

The logo for Forest City, featuring the words "FOREST" and "CITY" in a white, serif font, with "FOREST" on the left and "CITY" on the right, separated by a small gap. The background is a green-tinted image of a ceiling with a grid pattern.

FORESTCITY

10/19/2010

www.forestcity.net

Transit Oriented Development

presented by

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Forest City Real Estate Services

Who are we?

- \$12 billion national real estate company – housing, retail, office and bio science
- Management and 3rd party advisory practice of Forest City
- A proven legacy as a real estate investor, manager and developer, community builder and creator of economic growth.
- We provide our talent and experience to you.
- We can handle every aspect of investment, management, development and redevelopment.

Experience Matters Over 29 Projects in the Portfolio with TOD

- San Francisco Center
- Central Station
- Atlantic Yards
- East River
- Wiregrass
- Gulfstream
- Bayside
- Metro Tech
- MIT
- Stapleton
- New York Times
- Tower City
- M.K. Ferguson Plaza
- Station Square
- Victoria Gardens
- East 29th Street Town Center

Successful TOD

Walkable

Density

Public Space

Live, work, play

1.5 Million sq. ft.



Westfield San Francisco Centre in San Francisco, California

Front Porch

Distributed to the Stapleton, Park Hill, Lowry, Montclair, Mayfair, Hale and East Colfax neighborhoods
DENVER, COLORADO

STAPLETON

MARCH 2010

Commuter Rail on Track for Stapleton by 2016

Construction To Begin This Summer on East Corridor Rail and Central Park Boulevard Bridges



By Carol Roberts
Stapleton seems to have hit the transportation jackpot. This summer, construction is expected to start on three separate projects at almost the same time: the East Corridor commuter rail line to DIA; the Central Park Boulevard bridge over Sand Creek; and the new bridge over I-70 with entrance and exit ramps connecting to Central Park Boulevard. And by the end of the year, as part of the commuter rail project, the Stapleton Park-N-Ride station. (continued on page 26)

The three primary partners for Stapleton's commuter rail station on the East Corridor (which will run from Union Station to DIA) have been planning for the station since 2003. Representatives of these three partners are pictured holding an artist's preliminary rendering of the station that will be built along Smith Road, just west of Central Park Boulevard: (left) Jim Christman, Senior Vice President, Forest City Stapleton, Inc.; Michael Hancock, City Councilman, representing the City of Denver; and Carol Dutschke, East Corridor Project Manager, representing RTD. FasTracks. The parcel of land designated for the station, parking and possible future Transit Oriented Development (TOD) will extend from just east of W&M (shown above at left) to Central Park Boulevard. FasTracks will purchase land from Union Pacific, just south of their tracks, for the East Corridor's right-of-way. (Photo was taken on Union Pacific property with their permission and under their approval to remain on file.)



The rendering above shows Stapleton's third school as viewed from the northwest. The school buses will have access on Syracuse Street, as shown above. The cross street, 35th Avenue is just south of Sam's Club. Across Syracuse is the United Airlines Training Center.

Architects Share Their Vision of Stapleton's 3rd School

By Carol Roberts, with project information provided by Rebecca Brown, Denver Public Schools

The new third school at Stapleton has moved from a concept to a picture that resembles real life (above). At a lightly attended community meeting hosted by

S.U.N. on February 4, architects presented their idea for the new school—a three-story area for elementary and middle school students on the west and a one-story area for Early Childhood Education (ECE) and Kindergarten on the east. That concept has been fleshed out. (continued on page 4)

Front Porch 2010 Summer Camp Guide



Above: Children explore among the leaves at a Denver Botanic Gardens summer camp.

The Front Porch annual summer camp guide starts on page 21.

Printed with soy-based ink. Paper contains 40% postconsumer waste.

eGo—New Carshare Program	7	Library Plans Move Forward	8	Proposed Bill Requires Definition of Educator Effectiveness	13	Local State House Candidate Updates	14	Take a Hike	15
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Successful TOD

- Connectivity
- Pedestrian oriented design
- Bicycle accommodations
- Regional Bus lines
- 4,700 Acres
- 13 Million sq. ft. commercial
- 8,000 Multifamily units
- 1,100 Acres of parks and recreation

Successful TOD

24 hour atmosphere, not just 9-5

Convenience

Handle daily needs without driving

Create Vibrancy

- Housing
- Retail
- Office
- Recreation
- Entertainment
- Live, Work, Play
- 500 Room hotel
- 8,500 Housing units
- 2.5 Million sq. ft. commercial



