

10th & Osage



1. Existing Conditions

- Station located in La Alma /Lincoln Park neighborhood, one of the city's oldest neighborhoods
- Station area bisected by Union Pacific rail right of way including 45-acre Burnham Yard facility
- Stable residential neighborhood and Santa Fe commercial district on east side of tracks with industrial primarily located on west side of tracks
- Station area includes two DHA public housing complexes (Lincoln Park North and Lincoln Park South)
- Station is only 5 minutes from Denver Union Station and the Central Business District

Station Area Typology	Urban Neighborhood
Rail Corridor	Central/CPV
Neighborhood(s)	La Alma /Lincoln Park
Existing Uses	<ul style="list-style-type: none"> • Residential (including DHA public housing) • Industrial (large concrete plant and other industrial uses) • Government (Denver Water) • Retail/Entertainment (Santa Fe Drive) • Transportation (Burnham Yard)
Zoning	<ul style="list-style-type: none"> • Industrial I-1 and I-2 (64%) • Residential R-2, R-3, R-MU-20 and R-MU-30 (25%) • Business District B-1, B-4 and B-8 (11%)
Features	<ul style="list-style-type: none"> • North Lincoln Park Homes public housing located at corner of 13th & Osage (Denver Housing Authority 100% affordable, nearly 100% occupied, is a Campus of Learners format for families plus elderly housing) • South Lincoln Park Homes public housing (Denver Housing Authority, has solid base of residents, 276 units on 14 acres) • No parking at station • Denver Water has major parcel of land to west of Burnham Yard (Seminole Road is an access road through the Denver Water parcel is a major north/south road, but is closed at night for security reasons) • Santa Fe Drive contains an arts district (galleries, theaters and restaurants, streetscape enhancements completed by City) • Burnham Yard – 45 acre railyard owned by Union Pacific on west side of tracks • LaFarge concrete plant west of Burnham Yard (cuts off western half of station area) • RTD is in the process of transferring two parcels next to the station equaling approximately 2.3 acres to the City of Denver



2. Demographic/Economic Profile (1/2 Mile Walkshed)

- Larger household size (2.98) compared to city (2.28) and region (2.53)
- More jobs (5,731) located in station area compared to population (3,438)
- Station area household income (\$23,103) more than two times lower compared to city (\$49,373) and three times lower compared to region (\$63,895)
- Primarily Hispanic neighborhood (65% of residents) compared to city (35%) and region (20%)
- Higher percentage of station area residents engaged in blue collar employment (30%) compared to city and region (21%)
- Higher unemployment rate of station area residents (19%) compared to city (7.2%) and region (5.5%)
- Primarily types of retail establishments include: eating and drinking places (25%), furniture and home furnishings (17%) and misc. retail (35%)

2006 Economic – Demographic Data	½ Mile Station Area
Population	3,438
Households	1,162
Average Household Size	2.98
Household Income	\$23,103
At Place Employment	5,731
Number of Business Establishments	305
% Retail Trade Establishments	17%
% Office Establishments (e.g. FIRE, Services)	50%
Source: 2006 ESRI Business Information Systems, BBP Associates	

3. Real Estate Market (Office and Retail)

- Retail market includes 13 buildings totaling 127,000 square feet with vacancy rate of 3.8%
- Retail primarily 1 to 2 story buildings congregated along Santa Fe Drive and 8th Avenue
- Old retail building stock, most recent retail building constructed in 1966, earliest 1890
- Office market includes 30 buildings totaling 287,000 square feet with a vacancy rate of 3.5%
- Office all Class C and B buildings
- Office clustered along Santa Fe Drive, Kalamath Street and 8th Avenue
- Most recent office building constructed in 1985 (excluding mixed use buildings)
- Mixed use development recently completed at 901 W 10th (La Villa de Barela) which includes residential, retail, and office space
- Mixed use development under construction at 910 Arts which includes residential, retail, and office space

10 th & Osage Station Area (1/2 Mile Walkshed) Retail and Office Market As of March 2007							
Type	# Bldgs	Total Rentable Building Area (RBA)	Vacant SF	Vacancy %	Net Absorption	RBA Under Const	Direct Average Rate
Retail	13	127,234	4,783	3.8%	3,129	0	\$6.00/nnn
Office	30	287,110	10,000	3.5%	0	0	-
Source: CoStar							

4. Development Activity

- Very low amount of recent, under construction and planned development activity in station area compared to Central Corridor/Central Platte Valley Spur station areas – 1% of residential in corridor and 0.2% of commercial (retail, office)

Station Area Development Activity	
Number of New Residential Units	161
Total Square Feet of Development	12,000 (retail)
Recently Completed Projects	<ul style="list-style-type: none"> • Osage Lofts: 32 residential condominium units (2002) • La Villa de Barela: Mixed use project including 38 affordable apartment units and 12,000 square feet of retail (2006)
Under Construction Projects	<ul style="list-style-type: none"> • Nine 10 Arts: 8 residential condominium units • Maravilla: 75 residential condominium units.
Proposed Projects	<ul style="list-style-type: none"> • Antares Urban Townhomes: 8 residential condominium units
1/ Includes projects recently completed, under construction and/or proposed	
Source: BBP Associates, RTD Transit-Oriented Development Status Report 2006	

5. Station Area Objectives (Focus Groups/Public Workshops)

- Create a destination
- Create a mixed-use, mixed-income neighborhood
- Enhance multi-modal connectivity
- Make neighborhood connections to increase pedestrian appeal and pedestrian safety
- Maintain/sustain low-income and affordable housing
- Support and promote community involvement
- Reinforce community character – revitalization without replacement
- Support Santa Fe Drive as vital commercial corridor with variety of uses
- Support locally owned and local-serving businesses
- Expand the jobs base
- Provide education, job training, and entrepreneurial opportunities

6. Station Area Strengths

- Vibrant arts district along Santa Fe Drive
- Proximity to downtown enhances station area’s redevelopment potential
- Stable residential neighborhood interested in community revitalization and reinvestment

7. Station Area Challenges/Constraints

- Station area lacks identity
- Isolated station location
- Dead-end location inhibits retail visibility, traffic and overall potential
- Wide one-way couplets limit retail viability (e.g. “eclipsing” effect on Santa Fe limits visibility of retail establishments by exposing motorists to only one view) and create significant physical and psychological barriers for pedestrians from the east to the station

- Lack of cohesion/linkage between station and Santa Fe Arts District, which is currently obstructed by public housing
- Poor pedestrian infrastructure (e.g. sidewalks, streetscape) in area
- No “eyes” on the station creates indefensible space
- Limited street connectivity on west side of station. Water Department reduces connectivity of street system (road is closed from 6 pm to 6 am for security purposes).
- Rail barrier (Union Pacific rail right of way / railyard) separates station area from the west
- Ability to redevelop Burnham Yard in the future could be an obstacle
- Industrial character west of station conflicts with residential development

8. Station Area Opportunities

- Examine opportunities to create a pedestrian-oriented corridor along 10th Street to better connect the station with Santa Fe
- Make the station a “go-to” place with retail and activities; design a destination
- Provide mixed use with business and work development opportunities
- Maintain/sustain affordable housing opportunities within station area
- Provide residential and retail in a safe, walkable neighborhood with its own identity
- Mercado Coalition interested in developing incubator space adjacent to station
- Potential interest in museum from Platte Valley trolley
- Explore potential partnership with Seedco Financial Services, a national non-profit focusing on creating new jobs and affordable housing in depressed areas, that is entering the Denver market to look at station area opportunities for mixed use development with both residential and commercial components (*Note: Seedco will partner with local public and private institutions to pump more than \$50 million into the Denver area over the next five years*)

9. Development / Redevelopment Sites

- Burnham Yard – 45 acres on west side of railroad tracks – offers redevelopment potential (RTD tried to purchase property from Union Pacific for a maintenance facility but asking price was too high)
- Quadrant Properties assembling land near the station for mixed use development (considering new street system with better connections to Auraria)
- City and County of Denver has contract with RTD to purchase two parcels comprising approximately 2.3 acres between the station and South Lincoln Park Homes (Denver will begin coordinating with DHA on how the site could be used to prevent residential displacement if the South Lincoln Park Homes were to be redeveloped as a mixed-income project)
- Property east of station – 28 acres of underutilized land (GIS Parcel Identification (UID) #1761)
- Sears Logistics Services center site – 17 acres of underutilized land (GIS Parcel Identification (UID) #1121)

10. Potential Market Niches / Station Area Vision

- Priority site for neighborhood revitalization / mixed income housing
- Primarily residential, mixed-use, mixed-income neighborhood
- Mix of residential with neighborhood retail & services
- Limit to 50,000 square feet of neighborhood serving retail
- Buildings 2-7 stories
- Potential for increased density closer to station



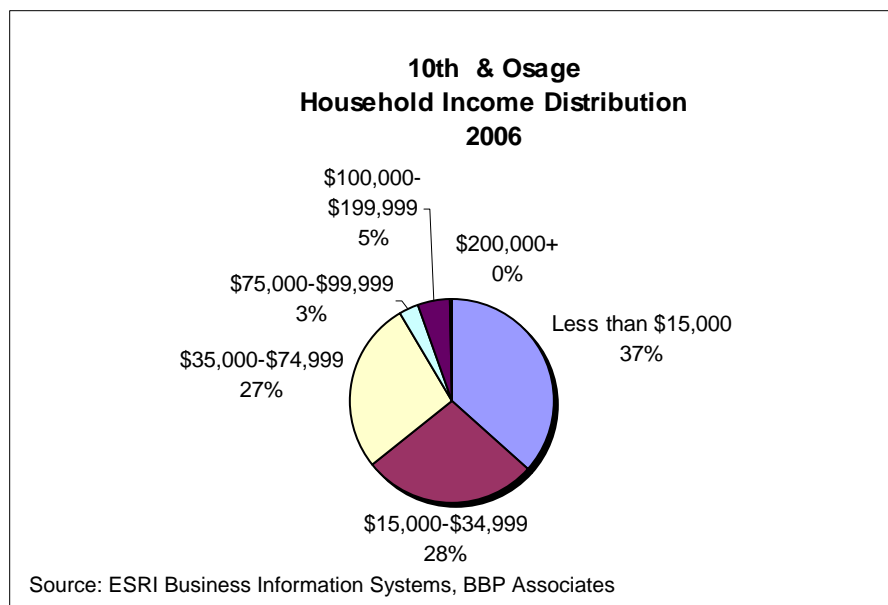
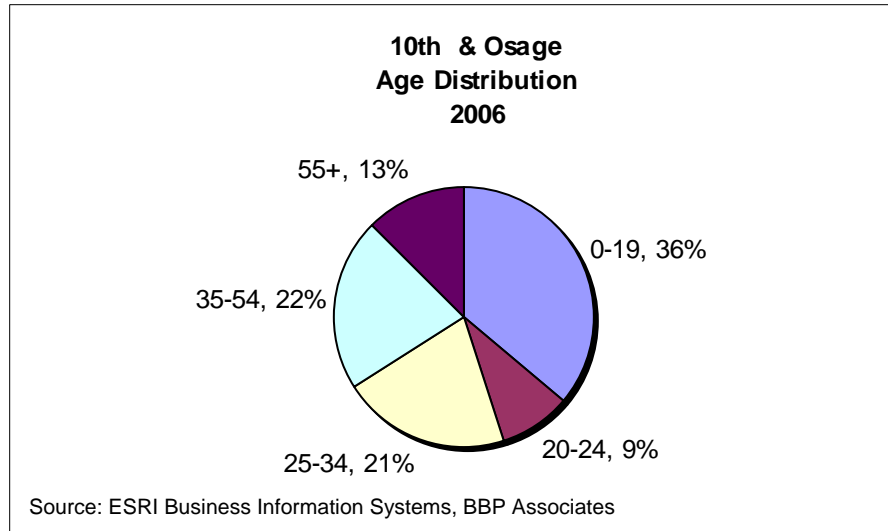
- Initial emphasis on east side of station, capitalizing on redevelopment opportunities, mixed income housing and improved connection to Santa Fe with neighborhood oriented retail along 10th Avenue
- Longer term – west side of rail line, potential opportunities with Burnham Yard with redevelopment potential of industrial uses

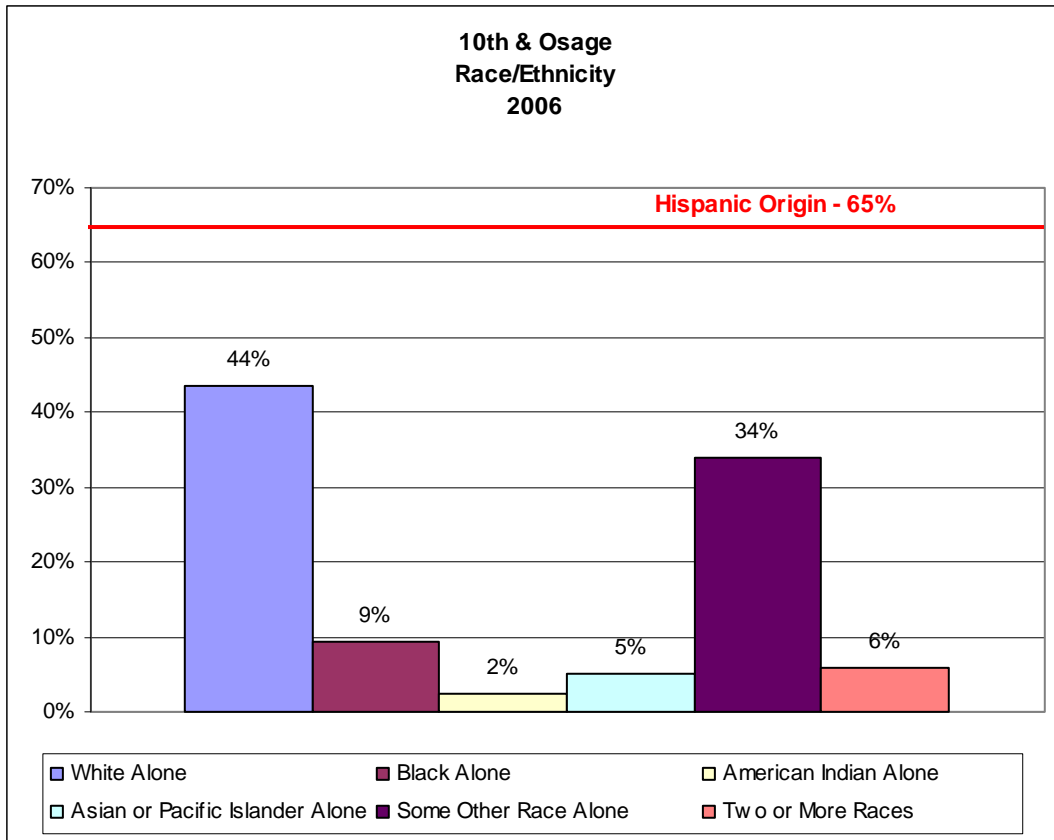


SUPPLEMENTAL ECONOMIC / DEMOGRAPHIC INFORMATION

10th & Osage Population and Household Characteristics 2000-2011					
	2000	2006	Annual Growth Rate, 2000-2006	2011	Annual Projected Growth Rate, 2006-2011
Population	3,623	3,438	-0.6%	3,510	0.2%
Households	1,119	1,162	-0.6%	1,170	0.1%
Average Household Size	3	2.98	-0.1%	2.98	0.0%
Household Income	\$18,816	\$23,103	4.6%	\$27,809	4.1%

Source: ESRI Business Information Systems, BBP Associates





Source: ESRI Business Information Systems, BBP Associates

**10th & Osage
Household Classification by Tapestry Segment
2006**

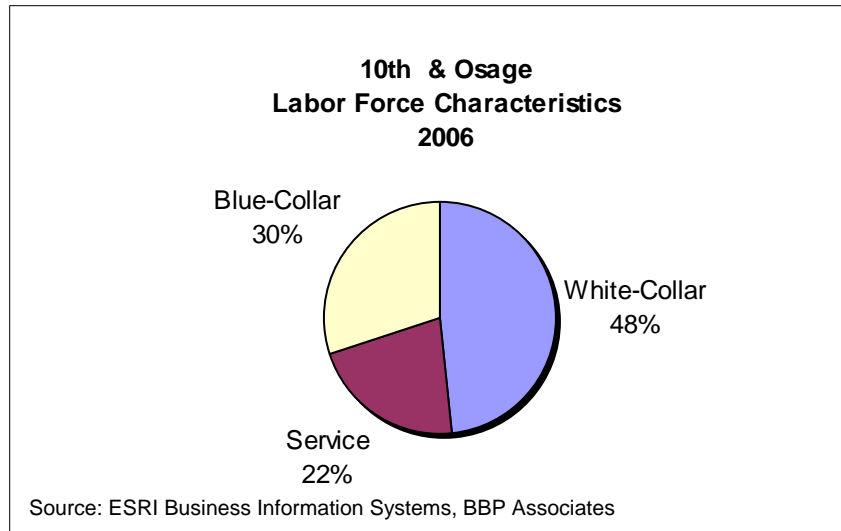
Community Tapestry Segment	Percent
City Dimensions	60%
City Commons	17%
Industrious Urban Fringe	16%
Metro Renters	8%

Source: ESRI Business Information Systems, BBP Associates
 1/ Descriptions of community tapestries are available through the ESRI White Paper, "Community Tapestry – the Fabric of America's Neighborhoods," available online at www.esri.com.

**10th & Osage
Labor Force Characteristics
2006**

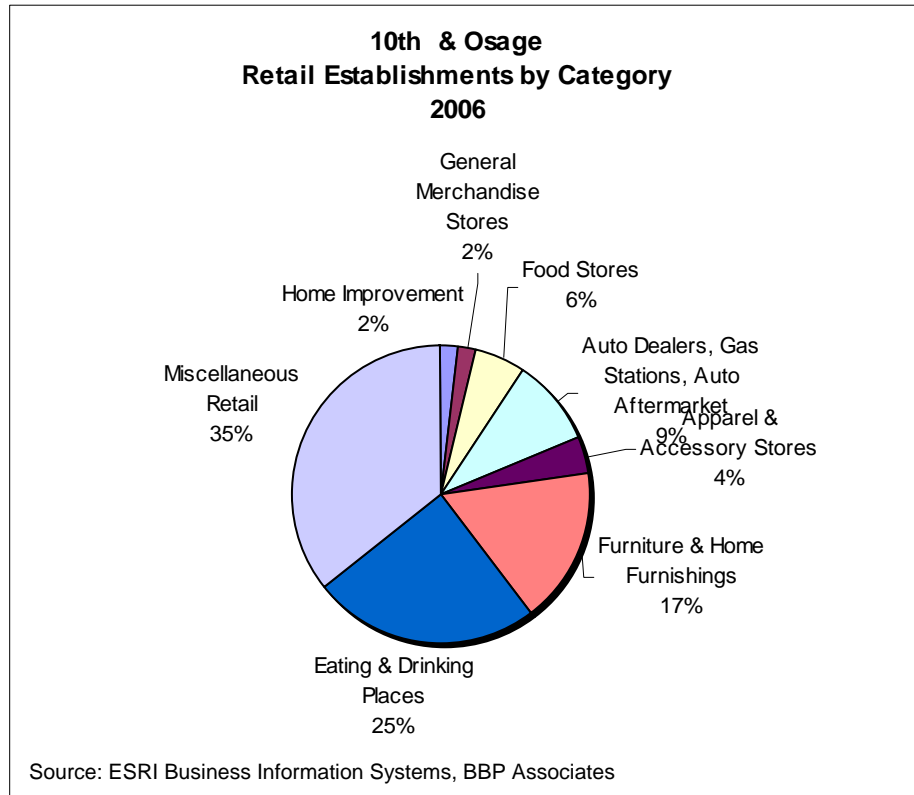
	Amount/Percent
Total Employed Population	1,272
Unemployed Population	676
Unemployment Rate	19%

Source: ESRI Business Information Systems, BBP Associates



10th & Osage At-Place Employment Business Establishments by Industry 2006					
	Establishments	Share of Total Establishments	Employment	Share of Total Employment	Average Employment per Industry
Agriculture & Mining	3	1%	16	0%	5
Construction	29	10%	643	11%	22
Manufacturing	23	8%	281	5%	12
Transportation	4	1%	36	1%	9
Communication	1	0%	2	0%	2
Electric, Gas, Water & Sanitary Services	1	0%	720	13%	720
Wholesale Trade	37	12%	563	10%	15
Retail Trade	53	17%	511	9%	10
Finance, Insurance & Real Estate	20	7%	109	2%	5
Services	123	40%	2,750	48%	22
Government	4	1%	98	2%	25
Other	7	2%	2	0%	0
TOTAL	305	100%	5,731	100%	19

Source: ESRI Business Information Systems, BBP Associates



Alameda



1. Existing Conditions

- Station located approximately 2 miles from downtown (<10 minute train ride)
- Station area includes primarily automobile oriented commercial uses
- Several stable residential neighborhoods surrounding commercial uses
- Station area bisected by UP and BNSF rail lines

Station Area Typology	Urban Center
Rail Corridor	Central/CPV
Neighborhood(s)	Baker, Athmar Park, West Washington Park
Existing Uses	<ul style="list-style-type: none"> • Retail (including SoBo – South Broadway – retail cluster) • Industrial • Residential • Parking (surface lots) • Some Office
Zoning	<ul style="list-style-type: none"> • Industrial - I-0, I-1, I-2 (51%) • Business District B1, B4 (21%) • Residential R-2, R-2A, and R-3 (19%) • TMU-30 (6%) • O1 (<3%) • PUD (<1%)
Features	<ul style="list-style-type: none"> • Industrial uses • Large format retail shopping center with large surface parking abut station • Surface park and ride lot (287 spaces) • Denver Design District (design cluster along Broadway) • Businesses generally oriented to automobile (Broadway)



2. Demographic/Economic Profile (1/2 Mile Walkshed)

- Smaller household size (1.9) compared to city (2.28) and region (2.53)
- Jobs (3,347) outnumber residents (1,780) in station area
- Station area household income (\$52,116) comparable to city (\$49,373), lower compared to region (\$63,895)
- Lower percentage of station area residents engaged in blue collar employment (15%) compared to city and region (21%)
- Comparable unemployment rate of station area residents (7%) compared to city (7.2%), higher compared to region (5.5%)
- Primary types of retail establishments include: furniture and home furnishings (27%), misc. retail (23%), and eating and drinking places (20%)

2006 Economic – Demographic Data	½ Mile Station Area
Population	1,780
Households	936
Average Household Size	1.9
Household Income	\$52,116
At Place Employment	3,347
Number of Business Establishments	302
% Retail Trade Establishments	24%
% Office Establishments (e.g. FIRE, Services)	36%
Source: 2006 ESRI Business Information Systems, BBP Associates	

3. Real Estate Market (Office and Retail)

- Retail market includes 30 buildings totaling 890,779 square feet with vacancy rate of 5.8%
- Retail primarily 1-2 story buildings clustered along Broadway
- Older retail building stock; half of retail buildings built before 1952 (oldest building constructed in 1883, and most recent building constructed in 1996)
- Office market includes 13 buildings totaling 81,235 square feet with a 0% vacancy rate
- Office primarily 1-2 story buildings located along Broadway and Alameda Avenue
- Older office building stock (half completed before 1950, oldest building constructed in 1891, and most recent constructed in 1990)

Alameda Station Area (1/2 Mile Walkshed) Retail and Office Market As of March 2007							
Type	# Bldgs	Total Rentable Building Area (RBA)	Vacant SF	Vacancy %	Net Absorption	RBA Under Const	Direct Average Rate
Retail	30	890,779	51,982	5.8%	0	0	\$16.24/nnn
Office	13	81,235	0	0%	0	0	-
Source: CoStar							

4. Development Activity

- Currently no recently completed projects or projects under construction
- Alameda Station LLC in negotiations with RTD to purchase the bus barn site (8.3 acre site currently zoned I-2) at Sante Fe Drive and Alameda Avenue (if sold, construction of pedestrian bridge to connect development to the station would be needed)

Station Area Development Activity	
Number of New Residential Units	-
Total Square Feet of Development Planned	-
Recently Completed Projects	-
Under Construction Projects	-
Proposed Projects	-

