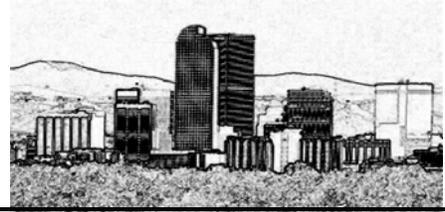
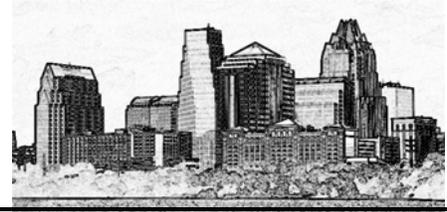


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TRANSIT ORIENTED DEVELOPMENT

Transit Oriented Development (TOD) focuses a mix of land-uses, such as residential, office, shopping, civic and entertainment, within easy walking distance from a transit station (1/4 mi., 5-10 mins). This mix of uses, combined with thoughtfully designed community spaces, plazas, etc., forms a vibrant village-like neighborhood where people can live, work and play. Such development is compact in size, pedestrian-friendly in design, and can be customized to offer a wide variety of housing options with convenient access to services, jobs, and a variety of mobility options.



DENVER

Transportation shapes a community. As the RTD expands its service to include Light Rail, Bus Rapid Transit, shuttles and other modes, it is also expanding to help develop station areas into transit villages.

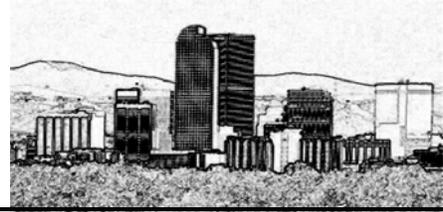
Integrating land use and transit is key to managing the impacts that rapid growth has had in the Denver Metro Area. In Colorado, the important relationship between transit and its surrounding environment has been highlighted in plans such as BluePrint Denver and the DRCOG's Metro Vision 2030. These plans identify hubs of activity and encourage a higher intensity of residential and employment growth around transit stations. The objective is to provide pleasant, lively communities that offer a wide range of transportation choices and alleviate the negative impacts of sprawl.

The RTD's role in TOD is to proactively work with the local community and developers to transform park-n-rides, and the property around them, into "transit villages." The RTD interfaces with local jurisdictions to create the development plan, makes the park-n-ride land available for the right development and helps the developer bring the vision to life.