Central Station, Chicago, Illinois

Unsuccessful TOD



- Metropark Train Station
 - No density
 - No live, work, play
 - No convenience
 - No travel options
 - No 24 hour atmosphere
 - Isolation

- Penn Station, Newark
 - Barrier
 - No walkability
 - No pedestrian oriented design

Station Area Planning

- **Physical Site Assessment**
- **Market Feasibility Assessment**
- **Public Involvement**
- **Brand development**
- **Station and Station Area Master Plan**

TOD Principles

In developing a rail station and adjacent Transit Oriented Development (TOD) there are specific principles that must be employed to create a successful development. The station area master plans will consider and utilize commonly accepted TOD principles below:

- **Pedestrian Orientation**
- **Higher Densities**
- **Mix of Uses**
- **Urban Design and Public Spaces**
- **Live, Work, Play**
- **Economic Development**
- **Sustainable Development**

Criteria for Train Station Planning

1. Proximity and access to the tracks.
2. Identify the infrastructure cost for the location of the station.
3. Will the station be in the best location to drive economic growth?
4. Identify the economic growth that will occur within a 5 mile radius of the station and how the station location will help drive those economics.
5. Describe and identify how local stakeholders will be brought into the planning process.

Criteria for Train Station Planning (continued)

6. Describe and identify how local developers will be involved in the planning process and the implementation of the master plan
7. Identify projects that can happen and what economics the projects will produce along with a time schedule.
8. Provide a market study of the master plan area that addresses the demographics, office, retail, residential and industrial market and absorption.
9. Describe how the train station will be marketed with the other stations within the communities.

Criteria for Train Station Planning (continued)

10. Describe coordination with other commuter modes of transportation and how this station will be intermodal.
11. How will the station and the area be branded and coordinated with other stations?
12. Provide a transportation report that addresses the impact on the area and any mitigation for ingress and egress.
13. Describe how sustainability and green plans will be incorporated into the implementation plan.

Local Benefits of TOD

- Increased property values
- Revitalization
- Expanded Housing Choices
- Sustainable Development
- Economic Growth

Funding Stations and Station Area Improvements

Currently there is a disconnect between the investment being made in the overall HSIR system and the need and interest to provide adequate stations. As the planning moves forward, station sites are being identified by the rail planners with little to no consideration for potential future economic impacts. Communities should have a keen interest in economic development related to the stations but no specific program is in place to implement a planning strategy, to fund the planning effort or to fund the implementation of the plan. This will take significant increased allocations to the states and cities to provide the necessary station improvements.

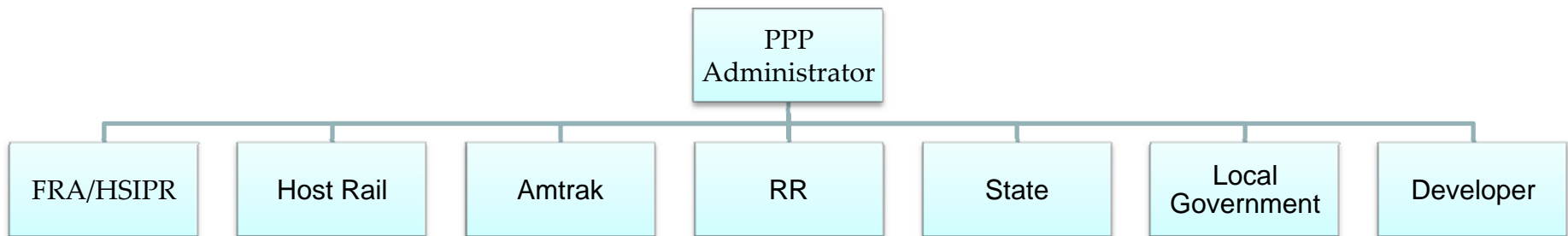
The states, cities and private real estate market are prepared to pursue alternative strategies to fund and construct the necessary station area improvements. Working with state and local governments models can be established to utilize these alternative strategies to fund the station improvements in a manner that meets the best transit oriented development practices described above. Tools and strategies to be used include.

Funding Stations and Station Area Improvements

- **Special Assessment Districts**
- **Tax Increment Financing**
- **Joint Development**
- **Assessed Taxes**
- **Public Private Partnership**
- **Value Capture**

TOD Public/Private Partnership [PPP] Administrator

Partnership Structure



TOD Public/Private Partnership [PPP] Administrator

Mission

Maximize the income from the TOD,
manage the real estate and distribute
profits to the partnership.

