Equitable TOD Policy

as amended 2025

TOD Background

What is Transit-Oriented Development (TOD)?

- More compact and dense development within a 10-minute walk or ½-mile distance around high frequency transit facilities
- A mix of uses, usually including residential, retail and office
- High-quality, pedestrian-oriented urban design and streetscape

Windsor at Broadway Station
I-25•Broadway Station

Depot Square
Boulder Junction

Lofts at Lincoln Station
Lincoln Station

West Line Flats
Lamar Station

Benefits of TOD

- Less sprawl
- Lower emissions / Improved air quality
- Better walkability
- Strategy to reduce housing & transport costs

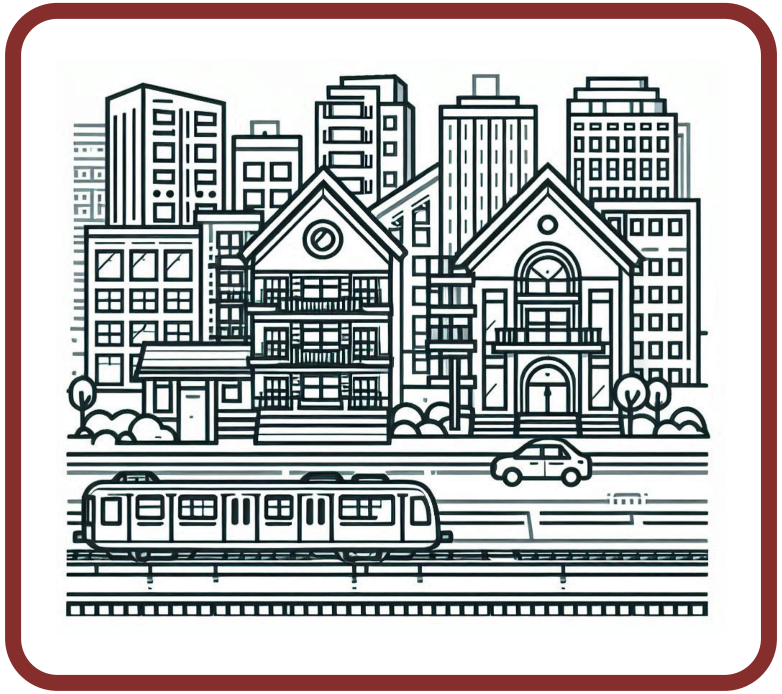
Benefits to the Transit Agency

- Ridership
- Revenues from land

Equitable TOD Policy

Policy Basics

- Sets a Goal
  - Encourage affordable residential development on RTD property
  - By 2031, 35% of new units on RTD land to be affordable
- Permits flexibility in transit parking replacement and allows RTD to consider shared parking between transit and non-transit users
- Requires expedited administration
- Allows negotiated land price



Policy Text, points 1-4

1. **Affordability Goal:** To permit and encourage the development of affordable housing, RTD sets an aspirational and non-binding goal to include affordable residential units constructed on RTD property. Across its portfolio, and from 2021 to 2031, staff shall endeavor to reach the goal that 35 percent of the total residential units developed on RTD property will be affordable to low-income households. Such households will have incomes that correspond to affordability requirements at state and local levels, such as those determined by the Colorado Housing and Finance Authority (CHFA). In any given year, in any given jurisdiction, and in any given project, the number of affordable units created may be more or less than 35 percent, but across all residential joint development projects, RTD will aspire to achieve that goal. This goal will apply over a 10-year period, will be presented to the RTD Board annually, and may be adjusted by the Board over time.
2. **Parking Replacement:** Where a new development will be located on an existing Park-n-Ride, RTD will determine the quantity of replacement parking based on projected future parking utilization among other agency considerations.
3. **Shared Parking:** Where there are opportunities to share parking between transit customers and non-transit customers, and in situations where transit customers' access to buses and trains can be protected, RTD may consider opportunities for shared parking.
4. **Expedited Administration:** Staff may waive internal processing and development review fees, minimize review times, and entitle agency property to attract developers and reduce development uncertainty, costs, and schedules.