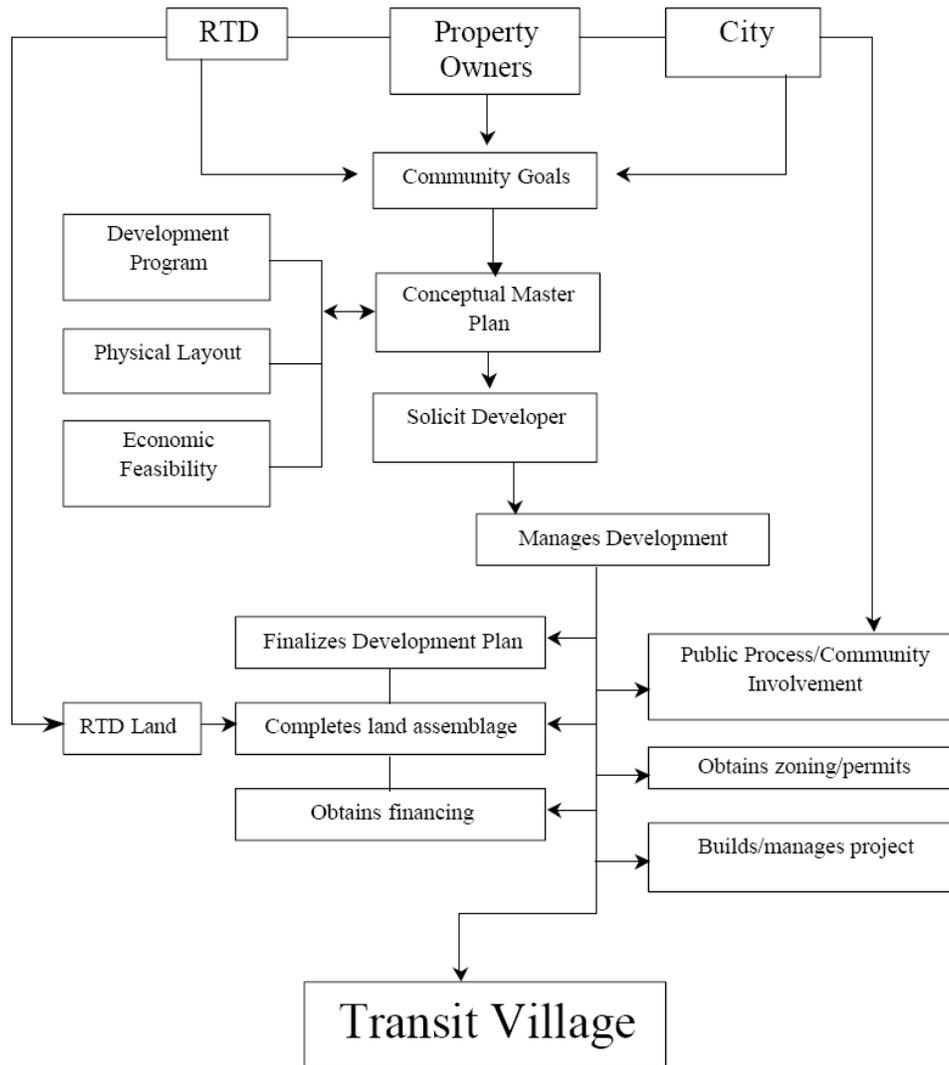
This is a long-term strategy designed to increase public transit ridership. Experience in other cities has shown that the use of public transit increases dramatically if its use is convenient. People that live or work within a five-minute walk of rail stations, about a ¼ mile radius, are three to five times more likely to use transit than if they live a mile away. The RTD has an interest in seeing that the land around the rail stations is efficiently used in order to attract and accommodate as many people as possible.

Since each community is unique, there is no set formula for TOD at every transit station. However, the following illustrates some basic ingredients for creating a transit village.

The RTD TOD process flowchart follows.

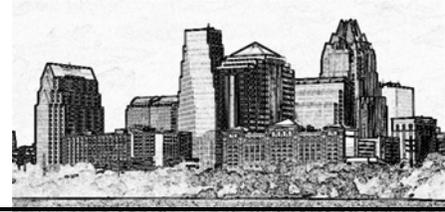


Transit Oriented Development Process



Mix Complementary Transit Support Uses - Provide an exciting mix of housing, employment, entertainment, education, retail and services. Such complementary uses make an area more rich, interesting and convenient. They also generate human traffic and activity throughout the day, making an area safe, and increasing options for consumers and transit users.

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Compact Development - Concentrate the highest level of density closest to the transit station, gradually decreasing as development moves away from the core, creating the sense of a town center.

Pedestrian and Bicycle System - Create an extensive and thoughtful pedestrian system that makes walking an efficient, comfortable and safe way of getting around.

Street Network - Develop an interconnected street network around gridded blocks, 200-400 feet long. This provides more route options for cars, alleviates congestion, decreases distances for pedestrian patterns, and facilitates narrower streets.

Parking - Reduce regulatory parking requirements and establish maximums.

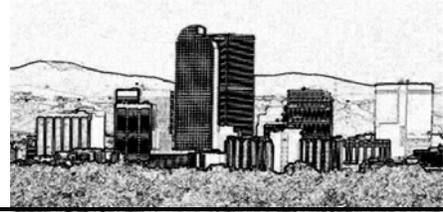
Site Design and Building Orientation - Reduce building setbacks so that they front the streets and public spaces with windows and doors at street level rather than expansive blank walls.

Streetscape - Make streets human-scaled and pedestrian oriented.

TOD In and Around Denver

The granddaddy of all "transit villages" is the 16th Street Mall in Downtown Denver. The free MallRide bus service opened in 1982 and has been a transformative force in bringing a mix of housing, office, shopping, and entertainment to the Central Business District.

