



Moving Forward with Transit Oriented Communities

Planning & Development Committee

October 7, 2014

History of TOD at RTD

- **Mid 1990s** - Local jurisdictions start planning for TOD
- **2000** – RTD hires initial TOD Manager
- **2004** – FasTracks passes
- **2006** – RTD Board adopts initial *Strategic Plan for TOD*
- **2010** – Peer review of TOD at other agencies
- **2010** - RTD Board adopts major revision to *Strategic Plan for TOD*/ Initiation of TOD Pilot Program
- **2010** - TOD and Planning Coordination specialties merged



What drove changes in 2010?

- Policy emphasis on Livable Communities at federal level
- Broadened definition of TOD to include “community”
- HB 10-1143 passage to allow residential in addition to retail uses at RTD facilities
- Transition point for FasTracks - moving TOD from planning to implementation
- Board desire for RTD to be more proactive in TOD
- Response to Peer Review of other agencies TOD functions



Lessons Learned since 2010

- **Public-private partnerships**
 - RTD can't do it alone
- **Real estate fundamentals**
 - Trains don't create markets
- **Know your design principles and stick to them**
- **Dedicate Resources**
 - Need a TOC champion, a primary point of contact, and access to outside expertise



Lessons Learned since 2010

- **Value Capture is more than just ridership and revenue**
 - Other benefits of TOC may include affordable housing, urban design, station amenities
- **Each TOD project is unique**
- **Ensure everyone understands process**
 - FTA rules, RTD Board role, RTD staff review, etc.
- **Growing emphasis on station area community development, not just real estate development**