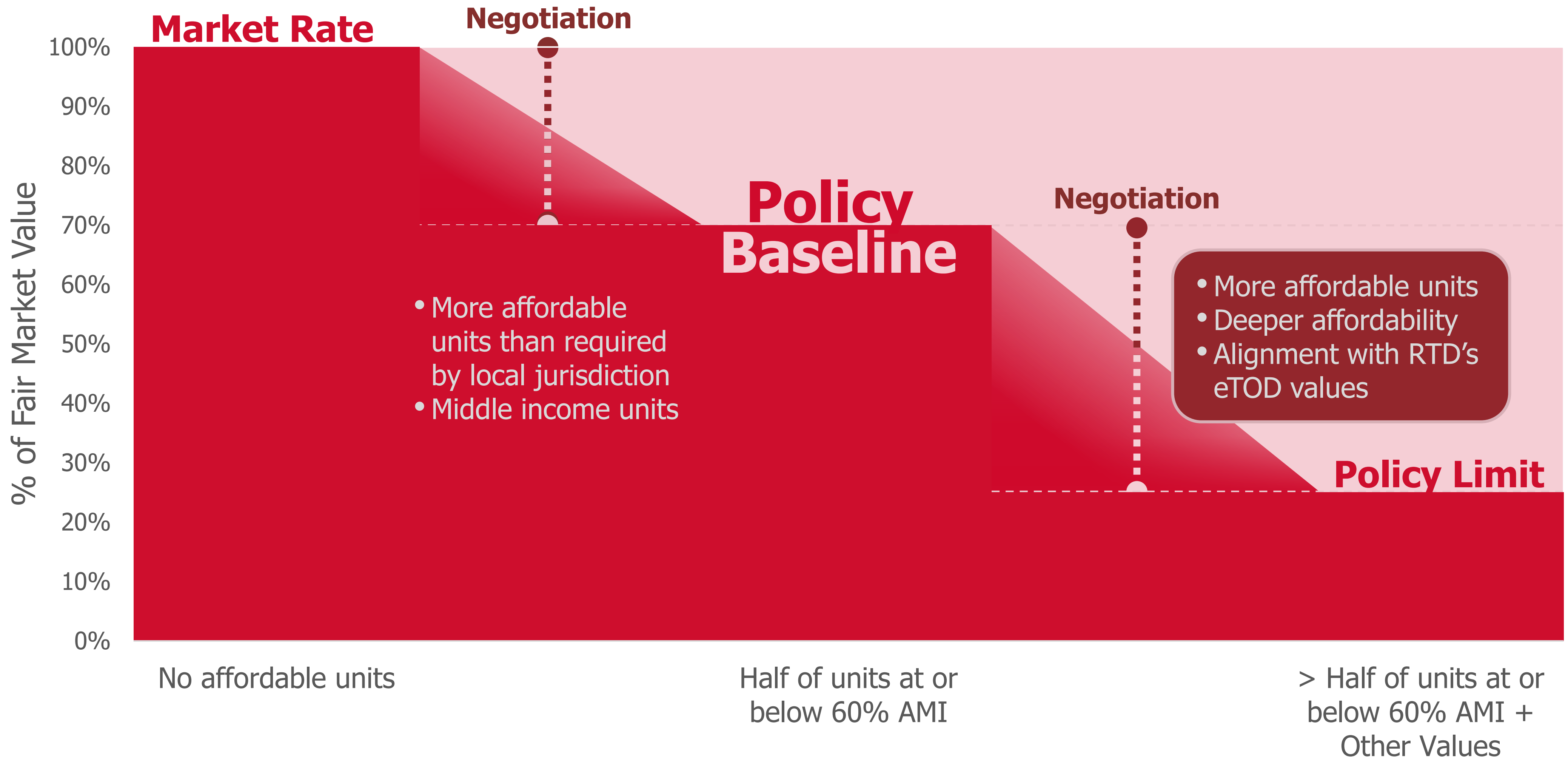
Policy Text, points 5-6

5. **Negotiated Land Price:** RTD will operate within the bounds of its existing statutory requirements to allow reductions in purchase price or rent in exchange for affordable housing development or other benefits to the agency. If developers can demonstrate a financial gap, RTD will permit a 30% reduction in land price or rent if projects provide at least 50% of units to households making up to 60% of Area Median Income (AMI). RTD may permit other discounts (either higher or lower) for projects with alternative affordability programs, as determined by RTD staff with input from local and/or state housing officials. However, no more than a 75% discount will be applied for any given project. RTD will favorably consider projects that provide for a range of household incomes, offer multibedroom unit sizes, include more accessible units than required by law, limit residential parking, are deeply affordable, emphasize priority groups identified by the Colorado Housing and Finance Authority (CHFA), incorporate smaller footprint retail, include below market rate retail that prioritizes local business and entrepreneurs, and/or maximize allowable density.
6. **Additionally,** no project will be eligible for any discounts unless it complies with the greater of the following:
   i. 5% of all units are accessible to persons with mobility disabilities and an additional 2% of all units are accessible to persons with hearing or visual disabilities; or
   ii. current U.S. Department of Housing and Urban Development accessibility requirements.

Land Price Reductions: Policy Language

"If Developers can demonstrate a financial gap, RTD will permit a 30% reduction in land price or rent if projects provide at least 50% of units to households making up to 60% of Area Median Income (AMI). RTD may permit other discounts (either higher or lower) for projects with alternative affordability programs, as determined by RTD staff with input from local and/or state housing officials. However, no more than a 75% discount will be applied for any given project."

Land Price Reductions: Illustration



Land Price Reductions: Overview

Policy Baseline

50% of units at up to 60% of Area Median Income (AMI) = 30% reduction in fair market rent as determined by appraisal

RTD eTOD Values