Since the RTD opened the first Light Rail line in 1994, several projects have emerged. CityCenter Englewood, replacing Cinderella City, is perhaps the largest and most comprehensive, but exciting developments along Welton Street in Five Points are also benefit from Light Rail. The C Line in the Central Platte Valley anchors an increasing number of entertainment venues in lower Downtown Denver. The commercial and residential development around Union Station, Lower Downtown (LoDo)/Coors Field/16th Street Mall is another growing example of TOD, with a 24-acre Riverfront project that includes retail, office and 1800 residential units.



Englewood TOD

The City of Englewood is centrally located within the Denver Metropolitan area, just south of Denver. Englewood's population according to the 2000 Census is 31,727. There are an estimated 15,000 residential housing units and 1,841 businesses within industrial, manufacturing, and service sectors. Englewood has a full-time employment base of 23,500 jobs; 4,400 jobs within the retail sector and 1,540 industrial and commercial sectors.

The City was incorporated in 1903, and the City Charter was adopted by residents in 1958. Englewood is a home-rule city with a Council-Manager form of Government. The City Council is made up of seven members, elected on a non-partisan basis. One representative is elected from each of the city's four districts, and three members are elected at large. Council Members serve four-year terms. The Mayor and the Mayor Pro Tem are elected by the Council.

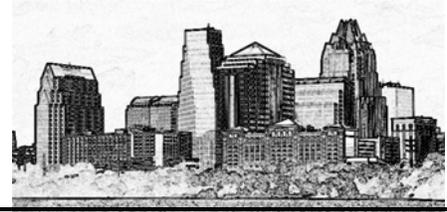
Transit Oriented Development

CityCenter Englewood is the first project in Colorado – and among a handful nationally – to replace a suburban shopping mall with a living, breathing, mixed-use downtown. It provides a model for intelligent regional design that directs development into established cities served by transit. This 55-acre public/private project focuses development on a central public place and connects the site with walkable streets, civic and cultural uses, a light rail transit station, retail and office space, residential housing, a public library, an outdoor performance space and an art museum and outdoor sculpture.

The former mall opened in 1968 and by 1974, accounted for 52 percent of Englewood's sales tax revenue. As suburban competition increased, retail trends shifted, and decline set in. By 1994, the mall accounted for 2.6 percent of Englewood's tax revenues before closing for good. This decline prompted the City to investigate the future needs and use of the site through community planning sessions. These meetings were integral to the creation of a master plan that fulfills most community program requirements.

In 1997, the City decided to examine the concepts of New Urbanism and transit-oriented development. The City collaborated with a private, non-profit group of local developers, landscape architects, bankers, real estate executives, planners, and attorneys who came together to help the public consider the benefits of transit-oriented development.

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CityCenter includes more than 800,000 square feet of development, with 440 residential units, 330,000 square feet of retail space, 300,000 square feet of offices, an inter-modal transit station, and 50,000 square feet of restaurant space. The development recycles a former department store building into a new Civic Center that includes city offices, a library, municipal courts, and a cultural arts center.

The development is centered on a two-acre public piazza. At one end of the piazza is a light-rail station that opened in July 2000. A 110-foot steel truss bridge creates a ceremonial gateway into CityCenter from the light rail station and will span an eight-bay bus transfer station and carry 8,000 people daily between the light rail station and the central piazza and main street. At the base of the bridge, a double stairway flanks an outdoor amphitheater, providing performance space for music, films, dance, and community activities. Englewood Parkway, CityCenter's new "main street," terminates at the central piazza, directly on axis with the piazza fountain and Civic Center entrance.

Development Objectives

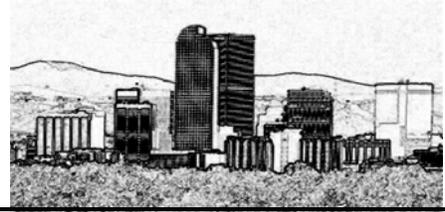
1) Revitalize the inner suburbs - Inner suburbs now face the critical issues cities began to experience forty years ago: traffic congestion, decline of public schools, and competition for jobs, residents, and tax dollars. This issue is especially acute in Colorado, where municipalities rely on sales tax for their tax base, and there is intense intra-regional competition for retail dollars.

