

RTD's TOD Program

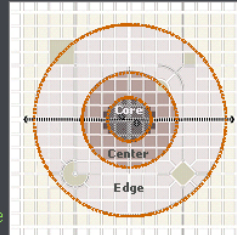
Transit Alliance Citizens Academy October 14, 2009

General TOD Principles

- 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 5 to 10 minute walk 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
- 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

HIDDEN IN PLAIN SIGHT

Capturing The Demand For Housing Near Transit

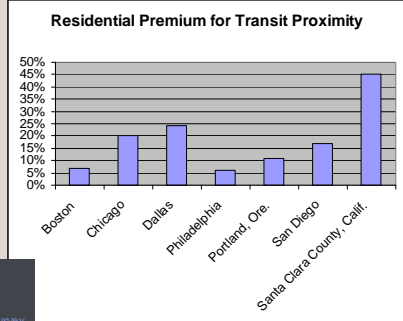
Reconnecting America's Center For Transit-Oriented Development

September 2004

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



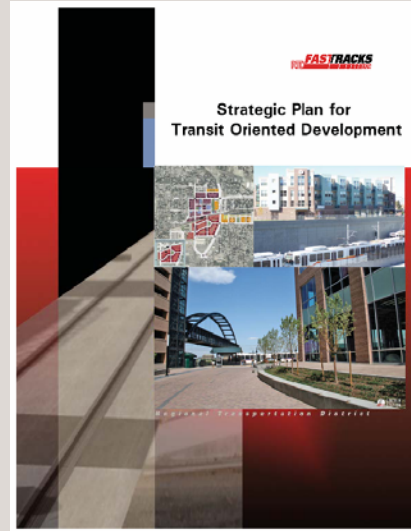
Source: PB PlaceMaking

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

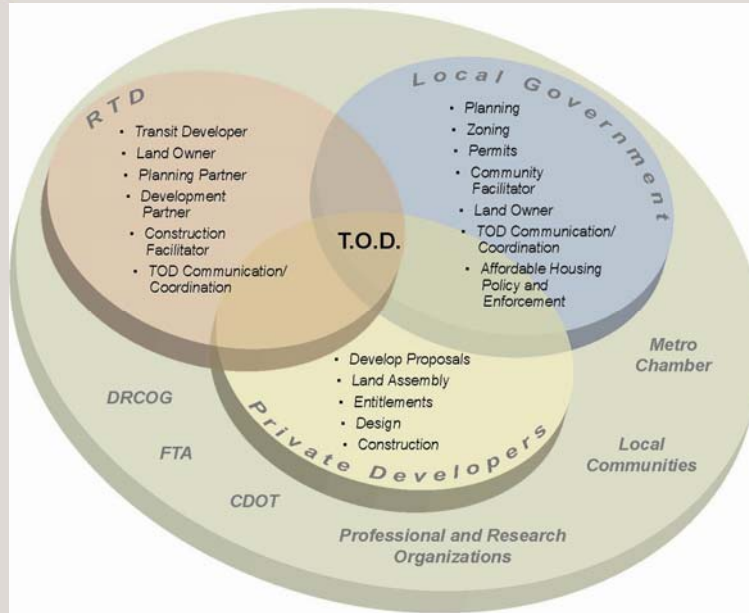
RTD TOD Policy

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

	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"> • adopt new zoning • public/private partnerships • design/construction

RTD TOD Responsibilities

Participate in local station planning efforts

Corridor TOD workshops

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



Education & outreach

- Partnership with DRCOG

Joint development

TOD Policy & Design Guidelines

- TOD Strategic Plan
- Transit Access Guidelines



Benchmarking

- TOD annual report
- FasTracks Quality of Life survey

Station Area Planning

Adopted 2006 to 2009:



- Wadsworth
- Oak
- Sheridan (Lakewood)
- Louisiana-Pearl
- 30th/Pearl
- Sheridan (Arvada)
- Evans (Denver)
- Sheridan (Denver)
- 38th/Blake (Denver)
- Iliff (Aurora)
- Federal Center
- Olde Town Arvada
- Federal (Adams Co)
- Ward Road
- Pecos
- Kipling (Arvada)
- Alameda (Denver)
- Auraria West (Denver)
- 124th Ave (Thornton)

In Process:



- 40th/Airport (Aurora)
- Peoria/Smith (Aurora)
- 41st/Fox (Denver)
- 13th Avenue (Aurora)
- Colfax (Aurora)
- 10th/Osage (Denver)
- Colorado Blvd (Denver)
- Decatur (Denver)
- Florida (Aurora)
- NWSS/Coliseum (Denver)
- Welton Corridor (Denver)

Systemwide Summary

Built or under construction:

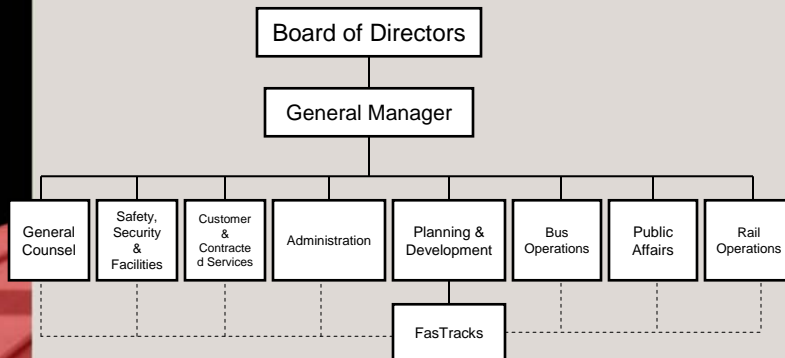
- 16,255 residential units
- 4,754 hotel rooms
- 5.2 M SF retail
- 5.1 SF office
- 1.8 M SF gov't
- 160,373 SF cultural
- 5.68 M SF medical
- 2.6 M SF convention/sports

Proposed:

- 9,583 residential units
- 3,021 hotel rooms
- 1.91 M SF retail
- 4.05 M SF office
- 350,000 SF gov't
- 3.45 M SF medical

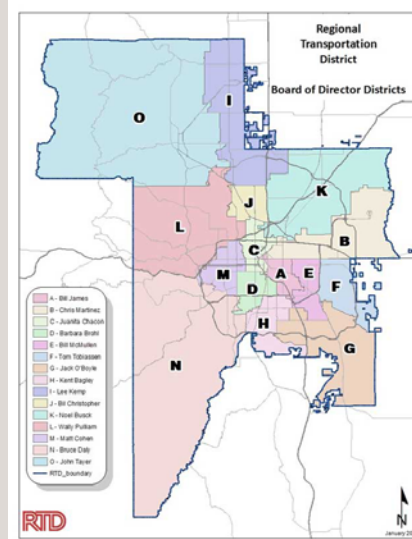


RTD Organization Structure



RTD Board of Directors

- 15-member elected Board
 - One of two elected transit boards in the US
- Board members are elected to 4-yr terms
- Main responsibilities are to set policy, make financial decisions and decide on land transactions
- Board established a separate Citizens Advisory Committee (CAC) in 2006
 - CAC to provide sounding Board and staff on issues



Contact Information

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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?