PPP Administrator Duties & Qualifications

Duties

- Sets criteria for TOD
- Establishes value created based on TOD location
- Sets up development program for location
- Establish partners [partnership in TOD PPP]
- Oversees development
- Sets up management team
- Manages the property/real estate
- Distributes proceeds to the partnership

PPP Administrator Duties & Qualifications

Qualifications

Development and Management Company with mixed use experience.

- A. Experience in:
 - 1. Master Planning
 - 2. Development expertise in mixed-use development
 - a. Commercial
 - b. Office
 - c. Residential
 - 3. Management expertise in mixed-use development
 - a. Commercial
 - b. Office
 - c. Residential
 - 4. Public/Private Partnerships
 - 5. Projects in excess of \$100 Million
 - 6. Projects in excess of 1,000,000 square feet
 - 7. Have completed TOD Development(s)

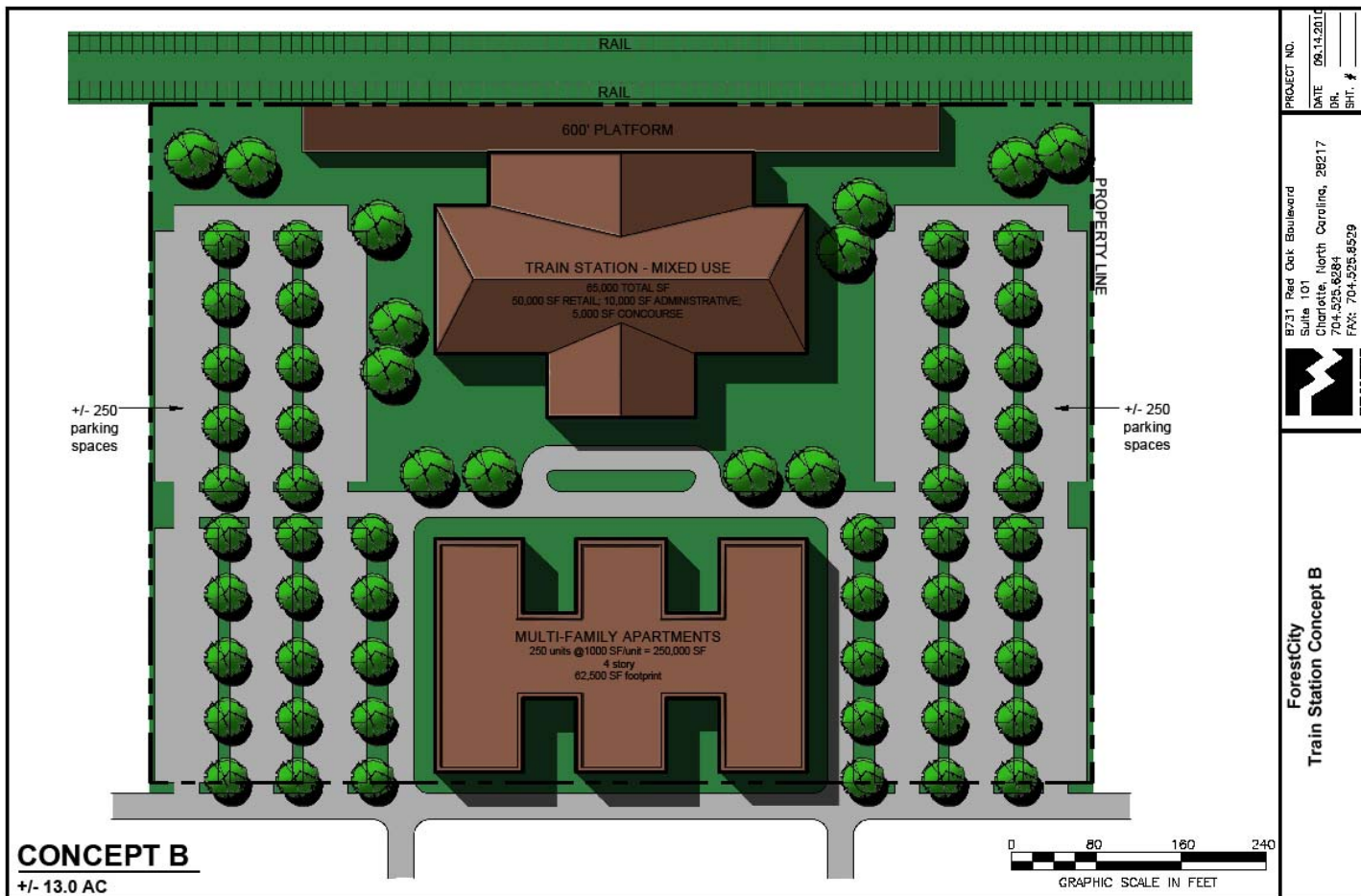
TOD Model

The following is a possible model which establishes a PPP (Private Public Partnership) where all parties are a true partner and share in the value created and profits from the TOD. The concept is to hire a qualified PPP Administrator that will coordinate with all partners to help locate, prepare the economic analysis and manage the TOD.