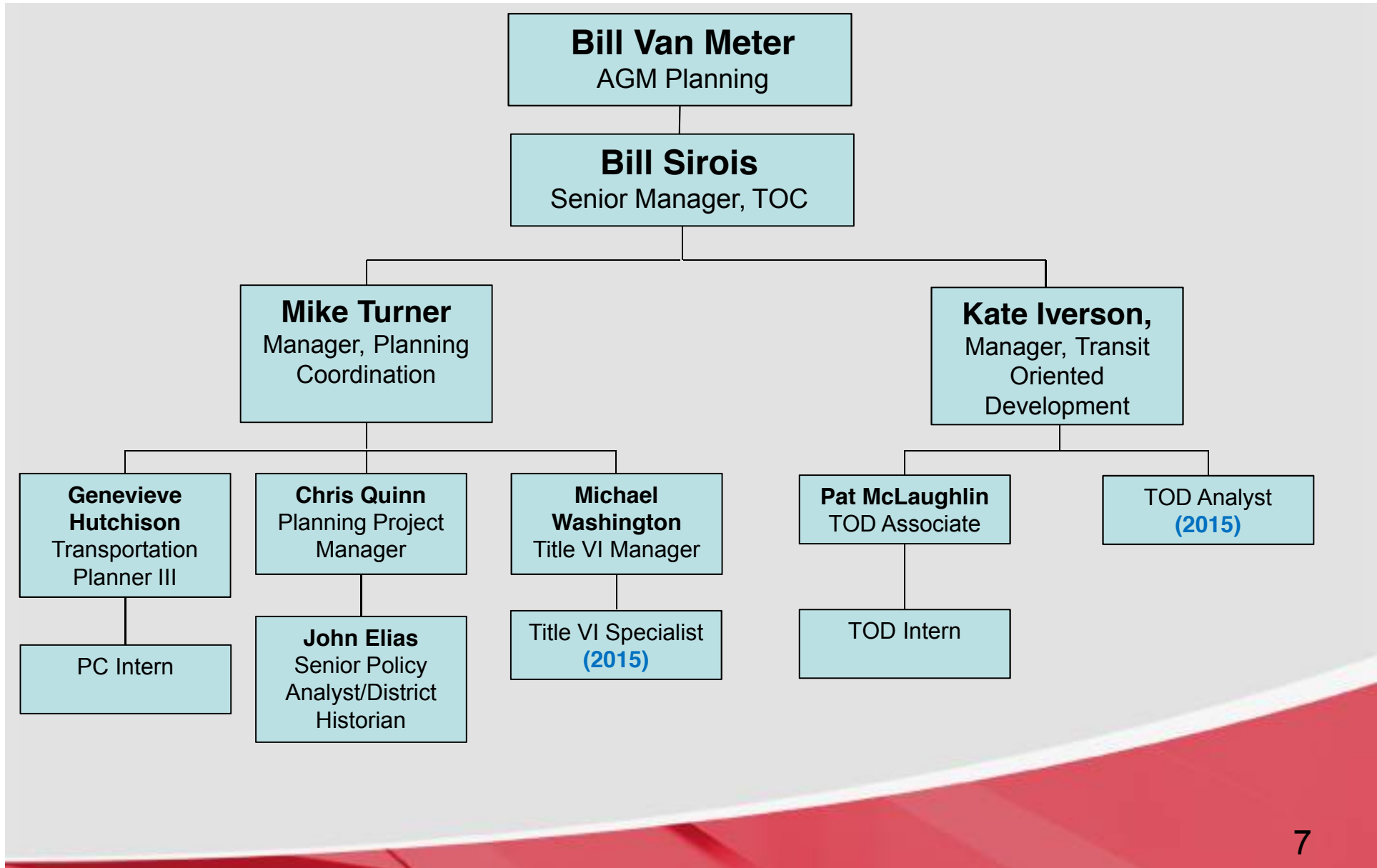


Change from TOD to TOC

TOD and Planning Coordination Division will now be called Transit Oriented Communities (TOC)

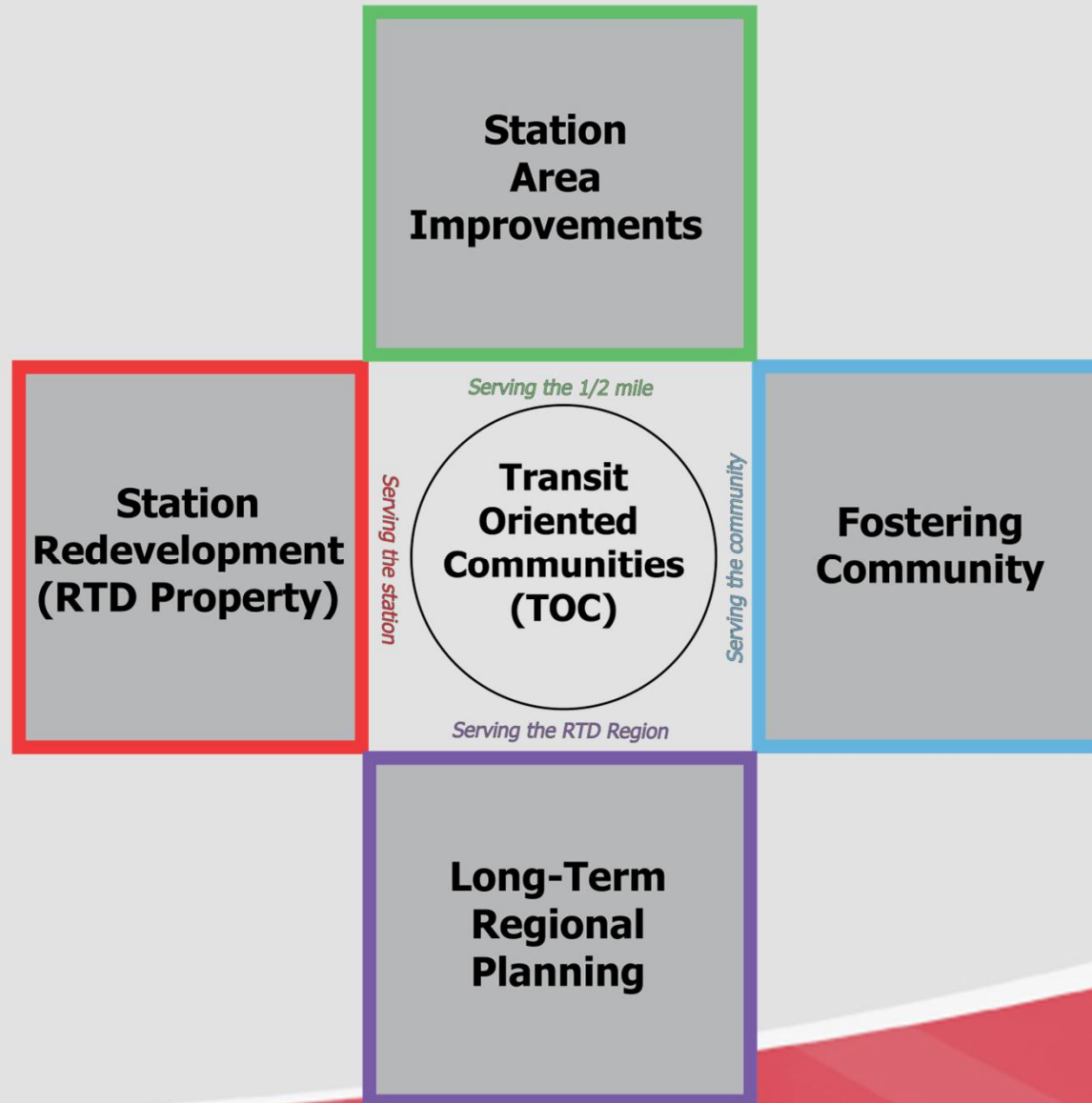
- The Planning Coordination group has historically focused Quality of Life, first and final mile connectivity, Regional Planning and Community Involvement
- Synergy generated by creating closer connections between RTD's community planning work and transit-oriented development projects.
- RTD has an important role in building transit oriented communities (FasTracks a "game changer")
- Bringing a broad, community focused perspective will enable staff to focus on more than just the "D" in TOD

The TOC Division



Attachment: TOC PD Presentation 10-7-14_FINAL_accessible (2080 : TOC Update)

TOC Definition



Attachment: TOC PD Presentation 10-7-14_FINAL_accessible (2080 : TOC Update)

TOC Definition

Station Area Improvements

Address multi-modal access to RTD facilities and connect RTD facilities to the surrounding community/neighborhood.