Source: BBP Associates, RTD Transit-Oriented Development Status Report 2006

5. Station Area Objectives (Focus Groups)

- Enhanced connectivity between neighborhoods (Athmar Park, Baker, West Washington Park) and station
- Multimodal access to retail (pedestrian, bicycle, and transit)
- Improved pedestrian safety for crossing major roads (Alameda, Broadway)
- Enhanced activity (eyes on the street) at station
- Improved bus shuttle connections between station and SoBo (South Broadway)
- Residential options for seniors and young professionals
- Live-work space for creative occupations
- Mix of retail types (neighborhood serving and destination, affordable and high-end)

6. Station Area Strengths

- Close proximity to downtown
- Historic architecture in north section of Broadway
- Existing retail cluster, particularly Design Center, draws from large market area (extending to mountains, Wyoming, Dakotas)
- Potential for residential development as a more affordable alternative to downtown
- Several large properties under single ownership (Broadway Marketplace and Denver Design Center, ~ 60 acres)
- Proximity to Broadway station and Gates redevelopment project (may serve as catalyst for Alameda area redevelopment)
- Stable residential neighborhoods interested in redevelopment and revitalization

7. Station Area Challenges/Constraints

- Existing industrial businesses between retail shopping center and station
- Existing retail shopping center not oriented to station (backs to station)
- Limited station visibility (sight line obscured by shopping center)
- Lack of connectivity between neighborhoods to east and west and station
- Indefensible spaces at station (lack of eyes on the street)

- Recent retail development (and recent long-term, 30-year retail leases) prevent near-term redevelopment, especially due to parking requirements within leases

8. Station Area Opportunities

- Mixed-use, mixed income redevelopment
- Neighborhood serving retail development
- Repositioning of Design Center as furniture row retail destination
- Enhanced connectivity between neighborhoods and station
- Pedestrian bridge between station and former RTD bus barn site
- Utilize former railroad crossing over Alameda to connect Baker neighborhood to station
- Pedestrian enhancements along Cherokee (Baker neighborhood connection)
- Conversion of one-way to two-way streets to calm traffic (Washington/Emerson)
- Longer-term residential infill development
- Streetcar service along Broadway (connecting SoBo with southeast downtown)
- Streetscape enhancements along Broadway
- Platte River Trail greenway enhancements

9. Development / Redevelopment Sites

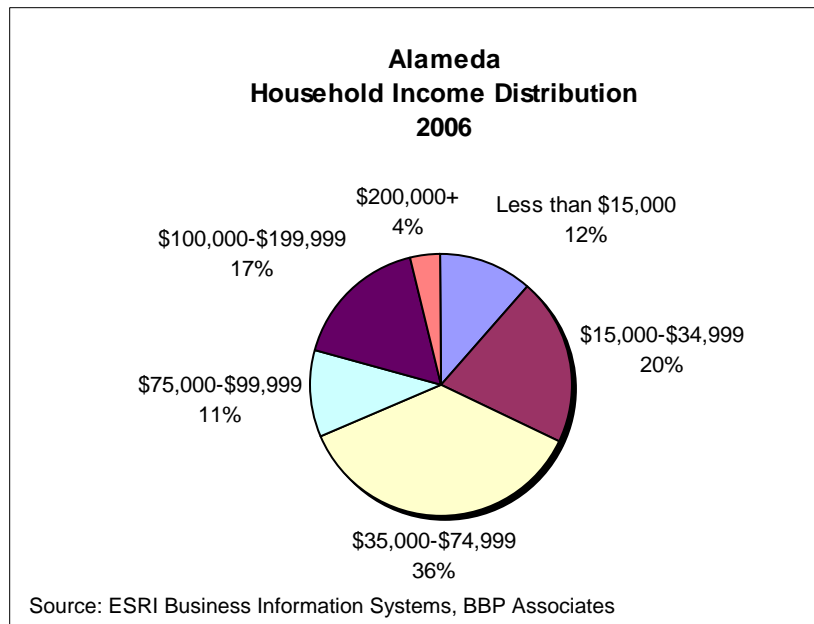
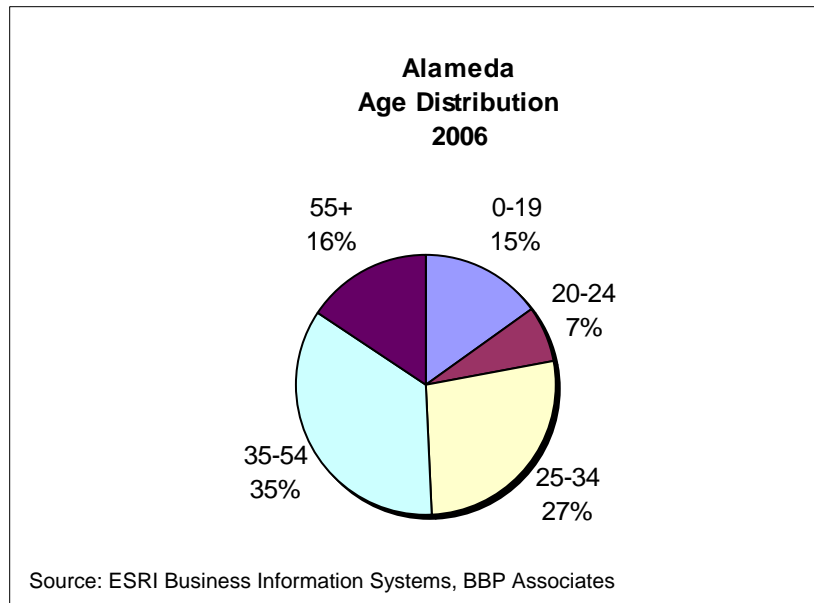
- RTD bus barn site (8.3 acre site)
- Private surface parking lots and auto-oriented retail developments (Broadway Marketplace, Denver Design Center property owner engaging consultants to look at future longer-term redevelopment opportunities and potential rezoning)

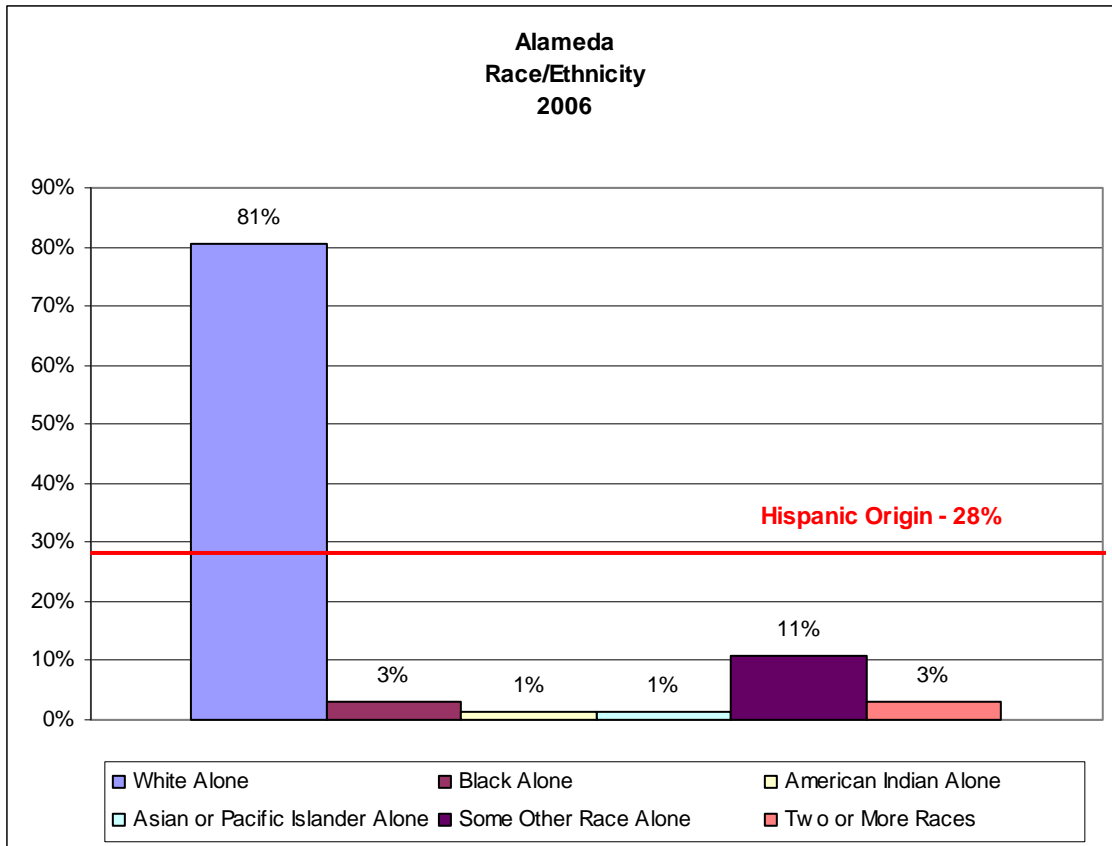
10. Potential Market Niches / Station Area Vision

- Mixed-use, mixed-income community
- More affordable alternative to downtown living
- Neighborhood serving retail and services as well as destination furniture/design cluster
- Increased density closer to station, tapering/transitioning to surrounding residential neighborhoods
- Initial emphasis on park and ride redevelopment and redevelopment of some underutilized industrial parcels
- Longer-term emphases on larger-scale infill redevelopment of surface parking/grayfield sites
- Multi-modal corridor along Broadway
- Greenway parallel to I-25

SUPPLEMENTAL ECONOMIC / DEMOGRAPHIC INFORMATION

Alameda Population and Household Characteristics 2000-2011					
	2000	2006	Annual Growth Rate, 2000-2006	2011	Annual Projected Growth Rate, 2006-2011
Population	1,855	1,780	-0.7%	1,792	0.1%
Households	970	936	-0.7%	940	0.1%
Average Household Size	1.91	1.9	-0.1%	1.9	0.0%
Household Income	\$40,789	\$52,116	5.6%	\$63,813	4.5%
Source: ESRI Business Information Systems, BBP Associates					





Source: ESRI Business Information Systems, BBP Associates

**Alameda
Household Classification by Tapestry Segment
2006**

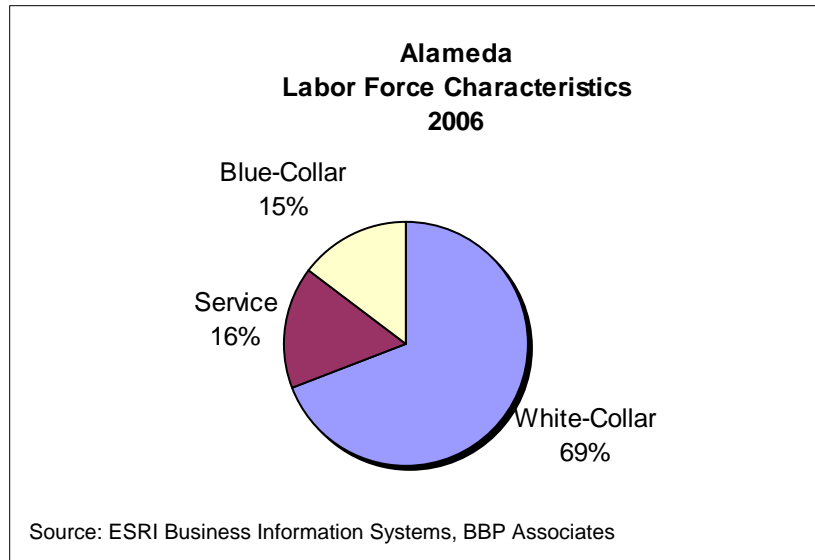
Community Tapestry Segment	Percent
Trendsetters	65%
Metropolitans	21%
Metro Renters	9%
Social Security Set	5%
Industrious Urban Fringe	1%

Source: ESRI Business Information Systems, BBP Associates
 1/ Descriptions of community tapestries are available through the ESRI White Paper, "Community Tapestry – the Fabric of America's Neighborhoods," available online at www.esri.com.

**Alameda
Labor Force Characteristics
2006**

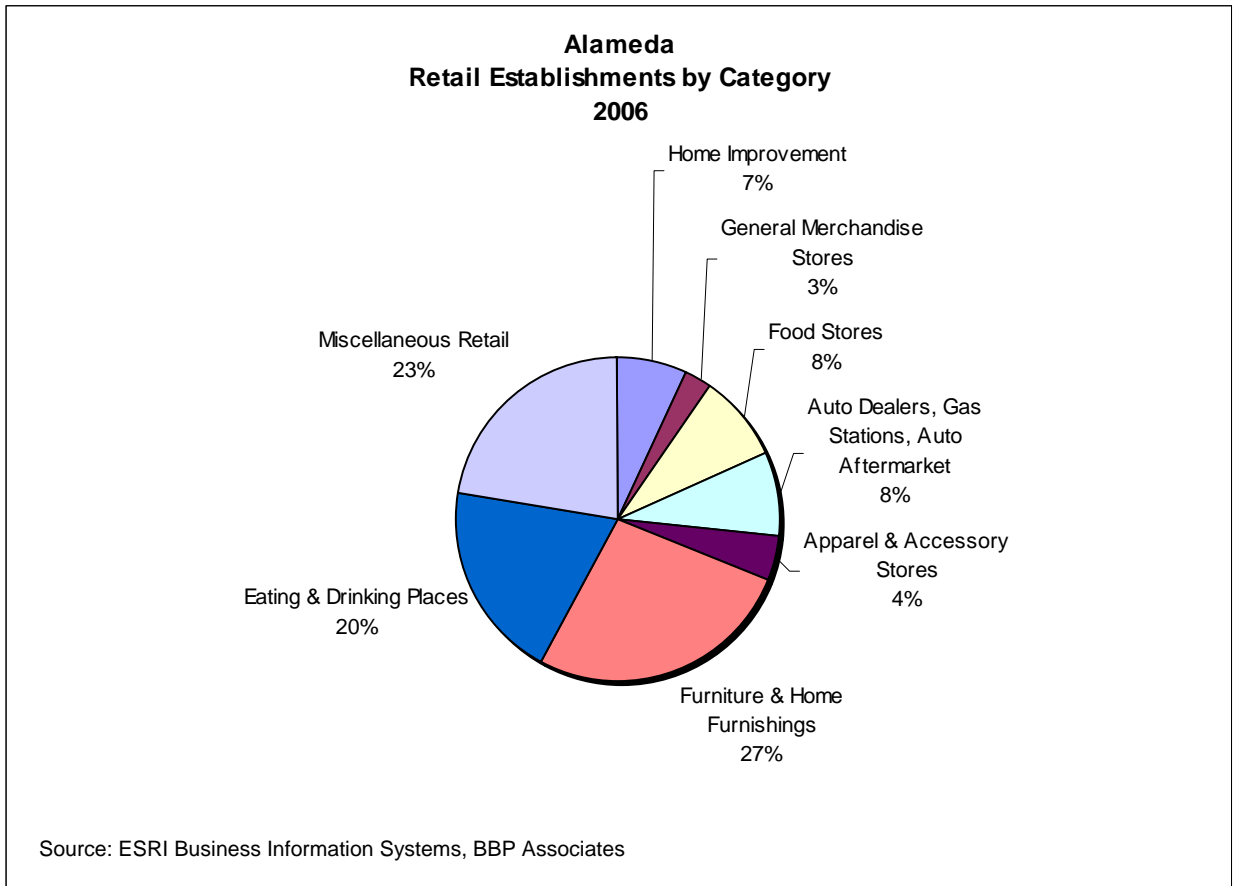
	Amount/Percent
Total Employed Population	1,155
Unemployed Population	80
Unemployment Rate	7%

Source: ESRI Business Information Systems, BBP Associates



Alameda At-Place Employment Business Establishments by Industry 2006					
	Establishments	Share of Total Establishments	Employment	Share of Total Employment	Average Employment per Industry
Agriculture & Mining	5	2%	34	1%	7
Construction	24	8%	414	12%	17
Manufacturing	26	9%	395	12%	15
Transportation	4	1%	27	1%	7
Communication	2	1%	4	0%	2
Electric, Gas, Water & Sanitary Services	1	0%	55	2%	55
Wholesale Trade	54	18%	710	21%	13
Retail Trade	71	24%	873	26%	12
Finance, Insurance & Real Estate	14	5%	50	1%	4
Services	94	31%	775	23%	8
Government	3	1%	7	0%	2
Other	4	1%	3	0%	1
TOTAL	302	100%	3,347	100%	11

Source: ESRI Business Information Systems, BBP Associates



Auraria West



1. Existing Conditions

- Station situated adjacent to downtown and the South Platte River
- Land uses include institutional (Auraria Higher Education Center - AHEC, 3 campuses of 38,000 students), industrial uses, sports/entertainment, residential and retail
- Entertainment uses within station area include Pepsi Center, Elitch Gardens, Invesco Field
- Auraria is historically a commuter campus with poor connection to downtown

Station Area Typology	Campus
Rail Corridor	Central/CPV
Neighborhood(s)	Auraria & La Alma/Lincoln Park
Existing Uses	<ul style="list-style-type: none"> • Education (Auraria Higher Education Center – 38,000 students) • Residential (including student housing) • Extensive surface parking to serve students, faculty, staff and sporting facilities
Zoning	<ul style="list-style-type: none"> • Residential R-MU-30, R-3, R-2 (%) • Campus R-5 (%) • Parks and Recreation (%) • Civic (%) • Retail – B-2, B-4, B-8 (%) • Industrial – I-1, I-2 (%)
Features	<ul style="list-style-type: none"> • Auraria Higher Education Center (38,000 students and 4,000 faculty, staff) • Campus Village at Auraria West (new student housing) • Surface parking lots to serve students, faculty, visitors • Industrial uses south of campus • Entertainment uses north of campus

2. Demographic/Economic Profile (1/2 Mile Walkshed)

- Smaller household size (2.2) compared to city (2.28) and region (2.53)
- 38% of station area residents 19 years old or younger compared to city (25%) and region (28%)
- Three times more jobs (3,671) located in station area compared to residents (1,249)
- Station area household income (\$22,973) more than two times lower compared to city (\$49,373) and three times lower compared to region (\$63,895)
- Nearly half of residents are of Hispanic origin compared to city (35%) and region (20%)



- Primarily white collar workforce of station area residents (60%), but less than the city (63%) and region (66%)
- Higher unemployment rate of station area residents (21%) compared to city (7.2%) and region (5.5%)
- Primarily types of retail establishments include: eating and drinking places (35%), furniture and home furnishings (14%), and misc. retail (28%)

2006 Economic – Demographic Data	½ Mile Station Area
Population	1,249
Households	535
Average Household Size	2.2
Household Income	\$22,973
At Place Employment	3,671
Number of Business Establishments	157
% Retail Trade Establishments	18%
% Office Establishments (e.g. FIRE, Services)	41%
Source: 2006 ESRI Business Information Systems, BBP Associates	

3. Real Estate Market (Office and Retail)

- Retail market includes 3 buildings totaling 217,000 square feet (approximately 200,000 square feet of which is housed within the Tivoli Student Union) with vacancy rate of 0%
- Retail primarily 1 – 3 story buildings
- Most recent retail building constructed in 1985
- Office market includes 5 buildings totaling 94,000 square feet with a vacancy rate of 0%
- Office includes 4 Class B buildings and 1 Class C building
- Office space spread throughout station area, no apparent clustering
- Most recent office building constructed in 1982, earliest 1897
- No office or retail development under construction

Auraria West Station Area (1/2 Mile Walkshed) Retail and Office Market As of March 2007							
Type	# Bldgs	Total Rentable Building Area (RBA)	Vacant SF	Vacancy %	Net Absorption	RBA Under Const	Direct Average Rate
Retail	3	217,006	0	0.0%	0	0	-
Office	5	94,027	0	0.0%	0	0	-
Source: CoStar							

3. Development Activity

- Recent development projects include the 230-unit, 685 bed Campus Village at Auraria West completed by Urban Ventures that provides residential apartment units for students attending AHEC



- Planned development projects include: second phase of the Campus Village at Auraria West project to begin in 2008-2009 – could include a total of 800-1,200 beds; a retail/entertainment/residential project on 3.4 acres by Kroenke Sports Enterprises between the Pepsi Center and Invesco Field
- Quadrant Properties assembling 22 acres of land within station area for potential redevelopment (office, retail, residential) south of West Colfax between the rail line and Shoshone Street; potential issue with RTD relocating a Union Pacific track (the Burnham Lead) through the Quadrant site

Station Area Development Activity	
Number of New Residential Units	230, 685 beds
Total Square Feet of Development	250,000 sf
Recently Completed Projects	<ul style="list-style-type: none"> • Campus Village at Auraria West – includes 230 residential apartment units (685 beds) for students attending the Auraria Higher Education Center
Proposed Projects	<ul style="list-style-type: none"> • Campus Village at Auraria West – second phase to begin in 2008 in conjunction with construction of the West Corridor • Kroenke Sports Enterprises plans to develop a retail/entertainment/residential project on 3.4 acres between the Pepsi Center and Invesco Field • Quadrant Properties mixed use development on 22 acres south of AHEC
1/ Includes projects recently completed, under construction and/or proposed	
Source: BBP Associates, RTD Transit-Oriented Development Status Report 2006	

4. Station Area Objectives (Focus Groups/Public Workshops)

- Provide an energized, mixed-use development
- Create a neighborhood with campus-supportive uses
- Enhance pedestrian safety and connectivity to campus and downtown
- Enhance transit connectivity to downtown
- Improve multi-modal connectivity
- Develop a vision for 5th Street
- Coordinate with Auraria AHAC Campus Master Plan efforts and implementation to encourage transit supportive uses and connections
- Integrate station with campus
- Provide development that supports the campus and students
- Enhance connection to potential development to north and south of campus and station area

5. Station Area Strengths

- Presence of large student population (38,000 annually)
- Proximity to downtown
- Proximity to Invesco Field and the Pepsi Center
- Recent and planned development activity (Urban Ventures student housing)
- Developer interest in area (Quadrant Properties, Urban Ventures)
- Existing examples of public/private partnerships for development (e.g. CU Real Estate Foundation, Urban Ventures)

6. Station Area Challenges/Constraints

- Lack of cohesion/linkage between station and new student housing (housing is isolated)
- Need to physically and psychologically link campus to downtown (e.g. overcome Speer barrier)
- Status as a commuter campus limits ability to create campus identity with transient population
- Non-supportive transit land use (industrial) with pedestrian and vehicle barriers south of station
- Lack of visual connection from station to downtown area

7. Station Area Opportunities

- Enliven and energize the area around the station
- “Harvest” surface parking facilities for redevelopment
- Integrate station with campus
- Create a neighborhood on the west side of campus
- Coordinate with Auraria campus master planning that calls for a more dense, mixed use higher education center
- Undertake additional public/private partnerships to support the campus, housing, residents, and transit users
- Create retail that is complementary to downtown and to campus and nearby users
- Create Main Street style TOD along 5th Street to include campus-related retail with residential / office above (Urban Ventures)
- Leverage residential development to attract retail and other continuous users
- Examine housing opportunities not just for students but for retired faculty, young faculty, married students and recent graduates that are not ready to leave the “college life” just yet
- Utilize institutional and academic amenities to leverage appropriate redevelopment within station area

8. Development / Redevelopment Sites

- AHEC Campus Master Plan calls for potential redevelopment of surface parking lots for additional institutional, retail, residential uses
- Various college-owned sites (potential future expansion of higher education center or redevelopment with student housing)
- Phase II of the Campus Village at Auraria West by Urban Ventures residential development
- Kroenke Sports Enterprises plans to develop a retail/entertainment/residential project on 3.4 acres between the Pepsi Center and Invesco Field
- Quadrant Properties assemblage of 22 acres for potential mixed use redevelopment (office, retail, residential) south of West Colfax between the rail line and Shoshone Street

9. Potential Market Niches / Station Area Vision

- A university campus and sporting events
- Mixed-use center of higher education, expanded academic facilities to meet need of campus users (Master Planning efforts designed to address doubling of population)
- Multi-family, office and retail with three distinct character areas
- Residential – market rate and affordable housing for students, faculty and staff (currently there is none) with supportive neighborhood retail
- Vision for funky/student oriented retail (e.g. art, music, clothes, limited-service restaurants)