Key concepts: CityCenter builds upon the region's investment in light rail to attract new stores, services, and residents into an inner suburb. The carefully calibrated mixture of uses includes transit, the library, and cultural facilities. These should prove impervious to whims in the retail market that can quickly make redevelopment projects obsolete. These uses support each other in the manner of traditional downtowns. Patrons of cultural events will help support retail and restaurants. Visitors who come to use city services can take care of convenience shopping. All uses share parking to reduce the overall need for paving and expensive structured parking.

2) Replace mall footprint with a network of urban streets, parks, and pathways.

Key concept: The City overcame the amorphous nature of the 55-acre mall site by using Englewood's existing street grid as the framework for the new plan. This strategy integrates CityCenter into the surrounding urban structure instead of isolating it as a separate development. The use of a traditional street grid also

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allows for greater pedestrian comfort allowing nearby residents to walk easily to the library, city services, shopping, and cultural/entertainment events.

3) Integrate new development with a light rail station and bus transfer lot.

Key concept: A new light rail bridge will “fly” over eight bus bays and lead to civic space, performance areas, and a Museum of Outdoor Art. The bridge will create a landmark visible from the train, the Civic Center, and adjacent streets. The bus bays are immediately adjacent to the piazza and the light rail station.

4) Provide adequate parking for transit users, shoppers, and civic uses.

Key concept: By planning for “shared parking,” the City reduced the amount of parking that would normally be required for a project of this scope by nearly 500 spaces. For example, transit riders, city workers, and retail and restaurant patrons will share an 800-space structure adjacent to the light-rail tracks. The plan also provides secure bicycle parking to encourage alternatives to driving.

5) Integrate big-box retail.

Key concept: The City worked with staff architects of a national big-box retailer to create a storefront that integrates architecturally with the rest of the site. The team convinced the retailer to modify its standard parking format by allowing a street to bisect one large lot and by adding tree-lined pedestrian walkways. This strategy divides a potentially large expanse of asphalt into several smaller parking fields lined with greenery.

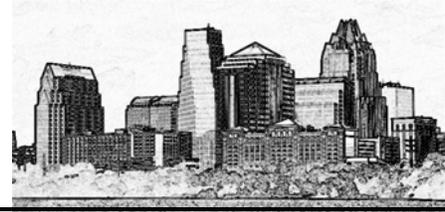
6) Connect CityCenter to the regional system of parks and greenways.

Key concept: With 300 days of sunshine a year, the Denver climate is conducive to bicycle commuting. City Center includes an off-road, 10-foot-wide bike path that will connect to the extensive South Platte River Greenway trail system.

7) Include Housing.

Key concept: A residential component was seen as key to creating a CityCenter that would function as a true urban center. The majority of the housing will consist of rental units, with continuing discussions of building some for-sale townhouses or condominiums.

<http://www.inglewoodgov.org/>



AUSTIN

In anticipation of the Capital Metro commuter rail referendum in November 2004, the agency began working with the City of Austin and the City of Leander on the best way for each community to accommodate and support transit oriented development around the rail stations and major, permanent park and ride facilities.

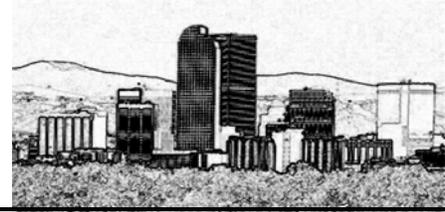
City of Austin

Determining how Austin wants to grow is defined by two development models: Traditional Neighborhood Development (TND) and Transit Oriented Development (TOD). Both are based on patterns found in older neighborhoods and towns. Austin has many examples of traditional neighborhoods such as the Bouldin Creek neighborhood, Clarksville, Hyde Park, and the neighborhoods in central east Austin and surrounding the University of Texas.

