five years) and Mid-to Long-Term Actions (those to be implemented in six to 10 years). Each action is in fact a set of steps in the implementation process and will require several smaller actions. It is important to note that new partners and resources may become available and the suggested timeline for implementation should be adjusted to fully take advantage of those opportunities.

IMMEDIATE ACTIONS (WITHIN NEXT YEAR)

Immediate actions are those that can be implemented immediately. They tend to be lower cost and require less coordination. For the most part, these actions are related to a specific recommendation and will not

require a great deal of additional evaluation. Immediate actions will likely include:

- Stripe bike lanes on secondary streets (33rd Ave., 30th Ave., Nome St. and Moline St.);
- Install End-of-Trip Facilities such as bicycle storage facilities;
- Identify Partner for AHA Site Development;
- Rezone AHA Site to Accommodate Site Plan and Program;
- Apply for Funding for AHA Site Development;
- Determine Future Use of Remnant Parcels Adjacent to Peoria Crossing (Potential RTD Maintenance Facility); and
- Create Conditions for Remnant Parcels (Area 11).

SHORT-TERM ACTIONS (1-5 YEARS)

Short-term actions for the area will likely take additional time for mobilization. They tend to rely on an immediate action and likely require

additional coordination and stakeholder outreach. In several cases, further evaluation of alternatives is required and detailed design and analysis is necessary prior to implementation.

Likely short-term actions include:

- Design and Implement Peoria Street Streetscape Improvements;
- Design and Construct Development on AHA Site;
- Design and Install Art and/or Gateways on Remnant Parcels (Areas 12 and 13); and
- Sell Remaining Remnant Parcels to Adjacent Property Owners.

MID- TO LONG-TERM ACTIONS (6-10 YEARS)

Mid- to long-term actions for the area are related to parking and the longer term evolution of Peoria Station and the surrounding area. Ridership and the demand for parking at the station is expected to increase over time, but it is difficult to determine the amount of demand until the

station opens and transformation of the area begins to happen. Hence, the mid- to long-term actions are very much dependent on the establishment of rail connections and the other improvements summarized in the immediate and short-term actions.

- Establish Agreements for Use of Private Parking Lots by RTD; and
- Develop Joint Venture Structure

Stakeholder Engagement Plan

The stakeholder engagement plan summarized here is intended to identify the key stakeholders and appropriate outreach tools associated with each key implementation step. In the majority of cases, there are multiple stakeholders that are relevant for each of the key implementation steps. This section identifies the key stakeholders as identified throughout the planning and design process, the key tools that will be essential for effective outreach and then identifies which stakeholders and which tools are



most important for each implementation step.

KEY STAKEHOLDERS

As previously stated, several key stakeholders comprised a Project Steering Committee for the Peoria Station Catalytic Project. These stakeholders will be critical throughout the implementation process. With that said, there are a number of additional stakeholders that should be engaged for several of the key implementation steps. There are varying levels of engagement that are appropriate for each stakeholder and project. Therefore, a

more detailed stakeholder engagement strategy should be developed for each action, especially those that require outreach to the residents, local property owners and /or local businesses.

The key stakeholders engaged in this process and those identified for engagement moving forward are listed below.

- Denver Regional Council of Governments (DRCOG)
- City and County of Denver (CCD)

- City of Aurora (CoA)
- Regional Transportation District (RTD)
- Aurora Housing Authority (AHA)
- Denver International Airport (DIA)
- Anschutz Medical Campus (AMC)
- Local Residents
 - » Morris Heights Improvement Association (MHIA)
 - » Montbello 20/20
 - » Montbello United Neighbors
 - » Stapleton Residents
- Local property owners (LPO)
- Local business owners (LBO)

OUTREACH TOOLS

In order to best communicate with the various stakeholders, a variety of outreach tools has been identified. They range from actions as simple as

sharing copies of this report to more involved activities like conducting a series of meetings. The major outreach activities are identified below and are accompanied by a brief description of the respective use that is most appropriate for each.

