

## RTD's TOD Program

RTD

**Transit Alliance  
Citizens' Academy  
October 1, 2008**

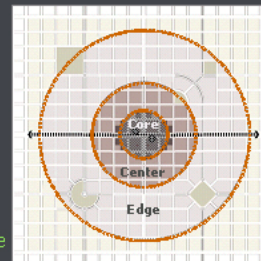
## General TOD Principles

RTD

- Functional relationship b/w transit facility and surrounding development
- Pedestrian-oriented urban design & streetscape
- More compact, denser than existing adjacent development patterns
- Mix of uses
- Influence area of ¼-½ mile from station

### Core Center Edge

- Core:  
Up to 600 ft  
greatest intensity
- Center:  
600 to 1500 ft  
intermediate intensity
- Edge:  
1500 to 2600 ft  
greater than  
community average  
of intensity



## Different Contexts for TOD

TOD Type	Land Use Mix	Minimum Housing Density	Regional Connectivity	Frequencies
Urban Downtown	Office Center Urban Entertainment Multifamily Housing Retail	>60 units/acre	High Hub of Radial System	<10 minutes
Urban Neighborhood	Residential Retail Class B Commercial	>20 units per acre	Medium Access to Downtown Subregional Circulation	10 minutes peak 20 minutes offpeak
Suburban Center	Primary Office Center Urban Entertainment Multifamily Housing Retail	>50 units/per acre	High Access to Downtown Subregional Hub	10 minutes peak 10-15 offpeak
Suburban Neighborhood	Residential Neighborhood Retail Local Office	>12 units/acre	Medium Access to Suburban Centers and Access to Downtown	20 minutes peak 30 minutes offpeak
Neighborhood Transit Zone	Residential Neighborhood Retail	>7 units/acre	Low Access to a Center	25-30 minutes Demand Responsive

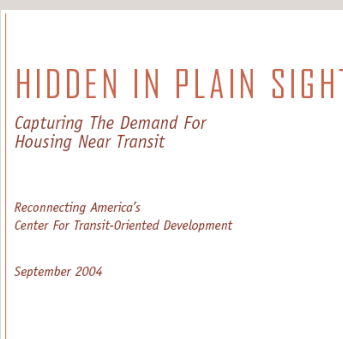
- No single approach fits every TOD opportunity
- Not a location description (TAD)
- Not a design guideline (Euro village)
- Balance between node and place

Source:  
Center for Transit Oriented Development



## Transit Zone Households

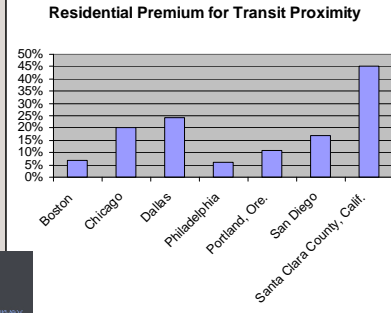
- Own fewer cars: 0.9 compared to 1.6 for metro region average
- Use their cars significantly less: 54% commute by car compared to 83% for metro region average
- Slightly smaller average household sizes, higher percentage of singles
- Less families with children, more young adults
- Lower median incomes: higher percentage of low income, similar distribution of high incomes
- More renters: 31% homeownership compared to 66% for metro region average



Source: Center for Transit Oriented Development

# Ridership, Trips & Property

- Commercial properties ¼ mile from Santa Clara, CA stations leased for premium of 3.3 cents @ sq ft.
- Study of retail near light-rail on Dallas's DART system suggested value-added premium of 30%



## Distance & Mode Share

2005 WMATA Development-Related Ridership Survey

Distance from station	Metrorail Mode Share		Auto Mode Share	
	Office	Residential	Office	Residential
At station	35%	54%	48%	29%
¼ mile	23%	43%	66%	41%
½ mile	10%	31%	83%	54%

- 35% of office trips right at the station entrance
- Office mode share drops about 1% every 100 ft
- ½ mile residential share 200% higher than office

pb placemaking

- BART survey found 32% of workers living near transit commute by rail, compared to 5% regional average
- TCRP study of 17 residential TODs found 44% average reduction in vehicle trips

# Designing Transit for Development



Source: PB PlaceMaking

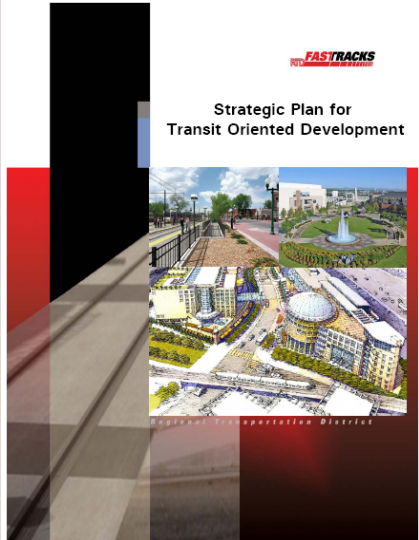
- Make stations heart of community
- Connect neighborhoods with transit
- Create a pedestrian-oriented environment
- Manage traffic
- Balance parking
- Create partnerships
- Complement community objectives