Transit Oriented Development (TOD) has many of the same characteristics as traditional neighborhood development. For example, TOD usually includes a mix of land uses and should be designed to encourage walking and transit as alternatives to the automobile. However, a transit-oriented project will, by definition, have immediate access to frequent transit service, and may have a more diverse and intensive range of uses.

The best example of a transit oriented development in Austin is the plan for the Triangle. This project includes office, retail, residential and open space. The site is located along two major bus routes and a future Rapid Bus route.

After much community input and discussion, the City of Austin approved TOD regulations in May 2005. These regulations encourage higher density development in a flexible manner while respecting and reflecting the surrounding uses. This two-step approach will allow the city and Capital Metro to quickly define the areas where transit oriented development may occur, establish minimum regulations to ensure interim development is transit-supportive without making major changes to existing Neighborhood Plans, zoning regulations or compatibility standards, and provide for a more detailed and deliberative planning process to establish final Station Area Plans over the next three years.



Overview of Proposed Two-Step Approach

The proposed TOD District functions initially as an overlay district (Step One) and then transitions to a base district (Step Two). In Step One, a special purpose base district will be applied around the six Capital Metro commuter rail stations and one proposed Capital Metro North IH 35 park and ride. It is anticipated that additional transit stations that will be subject to the TOD Ordinance will be identified in the future.

The TOD district will prohibit certain non-transit-supportive uses and establish minimum urban design and site development standards to ensure that development occurring prior to the Step Two Station Area Plan will be generally transit oriented.

The Step Two Station Area Plan (SAP) will involve an analysis of existing conditions, assess the market for redevelopment and provide for a collaborative stakeholder-based planning process to create a detailed plan for development of the station area where the TOD overlay has been applied. Once adopted by the City Council and the Capital Metro Board, the Station Area Plan will replace the existing base district zoning and interim overlay district with a new TOD Zoning district.

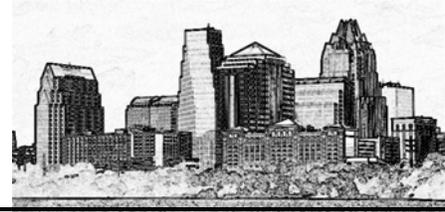
Step One - Special Purpose Base District

The boundaries of each TOD will not extend beyond a 1/4 to a 1/2 mile walking distance from the station platforms. This is based on evidence that the average person is generally willing to walk this distance to access transit.

The boundaries of each TOD will follow existing commercial, mixed-use or multifamily zoning and land use patterns and exclude single-family zoning or land uses from the TOD districts.

The boundaries will be defined by three Intensity Zones within each TOD:

- Gateway Zone: area within 300' – 500' surrounding the station platform; highest level of development intensity and where public investment should be focused.
- Midway Zone: area approximately 300' – 1500' from the Gateway Zone; typically less development intensity and more residential character than of the Gateway Zone.
- Transition Zone: area on the periphery of the TOD where the scale of buildings should be adjusted for compatibility with existing or future development outside the TOD.



Step Two - Station Area Planning

The Step Two process is envisioned as consultant-led with significant stakeholder and staff involvement. Once a Station Area Plan is adopted, the current Compatibility Standards would apply only within the Transition Zone, not within the Midway or Gateway Zones.

Detailed plans for each of the seven initial TODs should include:

- analysis of existing zoning and land use, including Neighborhood Plans where applicable, and potential future improvements that are required to accommodate new development;
- existing transportation networks and future transportation improvements including pedestrian, bicycle auto, bus, and rail;
- historic and cultural resources;
- a market assessment to ensure the feasibility of plans;
- final TOD boundaries and location of Gateway, Midway and Transition zones;
- streetscape and public open space plans; and
- final land use and site development regulations.