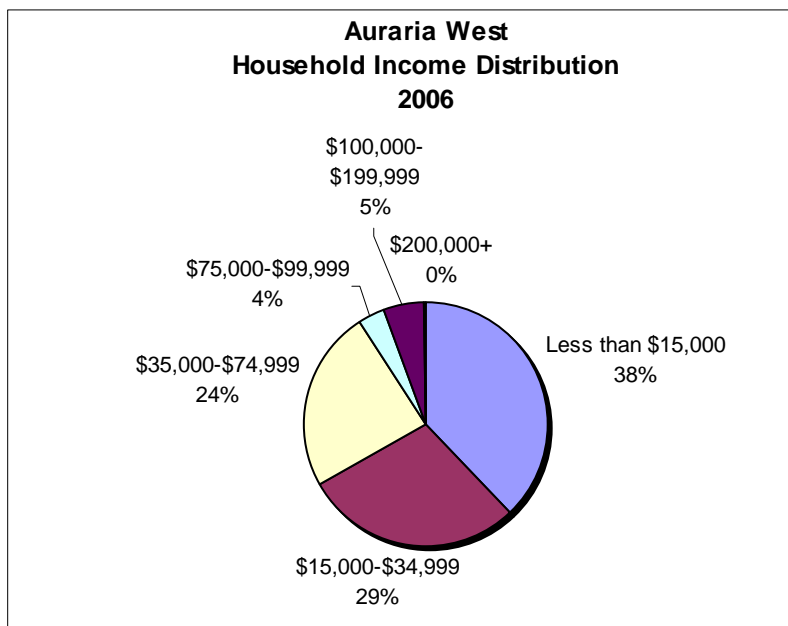
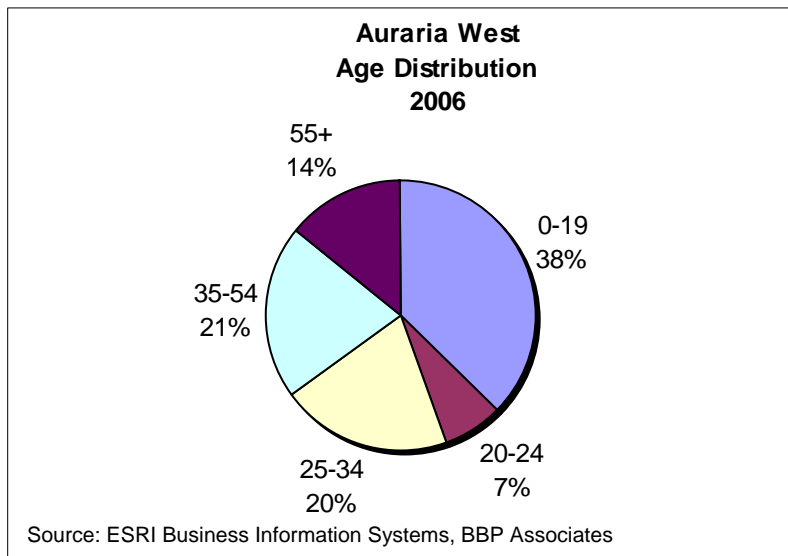


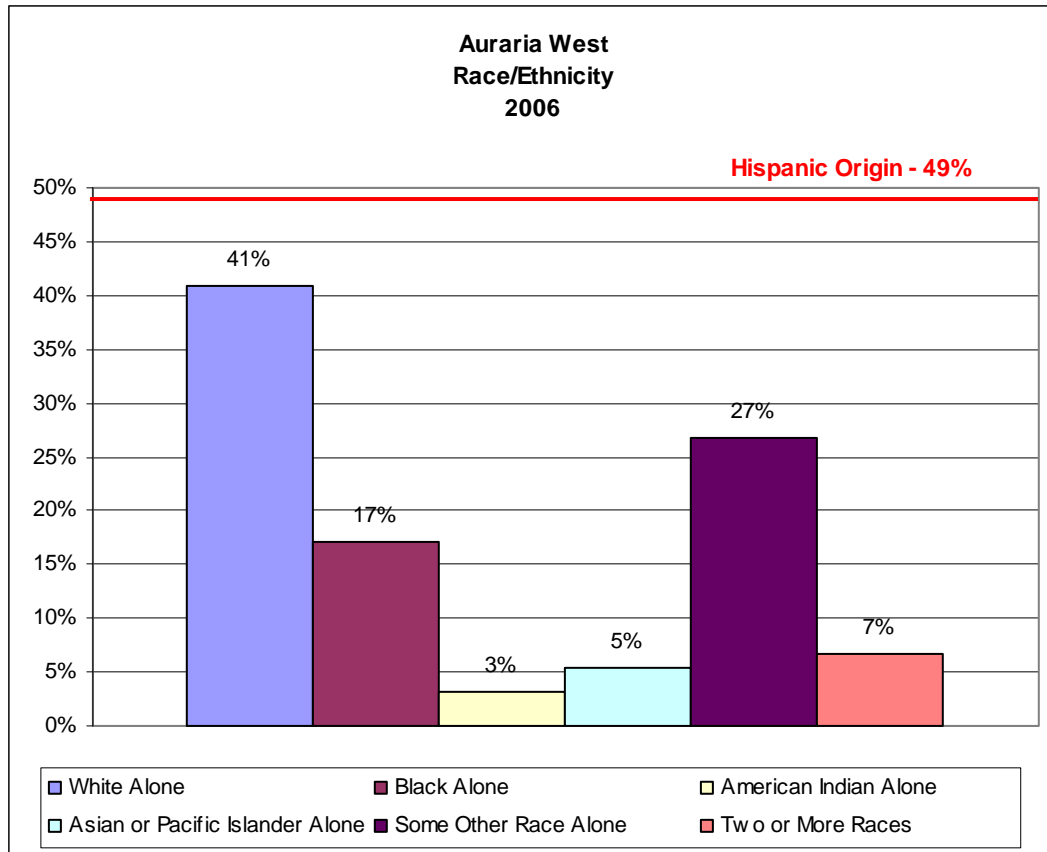
- Examine potential for campus-oriented TOD – housing, student services, campus general use space, campus oriented retail, recreation, etc.
- Continued emphasis on public/private partnerships between campus, city and development community
- Think of Campus Village, areas west of the tracks, the station, and the campus land immediately east of the station as one cohesive neighborhood known as the “Auraria West District”
- Diversity of building heights
- Enhanced pedestrian and transit connections

SUPPLEMENTAL ECONOMIC / DEMOGRAPHIC INFORMATION

Auraria West Population and Household Characteristics 2000-2011					
	2000	2006	Annual Growth Rate, 2000-2006	2011	Annual Projected Growth Rate, 2006-2011
Population	1,246	1,249	0.0%	1,272	0.4%
Households	542	535	-0.3%	541	0.2%
Average Household Size	2.17	2.2	0.3%	2.22	0.2%
Household Income	\$18,382	\$22,973	5.0%	\$28,011	4.4%

Source: ESRI Business Information Systems, BBP Associates





Source: ESRI Business Information Systems, BBP Associates

**Auraria West
Household Classification by Tapestry Segment
2006**

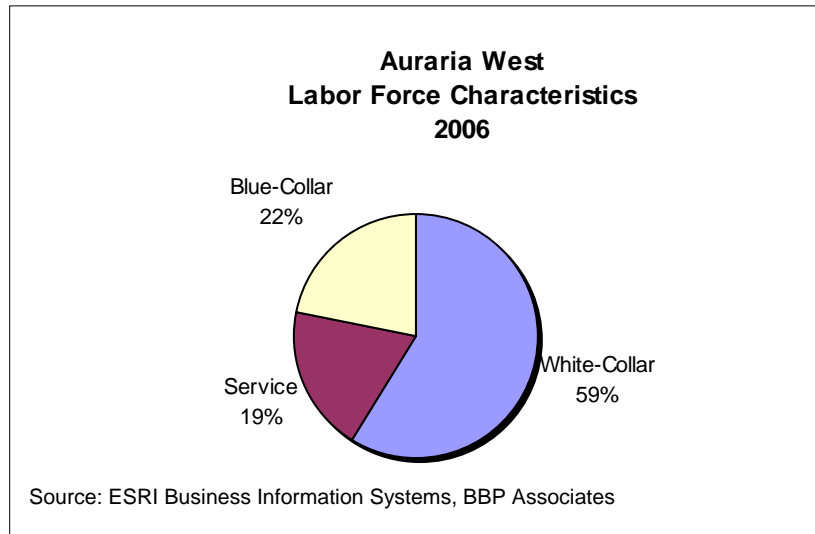
Community Tapestry Segment	Percent
City Commons	37%
City Dimensions	34%
Metro Renters	28%

Source: ESRI Business Information Systems, BBP Associates
 1/ Descriptions of community tapestries are available through the ESRI White Paper, "Community Tapestry – the Fabric of America's Neighborhoods," available online at www.esri.com.

**Auraria West
Labor Force Characteristics
2006**

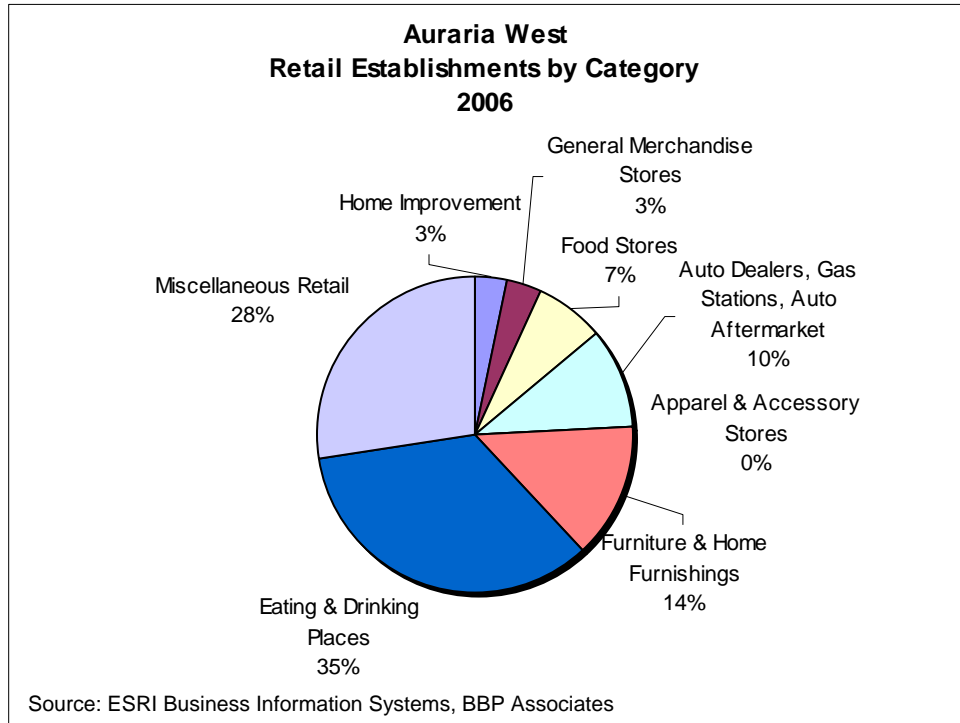
	Amount/Percent
Total Employed Population	490
Unemployed Population	261
Unemployment Rate	21%

Source: ESRI Business Information Systems, BBP Associates



Auraria West At-Place Employment Business Establishments by Industry 2006					
	Establishments	Share of Total Establishments	Employment	Share of Total Employment	Average Employment per Industry
Agriculture & Mining	1	1%	5	0%	5
Construction	13	8%	387	11%	30
Manufacturing	13	8%	155	4%	12
Transportation	3	2%	21	1%	7
Communication	1	1%	10	0%	10
Electric, Gas, Water & Sanitary Services	1	1%	463	13%	463
Wholesale Trade	23	15%	378	10%	16
Retail Trade	29	18%	638	17%	22
Finance, Insurance & Real Estate	8	5%	38	1%	5
Services	56	36%	1,495	41%	27
Government	5	3%	81	2%	16
Other	4	3%	-	-	-
TOTAL	157	100%	3,671	100%	23

Source: ESRI Business Information Systems, BBP Associates



Colorado



1. Existing Conditions

- Station located along growing I-25 corridor
- Station area walkshed bisected by I-25
- Station area includes automobile oriented commercial uses
- Stable residential neighborhoods near edge of station walkshed

Station Area Typology	Urban Center
Rail Corridor	Southeast
Neighborhood(s)	University Park, Warren's University, Cory-Merrill, and Virginia Village
Existing Uses	<ul style="list-style-type: none"> • Office • Residential (single-family and apartments) • Retail • Parking (surface lots)
Zoning	<ul style="list-style-type: none"> • Residential R-1, R-2, R-2A, R-3, R-4, RMU-30 (59%) • Business District B-1, B-2, B-3, B4, BA-1 and BA-2 (16%) • Industrial - I-0 (10%) • PUD (11%) • H-1B (4%)
Features	<ul style="list-style-type: none"> • Cluster of office and retail businesses along Evans Avenue and Colorado Boulevard • Businesses generally oriented to roadways (I-25, Evans, and Colorado) • Surface park and ride lot (nearly 400 spaces) • Destination entertainment/retail uses (movie theater, Dave & Buster's)



2. Demographic/Economic Profile (1/2 Mile Walkshed)

- Smaller household size (1.77) compared to city (2.28) and region (2.53)
- Jobs (7,534) outnumber residents (4,551) in station area
- Station area household income (\$42,816) lower compared to city (\$49,373) and region (\$63,895)
- Lower percentage of station area residents engaged in blue collar employment (16%) compared to city and region (21%)
- Higher unemployment rate of station area residents (11%) compared to city (7.2%) and region (5.5%)
- Primary types of retail establishments include: eating and drinking places (25%), misc. retail (22%), and furniture and home furnishings (20%)

2006 Economic – Demographic Data	½ Mile Station Area
Population	4,551
Households	2,442
Average Household Size	1.77
Household Income	\$42,816
At Place Employment	7,534
Number of Business Establishments	881
% Retail Trade Establishments	11%
% Office Establishments (e.g. FIRE, Services)	77%
Source: 2006 ESRI Business Information Systems, BBP Associates	

3. Real Estate Market (Office and Retail)

- Retail market includes 32 buildings totaling 757,735 square feet with vacancy rate of 6.4%
- Retail primarily single-story buildings clustered along Colorado Boulevard and Evans Avenue
- Older retail building stock; half of retail buildings built before 1975 (oldest building constructed in 1927), though about a dozen properties constructed since 1990
- Office market includes 42 buildings totaling 373,388 square feet with a vacancy rate of 19.1%
- Office building stock primarily low-rise structures (1-2 stories), although mix includes eight high-rise structures (over 10 stories); properties are primarily clustered along Evans Avenue and oriented toward I-25
- Older office building stock (half completed before 1973, with most built in 1970s and 1980s)

Colorado Station Area (1/2 Mile Walkshed) Retail and Office Market As of March 2007							
Type	# Bldgs	Total Rentable Building Area (RBA)	Vacant SF	Vacancy %	Net Absorption	RBA Under Const	Direct Average Rate
Retail	32	752,735	40,686	6.4%	5,800	83,381	\$32.14/nnn
Office	42	1,949,866	373,388	19.1%	-1,056	0	\$18.29/fs
Source: CoStar							

4. Development Activity

- Developers are seeking rezoning to enable future mixed-use infill on surface parking lots

Station Area Development Activity	
Number of New Residential Units	-
Total Square Feet of Development Planned	-
Recently Completed Projects	-
Under Construction Projects	-
Proposed Projects (1/)	<ul style="list-style-type: none"> • Albertsons retail infill – 73,400 sf (retail) • Colorado Center – proposed TOD under TMU-30 calls for 839,045 sf of new development, including: <ul style="list-style-type: none"> • 78,055 sf retail • 220,000 sf office • 208,120 sf hotel • 332,870 sf residential • 1,350 parking spaces
1/ Based on property owner interview conducted by Arland Land Use Economics, Lincoln Properties Rezoning Application/ Council Briefing	
Source: BBP Associates, RTD Transit-Oriented Development Status Report 2006	

5. Station Area Objectives (Focus Groups)

- Improved pedestrian safety for crossing major roads (Buchtel, Evans, Mexico, Colorado)
- Improved bicyclist and pedestrian access to station (over I-25 via pedestrian bridge)
- Enhanced connectivity of north-south routes (connecting Warrens University)
- Create a Main Street
- Community gathering place at station
- Transition of density into the neighborhoods

6. Station Area Strengths

- Advantageous location between downtown and Tech Center (offering multiple commuting options for new residents in residential infill projects)
- Existing employment and retail base that may support transit ridership (commuting to and from station)
- Demonstrated mixed-use redevelopment interest (rezoning interest from developers to redevelop surface parking)
- Stable residential neighborhoods interested in redevelopment and revitalization

7. Station Area Challenges/Constraints

- I-25 serves as barrier between east and west sections of station area walkshed
- Parking demands of existing uses (retail, office, and transit – park and ride is almost at capacity)
- Potential brownfields/contamination of sites along Evans, Colorado
- Limited connectivity between residential neighborhoods and station
- PUD zoning (does not allow residential uses)
- Large number of property owners

- High land values / land speculation by property owners

8. Station Area Opportunities

- Density concentrated around station, then tapering/transitioning into neighborhoods
- Reorient portions of Evans Avenue as pedestrian-friendly Main Street (Dahlia to Colorado)
- Public plaza/community gathering place at station to serve as focal point for neighborhoods
- Traffic calming/mitigation measures to improve pedestrian safety (countdown timers, medians, pedestrian “refuge” areas, elimination of multiple curb cuts and free-flow right turns)
- Road enhancement/extension (Birch, Ash and/or Albion Streets) to make north-south connection between station and Warrens University
- Potential bike/pedestrian bridge over I-25 at Bellaire Street
- Bike routes connecting residential areas with station
- Structured parking featuring ground floor retail
- Creation of a parking district for new development (developers have option of paying into parking fund in lieu of providing parking)
- Surface parking redevelopment with mixed-use infill (pedestrian oriented)

9. Development / Redevelopment Sites

- Park and ride surface parking lot redevelopment (owned by RTD) – potential joint development
- Private surface parking lots (especially those located along Evans Avenue, for example, the former Albertson’s site)

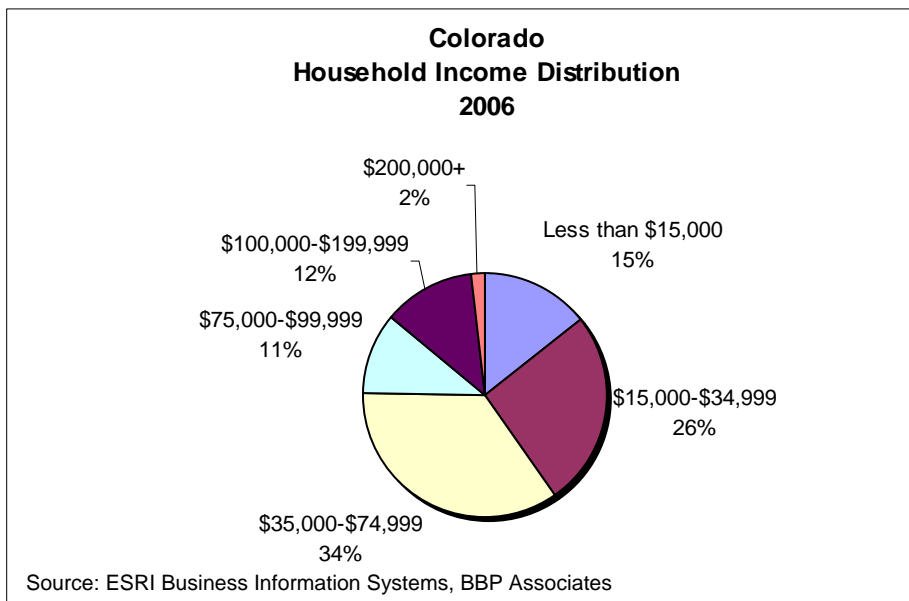
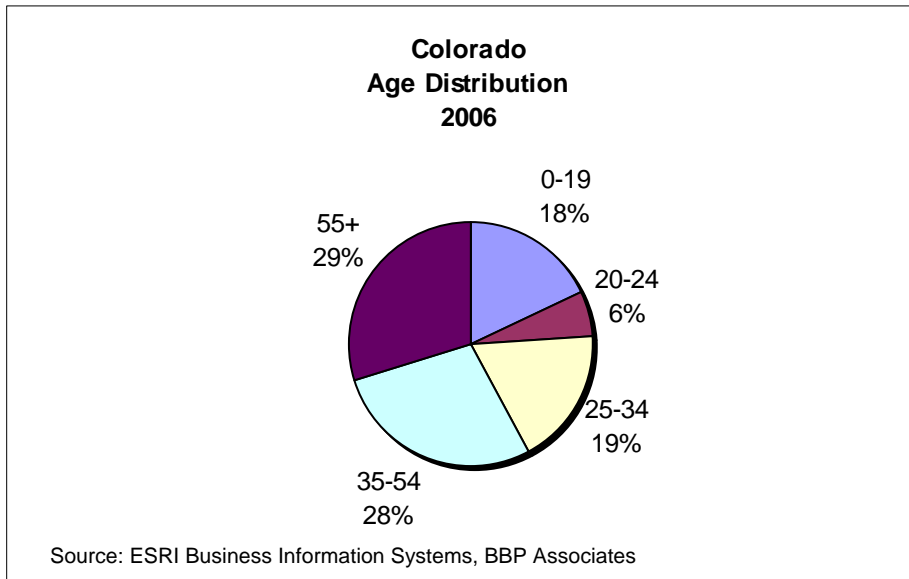
10. Potential Market Niches / Station Area Vision

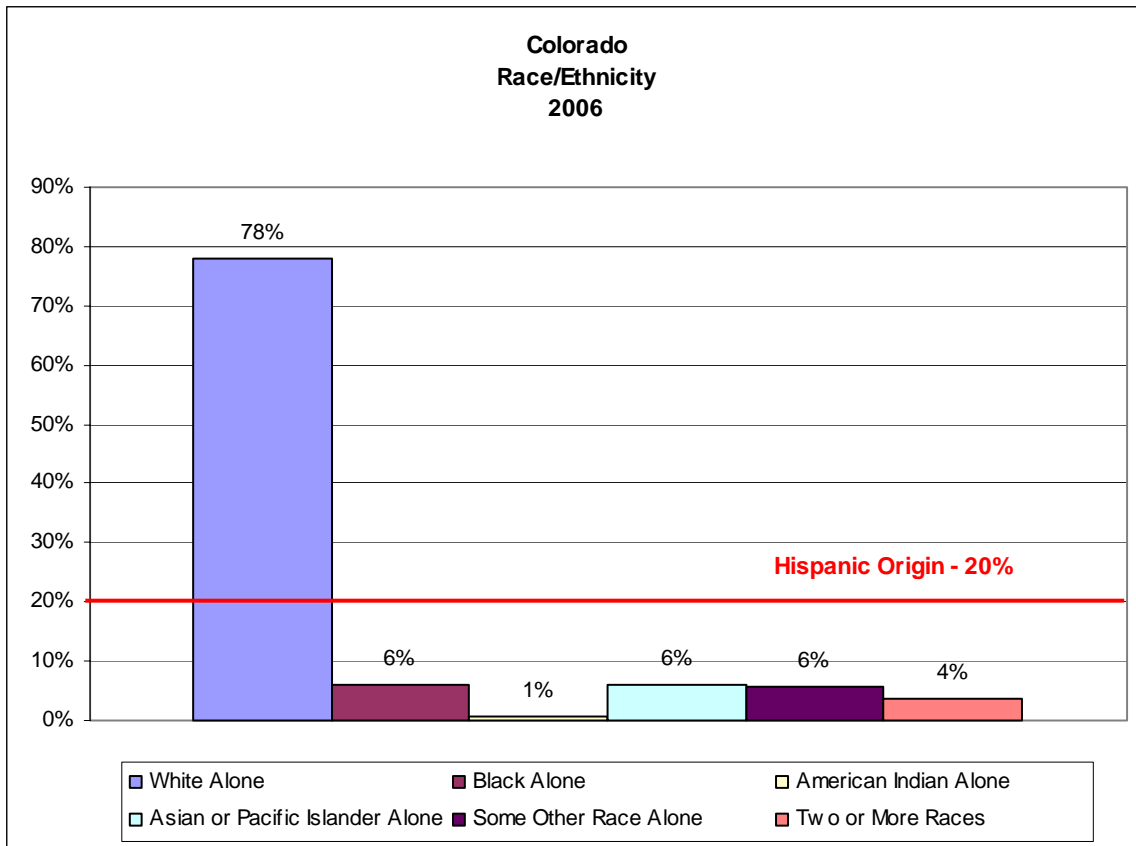
- Vibrant employment and shopping destination
- Jobs-housing balance (enhanced residential development)
- Infill redevelopment of surface parking, to include residential mixed-use development along Evans Avenue
- Neighborhood serving retail & services along Evans Avenue
- Pedestrian enhancements along Evans and Colorado, and pedestrian-friendly crosswalks at key intersections (Colorado and Evans, Colorado and Buchtel, etc.)
- Enhanced connectivity to station between existing residential neighborhoods and office/retail uses
- Greenway along Buchtel
- Increased density closer to station, with office and residential uses fronting on a public plaza

SUPPLEMENTAL ECONOMIC / DEMOGRAPHIC INFORMATION

Colorado Population and Household Characteristics 2000-2011					
	2000	2006	Annual Growth Rate, 2000-2006	2011	Annual Projected Growth Rate, 2006-2011
Population	4,575	4,551	-0.1%	4,629	0.3%
Households	2,465	2,442	-0.2%	2,474	0.3%
Average Household Size	1.76	1.77	0.1%	1.78	0.1%
Household Income	\$34,745	\$42,816	4.6%	\$51,363	4.0%

Source: ESRI Business Information Systems, BBP Associates





**Colorado
Household Classification by Tapestry Segment
2006**

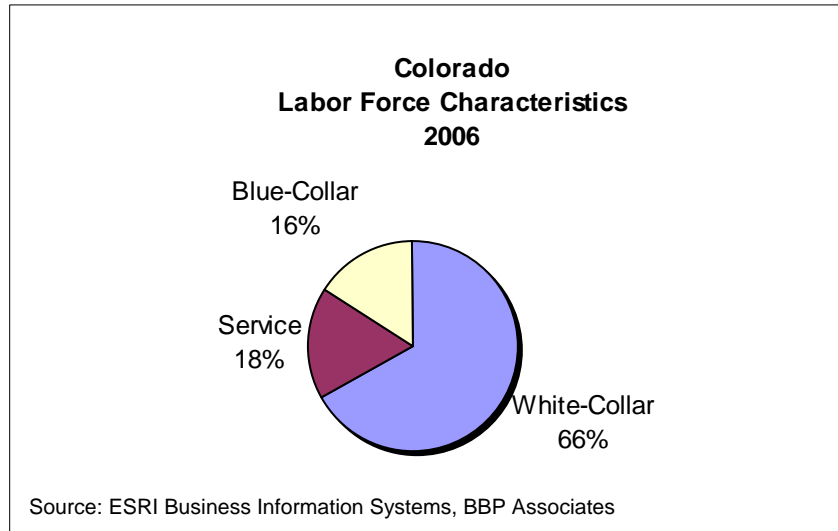
Community Tapestry Segment	Percent
Old & Newcomers	59%
Metro Renters	26%
Retirement Communities	8%
Urban Chic	4%
Young and Restless	2%
Metropolitans	1%

Source: ESRI Business Information Systems, BBP Associates
 1/ Descriptions of community tapestries are available through the ESRI White Paper, "Community Tapestry – the Fabric of America's Neighborhoods," available online at www.esri.com.

