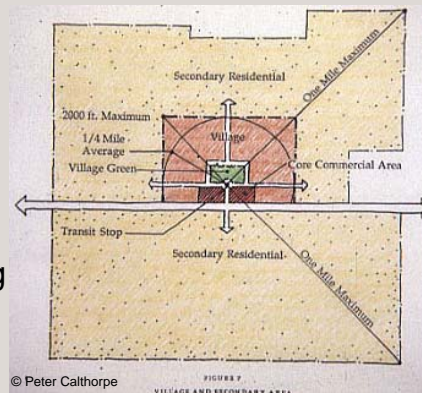


RTD's TOD Program

Transit Alliance
Citizens Academy
August 22, 2007

General TOD Principles

- Functional relationship b/w transit facility and surrounding development
- Pedestrian-oriented urban design & streetscape
- More compact and denser than existing adjacent development patterns
- Mix of uses
- Influence area of $\frac{1}{4}$ - $\frac{1}{2}$ mile from station



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

HIDDEN IN PLAIN SIGHT

Capturing The Demand For Housing Near Transit

*Reconnecting America's
Center For Transit-Oriented Development*

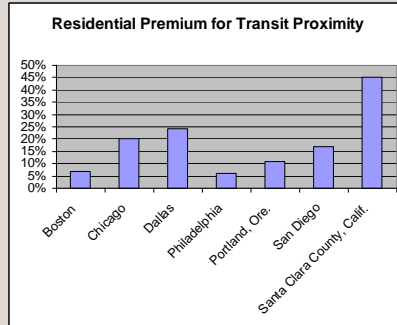
September 2004

Source: Center for Transit Oriented Development

TOD Impacts

PLACEMAKING

- TOD can generate about 30% less total auto trips than traffic model baselines
- BART survey found 32% of workers living near transit commute by rail, compared to 5% regional average
- Bay Area study found housing near rail positively associated with ridership: higher density + pedestrian scale = greater mode share
- Arlington, VA study found every 100,000 sq ft of commercial space created 50 new riders



- 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 a value-added premium of 30%

Source: Federal Transportation Research Board

Designing Transit for Development

PLACEMAKING



Source: PB PlaceMaking

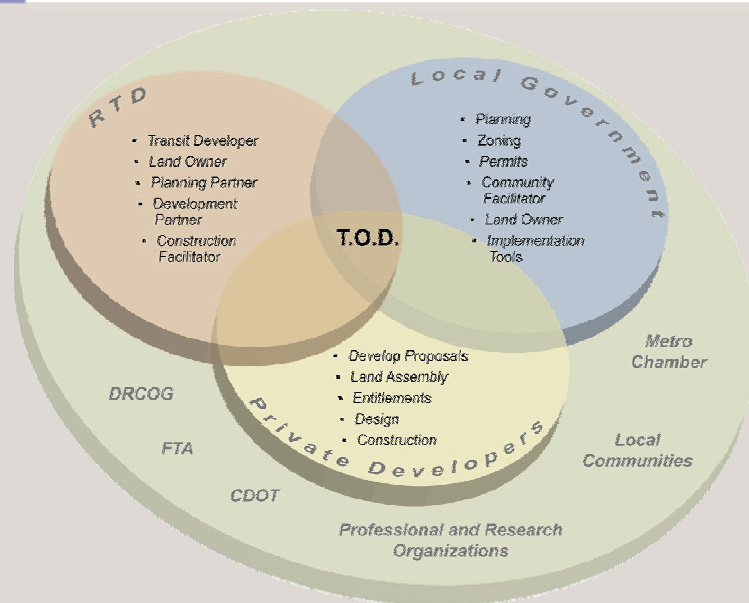
- Make stations heart of community
- Connect neighborhoods with transit
- Create a pedestrian-oriented environment
- Manage traffic
- Balance parking
- Create partnerships
- Complement community objectives

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

RTD TOD Action Items

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 Schedule

Adopted '06:

- Wadsworth
- Oak
- Sheridan (Lakewood)
- Federal Center
- Ward Road

Planned in '08:

- Evans
- 38th/Inca
- 64th/Pena
- Peoria/Smith
- Colfax/Fitzsimons South
- 4th Ave
- 124th Ave
- Iliff
- South Westminster

In process:

- Louisiana/Pearl
- 40th/Airport
- 30th/Pearl
- Sheridan (Arvada)
- Olde Town Arvada
- Arvada Ridge
- 10th/Osage
- 40th/40th
- Colorado Blvd
- Federal-Decatur
- Auraria West
- Sheridan (Denver)
- Alameda
- Southmoor
- Stapleton
- Nine Mile
- Federal (AdamsCo)
- Pecos

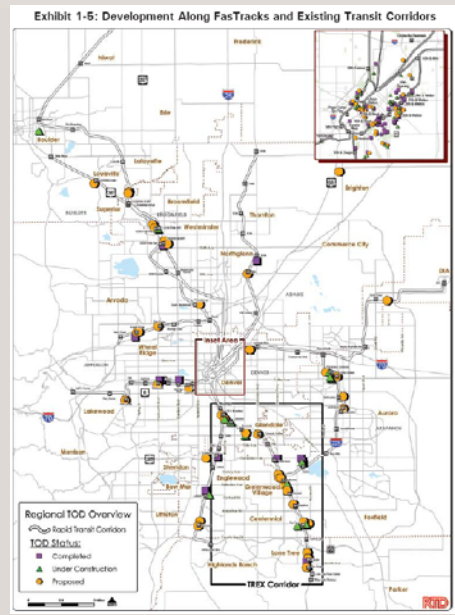
Systemwide TOD Summary

Built or under construction:

- 14,000 housing units
- 3,500 hotel rooms
- 5.1 million SF retail
- 3.8 million SF office
- 1.6 million SF gov't
- 300,000 SF cultural
- 3.3 million SF medical
- 2.4 million SF convention

Formally proposed:

- 12,500 housing units
- 2,000 hotel rooms
- 2.8 million SF retail
- 5.3 million SF office
- 175,000 SF gov't
- 30,000 SF cultural
- 5.9 million SF medical
- 75,000 SF convention



SE Corridor Development Impact

- Built or under construction:
 - 4,350 housing units
 - 510,000 SF retail
 - 1.1 million SF office
- Formally proposed:
 - 4,400 housing units
 - 680 hotel rooms
 - 1.2 million SF retail
 - 1.2 million SF office
- 12 other intended projects or additional phases announced



Questions for Discussion

- What consideration does the EIS process give to TOD?
- What factors constrain RTD's ability to implement TOD?
- How do station access typologies 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?