



1560 Broadway, Suite 700, Denver, CO 80202 phone 303.299.6990

RESOLUTION NO. 1 SERIES OF 2006

REVISED TRANSIT ORIENTED DEVELOPMENT POLICY

Whereas, the Board of Directors has determined that transit oriented development (TOD) can enhance the value and effectiveness of transit in the district by increasing ridership and will promote cohesiveness and development in existing communities and;

Whereas the Board has determined that the adoption of TOD policies will provide the framework for RTD staff, local governments, and developers to collaborate on the implementation of TODs in the district; and

Whereas, popular support of the FasTracks transit expansion program will provide TOD opportunities that were not envisioned when the existing TOD policies were adopted in 2001; and

Whereas, the Federal TIFIA and New Starts programs give considerable weight to TOD in evaluating competing request for transit funding; and

Whereas, developers and local and regional agencies are increasingly seeking district support in developing TODs at existing and future transit stations; and

Whereas TODs have the potential to affect alignments and station locations, design, and schedule for implementing FasTracks; and

Whereas, RTD seeks to implement a TOD policy that recognizes the expanded interest in TOD, provides a flexible approach to TOD throughout the district, promotes TOD early in the planning and implementation of rapid transit projects, proactively engages partners for TOD and station area planning in a broader geographic area, maximizes the ridership and financial benefits of TOD for RTD, seeks to capitalize on the lessons learned from other TODs, and provides RTD with a range of participation in order to maximize TOD opportunities;

NOW THEREFORE BE IT RESOLVED that the Board of Directors adopt the attached Transit Oriented Development Policy which shall be used as the framework to support TOD planning and development at existing and future stations throughout the district

Passed and adopted this 18th day of April 2006.

Christopher Martinez
Chairperson

Barbara J. Brohl
Secretary



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RTD TOD Policy

Definition of TOD

While TOD can have many physical forms, it generally includes the following design principles:

- More compact and dense development around transit facilities compared to existing development patterns in the same area;
- A mix of uses—either horizontal or vertical—usually including residential, retail, and office employment;
- High-quality, pedestrian-oriented urban design and streetscapes

By focusing compact development around transit stations, TOD capitalizes on the value of public infrastructure investments and promotes sustainability. These development synergies promote increased transit ridership for transit agencies. In addition to increased ridership, TOD also is a successful tool for promoting local economic development, helping communities plan for sustainable growth, and increasing the overall quality of life in a region.

Basis for TOD

TOD's ability to increase transit usage while achieving valuable ancillary benefits for the region means that it plays a crucial role in fulfilling RTD's organizational mission—"To meet our constituents' present and future public transit needs by offering safe, clean, reliable, courteous, accessible and cost-effective service throughout the district,"—as well as in accomplishing the three core goals of FasTracks, RTD's long-range transit plan, which are to:

1. Provide improved transportation choices and options to the citizens of the District,
2. Increase transit mode share during peak travel times, and
3. Establish a proactive plan that balances transit needs with future regional growth.

RTD's mission is to provide transit service, and RTD recognizes that other public agencies and private developers are primarily responsible for the region's built environment. However, RTD believes that increased coordination among public and private organizations in promoting TOD throughout the land use planning, zoning, and development process will result in higher-quality sustainable development that meets the varying objectives of all parties.

RTD has the power of eminent domain, or condemnation, to carry out the purposes set forth in its enabling act (C.R.S. 32-9-161). Pursuant to its enabling act, RTD is authorized to operate a mass transportation system (C.R.S. 32-9-107). Therefore, RTD may exercise the power of eminent domain as necessary for the operation of its mass transportation system. RTD does not have authority to exercise its power of eminent domain for any other use, even if it serves a public purpose.



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TOD Vision

RTD's vision for TOD is to encourage compact, mixed-use, pedestrian-oriented, high-quality development at and around transit stations consistent with federal requirements, regional goals, and community objectives—including sustainable growth—while operating an attractive, comfortable, and convenient transit system for the residents of the district.

Since there is no one-size-fits-all approach to TOD, RTD has identified four key goals to best achieve success:

1. Promoting multi-sector, cross-jurisdictional partnerships;
2. Encouraging sustainable development that supports the transit system;
3. Ensuring a hierarchy of multimodal access; and
4. Protecting and enhancing RTD's transit assets.