TOC Role

Proactively work with local jurisdictions and others on planning and implementing improved connectivity to RTD facilities.

(e.g., Bike/Bike Facility study)

Fostering Communities

Address neighborhoods' transit needs through continued effort to improve urban design, wayfinding, and equity in housing, employment, and services

TOC Role

Collaborate with others through community planning that will improve diversity, increase mobility, and foster economic activity.

(e.g., Civic Center Station plan)

TOC Definition

Long-Term Regional Planning

Coordinate with regional planning agencies (DRCOG & CDOT); pursue multi-modal planning at a system-wide level and beyond FasTracks; pursue regional, state, and federal grant funds for planning and capital projects.

TOC Role

Collaborate with RTD Planning Technical Services on transit planning and coordinate with other regional agencies.

(e.g., Northwest Area Mobility Study)

Station Redevelopment

Strategically transition select RTD facilities to accommodate transit supportive development.

TOC Role

Facilitate a process to plan and implement development with internal and external stakeholders.

(e.g., Alameda Station)

What is next for the TOC Division?

- Outside expert review of RTD TOD function (Third use of outside experts since 2009)
- Continued TOD Pilot project work, address unsolicited proposals such as RTD Bus Barn site (Alameda station) and 13th Avenue (I-225 line)
- Refine joint development process with input from internal/external stakeholders, assist in developing a real property unsolicited proposal policy
- Initiate a rail and BRT station assessment – SWOT analysis of RTD TOD Assets

What is next for the TOC Division?

- Continued work with others on first and final mile issues; initiate process to conduct a system-level first and final mile strategic plan
- Better define RTD's role in addressing equity issues such as affordable housing and gentrification with local jurisdictions and other stakeholders
- Continue to participate in station area planning efforts such as leading the process for the Civic Center master plan

What is next for the TOC Division?

- Continue to coordinate with regional agencies on multimodal system-wide planning and funding (including potential region-wide arterial BRT feasibility study)
- Pursue grant funding opportunities for implementing the rest of FasTracks, Base System needs, and other priorities

Questions?

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Project Update

Alameda Station Pilot

- Apartment building construction underway
- Cherokee St construction
 - Anticipate Cherokee reopening in December



Attachment: TOC PD Presentation 10-7-14_FINAL_accessible (2080 : TOC Update)

Olde Town Pilot



- Received NEPA re-evaluation clearance in August
- Arvada City Council will vote on Kiewit construction contract in October
- Excavation in November, full construction begins January¹⁷

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Welton Corridor Pilot

- Option on 26th and Welton lot exercised in April
 - Civil Technology Inc. and Palisade Partners LLC
- Plan to release RFP for development of 29th/Welton parcel in first half of 2015



Legend
 Land use Subareas
 Existing Transit Stop

Five Points Welton Street Marketplace: Phase 2 Planning



Federal Center Pilot

- Lakewood pursuing the development of an urban renewal area (URA)
- Lakewood continuing negotiation with GSA
 - No specific timeline for release of Master Developer RFP



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Depot Square (Boulder)

Construction progressing:

- Hotel expected to open in early 2015
- RTD bus facility will start operating May 2015
- Restaurant in Depot building is expected to open in June 2015



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I-225 – Iliff Station

- Aurora authorized construction contract for 600 space parking structure (Mortenson is selected contractor)
- Garage design allows for expansion
- Limited opportunity for additional development on RTD land



Westminster Station

- City of Westminster currently deciding on a development partner
- Goal to build structured parking and development
 - RTD contributing budget for planned surface parking and bus transfer facility
 - Westminster is funding the \$ gap



University of Denver Station

- **Retail Space**

- Staff conducting more detailed analysis of garage parking utilization to determine if additional shared parking is feasible (to be complete by the end of October 2014)



Station Area Master Plans

RTD Led Efforts

- Civic Center Station Area Master Plan
 - Will start in end of 2014 / beginning of 2015

Other Planning Efforts

- *Central Corridor* – I-25/Broadway (Denver)
- *North Metro* - 88th, 104th & 144th (Thornton)
- *I-225* – Fitzsimons (Aurora)
- *SW Corridor* – City Center/ Oxford Next Steps Study (Englewood), Mineral – ULI TAP and Plan (Littleton)