**Colorado
Labor Force Characteristics
2006**

	Amount/Percent
Total Employed Population	2,238
Unemployed Population	268
Unemployment Rate	11%

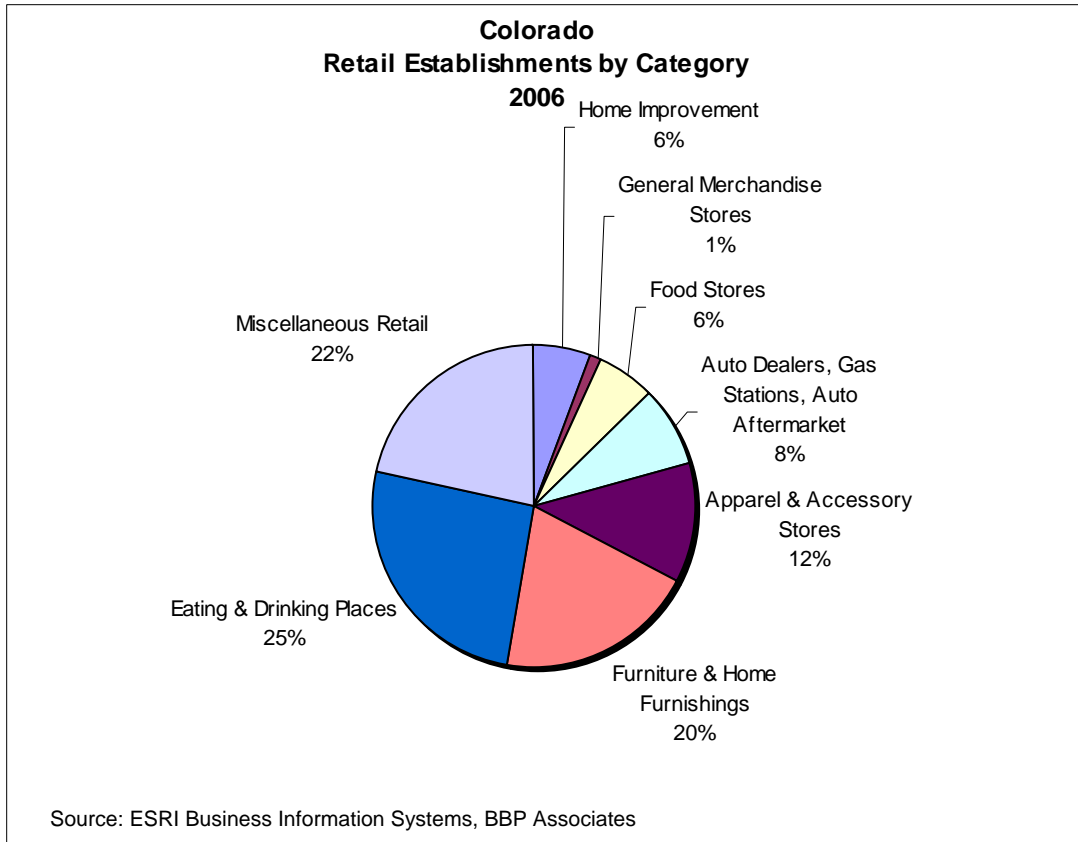
Source: ESRI Business Information Systems, BBP Associates



**Colorado
At-Place Employment
Business Establishments by Industry
2006**

	Establishments	Share of Total Establishments	Employment	Share of Total Employment	Average Employment per Industry
Agriculture & Mining	8	1%	72	1%	9
Construction	25	3%	365	5%	15
Manufacturing	9	1%	32	0%	4
Transportation	11	1%	115	2%	10
Communication	5	1%	23	0%	5
Electric, Gas, Water & Sanitary Services	0	0%	0	0%	-
Wholesale Trade	20	2%	138	2%	7
Retail Trade	101	11%	1,531	20%	15
Finance, Insurance & Real Estate	175	20%	1,270	17%	7
Services	504	57%	3,977	53%	8
Government	0	0%	0	0%	-
Other	22	2%	11	0%	1
TOTAL	881	100%	7,534	100%	9

Source: ESRI Business Information Systems, BBP Associates



Southmoor



1. Existing Conditions

- Station located along growing I-25 corridor
- Station within walking distance of Hampden Avenue businesses (retail and office)
- Stable residential neighborhoods east and west of station
- Station area includes large surface park and ride lot (owned by RTD)

Station Area Typology	Urban Center
Rail Corridor	Southeast
Neighborhood(s)	Hampden, Southmoor Park, Hampden South
Existing Uses	<ul style="list-style-type: none"> • Residential (single-family and apartments) • Retail (grocery store, national chain restaurants) • Entertainment (cineplex) • Parking (surface lots) • Hospitality (Marriott Suites)
Zoning	<ul style="list-style-type: none"> • Residential R-0, R-1, R-2, R-2A, R-3, R-4, and RMU-30 (79%) • Business District B-1, B-3, B-4, BA-4 and BA-3 (14%) • O-1 (6%)
Features	<ul style="list-style-type: none"> • 800 space surface park and ride lot (currently serves express bus system) • Large surface parking lots accompany most existing retail uses

2. Demographic/Economic Profile (1/2 Mile Walkshed)

- Smaller household size (2.03) compared to city (2.28) and region (2.53)
- Residents (2,537) outnumber jobs (983) in station area
- Station area household income (\$76,143) higher compared to city (\$49,373) and region (\$63,895)
- Lower percentage of station area residents engaged in blue collar employment (9%) compared to city and region (21%)
- Lower unemployment rate of station area residents (5%) compared to city (7.2%) and region (5.5%)
- Primarily types of retail establishments include: eating and drinking places (27%), misc. retail (22%), and apparel and accessory stores (17%)

2006 Economic – Demographic Data	½ Mile Station Area
Population	2,537
Households	1,248
Average Household Size	2.03
Household Income	\$76,143
At Place Employment	983
Number of Business Establishments	112
% Retail Trade Establishments	16%
% Office Establishments (e.g. FIRE, Services)	69%
Source: 2006 ESRI Business Information Systems, BBP Associates	

3. Real Estate Market (Office and Retail)

- Retail market includes 11 buildings totaling 152,195 square feet with vacancy rate of 0.5%
- Retail primarily single-story buildings clustered along Hampden Avenue
- Older retail building stock; half of retail buildings built before 1978, with a handful of retail buildings constructed in the 1990s and one since 2000
- Office market includes 19 buildings totaling 203,504 square feet with a vacancy rate of 5.6%
- Office primarily 1-2 story buildings congregated along Hampden Avenue
- Older office building stock (most completed in 1970s; most recent completed in 1979)
- Recent mixed use development (The District at Southmoor Station) containing residential units and retail space

Southmoor Station Area (1/2 Mile Walkshed) Retail and Office Market As of March 2007							
Type	# Bldgs	Total Rentable Building Area (RBA)	Vacant SF	Vacancy %	Net Absorption	RBA Under Const	Direct Average Rate
Retail	11	152,195	787	0.5%	0	0	\$17.73/nnn
Office	19	203,504	11,427	5.6%	-1,900	0	\$14.76/fs
Source: CoStar							

4. Development Activity

- Recent development activity includes 291 residential units and 16,500 square feet of retail (Southmoor Station)
- No projects currently under construction or proposed

Station Area Development Activity	
Number of New Residential Units	291
Total Square Feet of Development	16,500 (retail)
Recently Completed Projects	The District at Southmoor Station - 291 residential units and 16,500 square feet of retail (2006)
Under Construction Projects	-
Proposed Projects	-
Source: BBP Associates, RTD Transit-Oriented Development Status Report 2006	

5. Station Area Objectives (Focus Groups)

- Enhanced circulation/connectivity (north-south and east-west) throughout station area
- Improved transportation connections between station and existing businesses in Hampden
- Enhanced pedestrian safety at street crossings (Locust, Monaco, Oneida)
- Improved traffic flow/congestion alleviation
- Retail mix that includes high-end stores and neighborhood services

6. Station Area Strengths

- Demonstrated mixed-use redevelopment interest (motel redevelopment at corner of I-25 and Hampden Avenue)
- Existing destination uses that may support transit ridership (cineplex)
- Stable residential neighborhood

7. Station Area Challenges/Constraints

- Existing retail in station area not oriented (physically, functionally, visually) to transit station
- Height limit on new development (view plane)
- Parking demands of existing uses (cineplex, retail)
- Limited connectivity between residential neighborhoods and station

8. Station Area Opportunities

- Mixed-use infill redevelopment of surface parking that is compatible with existing retail, residential, and office uses
- Enhanced connectivity throughout station area (extension of Locust for a north-south connection, Narcissus and Magnolia for an east-west connection)
- Traffic calming/mitigation measures in conjunction with road extensions to minimize adverse impacts on existing residential neighborhood (narrow lanes, on-street parking, pedestrian crosswalks, countdown timers, bulb-outs)
- New housing opportunities
- Shuttle service or streetcar circulator to connect station to Hampden businesses
- Neighborhood serving, pedestrian oriented retail



- Shared parking arrangements for existing entertainment (cineplex) and new office development (different peak parking demand time periods)
- Bike routes connecting residential areas with station
- Structured parking featuring ground floor retail and/or high-quality design

9. Development / Redevelopment Sites

- Park and ride surface parking lot redevelopment (owned by RTD) – potential joint development opportunity
- Private surface parking lots (retail/entertainment uses)

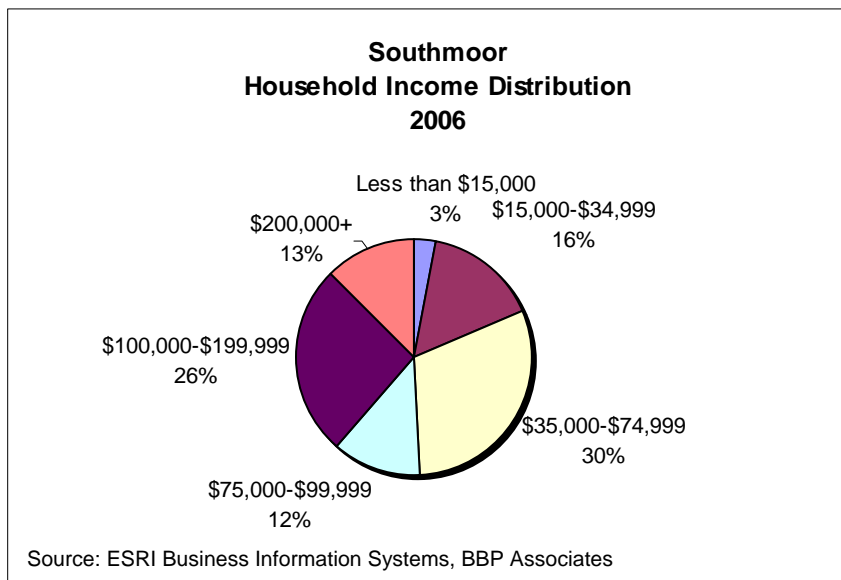
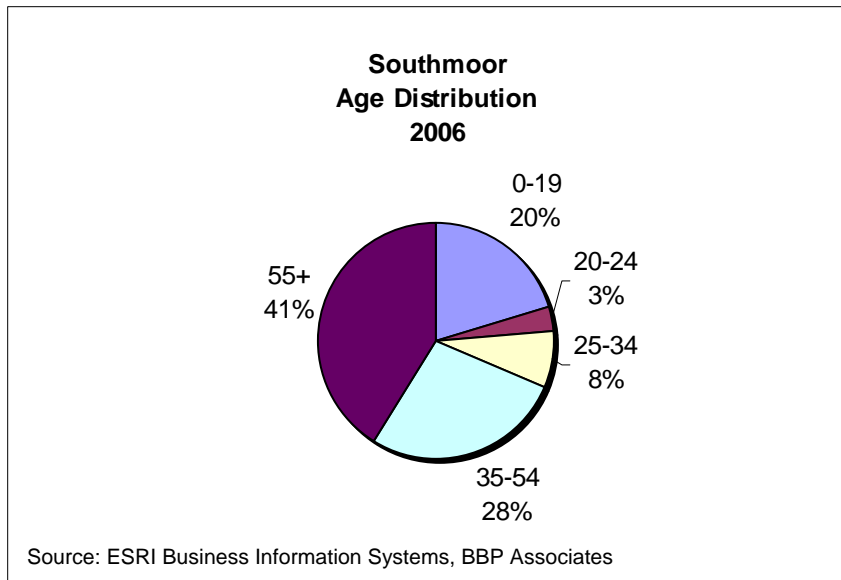
10. Potential Market Niches / Station Area Vision

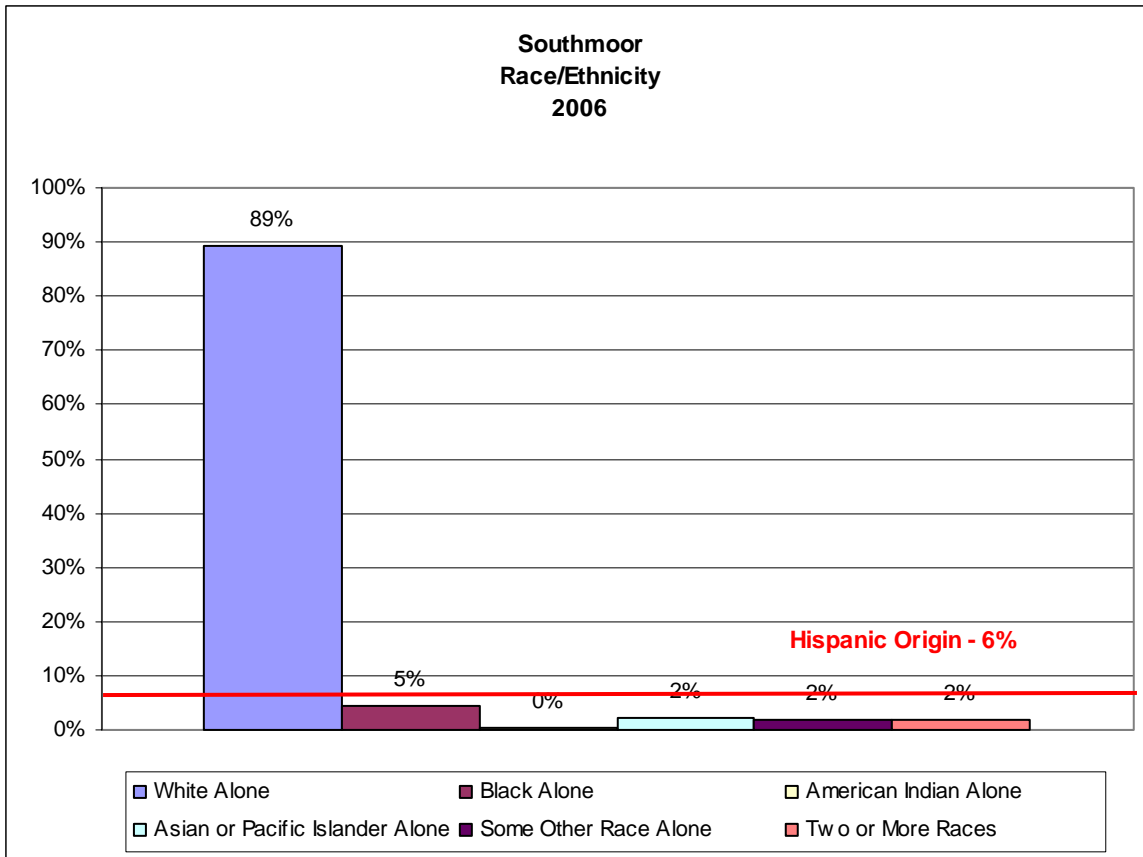
- Primarily residential, mixed-use neighborhood
- Neighborhood serving retail & services along Hampden Avenue
- Potential for increased density closer to station
- Emphasis on east side of station, focusing on redevelopment of surface parking and improving connectivity between neighborhoods, Hampden Avenue retail/office cluster, and station
- Longer-term emphasis on redevelopment of mixed-use buildings with ground-floor retail along Hampden Avenue

SUPPLEMENTAL ECONOMIC / DEMOGRAPHIC INFORMATION

Southmoor Population and Household Characteristics 2000-2011					
	2000	2006	Annual Growth Rate, 2000-2006	2011	Annual Projected Growth Rate, 2006-2011
Population	2,626	2,537	-0.6%	2,559	0.2%
Households	1,281	1,248	-0.5%	1,257	0.1%
Average Household Size	2.05	2.03	-0.2%	2.03	0.0%
Household Income	\$65,371	\$76,143	3.3%	\$87,285	2.9%

Source: ESRI Business Information Systems, BBP Associates





Source: ESRI Business Information Systems, BBP Associates

**Southmoor
Household Classification by Tapestry Segment
2006**

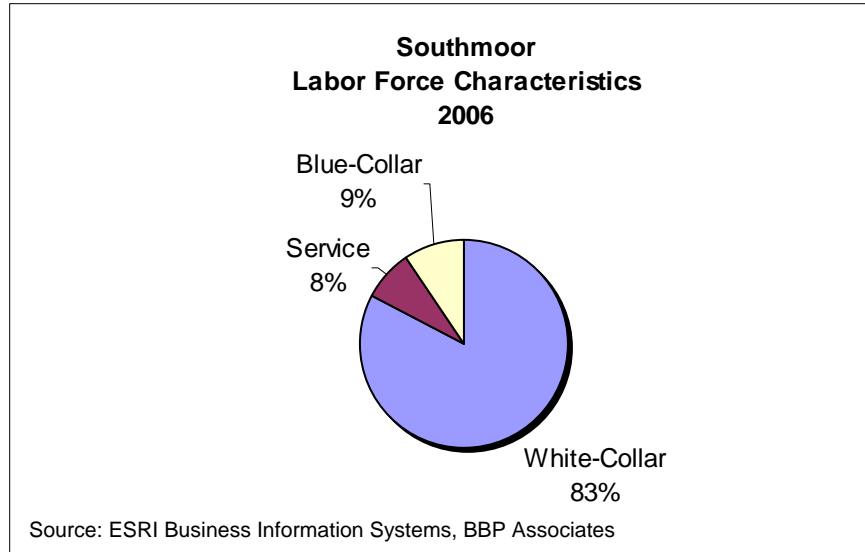
Community Tapestry Segment	Percent
Prosperous Empty Nesters	43%
Connoisseurs	33%
Old & Newcomers	14%
Top Rung	5%
Wealthy Seaboard Suburbs	5%

Source: ESRI Business Information Systems, BBP Associates
 1/ Descriptions of community tapestries are available through the ESRI White Paper, "Community Tapestry – the Fabric of America's Neighborhoods," available online at www.esri.com.