- Share Report – Sharing the Peoria Station Catalytic Project Report will be useful for those stakeholders that will benefit from seeing how a particular project fits within the larger Station Area. It will also be useful for decision makers when evaluating multiple alternatives.
- Share Presentation – Sharing the final presentation for the project will be useful when briefing relevant stakeholders and as a way of providing background for meetings.
- Conduct Meeting/s – Conducting a meeting or series of meetings will be best for gathering input and feedback from various constituents. It is important that the input and feedback be utilized in the development of a design or strategy to ensure that participation is meaningful.

- Send Mailer – Mailers will be best for advertising meetings and notifying residents, business owners and property owners about potential and imminent projects.
- Perform Door-to-Door Outreach – Door-to-door outreach will be best utilized to inform and engage residents, business owners and property owners immediately adjacent to and in the neighboring vicinity of a project prior to implementation.
- Utilize Digital Media – Digital media will be best utilized for promoting events and providing an informational repository for projects through the various stages of more detailed planning and design.

Table 6.1 identifies the most relevant stakeholders and outreach tools from the lists above for each of the key implementation steps.

Conclusion

If implemented, the Peoria Station Catalytic Project will help realize the vision articulated in the Station Area Plan developed for the area. The transformation will not only help to attract new users—residents, businesses, patrons, and visitors of other types—but will also improve the area for existing residents, business owners and property owners. The collective impacts of the catalytic projects identified in this plan will create an environment that is safe, attractive, livable and well-connected. The mix of current and future users will benefit from these improvements and the significant investment being made in rail transit in this area and the rest of the region. In turn, the key stakeholders and their constituencies will be able to best leverage the resources being invested in transit by helping the area to become a more vibrant and inviting mixed use district with convenient connections to surrounding neighborhoods.

TABLE 6.1: STAKEHOLDER ENGAGEMENT STRATEGY AND TOOLS

IMPLEMENTATION STEP	STAKEHOLDERS											OUTREACH TOOLS				
	DRCOG	CCD	CoA	RTD	AHA	DIA	AMC	RESIDENTS	LBO	LPO	REPORT	PRESENTATION	MEETING/S	MAILER	DOOR-TO-DOOR	DIGITAL MEDIA
DESIGN AND IMPLEMENT PEORIA STREET STREETScape IMPROVEMENTS	✓	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
STRIPE BIKE LANES ON SECONDARY STREETS (33 RD AVE., 30 TH AVE., NOME ST. AND MOLINE ST.)			✓					✓	✓	✓			✓	✓	✓	
INSTALL END-OF-TRIP FACILITIES			✓	✓	✓				✓	✓					✓	
IDENTIFY PARTNER FOR AHA SITE DEVELOPMENT					✓			✓			✓		✓			
REZONE AHA SITE TO ACCOMMODATE SITE PLAN AND PROGRAM			✓		✓			✓					✓	✓		
APPLY FOR FUNDING FOR AHA SITE DEVELOPMENT					✓						✓	✓				
DESIGN AND CONSTRUCT DEVELOPMENT ON AHA SITE			✓		✓			✓				✓	✓	✓		✓
DETERMINE FUTURE USE OF REMNANT PARCELS ADJACENT TO PEORIA CROSSING (POTENTIAL RTD MAINTENANCE FACILITY)			✓	✓									✓			
CREATE CONDITIONS FOR REMNANT PARCELS (AREA 11)		✓						✓	✓	✓			✓		✓	
DESIGN AND INSTALL ART AND/OR GATEWAYS ON REMNANT PARCELS (AREAS 12 AND 13)		✓						✓	✓	✓			✓			✓
SELL REMAINING REMNANT PARCELS TO ADJACENT PROPERTY OWNERS		✓							✓	✓				✓	✓	
ESTABLISH AGREEMENTS FOR USE OF PRIVATE PARKING LOTS BY RTD				✓					✓	✓				✓	✓	
DEVELOP JOINT VENTURE STRUCTURE	✓		✓	✓		✓			✓	✓			✓	✓	✓	