- Mixed income
- Maximize allowable density
- Multi-bedroom (3- and 4-bedroom) units
- Deeply affordable units (30% AMI and below)
- Lower residential parking ratios
- More ADA accessible units than required by law
- Small footprint retail
- Affordable retail prioritizing local businesses and entrepreneurs
- Emphasize priority groups identified by CHFA

Note: *A strong combination of the stated eTOD values would be required to reach the full potential 75% reduction in land price. For guidance on parking ratios, developers should refer to the most recent RTD research on parking utilization within station areas.*

Policy Background

External Feedback on 2025 eTOD Policy Amendment

Takeaways from external outreach

- Keep it simple
- Allow flexibility because every project is different
- Rely on existing financial sources' requirements
- Support affordable housing as much as possible

Stakeholders engaged:

- Government/Non-Profits
  - Denver Housing Authority
  - Colorado Department of Local Affairs
  - Aurora Housing
  - CDOT
  - Urban Land Conservancy
- Developers
- Consultants

Note: *External stakeholder outreach conducted in Fall 2024*

Transit Agency Policies Vary Widely

		Formula for discounting land	Based On
Sound Transit	Seattle	$1k per unit (min. 80% of units at 80% AMI or less)	Meeting state affordability requirements
LA Metro	Los Angeles	No formula. In practice 50-70% off.	Project need, residual land value
BART	Oakland/San Francisco	Up to 60% off for projects that are at least 35% affordable.	Depth of affordability, project need, benefits to the agency
VTA	Silicon Valley	No discount. $57k per unit.	Average land cost for local affordable projects
SEPTA	Philadelphia	Negotiate to fill gap.	Project need, benefits to the agency

- No land discounts: TriMet (Portland), MARTA (Atlanta), WMATA (DC), DART (Dallas), Metro Transit (Minn./St.Paul)

Considerations in defining “reductions”

- RTD is a transit agency; land was purchased with taxpayer funds
- RTD is committed to the region’s economic and social welfare
- RTD property is dominated by active Park-n-Rides
- RTD property is neither valuable nor plentiful enough to meaningfully affect the agency’s budget
- Revenues from dispositions are deposited in the FasTracks Internal Savings Account (FISA)

Questions?

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