**Southmoor
Labor Force Characteristics
2006**

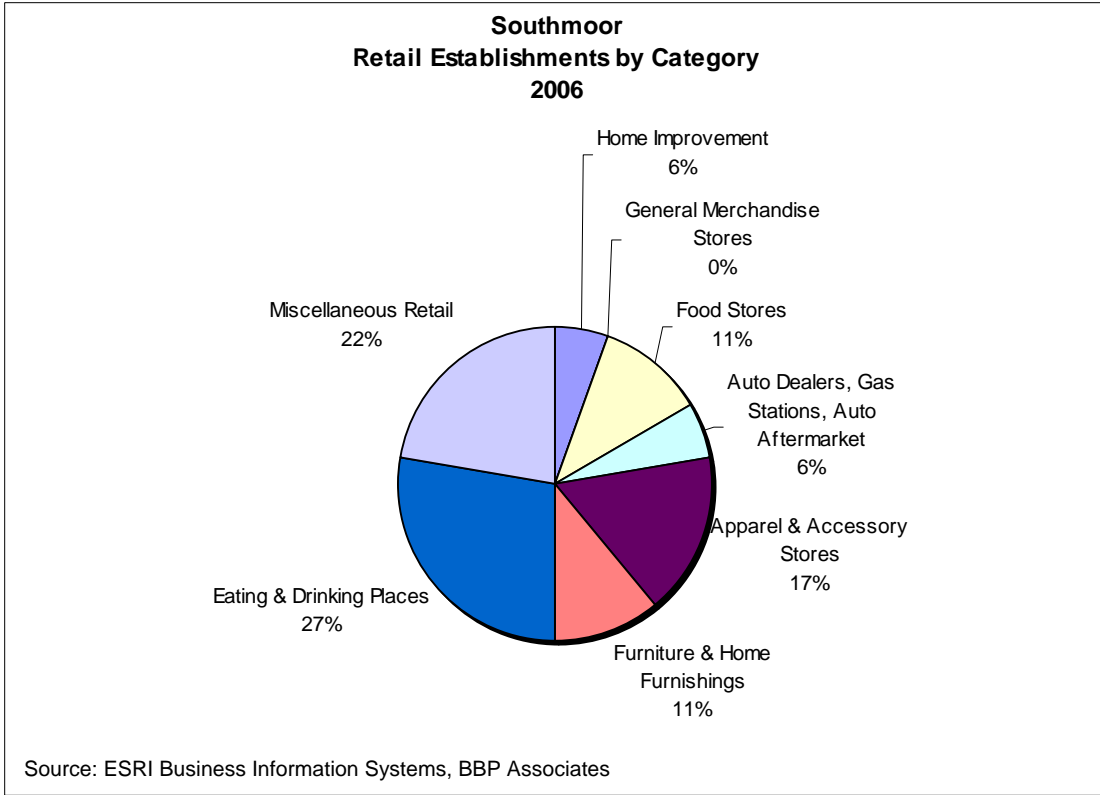
	Amount/Percent
Total Employed Population	1,370
Unemployed Population	77
Unemployment Rate	5%

Source: ESRI Business Information Systems, BBP Associates



Southmoor At-Place Employment Business Establishments by Industry 2006					
	Establishments	Share of Total Establishments	Employment	Share of Total Employment	Average Employment per Industry
Agriculture & Mining	2	2%	5	1%	3
Construction	3	3%	43	4%	14
Manufacturing	2	2%	84	9%	42
Transportation	1	1%	11	1%	11
Communication	1	1%	2	0%	2
Electric, Gas, Water & Sanitary Services	0	0%	0	0%	-
Wholesale Trade	5	4%	9	1%	2
Retail Trade	18	16%	305	31%	17
Finance, Insurance & Real Estate	16	14%	94	10%	6
Services	62	55%	426	43%	7
Government	0	0%	0	0%	-
Other	2	2%	4	0%	2
TOTAL	112	100%	983	100%	9

Source: ESRI Business Information Systems, BBP Associates



40th & 40th



1. Existing Conditions

- Station area offers several redevelopment opportunities, with large tracts of underutilized land
- Station area includes large Union Pacific railyard
- Several residential neighborhoods in proximity of station area
- Station area strategically located between downtown and Denver International Airport
- Station could be potential transfer point between the East, Central and possibly North Metro corridors

Station Area Typology	Major Urban Center
Rail Corridor	East
Neighborhood(s)	Cole, Elyria/Swansea
Existing Uses	<ul style="list-style-type: none"> • Industrial (Pepsi bottling facility and other uses) • Transportation (Union Pacific Yard) • Vacant (34%) • Residential single-family and multi-family (10%)
Zoning	<ul style="list-style-type: none"> • Industrial I-0, I-1 and I-2 (85%) • Residential R-2 and R-2A (13%) • Business District B-1 and B-4 (2%)
Features	<ul style="list-style-type: none"> • Station located at intersection of 40th Street & 40th Avenue • Situated at gateway to downtown from Denver International Airport • Large railyard tract (owned by Union Pacific) at 36th street • Pepsi bottling facility • Large junkyard offering potential for redevelopment • Proximate to Denver Coliseum



2. Demographic/Economic Profile (1/2 Mile Walkshed)

- Average household size (3.74) is one and a half times larger than that of city (2.28) and region (2.53)
- Many children and teenagers in station area (38% of population is under age 20)
- Slightly fewer jobs (2,130) located in station area than population (2,577)
- Station area household income (\$35,731) is lower than that of city (\$49,373) and nearly two times lower compared to region (\$63,895)
- Proportion of Hispanic residents (85% of residents) over two times higher compared to city (35%) and over four times higher compared to region (20%)
- Higher percentage of station area residents engaged in blue collar employment (53%) compared to city and region (21%)
- Higher unemployment rate of station area residents (29%) compared to city (7.2%) and region (5.5%)
- Primary types of retail establishments include: misc. retail (21%); auto dealers, auto related retail stores, and gas stations (20%); eating and drinking places (17%); furniture and home furnishings (17%) and food stores (17%)

2006 Economic – Demographic Data	½ Mile Station Area
Population	2,577
Households	684
Average Household Size	3.74
Household Income	\$35,731
At Place Employment	2,130
Number of Business Establishments	144
% Retail Trade Establishments	17%
% Office Establishments (e.g. FIRE, Services)	36%
Source: 2006 ESRI Business Information Systems, BBP Associates	

3. Real Estate Market (Office and Retail)

- Retail market includes 5 buildings totaling 78,167 square feet with 0% vacancy
- Retail primarily 1 to 2 story buildings located on or near Downing Street
- Old retail building stock, most recent retail building constructed in 1969, earliest 1906
- Office market includes 6 buildings totaling 41,169 square feet with a vacancy rate of 5.8%
- Office all Class C and B buildings
- Office space clustered along US 36
- Most recent office building constructed in 1956
- No office or retail development under construction

40 th & 40 th Station Area (1/2 Mile Walkshed) Retail and Office Market As of March 2007							
Type	# Bldgs	Total Rentable Building Area (RBA)	Vacant SF	Vacancy %	Net Absorption	RBA Under Const	Direct Average Rate
Retail	5	78,167	0	0%	0	0	\$5.8/nnn
Office	6	41,169	2,406	5.8%	0	0	\$12.47/fs
Source: CoStar							

4. Development Activity

- Very low amount of recent, under construction and planned development activity in station area
- Recent development activity includes primarily small scale adaptive reuse and infill projects that has moved from LoDo through the Curtis Park neighborhood to this neighborhood

Station Area Development Activity	
Number of New Residential Units	60
Total Square Feet of Development	-
Recently Completed Projects	• Rock Drill Lofts: 60 residential condominium units
Under Construction Projects	None
Proposed Projects	• Brighton Ironworks Foundry redevelopment: 24 residential condominium units
Expected Projects	• Burgess Live/Work: mixed use project
1/ Includes projects recently completed, under construction and/or proposed	
Source: BBP Associates, RTD Transit-Oriented Development Status Report 2006	

5. Station Area Objectives (Focus Groups/Public Workshops)

- Develop area as an employment center (both start-up and established businesses)
- Need a variety of housing types
- Expand neighborhood retail offerings
- Offer recreational activities for youth (skate park, theater, indoor playground)
- Improve access to employment for neighborhood residents with proximity to transit
- Provide affordable housing
- Concentrate on the South River Platte – improve safety, create waterfront activities
- Improve connections to neighborhood schools (better walkability)
- Multi-modal connectivity (pedestrians, bicyclists, bus and rail transit users)
- Pedestrian overpass would improve safety in the area
- Revitalize Brighton Boulevard
- Rebuild 38th Street/Brighton Boulevard and strengthen intersection's "gateway" function

6. Station Area Strengths

- Central rail location on East Corridor with access to Stapleton, DIA & Downtown
- Proximity to downtown enhances station area's redevelopment potential
- Large, contiguous tracts of underutilized land offer potential for redevelopment
- Strong neighborhood interest in community revitalization and redevelopment
- Serves as gateway to downtown
- History (trailheads, industrial importance)
- Centrally located within the region – links to surrounding neighborhoods
- South Platte River amenity – regional trail/greenway
- Views of the mountains

7. Station Area Challenges/Constraints

- Brownfield remediation
- Limited street connectivity in station area

- Potential land value speculation (Brighton, Broadway)
- Station area lacks identity
- Office development may be challenging since area lacks a critical mass of employment
- Lack of pedestrian orientation
- Industrial character conflicts with residential development
- Potential site for the RTD commuter rail maintenance facility would detract from the gateway opportunity
- Purina Plant – good employer but bad neighbor (odor, truck traffic, etc.)
- UP Railroad operations – creates diesel emissions (air quality), contribute to traffic congestion at intersections
- Lack of retail/services/shopping in neighborhood (residents must leave their neighborhood to meet their basic needs)
- Drainage- low-lying site

8. Station Area Opportunities

- Extend streetcar from 30th & Downing not only to 40th & 40th but also through the TOFC site to leverage linear development
- Blake & Downing Main Street zoning potential given streetcar connection
- Denver's River North Plan (2003) envisions a major transformation of this area into a thriving urban neighborhood
- Consider development of mixed income housing (combination of workforce and market rate) to be seeded with federal funds
- Provide neighborhood serving retail/services/shopping to local residents
- Provide local employment opportunities including entry level retail & "creative" work spaces
- Potential joint development site at the Union Pacific 36th Street Yard (if purchased by RTD)
- Take advantage of South Platte River – regional trail/greenway, open space opportunities

9. Development / Redevelopment Sites

- Union Pacific 36th Street Yard – RTD negotiating purchase of property
- Union Pacific Trailer on Flat Car Facility (TOFC) – 54 acres
- Junkyards
- Various underutilized industrial sites (do not consider Coke, Pepsi or Purina for now)

10. Potential Market Niches / Station Area Vision

- Draft alternatives (based on public workshop):
 - Residential emphasis at station
 - Higher intensity residential development south and east of the station in the Cole neighborhood
 - Density transition toward existing neighborhoods
 - Locally-oriented commercial and retail services along 40th
 - Commercial and employment emphasis at the station
 - Retention and expansion of existing employment surrounding station
 - Transition from employment to higher density residential to south and east
 - Locally-oriented commercial and retail services to south and east
 - Uniform distribution of residential and employment uses



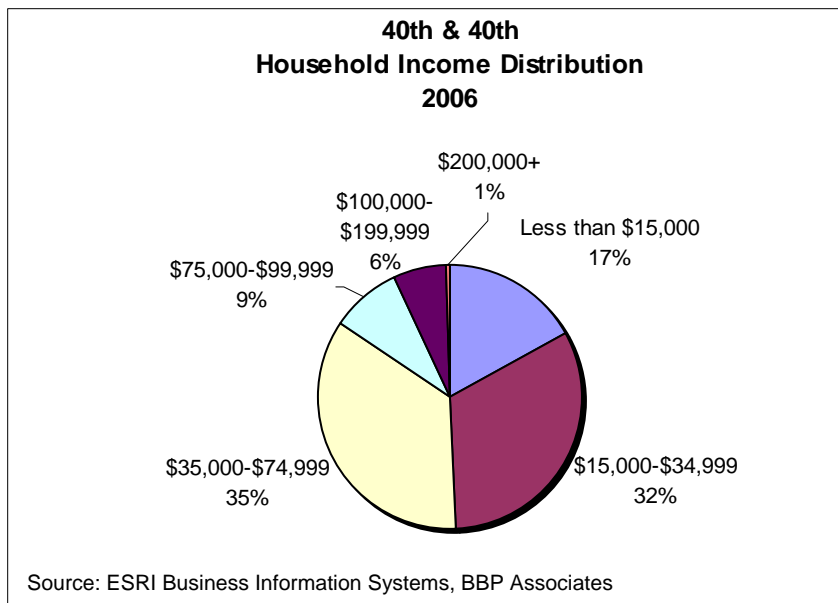
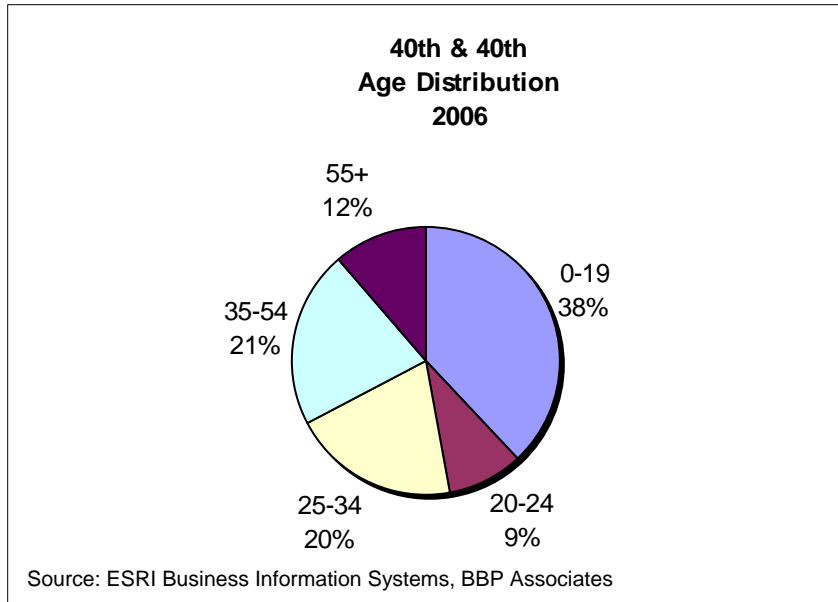
- Employment and residential uses, including live/work units, surrounding station, particularly to south
- Employment concentrated to north of station
- Higher-density residential with locally-oriented commercial and retail services along northern edge of existing neighborhoods
- “North Station” – public/private development of enclosed multimodal train station with some retail, office and civic spaces incorporated into design
- Mixed income housing
- Local serving retail/shopping
- Neighborhood employment opportunities
- Urban neighborhood character
- Potential for increased density closer to station

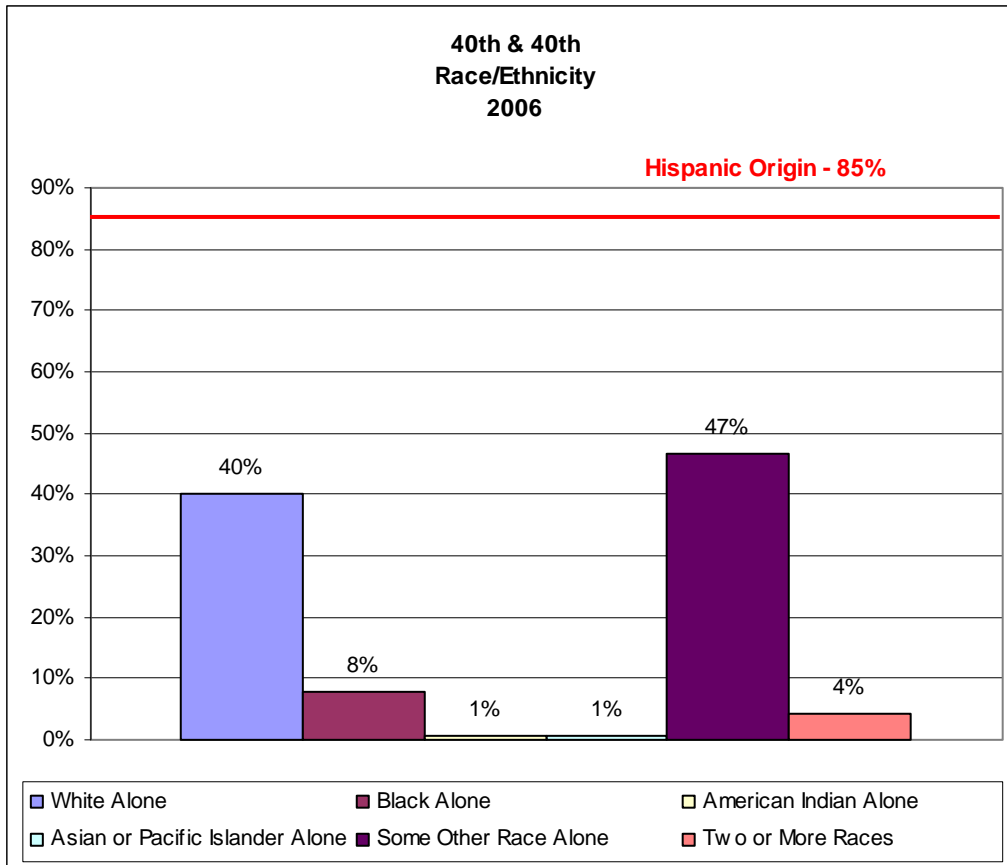


SUPPLEMENTAL ECONOMIC / DEMOGRAPHIC INFORMATION

40 th & 40 th Population and Household Characteristics 2000-2011					
	2000	2006	Annual Growth Rate, 2000-2006	2011	Annual Projected Growth Rate, 2006-2011
Population	2,374	2,577	1.4%	2,641	0.5%
Households	632	684	1.6%	696	0.4%
Average Household Size	3.72	3.74	0.1%	3.76	0.1%
Household Income	\$28,017	\$35,731	5.5%	\$44,512	4.9%

Source: ESRI Business Information Systems, BBP Associates





Source: ESRI Business Information Systems, BBP Associates

**40th & 40th
Household Classification by Tapestry Segment
2006**

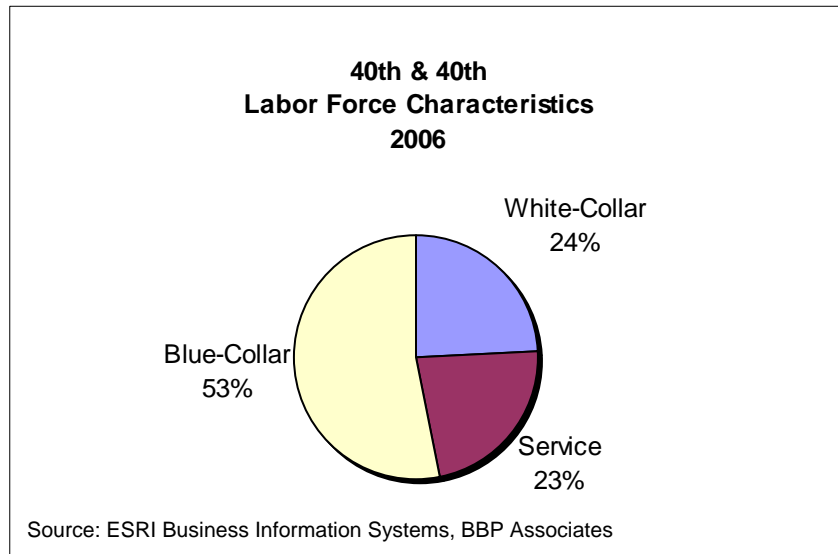
Community Tapestry Segment	Percent
NeWest Residents	99%
Industrious Urban Fringe	1%

Source: ESRI Business Information Systems, BBP Associates
 1/ Descriptions of community tapestries are available through the ESRI White Paper, "Community Tapestry – the Fabric of America's Neighborhoods," available online at www.esri.com.

**40th & 40th
Labor Force Characteristics
2006**

	Amount/Percent
Total Employed Population	649
Unemployed Population	270
Unemployment Rate	29%

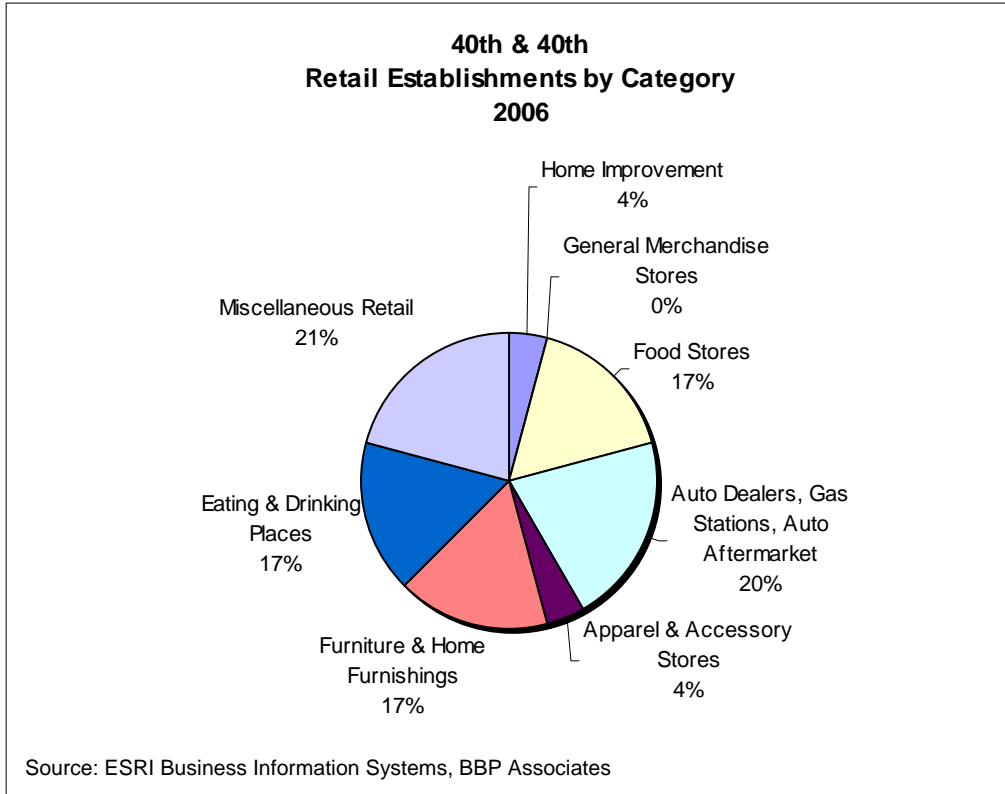
Source: ESRI Business Information Systems, BBP Associates
 Unemployment Rate Refers to Civilian Population Aged 16+



**40th & 40th
At-Place Employment
Business Establishments by Industry
2006**

	Establishments	Share of Total Establishments	Employment	Share of Total Employment	Average Employment per Industry
Agriculture & Mining	1	1%	2	0%	2
Construction	15	10%	181	8%	12
Manufacturing	17	12%	812	38%	48
Transportation	4	3%	135	6%	34
Communication	0	0%	0	0%	-
Electric, Gas, Water & Sanitary Services	3	2%	7	0%	2
Wholesale Trade	22	15%	336	16%	15
Retail Trade	24	17%	117	5%	5
Finance, Insurance & Real Estate	5	3%	16	1%	3
Services	48	33%	505	24%	11
Government	2	1%	19	1%	10
Other	3	2%	0	0%	0
TOTAL	144	100%	2,130	100%	15

Source: ESRI Business Information Systems, BBP Associates



Decatur



1. Existing Conditions

- Station situated just west of downtown adjacent to the South Platte River
- Land uses include residential including public housing, industrial uses, sports/entertainment (Invesco Field) and auto-oriented retail
- Poor pedestrian infrastructure throughout station area
- High volume traffic corridors (Federal, West Colfax) bisecting station area

Station Area Typology	Urban Center
Rail Corridor	West
Neighborhood(s)	Sun Valley, Villa Park, West Colfax
Existing Uses	<ul style="list-style-type: none"> • Residential (including DHA public housing, Sun Valley) • Government Social Services (Denver Human Services Center, Crisis Center) • Parkland • Seasonal Entertainment (Invesco Field) • Industrial • Auto-oriented retail
Zoning	<ul style="list-style-type: none"> • Residential R-1, R-2 and R-3 (44%) • Commercial Mixed Use C-MU-30 (20%) • Industrial I-1 and I-2 (17%) • Platte River Valley Zone PRV (13%) • Business District B-4 (6%)
Features	<ul style="list-style-type: none"> • Station situated just west of downtown adjacent to Platte Valley River • Northeast quadrant of station area includes surface parking for Invesco Field • Includes DHA Sun Valley public housing surrounded by industrial uses • Retail includes strip shopping center (Avondale shopping center)



2. Demographic/Economic Profile (1/2 Mile Walkshed)

- Larger household size (3.26) compared to city (2.28) and region (2.53)
- Nearly half (44%) of station area residents 19 years old or younger compared to city (25%) and region (28%)
- Three times more residents (4,513) located in station area compared to jobs (1,382)
- Station area household income (\$23,457) more than two times lower compared to city (\$49,373) and three times lower compared to region (\$63,895)
- Primarily Hispanic neighborhood (71% of residents) compared to city (35%) and region (20%)
- Higher percentage of station area residents engaged in blue collar employment (40%) compared to city and region (21%)
- Higher unemployment rate of station area residents (19%) compared to city (7.2%) and region (5.5%)
- Primarily types of retail establishments include: furniture and home furnishings (21%), eating and drinking places (18%), and misc. retail (25%)

2006 Economic – Demographic Data	½ Mile Station Area
Population	4,513
Households	1,359
Average Household Size	3.26
Household Income	\$23,457
At Place Employment	1,382
Number of Business Establishments	127
% Retail Trade Establishments	26%
% Office Establishments (e.g. FIRE, Services)	37%
Source: 2006 ESRI Business Information Systems, BBP Associates	

3. Real Estate Market (Office and Retail)

- Retail market includes 7 buildings totaling 43,000 square feet with vacancy rate of 0%
- Retail primarily 1 to 2 story buildings congregated along Federal Blvd
- Old retail building stock, most recent retail building constructed in 1989, earliest 1926
- Office market includes 9 buildings totaling 111,000 square feet with a vacancy rate of 31.6%
- Office all Class C and B buildings
- Office space spread throughout station area, no apparent clustering
- Most recent office building constructed in 1973
- No office or retail development under construction

Decatur Station Area (1/2 Mile Walkshed) Retail and Office Market As of March 2007							
Type	# Bldgs	Total Rentable Building Area (RBA)	Vacant SF	Vacancy %	Net Absorption	RBA Under Const	Direct Average Rate
Retail	7	42,842	0	0.0%	0	0	-
Office	9	110,586	35,000	31.6%	3,800	0	\$15.19/fs
Source: CoStar							