# RTD TOD Policy

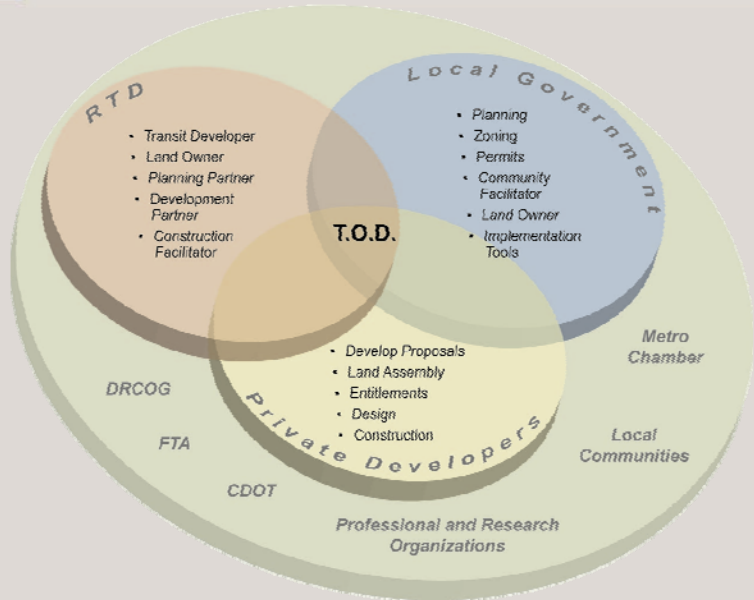
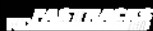


**Goals:**

1. Foster partnerships to support TOD
2. Encourage sustainable development that supports transit
3. Support multimodal access to transit
4. Protect and enhance RTD assets



# Roles in the TOD Process



# TOD & Project Development

FasTracks

	PHASE 1	PHASE 2	PHASE 3
Project Development Process	DEIS/EA (Including Alternatives Analysis & Basic Engineering)	PE/FEIS/ Environmental Decision Document	Final Design & Construction
T.O.D. Process	T.O.D. Assessment Start Station Area Planning	Adopt Station Area Plans Corridor-wide T.O.D. Workshops	Implementation <ul style="list-style-type: none"> <li>• adopt new zoning</li> <li>• public/private partnerships</li> <li>• design/construction</li> </ul>

# RTD TOD Responsibilities

FasTracks

*Land-use planning at station areas*

*Corridor TOD workshops*

- West completed in 2006
- NW/US36, North Metro, East/Gold PPP in 2007
- I-225 in 2008



*Education & outreach*

- Partnership with DRCOG

*Joint development*

*Planning & design guidelines*

*Benchmarking*

- TOD annual report
- FasTracks Quality of Life survey



# Station Area Planning

## Adopted 2006 to 2008

- Wadsworth
- Louisiana/Pearl
- Pecos
- Oak
- 30<sup>th</sup>/Pearl
- Kipling (Arvada)
- Sheridan (Lakewood)
- Sheridan (Arvada)
- Federal Center
- Olde Town Arvada
- Ward Road
- Federal (Adams Co)

## In Process:

- 40<sup>th</sup>/Airport
- 10th/Osage
- 40th/40<sup>th</sup>
- Colorado Blvd (SE Corridor)
- Federal-Decatur
- Auraria West
- 2<sup>nd</sup>/Abilene
- Stapleton
- Sheridan (Denver)
- Alameda
- Nine Mile
- 124<sup>th</sup> (Thornton)
- Peoria/Smith
- Colfax (I-225)
- Illiff
- 72<sup>nd</sup> Ave/Commerce City

# Systemwide Summary

## Built or under construction:

- 13,464 residential units
- 3,729 hotel rooms
- 5.2 M SF retail
- 4.3 M SF office
- 1.6 M SF gov't
- 154,000 SF cultural
- 3.3 M SF medical
- 2.4 M SF convention/sports

## Proposed:

- 12,178 residential units
- 2,051 hotel rooms
- 2.5 M SF retail
- 4.4 M SF office
- 175,000 SF gov't
- 5.9 M SF medical



## Questions for Discussion

- What consideration does the EIS process give to TOD?
- What factors constrain RTD's ability to implement TOD?
- How does station access (parking, connectivity, etc.) influence TOD potential?
- How do current public policies (e.g., state, local, RTD) encourage or inhibit TOD?
- Is there public appetite for TOD in suburban communities?