Putting the Station First
T-REX TOD Lessons Learned

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T-REX TOD Lessons Learned

• T-REX Project Background
• Lessons Learned Process
• Issues and Recommendations
  – EIS and Planning
  – Contractor Solicitation and RFP
  – Final Design
  – Construction
• Going Forward
T-REX Background

- Partnership between RTD, CDOT, FTA, FHWA
- $1.67 billion design/build project
- On time, on budget
- 19 miles of new light rail
- 13 stations
- 17 miles of highway expansion
- Feeder bus system
- 6,000 parking spaces
T-REX Background

- 1997 – MIS
- November 1999 – Voter Approval
- December 1999 – Final EIS
- 2000 – ROD and FFGA
- 1999 to 2001 – RFP and Selection
- 2001 to 2003 – Final Design
- 2001 to 2006 – Construction of T-REX
- September 2006 – Highway Complete
- November 2006 – Light Rail Opens
**TOD Lessons Learned Process**

- Sponsored by RTD, Kiewit, Denver
- Identified Participants
- Developed Survey
- E-mailed Survey
- Summarized Responses
- Held Participant Workshop
- Drafted Recommendations
TOD Lessons Learned
Influencing Factors

- Local Government Priorities
- Developer and Property Owner Uncertainty
- Commercial Market
- T-REX Fiscally Constrained
- Design-Build Process
- Lack of TOD Understanding
EIS and Planning

• Issues
  - Outreach to stakeholders
  - Lack of adopted land use plans
  - Level of local station planning
  - Level of station design
  - Lack of TOD emphasis
  - Lack of TOD expertise

• Recommendations
  - Maximize environmental clearance
  - EIS decision-making criteria on land use, development and connectivity
  - Early outreach and communication with all stakeholders
  - Plan, adopt and rezone
  - Identify priority stations

Colorado Station
RFP and Contractor Solicitation

• Issues
  - Lack of TOD evaluation
  - Lack of RTD TOD staff
  - Limited TOD expertise regionally and on contractor team

• Recommendations
  - Establish Process for TOD in RFP
  - Create expectations for process
  - Pull out strategic stations with significant opportunity
Final Design

• Issues
  - $7M relocated station in Greenwood Village
  - Decision-making unclear
  - No TOD expertise

• Recommendations
  - Present design at this stage to stakeholders
  - Phase stations last
  - Communicate clear decision-making process
Construction

• Issues
  - Aggressive schedule
  - Costly change order process
  - City land use review not clear

• Recommendations
  - Clear change order process
  - Develop checklists for developers

Louisiana-Pearl Station
Key Recommendations

• Early action on TOD during the EIS
• Establish expectations about the TOD process early, with all stakeholders
• Promote flexibility by maximum environmental clearance and delaying station design
• Clear, close coordination among stakeholders
Going Forward

- **City of Denver**
  - TOD Strategic Plan
  - Developed “Typology” of Stations
  - Ambitious Station Plan Program
  - Community engagement and education on TOD
  - Very engaged in EIS processes

- **RTD**
  - Hired TOD staff
  - Corridor-wide workshops
  - Establishing expectations early with stakeholders

- **Developer**
  - Heightened Awareness about TOD opportunities
  - ULI TOD Best Practice Series
  - Current land speculation
Building Livable Communities with Transit

**Going Forward with FasTracks**

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