4. Development Activity

- No recent, under construction and planned development activity in station area
- Several potential development opportunity sites in the future, including: city maintenance facility, Invesco Field surfacing parking lot (2012) and other various parcels

Station Area Development Activity	
Number of New Residential Units	0
Total Square Feet of Development	0
Recently Completed Projects	None identified
Under Construction Projects	None identified
Proposed Projects	Redevelopment of city-owned maintenance facility on 10 acres
1/ Includes projects recently completed, under construction and/or proposed	
Source: BBP Associates, RTD Transit-Oriented Development Status Report 2006	

5. Station Area Objectives (Focus Groups/Public Workshops)

- Retain/enhance affordable and low-income housing stock (including options for no income households)
- Provide mixed-use, mixed-income development
- Enhance and expand multi-modal connectivity (including bike and trolley connections)
- Maintain and enhance community character and family friendly atmosphere
- Explore shifting Decatur station farther east towards Decatur Street to enhance linear relationships to Invesco Field and Sun Valley and to create a more defensible space
- Provide neighborhood serving retail (e.g. grocery store), particularly along Federal (potential Main Street)
- Keep existing residents involved through an open, inclusive process
- Create safe and walkable pedestrian streets
- Provide better access to and within the station area

6. Station Area Strengths

- Proximity to downtown
- Excellent transportation access
- Proximity to Platte Valley River – recreational, scenic amenity
- Platte Valley trolley is an amenity
- Proximity to Invesco Field (estimated annual visitation of 1.3 million)

7. Station Area Challenges/Constraints

- Infrastructure – lack of connective grid pattern of streets and sidewalks
- Safety issues in area, particularly around Sun Valley (including frequent gang activity)
- Isolation of Sun Valley residents
- Industrial nature of surrounding land uses constrains residential development (e.g. power station)
- Topography/flood plain constraints along river

8. Station Area Opportunities

- Integrate the station into the neighborhood
- Explore possibility of moving the station closer to the river to the east
- Improve the walkability, pedestrian infrastructure and safety within station area
- Accommodate/maintain affordable and workforce housing
- Expand the park system to river and create a green corridor
- Capitalize on daylighting of stream, create an amenity
- Look for a signature street opportunity for Howard to Colfax (under the viaduct) and up 14th to Avondale
- Develop a main street along Decatur or old Colfax, build off Brooklyn's with entertainment, dining and retail
- Provide a grocery store in the neighborhood
- Opportunities for shared structured parking
- Rezoning portions of Federal to a Main Street designation
- Provide entertainment/retail to capture visitors to Invesco Field
- Explore potential partnership with Seedco Financial Services, a national non-profit focusing on creating new jobs and affordable housing in depressed areas, that is entering the Denver market to look at station area opportunities for mixed use development with both residential and commercial components (*Note: Seedco will partner with local public and private institutions to pump more than \$50 million into the Denver area over the next five years*)
- Private activity bonds to finance mixed-income housing

9. Development / Redevelopment Sites

- City maintenance and operations facility 10 acre site (slated to be moved to accommodate a flood control project and the transit station)
- Festival Plaza 50,000 square foot shopping center site at corner of West Colfax and Federal – owners interested in redevelopment of site, maybe a new Chinatown or an international marketplace or some kind of town center (interested in working with the city to see what they think)
- Avondale site may be a cornerstone redevelopment for the area
- Invesco Field surface parking lots (after 2012; UID 409)
- Opportunity sites on the properties between 13th Avenue and the current Lakewood Gulch bed to the north/south and confined by the river and Decatur east/west
- Parcels on Federal at 16th Ave and north
- Parcels on Federal on either side of the Lakewood Gulch bridge
- Janet Rives – owns several acres along Federal, wants to develop her property but doesn't know where to begin

10. Potential Market Niches / Station Area Vision

- Reduced surface parking around football stadium, enhanced integration with neighborhood
- Bronco Station: leverage stadium presence to leverage an "activated" neighborhood year-round
- Large parcels & assembly opportunities may provide for T-MU-30 zoning (requires 12 acres)
- Priority site for mixed-use, mixed-income neighborhood revitalization
- Issue of what happens to Sun Valley public housing (33 acre site with 333 housing units)
 - currently isolated and surrounded by industrial uses

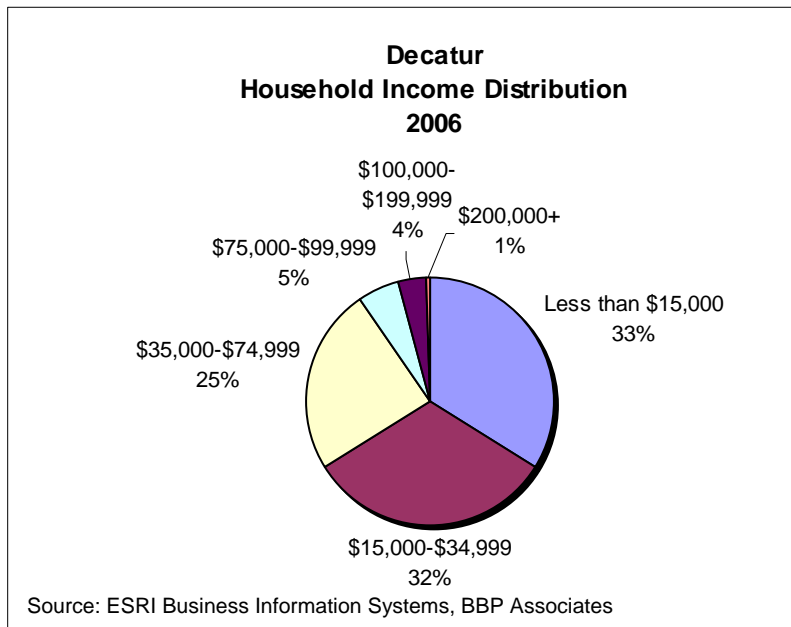
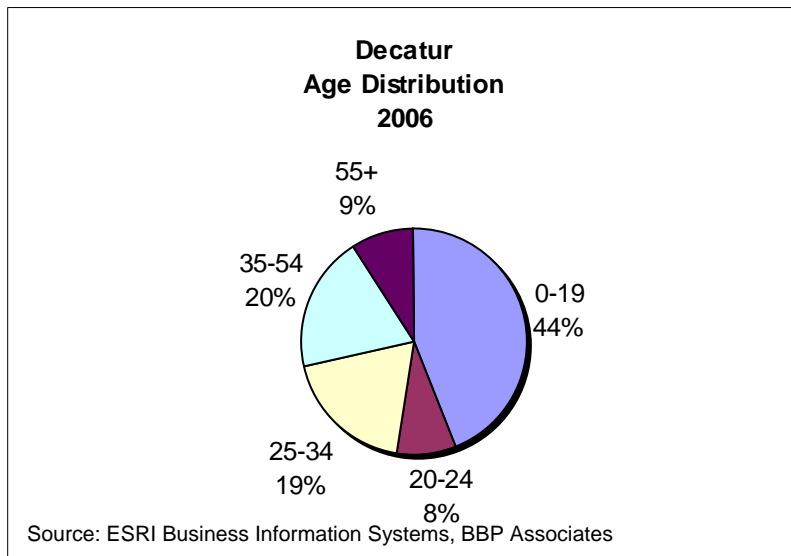


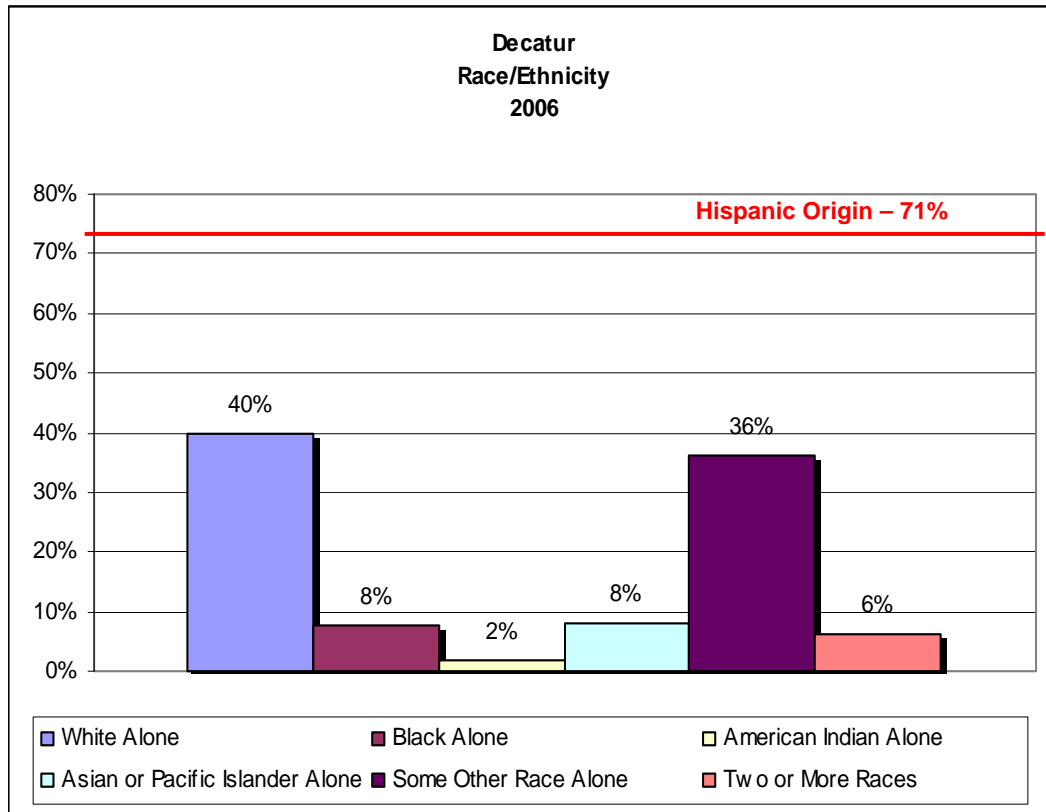
- Opportunity to create Commercial Urban Renewal District
 - provide jobs
 - mixed income job creation
 - industrial/flex jobs concentration
- Designation of Main Street zoning for Federal to spruce up corridor with retail, entertainment, shopping
- Provide primary and secondary educational facilities for locals
- Shared structured parking
- Could be a national model of urban mixed use / income district
- A mix of residential, retail and office
- Mixed income multi-family and townhomes
- Less than 250,000 square feet of office
- More than 50,000 square feet of retail
- Buildings 3 stories or greater
- Some park-n-ride linked with district circulator transit and express feeder bus



SUPPLEMENTAL ECONOMIC / DEMOGRAPHIC INFORMATION

Decatur Population and Household Characteristics 2000-2011					
	2000	2006	Annual Growth Rate, 2000-2006	2011	Annual Projected Growth Rate, 2006-2011
Population	4,564	4,513	-0.2%	4,566	0.2%
Households	1,381	1,359	-0.3%	1,367	0.1%
Average Household Size	3.26	3.28	0.1%	3.3	0.1%
Household Income	\$18,168	\$23,457	5.8%	\$28,274	4.1%
Source: ESRI Business Information Systems, BBP Associates					





Source: ESRI Business Information Systems, BBP Associates

**Decatur
Household Classification by Tapestry Segment
2006**

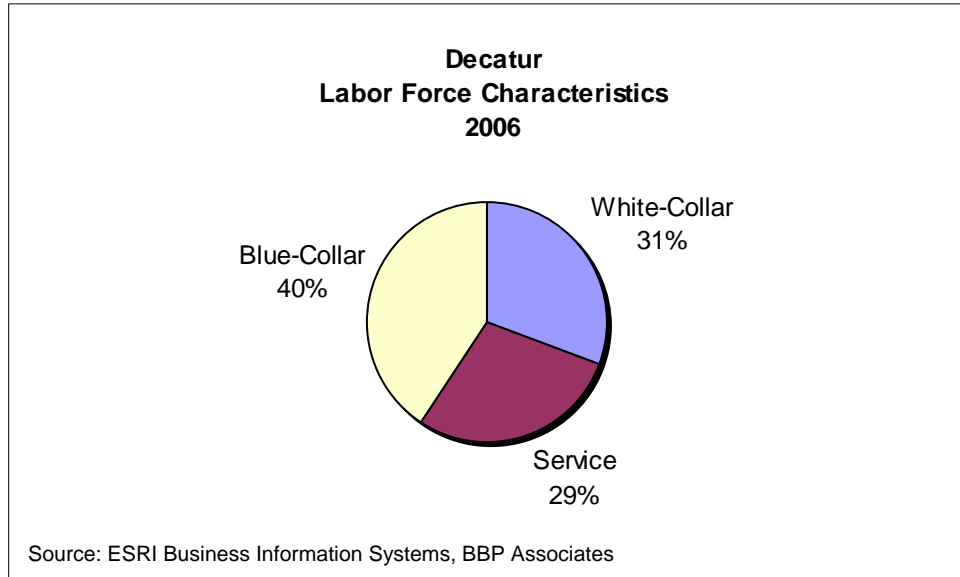
Community Tapestry Segment	Percent
NeWest Residents	54%
City Commons	31%
Industrious Urban Fringe	15%

Source: ESRI Business Information Systems, BBP Associates
 1/ Descriptions of community tapestries are available through the ESRI White Paper, "Community Tapestry – the Fabric of America's Neighborhoods," available online at www.esri.com.

**Decatur
Labor Force Characteristics
2006**

	Amount/Percent
Total Employed Population	1,284
Unemployed Population	866
Unemployment Rate	19%

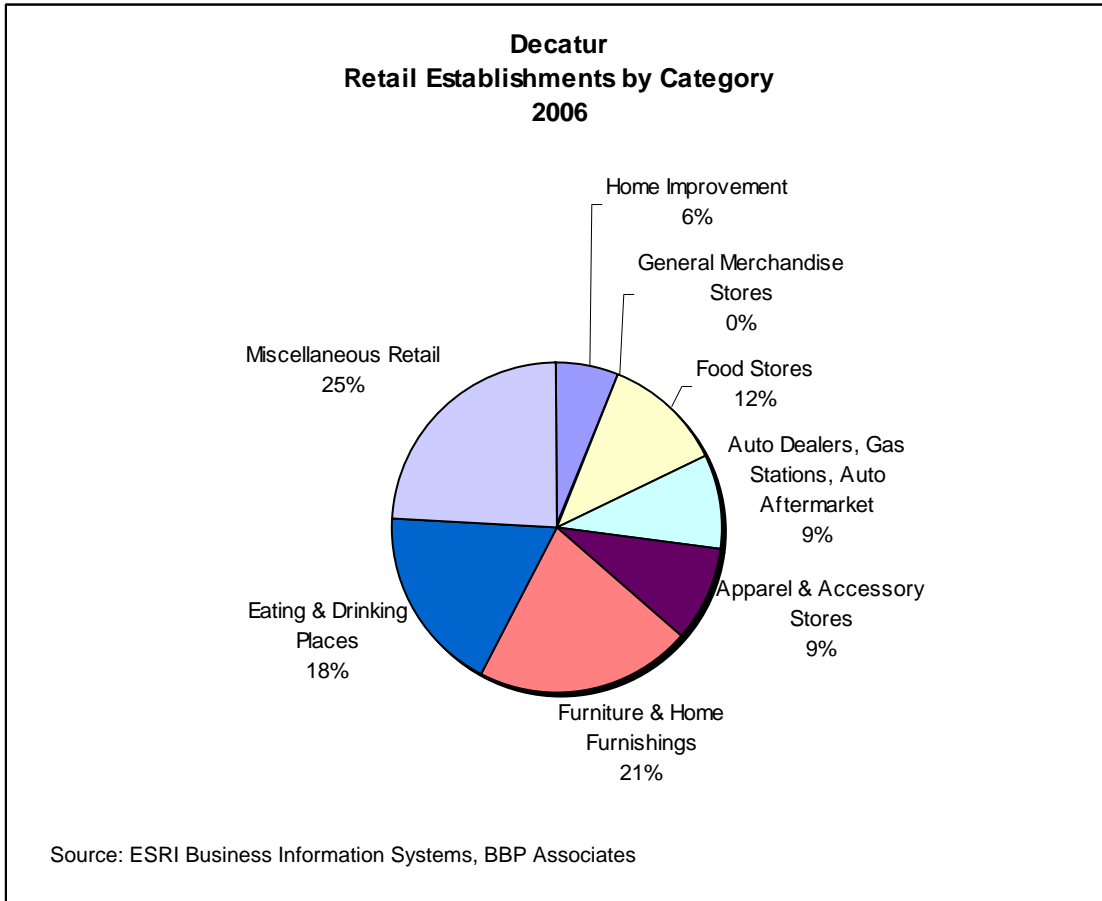
Source: ESRI Business Information Systems, BBP Associates



**Decatur
At-Place Employment
Business Establishments by Industry
2006**

	Establishments	Share of Total Establishments	Employment	Share of Total Employment	Average Employment per Industry
Agriculture & Mining	1	1%	1	0%	1
Construction	7	6%	149	11%	21
Manufacturing	7	6%	150	11%	21
Transportation	1	1%	4	0%	4
Communication	2	2%	7	1%	4
Electric, Gas, Water & Sanitary Services	0	0%	-	-	-
Wholesale Trade	20	16%	265	19%	13
Retail Trade	33	26%	143	10%	4
Finance, Insurance & Real Estate	8	6%	28	2%	4
Services	39	31%	454	33%	12
Government	6	5%	75	5%	13
Other	3	2%	3	0%	1
TOTAL	127	100%	1,382	100%	11

Source: ESRI Business Information Systems, BBP Associates



Sheridan



1. Existing Conditions

- Station surrounded by stable residential neighborhoods
- Station area straddles the boundary between Denver and Lakewood
- The Colfax commercial corridor is located within the northern part of the station area
- Station area includes Lakewood Gulch Park, part of the regional trail and park system

Station Area Typology	Urban Neighborhood
Rail Corridor	West
Neighborhood(s)	West Colfax, Villa Park
Existing Uses	<ul style="list-style-type: none"> • Residential (single family, multi-family and duplex) • Retail/Commercial (Colfax) • Park (Lakewood Gulch Park, parallel to the rail line) • Public/Quasi Public • Office (less than 1%) • Industrial (less than 1%)
Zoning	<ul style="list-style-type: none"> • Residential R-2, R-2A, R3, R-4 and R-5 (90%) • Business District B-4, B-2 and B-1 (8%) • Office O-1 (1%) • Planned Unit Development PUD (1%)
Features	<ul style="list-style-type: none"> • Single family homes are primarily 1-story, small homes on small lots • Station area is primarily built out • RTD plans an 800 car structured parking facility



2. Demographic/Economic Profile (1/2 Mile Walkshed)

- Larger household size (2.76) compared to city (2.28) and region (2.53)
- Residents (6,196) outnumber jobs (1,718) at a scale of nearly 4 to 1
- Station area household income (\$40,619) is slightly lower than in the city (\$49,373) and one and a half times lower compared to region (\$63,895)
- Primarily Hispanic neighborhood (64% of residents) compared to city (35%) and region (20%)
- Higher percentage of station area residents engaged in blue collar employment (42%) compared to city and region (21%)
- Higher unemployment rate of station area residents (14%) compared to city (7.2%) and region (5.5%)
- Primary types of retail establishments include: auto dealers, auto related retail stores and gasoline stations (36%), eating and drinking places (24%), and misc. retail (21%)

2006 Economic – Demographic Data	½ Mile Station Area
Population	6,196
Households	2,194
Average Household Size	2.76
Household Income	\$40,619
At Place Employment	1,718
Number of Business Establishments	136
% Retail Trade Establishments	28%
% Office Establishments (e.g. FIRE, Services)	44%
Source: 2006 ESRI Business Information Systems, BBP Associates	

3. Real Estate Market (Office and Retail)

- Retail market includes 11 buildings totaling 106,388 square feet with vacancy rate of 10.9%
- Retail is housed entirely in one-story buildings
- Most retail is congregated along West Colfax Avenue
- Older retail building stock, most recent retail building constructed in 1985, earliest 1919
- Office market includes 2 buildings totaling 14,798 square feet with 100% occupancy
- Office all Class C buildings
- Most recent office building constructed in 1966
- No office or retail development under construction

Sheridan Station Area (1/2 Mile Walkshed) Retail and Office Market As of March 2007							
Type	# Bldgs	Total Rentable Building Area (RBA)	Vacant SF	Vacancy %	Net Absorption	RBA Under Const	Direct Average Rate
Retail	11	106,388	11,575	10.9%	(11,575)	0	\$8.00/nnn
Office	2	14,798	0	0%	0	0	-
Source: CoStar							



4. Development Activity

- Very low amount of recent, under construction and planned development activity in station area

Station Area Development Activity	
Number of New Residential Units	-
Total Square Feet of Development	55,000 (retail)
Recently Completed Projects	ARC Thrift Shop: 55,000 square feet of retail (2005)
Under Construction Projects	-
Proposed Projects	-
1/ Includes projects recently completed, under construction and/or proposed	
Source: BBP Associates, RTD Transit-Oriented Development Status Report 2006	

5. Station Area Objectives (Focus Groups/Public Workshops)

- Station could serve employment at nearby stations (Downtown, Denver Federal Center, Jefferson County Government Center) but also has the opportunity for some employment in the area (e.g. live/work, mixed use office/retail)
- Provide housing units that accommodate families, culturally appropriate design and development that integrates into the neighborhood
- Maintain existing neighborhoods
- Need more people in the neighborhood – possible use of vacant properties in area as a catalyst for development
- Calm traffic along Sheridan
- Develop active uses on Sheridan
- Improve streetscape along Sheridan
- Beautify Lakewood Gulch park
- Expand retail offerings

6. Station Area Strengths

- Stable residential neighborhood interested in community revitalization and reinvestment
- Mountain views and views of downtown
- Green space areas and connections via trails to downtown area
- Residents care and are passionate about the future of this neighborhood
- Strong area history

7. Station Area Challenges/Constraints

- Station area straddles two jurisdictions (Denver and Lakewood), creating need for coordinated planning
- Few large, contiguous parcels for redevelopment
- Station area is primarily built out
- Automobile oriented environment discourages pedestrians
- Steep grades limit connectivity and development potential
- Pedestrian safety is perceived as an issue at major intersections (e.g. 10th and Sheridan, 13th and Sheridan)

- Sheridan Boulevard acts as a barrier between the east and west and discourages pedestrian connectivity
- Access to the LRT station area is limited – access within the neighborhood is fragmented
- Concerns about crime and personal safety for people in the Gulch area
- Not enough people in neighborhood to support the retail services desired (more density and mixed income development could support more of the neighborhood serving retail desired like a grocery store)

8. Station Area Opportunities

- Examine opportunities for joint development as part of the construction of RTD's 800-car structured parking facility
- Longer term redevelopment of underutilized sites along West Colfax Avenue into mixed use and pedestrian oriented retail
- Extend Main Street zoning south on Sheridan and make Sheridan more walkable with active uses along the street
- Capitalize on area history
- Capitalize on green space in station area (Lakewood and Dry Gulch Park) –park should be extended west through the City of Lakewood
- Possible trolley/circulator that connects the station to the neighborhood and to retail uses
- Provide neighborhood serving retail such as a grocery store and shopping amenities (the closest grocery store is in Edgewater)
- Colfax Avenue has historically been be the retail hub for the area
- Use of higher quality materials and design for all new development

9. Development / Redevelopment Sites

- Potential joint development site on RTD parking facility site (4 acres)
- City and County of Denver owns several vacant parcels comprising a total of over 6.5 acres, primarily clustered along Wells Place, near Lakewood Gulch Park (east of station)
- Underutilized commercial parcels at intersection of 10th & Sheridan
- Underutilized commercial parcels at intersection of Sheridan & Colfax

10. Potential Market Niches / Station Area Vision

- Draft alternatives (from public workshop)
 - Commercial and employment emphasis
 - Commercial and office uses clustered near station and along Sheridan
 - Park-n-ride structure wrapped with ground floor retail and employment uses above (along street fronting facades)
 - Residential emphasis
 - Commercial and multi-family residential mix near station and along Sheridan
 - Commercial and employment node near Colfax
 - Park-n-ride structure wrapped with ground floor commercial uses and residential units above (along street fronting facades)
- Coordination with Sheridan Boulevard Station Area Plan (adopted by Lakewood in 2006) that envisions this station as a focus of residential development, with mixed use allowed in all areas and strong connections to Colfax Avenue (Lakewood planning to amend its zoning code and remap the station area in 2007 with T-MU zoning)
- Neighborhood revitalization / mixed income housing