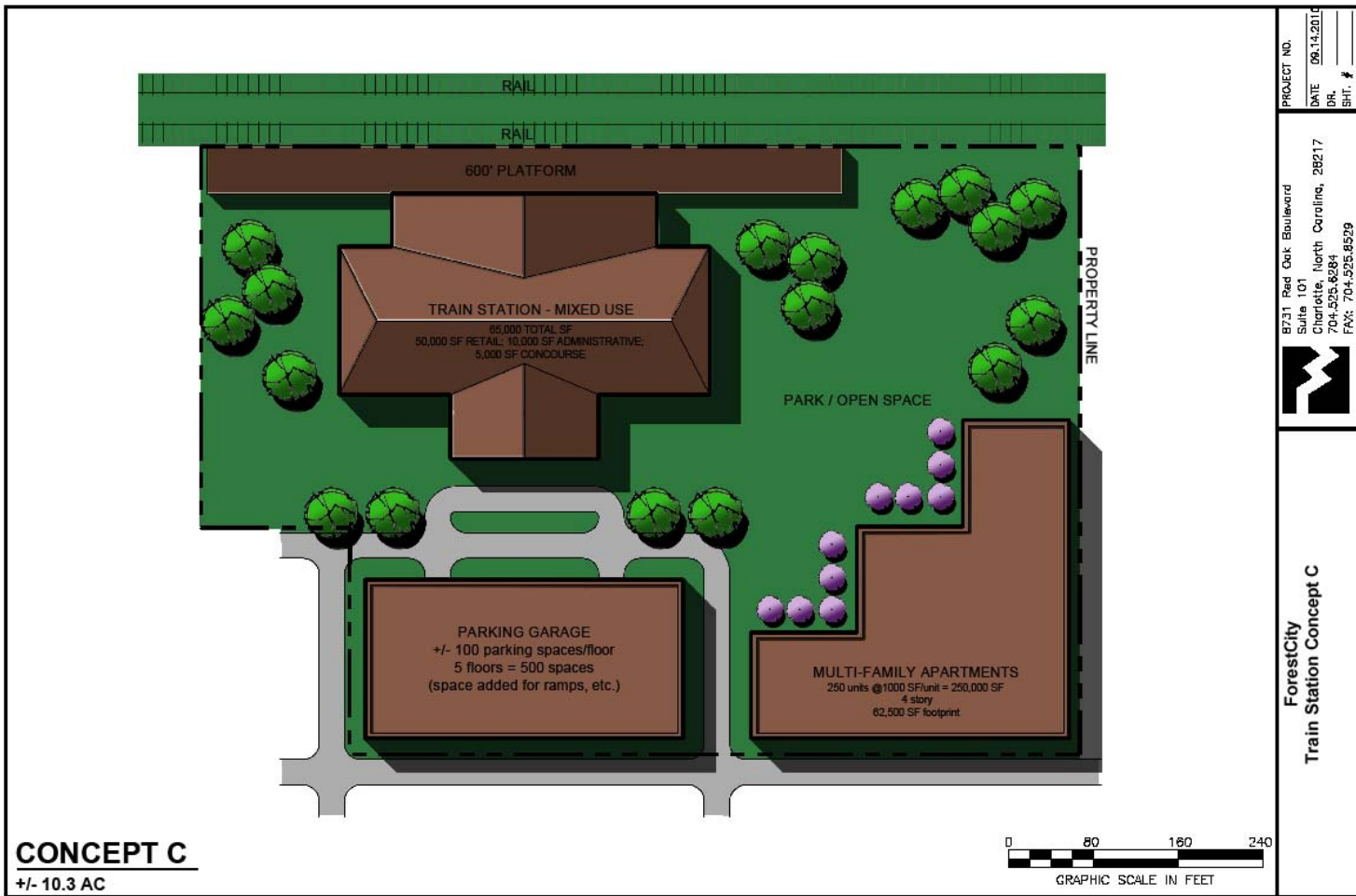
Train Station Concepts



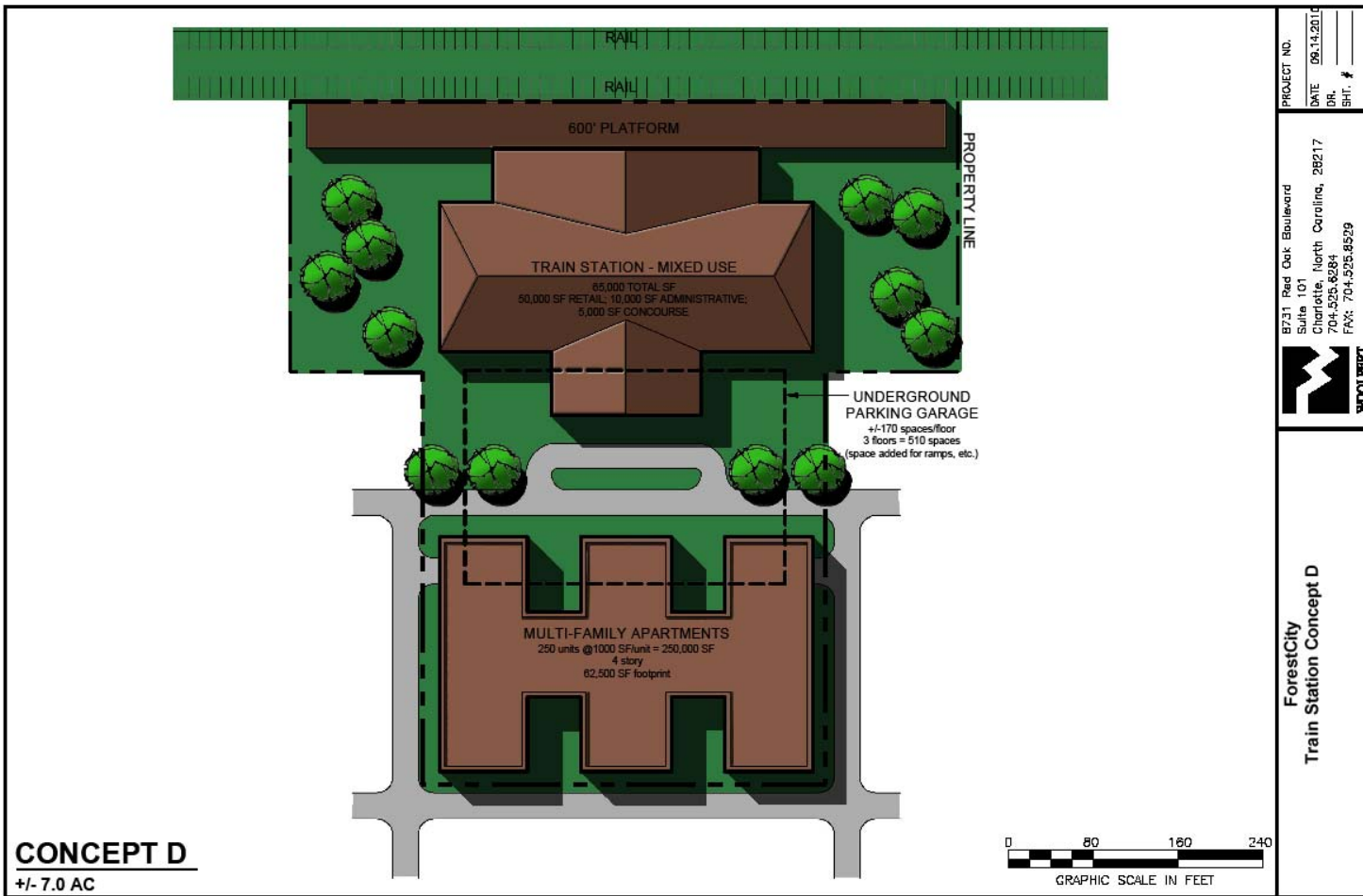
Train Station Concepts



Train Station Concepts



Train Study Concepts



Closing

- Location, location, location means value.
- To provide economic support of the cost of the station and surrounding infrastructure through the PPP Administration process. The station economic package will provide support to:
 - Cover the cost of operating the station.
 - Creating a minimum development program with the station. Will be a catalyst for further economic growth, which will happen quicker vs. build the station and wait for development to occur.
 - Value is created for all of the partners.
 - Jobs will be created faster due to the minimum development occurring at the time the station is built.
 - Federal subsidies could be repaid.