Goals and Strategies

Goal 1: RTD will foster relationships with local jurisdictions, regional agencies, private developers, local residents and businesses, and other stakeholders to support transit station area planning and TOD.

Strategies to achieve this goal include:

- Providing RTD staff expertise and resources to local jurisdictions for station area planning and zoning
- Supporting efforts to encourage TOD by the Denver Regional Council of Governments (DRCOG), which include conducting research, sharing information, and providing planning assistance to connect transit service expansion to economic and community development that supports sustainable growth consistent with the DRCOG Metro Vision Plan
- Working with trade and advocacy organizations—such as the Urban Land Institute—to promote TOD education and best practices
- Establishing guidelines for how TOD relates to the planning and design of transit projects and RTD's project development process
- Establishing a framework for developing partnerships with private developers on joint development projects where developers acquire, use, or modify RTD property and stations

Goal 2: RTD will encourage sustainable development that supports the transit system.

Strategies to achieve this goal include:

- Collaborating with local jurisdictions on station area planning and TOD for areas within ½-mile of stations
- Advocating for new development around stations which generally meet the following principles:
 - It is denser than existing development patterns in the area



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- It contains a mix of uses
- It has a compact and attractive urban design
- It is oriented to allow easy pedestrian access to transit facilities
- Encouraging local jurisdictions to adopt TOD supportive policies, plans and zoning for transit stations within their jurisdiction that provide a flexible framework for TOD and prevent development which does not support transit
- Considering both the function and relationship of transit stations to the surrounding community when evaluating joint development projects. The objectives of maximizing revenues and ridership should be evaluated in this context.

Goal 3: RTD supports multimodal access to the transit system by all users.

Strategies to achieve this goal include:

- Creating a hierarchy of access which considers the following modes in order of priority: pedestrians, bus riders, bicyclists, vehicles (short-term parking), and vehicles (long-term parking)
- Considering access needs beyond RTD property in the planning and design of transit stations, including:
 - Pedestrian connections to destinations within a 5- to 10-minute walk
 - Regional bus transit and bicycle connections
 - Vehicular access for the station catchment area
- Strategically managing the use and construction of RTD parking facilities to balance vehicular access and the opportunity for TOD to maximize ridership at stations and minimize the need for single-occupancy vehicle trips by transit riders outside of their trips to stations
- Optimizing RTD parking at stations by considering: proximity to Downtown Denver (less parking closer in), local feeder bus service (less parking with higher levels of service), and pedestrian connectivity (less parking with good pedestrian connections)

Goal 4: Protect and enhance RTD's transit assets and investments.

Strategies to achieve this goal include:

- Considering TOD as an opportunity to increase the value of RTD-owned land near stations
- Encouraging local jurisdictions to support TOD by:
 - Utilizing best practices in TOD planning and implementation around transit stations
 - Encouraging station area planning early in the transit planning process, consistent with the Federal Transit Administration's New Starts guidelines for transit-supportive land uses



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- Leveraging Federal investment in the regional transit system, recognizing that there is significant competition among regions throughout the country for Federal transit support, by:
 - Ensuring consistency of local policy with the FTA's funding guidelines for transit joint development, which mandate a transit element, economic development, new or enhanced inter-modal coordination, and non-vehicular capital improvements resulting increased transit usage
 - Ensuring consistency of local policy with the Federal Highway Administration's economic development goals stated in the Federal Transportation Infrastructure
 - Finance Innovation Act
- Using surface parking as a strategic land bank for potential TOD opportunities, and utilizing shared and joint-use parking when available to reduce costs to build and maintain parking facilities
- Favoring the acquisition of permanent rights that meet transit requirements or long-term ground leases as an alternative to ownership in fee simple when RTD property is available for joint development projects
- Utilizing joint development as a means to maintain control of and receive long-term revenue from RTD assets, or to identify capital projects that can be funded or developed from land sales or swaps
- Where land sales are pursued for joint development projects, ensuring that the project will support the long-term generation of revenue for RTD through the protection and enhancement of station ridership and the continuing utilization of the land for TOD purposes