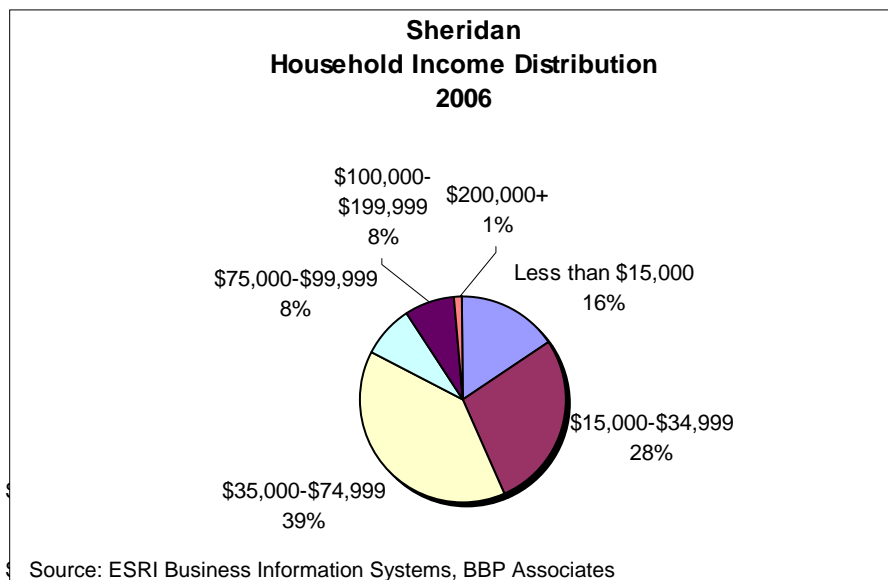
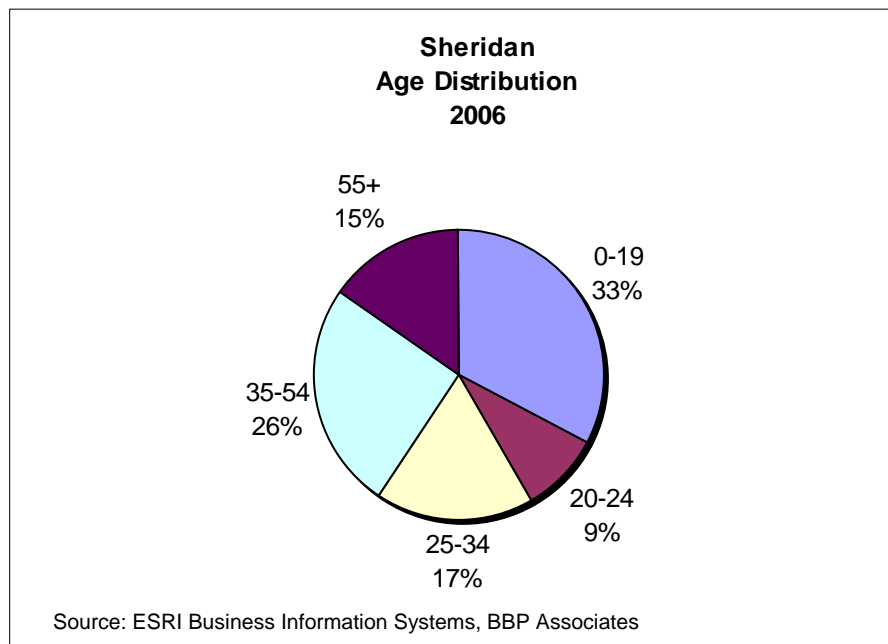


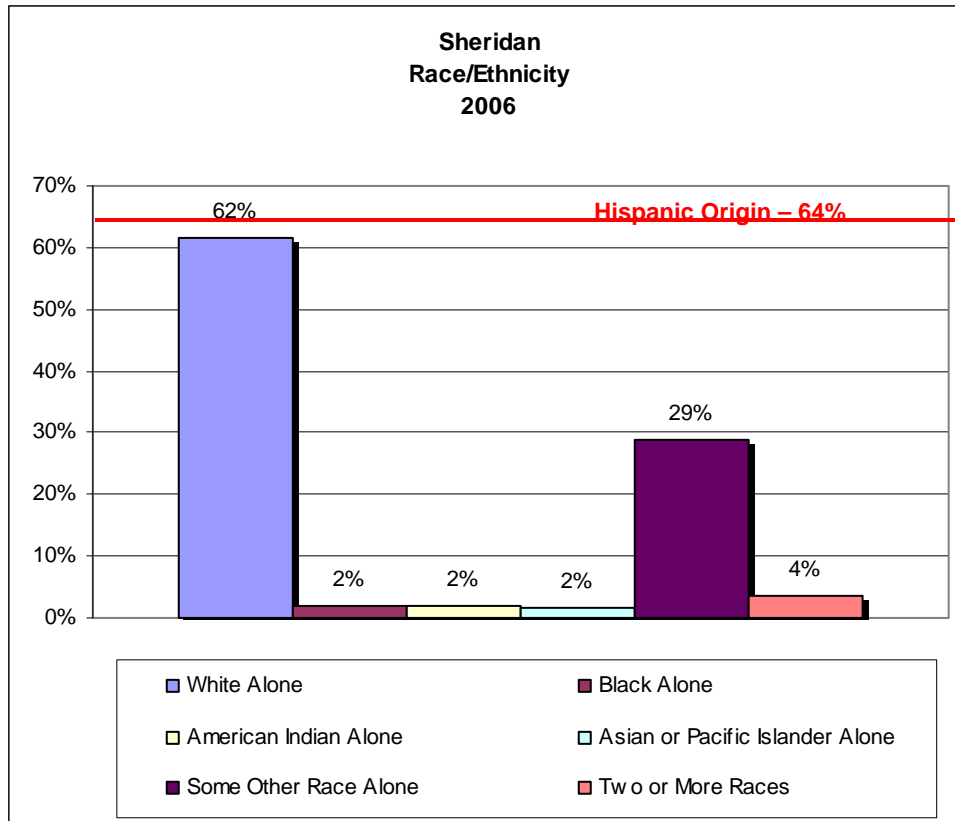
- Potential for increased density closer to station (with more urban style residential closest to station/park, tapering down to single-family residential)
- Cohesive land uses (urban style residential and retail) and increased connectivity along Sheridan (between station and Colfax retail district)



SUPPLEMENTAL ECONOMIC / DEMOGRAPHIC INFORMATION

Sheridan Population and Household Characteristics 2000-2011					
	2000	2006	Annual Growth Rate, 2000-2006	2011	Annual Projected Growth Rate, 2006-2011
Population	6,119	6,196	0.2%	6,289	0.3%
Households	2,199	2,194	0.0%	2,211	0.2%
Average Household Size	2.72	2.76	0.3%	2.78	0.1%
Household Income	\$33,663	\$40,619	4.1%	\$48,270	3.8%
Source: ESRI Business Information Systems, BBP Associates					





Source: ESRI Business Information Systems, BBP Associates

**Sheridan
Household Classification by Tapestry Segment (1/
2006**

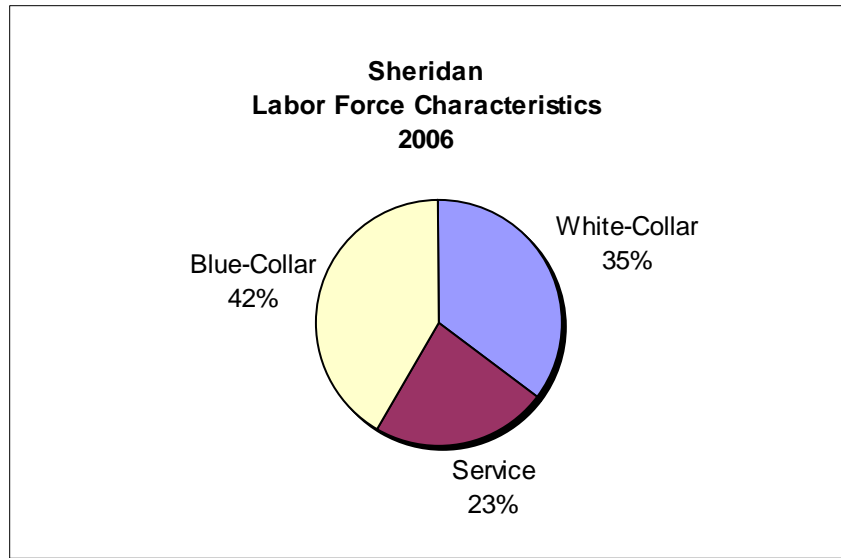
Community Tapestry Segment	Percent
International Marketplace	21%
Old and Newcomers	19%
City Dimensions	16%
Main Street USA	15%

Source: ESRI Business Information Systems, BBP Associates
 1/ Descriptions of community tapestries are available through the ESRI White Paper, "Community Tapestry – the Fabric of America's Neighborhoods," available online at www.esri.com.

**Sheridan
Labor Force Characteristics
2006**

	Amount/Percent
Total Employed Population	2,352
Unemployed Population	383
Unemployment Rate	14%

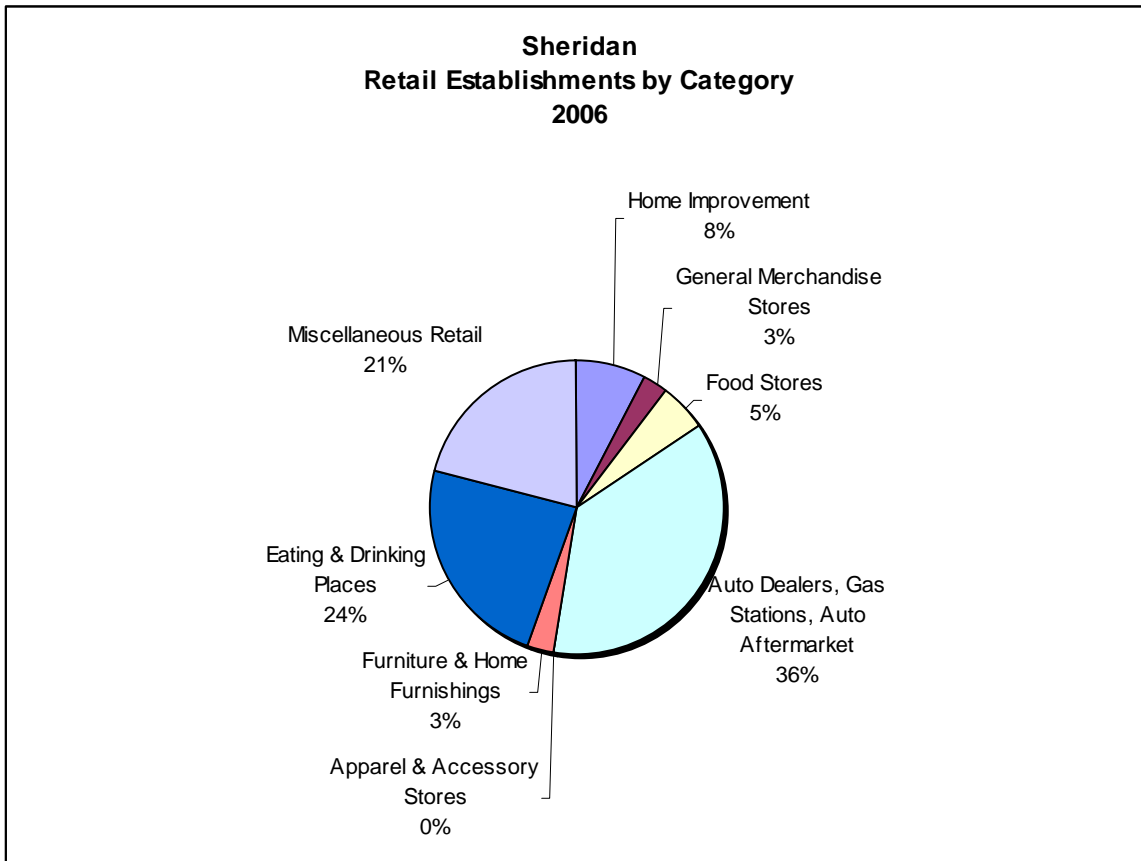
Source: ESRI Business Information Systems, BBP Associates



Source: ESRI Business Information Systems, BBP Associates

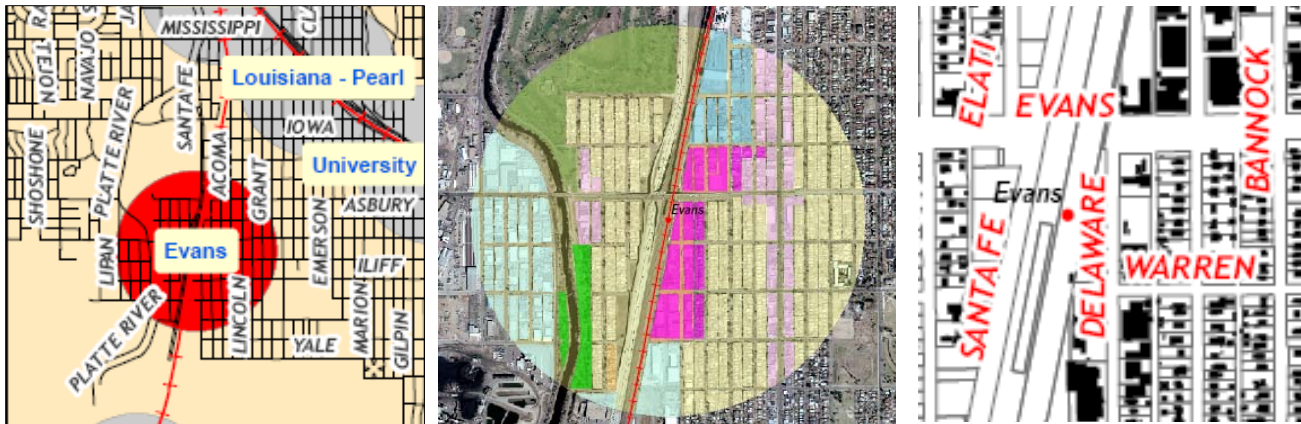
Sheridan At-Place Employment Business Establishments by Industry 2006					
	Establishments	Share of Total Establishments	Employment	Share of Total Employment	Average Employment per Industry
Agriculture & Mining	2	1%	36	2%	18
Construction	17	13%	282	16%	17
Manufacturing	4	3%	40	2%	10
Transportation	2	1%	8	0%	4
Communication	0	0%	0	0%	-
Electric, Gas, Water & Sanitary Services	0	0%	0	0%	-
Wholesale Trade	13	10%	74	4%	6
Retail Trade	38	28%	270	16%	7
Finance, Insurance & Real Estate	8	6%	17	1%	2
Services	51	38%	990	58%	19
Government	0	0%	1	0%	-
Other	1	1%	0	0%	0
TOTAL	136	100%	1,718	100%	13

Source: ESRI Business Information Systems, BBP Associates



Source: ESRI Business Information Systems, BBP Associates

Evans



1. Existing Conditions

- Station area includes Broadway commercial corridor, in close proximity to redevelopment occurring at Broadway Station
- Stable residential neighborhood surrounding station
- Station proximate to South Platte River

Station Area Typology	Urban Neighborhood
Rail Corridor	Southwest
Neighborhood(s)	
Existing Uses	<ul style="list-style-type: none"> • Residential (primarily single-family) • Industrial (light) • Retail (single story buildings along South Broadway) • Office (older buildings along South Broadway)
Zoning	<ul style="list-style-type: none"> • Residential R-1, R-2 (37%) • Industrial I-0, I-1 and I-2 (36%) • Business District B-4 (11%) • O-1 (14%)
Features	<ul style="list-style-type: none"> • Light industrial uses immediately adjacent to station • Single-family neighborhood surrounds station • Limited parking at station • South Platte River bisects western half of walkshed



2. Demographic/Economic Profile (1/2 Mile Walkshed)

- Household size (2.21) smaller than in city (2.28) and region (2.53)
- More jobs (2,730) located in station area compared to population (2,195)
- Station area household income (\$52,317) similar to city (\$49,373) and slightly lower compared to region (\$63,895)
- Higher percentage of station area residents engaged in blue collar employment (31%) compared to city and region (21%)
- Slightly higher unemployment rate of station area residents (8%) compared to city (7.2%) and region (5.5%)
- Primarily types of retail establishments include: miscellaneous retail (25%), furniture and home furnishings (20%) and auto dealers, gas stations, and auto aftermarket (20%)

2006 Economic – Demographic Data	½ Mile Station Area
Population	2,195
Households	984
Average Household Size	2.21
Household Income	\$52,317
At Place Employment	2,730
Number of Business Establishments	265
% Retail Trade Establishments	24%
% Office Establishments (e.g. FIRE, Services)	33%
Source: 2006 ESRI Business Information Systems, BBP Associates	

3. Real Estate Market (Office and Retail)

- Retail market includes 17 buildings totaling 119,279 square feet with vacancy rate of 14.3%
- Retail primarily 1 story buildings congregated along S Broadway
- Older retail building stock, with most retail buildings constructed prior to 1990; earliest 1927
- Office market includes 8 buildings totaling 36,453 square feet with a vacancy rate of 2.1%
- Office all Class C and B buildings
- Office clustered along S Broadway (particularly at intersection of Broadway and Colorado)
- Most recent office building constructed in 2001; half constructed prior to 1936

Evans Station Area (1/2 Mile Walkshed) Retail and Office Market As of March 2007							
Type	# Bldgs	Total Rentable Building Area (RBA)	Vacant SF	Vacancy %	Net Absorption	RBA Under Const	Direct Average Rate
Retail	17	119,279	17,057	14.3%	(3,327)	0	\$15.88/nnn
Office	8	36,453	780	2.1%	2,877	0	\$12.51/fs
Source: CoStar							



4. Development Activity

- Some property owners have begun assembling land for potential redevelopment
- No recent, under construction and planned development activity in station area aside from land assembly

Station Area Development Activity	
Number of New Residential Units	-
Total Square Feet of Development	-
Recently Completed Projects	-
Under Construction Projects	-
Proposed Projects	-
1/ Includes projects recently completed, under construction and/or proposed	
Source: BBP Associates, RTD Transit-Oriented Development Status Report 2006	

5. Station Area Objectives (Focus Groups/Public Workshops)

- Focus groups and public workshops have not yet begun for this station area

6. Station Area Strengths

- Initial property owner interest expressed in redevelopment (as evidenced by land assembly)
- Located along Broadway Corridor, in proximity to significant redevelopment activity planned for Broadway Station
- Stable residential neighborhood surrounding station
- Proximate to South Platte River

7. Station Area Challenges/Constraints

- Limited parking at station, making pedestrian connections critical
- Single-family nature of surrounding residential neighborhoods necessitates density cone/ transition between infill and existing uses

8. Station Area Opportunities

- Consider linkages between station and redevelopment activity occurring along Broadway Corridor
- Examine potential connections to South Platte River
- Pursue mixed use infill opportunities along Broadway (retail, residential, and office) that maintain existing jobs-housing balance

9. Development / Redevelopment Sites

- TBD

10. Potential Market Niches / Station Area Vision

- Commercial infill along Broadway and Evans

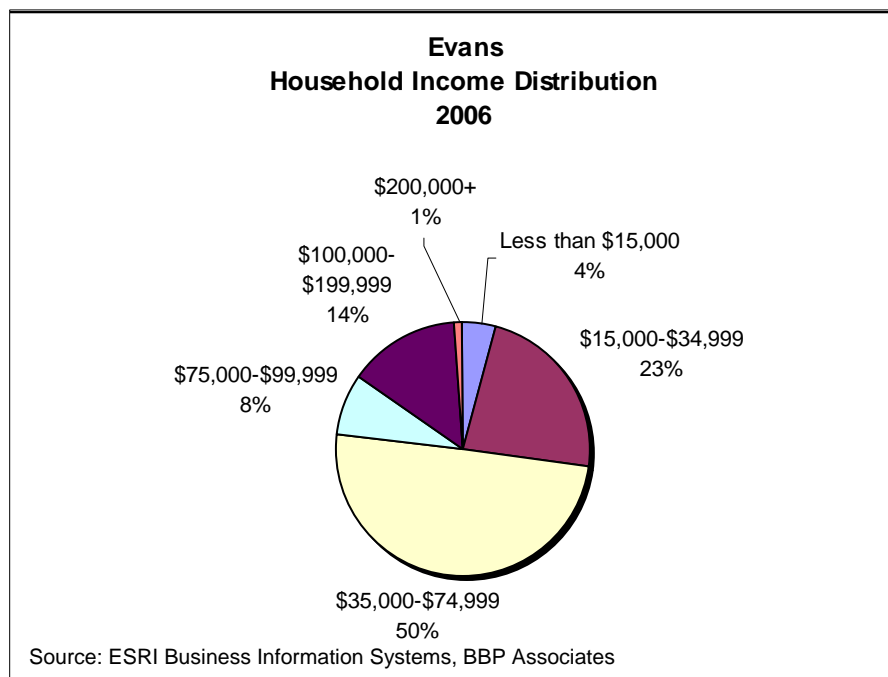
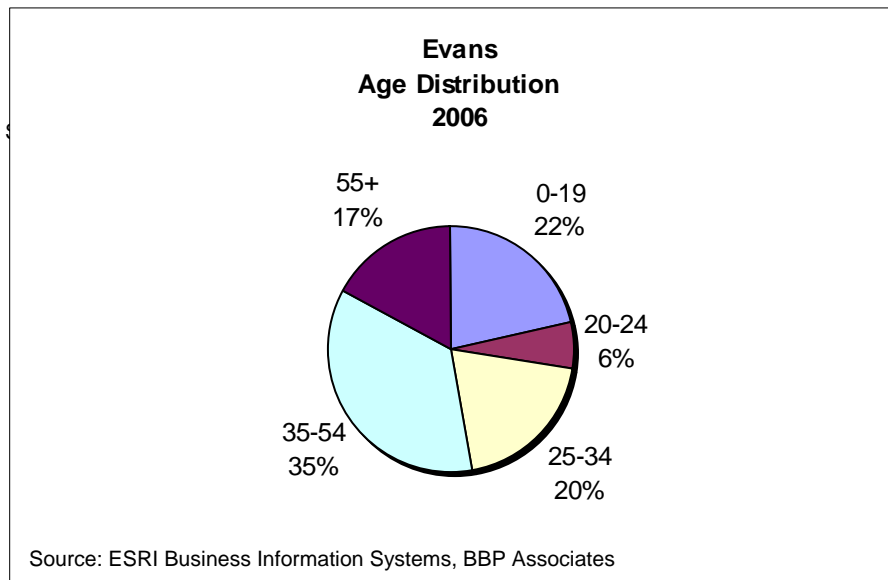


