

RTD Transit-Oriented Development

Rail~Volution

Bending the Market:

Joint Development as a Catalyst

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FasTracks Overview



- 122 miles of new light rail and commuter rail
- 18 miles of Bus Rapid Transit (BRT) service
- 31 new park-n-Rides; over 21,000 new spaces
- Enhanced Bus Network & Transit Hubs (FastConnects)
- Redevelopment of Denver Union Station

The TOD Program

- Four dedicated staff members within the 20 person Planning Division
 - ❑ Up from one within the past two years
- Early program focus on simply providing transit agency perspective on station area planning process and developing refined TOD policy
 - ❑ 40 station area plans in 6 years
- Transitioning now from planning to implementation



Policies



- 2010 Strategic Plan for TOD
 - ❑ Goals for TOD shifted from increasing ridership and revenue to also including livable communities
- TOD Pilot Program
 - ❑ On a limited basis, explore ways RTD can spark development with increased flexibility regarding transit parking and financial structures involving RTD-owned land
- Mixed-Income Housing Policy
 - ❑ When issuing RFQ/RFP for joint development, incorporate affordable housing in concert with local jurisdiction goals

Highlights: Depot Square

- Funding via \$7.7 million CMAQ grant
- End of line BRT station in Boulder, CO
- Underground 6 bay bus facility w/ 71 units of affordable housing, plus 140 room hotel
- Shared 390 space parking garage (90 spaces to RTD)



Highlights: Pilot Sites

- Olde Town Arvada Station

- Under construction on the Gold Line (P3)
- Integrate into historic downtown
- Building a structure opening day instead of surface parking
- Mixture of federal and private funds, RTD land, public/private contract

- Alameda Station

- Existing station
- Existing surface parking relatively close to Downtown Denver
- Opportunity to reduce parking for TOD
- Questionable market – does the transit agency want to be the first to catalyze development?



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