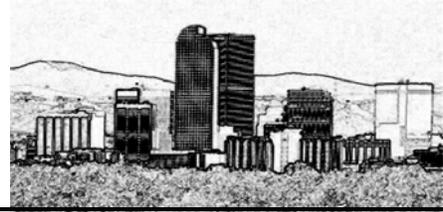
Affordable Housing

City Council adopted a resolution identifying minimum affordable housing goals for the TODs:

- Goal of 25 percent of new housing in each TOD area to be affordable to low- and moderate-income families. Housing providing home ownership opportunities for families at or below 80 percent of Median Family Income (MFI) and rental housing serving families at or below 60 percent of MFI.
- Each station area plan should include a feasibility analysis of potential strategies and policies to achieve affordability periods of 10 years for home ownership units and 30 years for rental units.
- Housing goals for each Station Area Plan may be modified during the Station Area Planning Process to establish affordability percentages and MFI levels appropriate to each Station
- Each Station Area Plan shall include a housing affordability analysis and potential strategies for achieving housing goals

It is anticipated that Station Area Planning on one or more TOD locations should begin within approximately six months of approval of the TOD ordinance, and that all plans should be complete by 2008 when the Capital Metro commuter rail service is operational.

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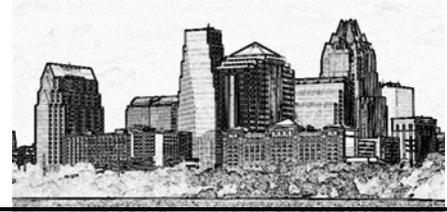
The Community Development Officer will pursue policies, programs or funding sources that may be available to achieve or exceed housing affordability goals within the area of each Station Area Plan. Subject to available funding and developer participation, these tools may include, but are not limited to:

- Tax credits for single or multi-family development
- Special needs housing grants
- Down payment assistance
- Mortgage credit certificates
- Density bonuses
- Rental Housing Development Assistance
- Bond financing
- Federal or non-federal funding sources
- Partnerships with non-profit organizations
- Tax increment financing districts
- Community land trusts
- Parking benefits
- Infrastructure
- cost sharing

City of Leander

The City of Leander, originally called Bagdad, was established on July 17, 1882. On January 21, 1978, the City of Leander was incorporated. Leander lies northwest of Austin at the edge of the Texas Hill Country, is home to approximately 17,000 people and continues to grow at a rapid pace.

The City of Leander establishes and administers laws through a Council-Manager form of government. The Council-Manager form of government is designed so that all power is concentrated in the elected council, who hires a professional manager to oversee the daily delivery of public services. The council is made up of seven members, who are elected by an at-large-by-place system. Members of council are elected for two-year terms and the mayor is elected for a three year term. On a nonpartisan basis, council appoints one of its members as mayor pro-tem to chair the council in the absence of the mayor.



Transit Oriented Development

Leander will see additional growth from the construction of the 183A Tollroad by the Central Texas Regional Mobility Authority (CTRMA). The Leander area will also be accessed by the extension of Parmer Lane. Additionally, substantial regional transportation capacity will be anchored in Leander with the implementation of the Capital Metro regional commuter rail system. This connects Leander with downtown Austin and could also connect Leander to the San Antonio via the MoPac rail line.

Growth in this region is both desirable and inevitable. In acknowledgement of this fact, the Mayor and City Council, together with Capital Metro, are pursuing growth strategies that are sustainable over the long-run.

2,300 acres alongside the proposed terminus of the rail line and bisected by the path of US 183A has been proposed for Transit Oriented Development. Along with 30,000 people living and working around a town center in this development, the Leander TOD will have up to 1 million square feet of retail. That retail will serve as a destination spot, one with small specialty boutique shops and restaurants.

The open-air shopping area is to be built in the "New Urbanism" style. Streets will be narrow and pedestrian-friendly. Shops will be "charming" rather than overwhelming. Leander will become a spot for a quick shopping trip or a romantic dinner.

To make transit-oriented development work in Leander will take more than an ordinance. The land is divided between the 300 acres the city owns and 2,000 acres owned by 7 private landowners. Those landowners have agreed to work together to roll out the transit-oriented development in an even-handed manner.

This is a true public-private partnership. The city is the de facto developer, but the landowners paid \$500,000 for the study and to assist in the creation of the plan. Now the city has to put financing in place to stimulate development. That will likely come in the form of tax increment financing districts and public improvement districts. The City of Leander is scheduled to vote on the plan September 22, 2005.