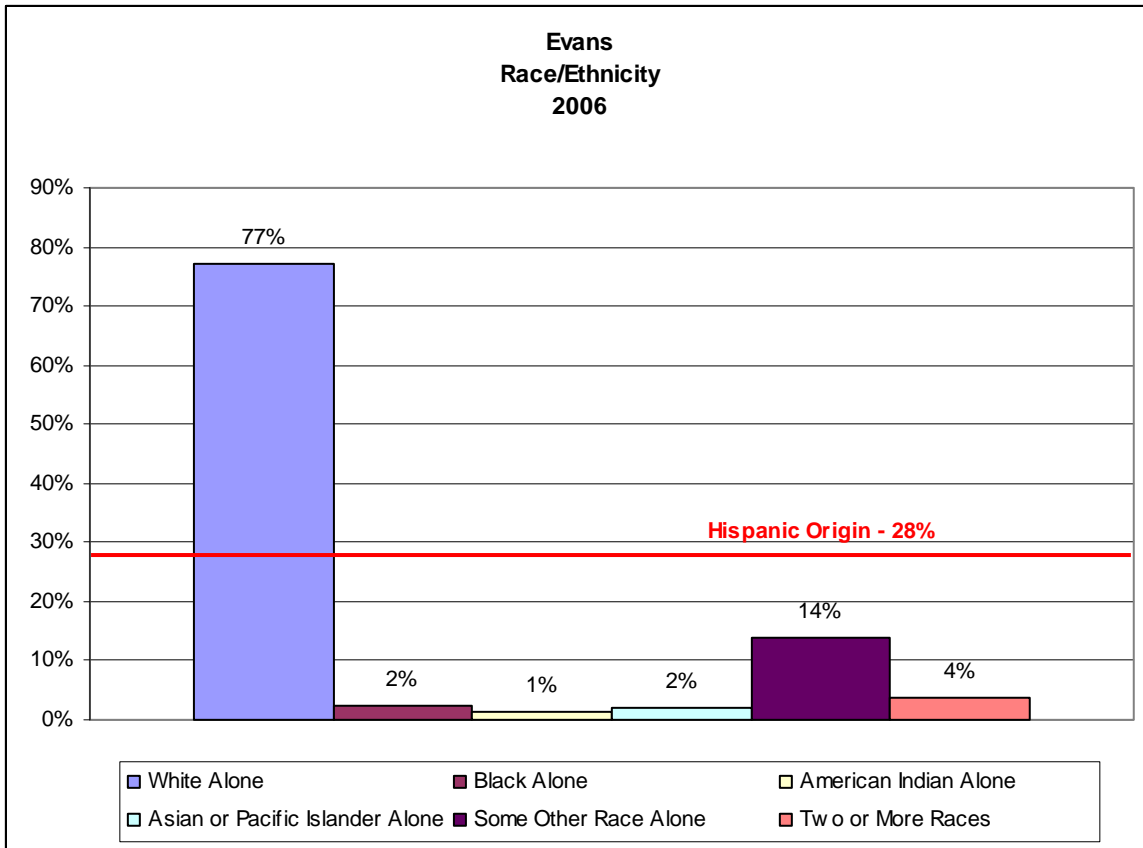
- Active ground floor uses along Evans to make pedestrian connection between Station and Broadway
- Primarily residential, mixed-use along Santa Fe
- Potential for increased density closer to station
- Initial emphasis on east side of station, particularly focusing on connection between Station and Broadway (along Evans) to capitalize on redevelopment occurring along to north along Broadway Corridor
- Longer term – infill/ redevelopment along Santa Fe and southern section of Broadway



SUPPLEMENTAL ECONOMIC / DEMOGRAPHIC INFORMATION

Evans Population and Household Characteristics 2000-2011					
	2000	2006	Annual Growth Rate, 2000-2006	2011	Annual Projected Growth Rate, 2006-2011
Population	2,322	2,195	-0.9%	2,205	0.1%
Households	1,034	984	-1.0%	986	0.0%
Average Household Size	2.23	2.21	-0.2%	2.22	0.1%
Household Income	\$41,983	\$52,317	4.9%	\$62,559	3.9%
Source: ESRI Business Information Systems, BBP Associates					





Source: ESRI Business Information Systems, BBP Associates

**Evans
Household Classification by Tapestry Segment
2006**

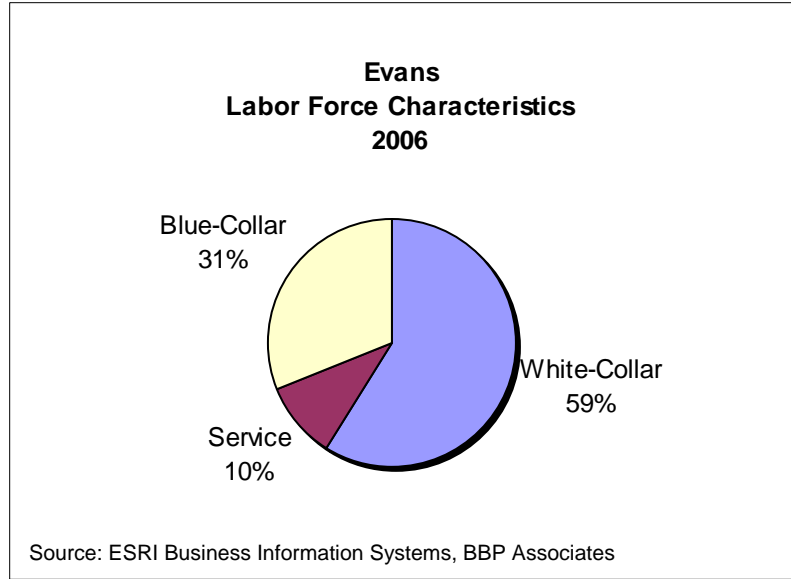
Community Tapestry Segment	Percent
Main Street USA	58%
Metropolitans	41%
Las Casas	1%

Source: ESRI Business Information Systems, BBP Associates
 1/ Descriptions of community tapestries are available through the ESRI White Paper, "Community Tapestry – the Fabric of America's Neighborhoods," available online at www.esri.com.

**Evans
Labor Force Characteristics
2006**

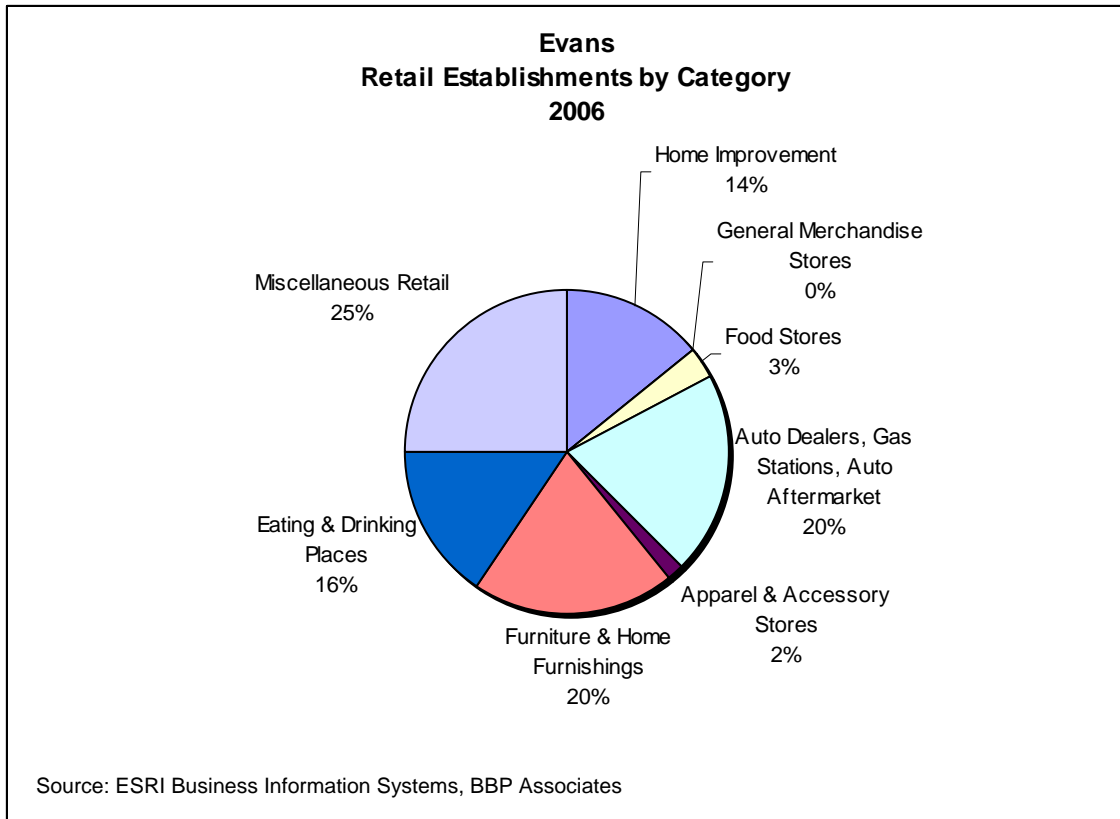
	Amount/Percent
Total Employed Population	1,383
Unemployed Population	124
Unemployment Rate	8%

Source: ESRI Business Information Systems, BBP Associates



Evans At-Place Employment Business Establishments by Industry 2006					
	Establishments	Share of Total Establishments	Employment	Share of Total Employment	Average Employment per Industry
Agriculture & Mining	6	2%	45	2%	8
Construction	35	13%	416	15%	12
Manufacturing	31	12%	598	22%	19
Transportation	4	2%	15	1%	4
Communication	1	0%	2	0%	2
Electric, Gas, Water & Sanitary Services	1	0%	1	0%	1
Wholesale Trade	31	12%	261	10%	8
Retail Trade	64	24%	508	19%	8
Finance, Insurance & Real Estate	9	3%	19	1%	2
Services	80	30%	863	32%	11
Government	0	0%	0	0%	-
Other	3	1%	2	0%	1
TOTAL	265	100%	2,730	100%	10

Source: ESRI Business Information Systems, BBP Associates



38th & Inca



1. Existing Conditions

- Proximate to downtown and Denver Union Station
- Station close to Auraria Higher Education Center
- Industrial concentration east of station
- Station area bisected by rail line and Interstate 25, which cuts across southern and eastern sections of walkshed
- Station lacks strong access

Station Area Typology	Urban Neighborhood
Rail Corridor	Gold Line
Neighborhood(s)	
Existing Uses	<ul style="list-style-type: none"> • Industrial • Residential (small single family homes, DHA public housing, and recently built student housing) • Retail (single story buildings) • Office
Zoning	<ul style="list-style-type: none"> • Industrial I-0, I-1 and I-2 (52%) • Residential R-2, R-3, and R-MU-30 (30%) • PRV (13%) • Business District B-2, B-4 (5%)
Features	<ul style="list-style-type: none"> • Collection of industrial uses parallel to rail line • Older retail building stock clustered along 38th Avenue • Older Class C and B office buildings located along 38th Avenue • New student housing (The Regency) catering to students attending the Auraria Higher Education Center • Modest retail investment occurring (Railyard Marketplace) • Primarily Latino neighborhood • DHA Public Housing • Community Services: police station, family health center, and recreation center



2. Demographic/Economic Profile (1/2 Mile Walkshed)

- Larger household size (3.5) compared to city (2.28) and region (2.53)
- Fewer jobs (1,799) located in station area compared to population (3,105)
- Lower station area household income (\$35,659) compared to city (\$49,373) and region (\$63,895)
- Primarily Hispanic neighborhood (89% of residents) compared to city (35%) and region (20%)
- Higher percentage of station area residents engaged in blue collar employment (40%) compared to city and region (21%)
- Higher unemployment rate of station area residents (13%) compared to city (7.2%) and region (5.5%)
- Primarily types of retail establishments include: eating and drinking places (44%), miscellaneous retail (19%) and food stores (16%)

2006 Economic – Demographic Data	½ Mile Station Area
Population	3,105
Households	883
Average Household Size	3.5
Household Income	\$35,659
At Place Employment	1,799
Number of Business Establishments	145
% Retail Trade Establishments	22%
% Office Establishments (e.g. FIRE, Services)	32%
Source: 2006 ESRI Business Information Systems, BBP Associates	

3. Real Estate Market (Office and Retail)

- Retail market includes 16 buildings totaling 93,057 square feet with vacancy rate of 0.9%
- Retail primarily 1 story buildings congregated along 38th Avenue
- Older retail building stock, most buildings constructed prior to 1988, earliest 1890 (although 26,000 sf new retail, “Railyard Marketplace” under construction)
- Office market includes 6 buildings totaling 41,169 square feet with a vacancy rate of 5.8%
- Office all Class C and B buildings
- Office clustered along 38th Avenue
- Most recent office building constructed in 1986

38 th & Inca Station Area (1/2 Mile Walkshed) Retail and Office Market As of March 2007							
Type	# Bldgs	Total Rentable Building Area (RBA)	Vacant SF	Vacancy %	Net Absorption	RBA Under Const	Direct Average Rate
Retail	16	93,057	850	0.9%	0	0	\$14.00/nnn
Office	6	41,169	2,406	5.8%	0	0	\$12.47/ fs
Source: CoStar							



4. Development Activity

- Several projects (recently completed, under construction, and/or proposed) creating a mixed-use, mixed-income, mixed-age community (with new residential units oriented to students and those seeking affordable housing, and small-scale retail infill underway)

Station Area Development Activity	
Number of New Residential Units	510
Total Square Feet of Development	26,000 (retail)
Recently Completed Projects	<ul style="list-style-type: none"> • Regency Student Housing: 410 units
Under Construction Projects	<ul style="list-style-type: none"> • Railyard Marketplace: 26,000 square feet
Proposed Projects	<ul style="list-style-type: none"> • Renaissance Riverfront Lofts: 100 affordable residential lofts (Colorado Coalition for the Homeless)
1/ Includes projects recently completed, under construction and/or proposed	
Source: BBP Associates, RTD Transit-Oriented Development Status Report 2006	

5. Station Area Objectives (Focus Groups/Public Workshops)

- TBD

6. Station Area Strengths

- Existing commercial node/ corridor along 38th Avenue
- Demonstrated developer interest (The Regency Student Housing, Railyard Marketplace, and proposed Renaissance River Lofts)
- Proximity to downtown, Auraria Higher Education Center, and Denver Union Station enhances station area's redevelopment potential

7. Station Area Challenges/Constraints

- Significant barriers (I-25 and rail line) between east and west sections of station area
- Industrial character east of station conflicts with residential development
- Transit route unknown (options include streetcar along 38th Avenue)
- Station area lacks access/ connectivity to existing commercial development along 38th Avenue (currently narrow, unpaved pedestrian path is only access)

8. Station Area Opportunities

- Encourage mixed-income, mixed-age residential opportunities within station area (particularly west of station)
- Build on existing commercial investment along 38th Avenue with expanded neighborhood-serving retail and services
- Provide mixed use with business and work development opportunities (to increase jobs to housing balance)

9. Development / Redevelopment Sites

- In general – industrial sites east of station considered redevelopment opportunities in long-term



- Several property owners own multiple properties, providing opportunities for assemblage and redevelopment, including, but not limited to:
 - Denver Post
 - Rocky Mountain Law Enforcement
 - Munroe Investment Company
 - BS & G Acquisition
 - Texaco Refinery & Marketing

10. Potential Market Niches / Station Area Vision

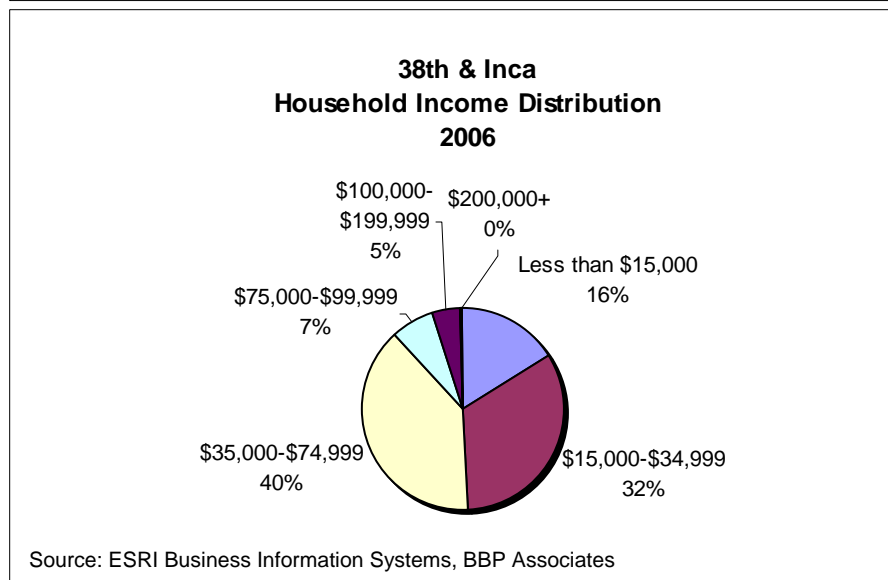
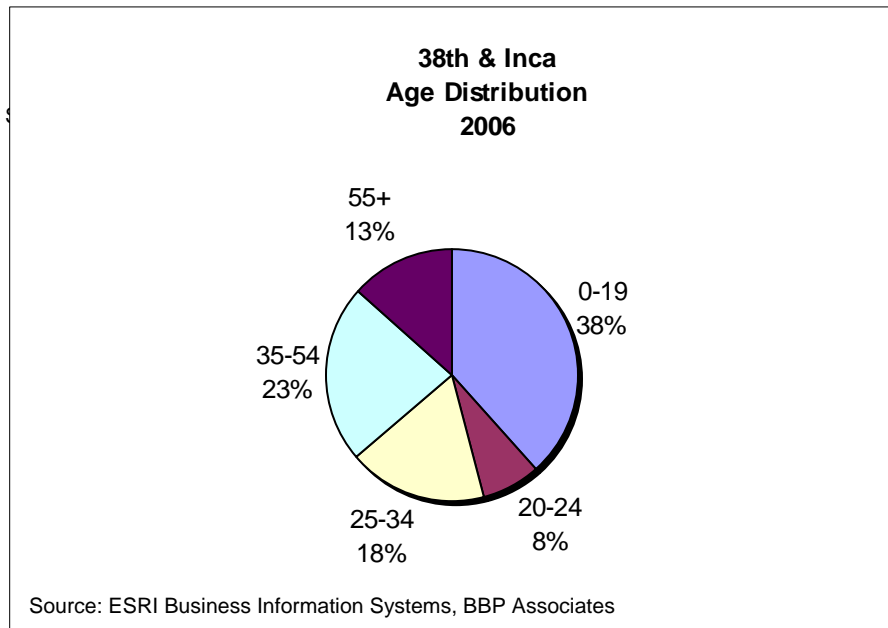
- Mixed-income housing and neighborhood revitalization
- Primarily residential, mixed-use, mixed-income and mixed-age neighborhood
- Neighborhood-oriented retail & services
- Ethnic/ specialty retail catering to Latino population
- No more than 50,000 square feet retail (2-7 stories)
- Potential for increased density closer to station
- Initial emphasis on west side of station, building on existing commercial investment (retail and office)
- Longer term – east side of rail line, redevelopment of numerous industrial sites

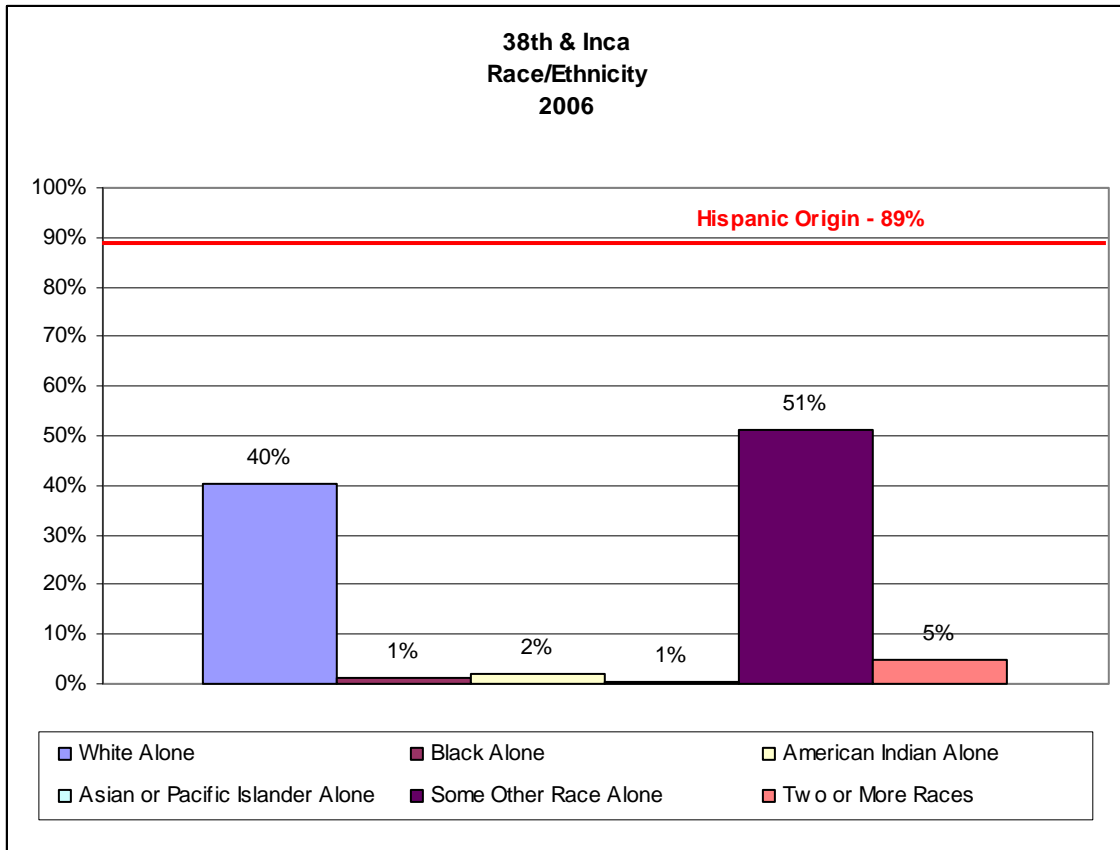


SUPPLEMENTAL ECONOMIC / DEMOGRAPHIC INFORMATION

38th & Inca Population and Household Characteristics 2000-2011					
	2000	2006	Annual Growth Rate, 2000-2006	2011	Annual Projected Growth Rate, 2006-2011
Population	3,162	3,105	-0.3%	3,148	0.3%
Households	906	883	-0.5%	890	0.2%
Average Household Size	3.48	3.5	0.1%	3.52	0.1%
Household Income	\$28,159	\$35,659	5.3%	\$42,898	4.1%

Source: ESRI Business Information Systems, BBP Associates





Source: ESRI Business Information Systems, BBP Associates

**38th & Inca
Household Classification by Tapestry Segment
2006**

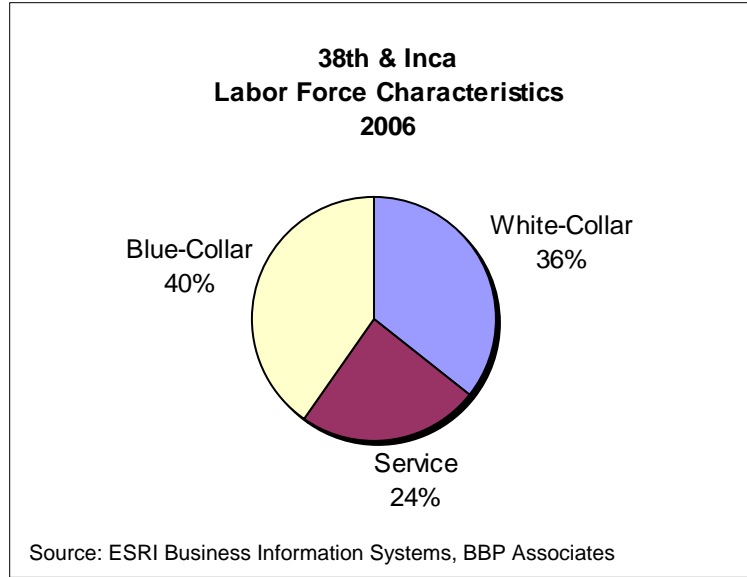
Community Tapestry Segment	Percent
Las Casas	34%
Industrious Urban Fringe	29%
Southwestern Families	21%
City Commons	13%

Source: ESRI Business Information Systems, BBP Associates
 1/ Descriptions of community tapestries are available through the ESRI White Paper, "Community Tapestry – the Fabric of America's Neighborhoods," available online at www.esri.com.

**38th & Inca
Labor Force Characteristics
2006**

	Amount/Percent
Total Employed Population	926
Unemployed Population	136
Unemployment Rate	13%

Source: ESRI Business Information Systems, BBP Associates



**38th & Inca
At-Place Employment
Business Establishments by Industry
2006**

	Establishments	Share of Total Establishments	Employment	Share of Total Employment	Average Employment per Industry
Agriculture & Mining	1	1%	22	1%	22
Construction	20	14%	385	21%	19
Manufacturing	24	17%	436	24%	18
Transportation	1	1%	6	0%	6
Communication	1	1%	1	0%	1
Electric, Gas, Water & Sanitary Services	1	1%	0	0%	0
Wholesale Trade	16	11%	205	11%	13
Retail Trade	32	22%	360	20%	11
Finance, Insurance & Real Estate	6	4%	17	1%	3
Services	41	28%	367	20%	9
Government	0	0%	0	0%	-
Other	2	1%	0	0%	0
TOTAL	145	100%	1,799	100%	12

Source: ESRI Business Information Systems, BBP Associates

