

The logo consists of the letters 'RTD' in a white, sans-serif font, centered within a solid red square. A thin blue vertical line is positioned to the left of the square.

RTD

# Guidelines for Developer Proposals

DRAFT – Subject to Change or Reversal

DRAFT – JULY 28, 2017

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DRAFT – 7/28/2017

*The statements below are meant as a guide for developers who are considering submitting a proposal for joint development to RTD. The guidelines clarify RTD's basic needs and general preferences when working with development partners on or adjacent to RTD station property. At certain locations, the requirements and preferences below may not apply.*

### 1. Repairs and Maintenance

RTD prefers that the private development partner take on maintenance responsibilities for the public elements at the property at no cost to RTD, including, but not limited to, landscaping, cleaning, general maintenance, snow and ice removal, and graffiti removal.

### 2. Security

RTD prefers that the private development partner cover the cost of security equipment and lighting that must be installed or reconfigured on and adjacent to RTD plazas and platforms as a result of the new development. If required by federal regulation or RTD best practice, RTD will request a Threat & Vulnerability Analysis.

### 3. Safety

All projects must be in compliance with all Federal, State, and local safety regulations.

### 4. Ownership

RTD prefers to retain ownership of its land and will look more favorably on proposals for long term ground leases.

### 5. Land Use

RTD requires land uses that contribute to transit ridership. The proposed land use must be consistent with the local jurisdiction's plans for the area. RTD prefers proposals that incorporate transportation demand management (TDM) strategies.

### 6. Operational Impacts

Rider access and transit operations, including maintenance of proper access to and clearances between equipment, must be maintained at all times during construction and following completion at no additional cost to RTD. Projects that improve RTD operations and rider access are preferred.

### 7. Parking

In cases where joint development will have an impact on existing or planned parking spaces, RTD will evaluate parking replacement considering the following factors, according to the *RTD Parking Guiding Principles*:

- Current parking-facility utilization;
- Opportunities to increase station area density based on local land-use plans;
- Distance from mixed-use, transit oriented urban centers;

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- Connectivity to other modes of access;
- Potential for increased transit ridership;
- Obligations on or limits to the quantity of parking due to legal restrictions or federal funding requirements; and
- Other relevant factors.

In addition, RTD requires retention of ownership rights and/or long-term customer access arrangements that are consistent with RTD's adopted Parking Management Program.

RTD views enhancements and/or future expansion of parking options favorably.

### 8. FTA Interest

RTD is required to follow FTA joint development guidelines for all properties in which the FTA has an interest. Generally, the project must satisfy four criteria to be eligible for joint development:

- i. Economic Benefit – The project must enhance economic development OR incorporate private investment.
- ii. Public Transportation Benefit – The project must enhance the effectiveness of a public transportation project and relate physically or functionally to that public transportation project OR establish new or enhanced coordination between public transportation and other modes of transportation.
- iii. Revenue – The project must provide a fair share of revenue for public transportation that will be used for public transportation purposes.
- iv. Tenant Contributions – A person occupying space in a joint development facility shall pay a fair share of the costs of the facility through rental payments or other means.

Please see FTA Circular 7050.1 for detailed information about joint development on RTD land in which there is a federal interest.