

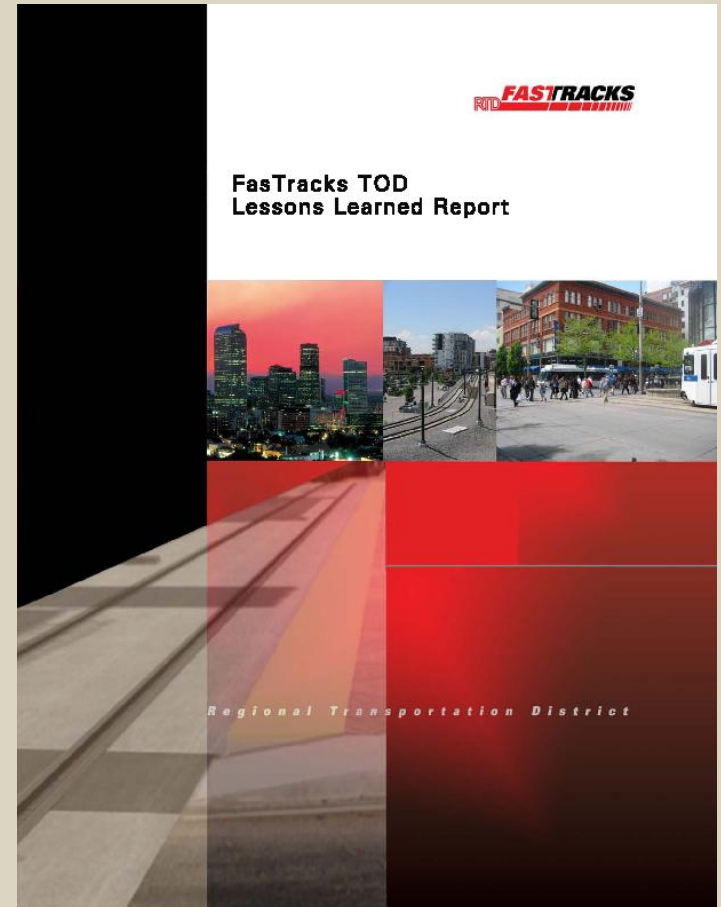
Proposed Refinement of RTD TOD Policy

Planning & Development Committee

August 3, 2010

TOD Lessons Learned (March 2010)

- Acknowledge strong regional support for TOD (40 plans over 5 years)
- Consider real estate market realities to manage expectations
- Develop partnerships to position the region for “livable communities” funding
- Explore alternatives to 1:1 parking replacement



TOD Peer Agency Review (May 2010)

- Four categories among transit agencies:
 1. Minimal TOD program
 2. Conventional TOD program
 3. Hybrid: trending to expansive program
 4. Expansive TOD program
- RTD is somewhere between conventional and hybrid
- RTD can evolve by addressing:
 - Livability principles
 - Affordable housing
 - Replacement parking



Opportunity for RTD to Advance TOD

- New federal policy emphasis on *Livable Communities*
- FasTracks is a transition point for moving TOD from planning to implementation
- HB 10-1143 passage allows residential in addition to retail uses at pnRs



Photo courtesy of Westfield Development

Why are we doing this?

- Recognize that TOD can represent more than “development”, TOD can create “communities” for RTD riders
 - Mixed income communities
 - Station/development integrated within community setting
 - Jobs: creation as well as improved access
- Leverage public/private partnerships
- Be poised to take advantage of a market rebound
- Better position ourselves for federal funding
- Increase RTD market share for all trips, not just commuting



How can RTD Advance TOD?

- **Change in policy/measurement of success**
 - move to a community model, not simply development
- **More proactive role**
 - Seek out partnerships and funding to implement TOD
- **Develop a Pilot Program**
 - Identify stations with high potential for creating communities where RTD could play a role in implementation
 - Test out expanded role for RTD

Change in Policy

Refine existing *Strategic Plan for TOD* to:

- Reflect federal emphasis on Livable Communities and broaden definition of success to reflect a community focus
- Have focused policy on mixed income housing



Expand RTD's definition of success

- From ridership & revenue to... ridership, revenue & **livable communities**
 - Mixed income
 - Sustainable
 - Mixed uses
 - Good jobs



Align RTD's success with Feds



Consistent with the six Federal Livability Goals:

- *Provide more transportation choices*
- *Economic competitiveness*
- *Affordable housing*
- *Support existing communities*
- *Coordinate policies and leverage investments*
- *Value communities and neighborhoods*

What does an expanded RTD role mean?

- **Continue existing TOD program, and**
- **Provide flexibility where appropriate:**
 - Reduce parking in some individual situations
 - Use land as equity in partnership w/ others consistent with FTA guidelines
 - Seek grant funding for TODs with an emphasis on community
 - Joint venture with other government agencies on development offerings

How do we move to an expanded role?

Develop a Pilot Program to:

- Test an expanded role
- Focus on stations with greatest opportunity for success (3 to 4 stations)
- Learn from a diversity of projects
- Allow sufficient time for implementation (3 to 5 years)

Continue working on other TOD opportunities beyond Pilot Program



Criteria for Pilot Program

Suggested criteria to determine projects in Pilot Program:

- Within existing or funded rail corridor
- Ability for RTD to help “nudge” development
- TOD plan in place
- Commitment by local jurisdiction
- Commitment by developer/property owner
- Market potential



Feedback on Pilot Program Concept

- General support from everyone
- Concerns over schedule and need to get feedback/direction from local elected officials
- Want major bus p-n-Rs to be considered
- Broaden approach to parking – look beyond reduction to shared/managed approach
- Suggested soliciting interest from local jurisdictions
- Lessons learned from pilots will be useful for future TODs



Next Steps

TOD Policy Update Schedule:

- **August 3rd P&D Committee**
 - confirmation of direction from RTD Board
- **Remainder of August**
 - review policy changes with RTD staff, Board and outside stakeholders
- **September 7th P&D Committee**
 - present policy w/ comments
- **September 21st Board Meeting**
 - Board action to adopt policy

Next Steps

Pilot Program Schedule:

- **August 3rd P&D Committee**
 - confirmation of direction from RTD Board
- **August 2010**
 - initial screening of Pilot Projects
- **September 2010**
 - solicitation of interest from local jurisdictions from a refined set of potential projects
 - discussion with property owners/developers
- **October/November 2010**
 - confirmation of commitment from local jurisdictions/developers/property owners
 - City Council discussion/approval
- **December 2010**
 - review of selected pilot projects with RTD Board