



PRELIMINARY TRANSIT-ORIENTED COMMUNITY
ASSESSMENT REPORT

MAY 2025

BACKGROUND & PURPOSE

In 2024, the Colorado Legislature passed House Bill 24-1313, Housing in Transit Oriented Communities ('TOC Bill') which requires subject jurisdictions to create a transit-supportive zoning framework near existing or planned high frequency transit.

The legislation includes a reporting and implementation structure spanning several years to ensure communities can conduct stakeholder engagement and prepare any necessary code and zoning changes to comply with the legislation.

The primary components and reporting timelines of the TOC Bill include:

- By June 30, 2025, subject jurisdictions must submit a preliminary Housing Opportunity Goal to the Department of Local Affairs (DOLA). The Housing Opportunity Goal represents a target for zoned capacity of 40 dwelling units per acre within all Transit Areas of the community.
 - Transit Areas are designated by DOLA and correspond to areas within close proximity to existing or planned rail stations and/or high frequency bus service.
- By December 31, 2026, communities must submit a final Housing Opportunity Goal report which identifies Transit Centers and supporting data that zoning capacity within Transit Centers meets or exceeds the communities' Housing Opportunity Goal.
 - Transit Centers are locally designated areas where zoning capacity permits a minimum of 15 dwelling units per acre. In aggregate, the zoning capacity of all Transit Centers must meet or exceed the community's Housing Opportunity Goal. Jurisdictions have flexibility regarding where Transit Centers are located but they generally must be designated within or in close proximity to DOLA designated Transit Areas or Optional Transit Areas.
 - Transit Centers must permit residential development through an administrative approval process without a requirement to conduct a public hearing.
 - Communities must also review and select several displacement and gentrification measures for implementation. DOLA has provided sample strategies for implementation or communities may design their own.
- By December 31, 2027, communities must have implemented any necessary zoning and/or code changes to meet the community's Housing Opportunity Goal for zoned capacity within Transit Centers and apply an administrative approval process to residential development in Transit Centers.

This report is intended to summarize the key requirements of the TOC Bill, illustrate the analysis and methodology for developing Fort Collins' Housing Opportunity Goal, and discuss future actions necessary to comply with the legislation's final enforcement period in late 2027. Fort Collins' preliminary Housing Opportunity Goal report to DOLA will be comprised of GIS and parcel level data – this report is intended as a companion document for a wider audience.

TRANSIT AREAS

Fort Collins' Housing Opportunity Goal is based on Transit Areas within the community as designated by the Colorado Department of Local Affairs (DOLA). Eligible Transit Areas are portions of a community within $\frac{1}{2}$ mile of a Transit Station, such as light-rail station, or within a $\frac{1}{4}$ mile buffer along high-frequency bus routes. Both existing and near-term planned services identified in a Transit Master Plan are included in the identification of Transit Areas.

Within Fort Collins, Transit Areas are comprised of bus routes where existing or planned service frequency is 15 minutes or greater. This includes the area along the MAX Bus Rapid Transit Corridor, as well as North College Avenue, West Elizabeth Street, Centre Avenue, and large portions of Drake and Harmony Roads.

Fort Collins' Transit Areas are illustrated in Figure 1 below and represent a total area of 6,159 acres.

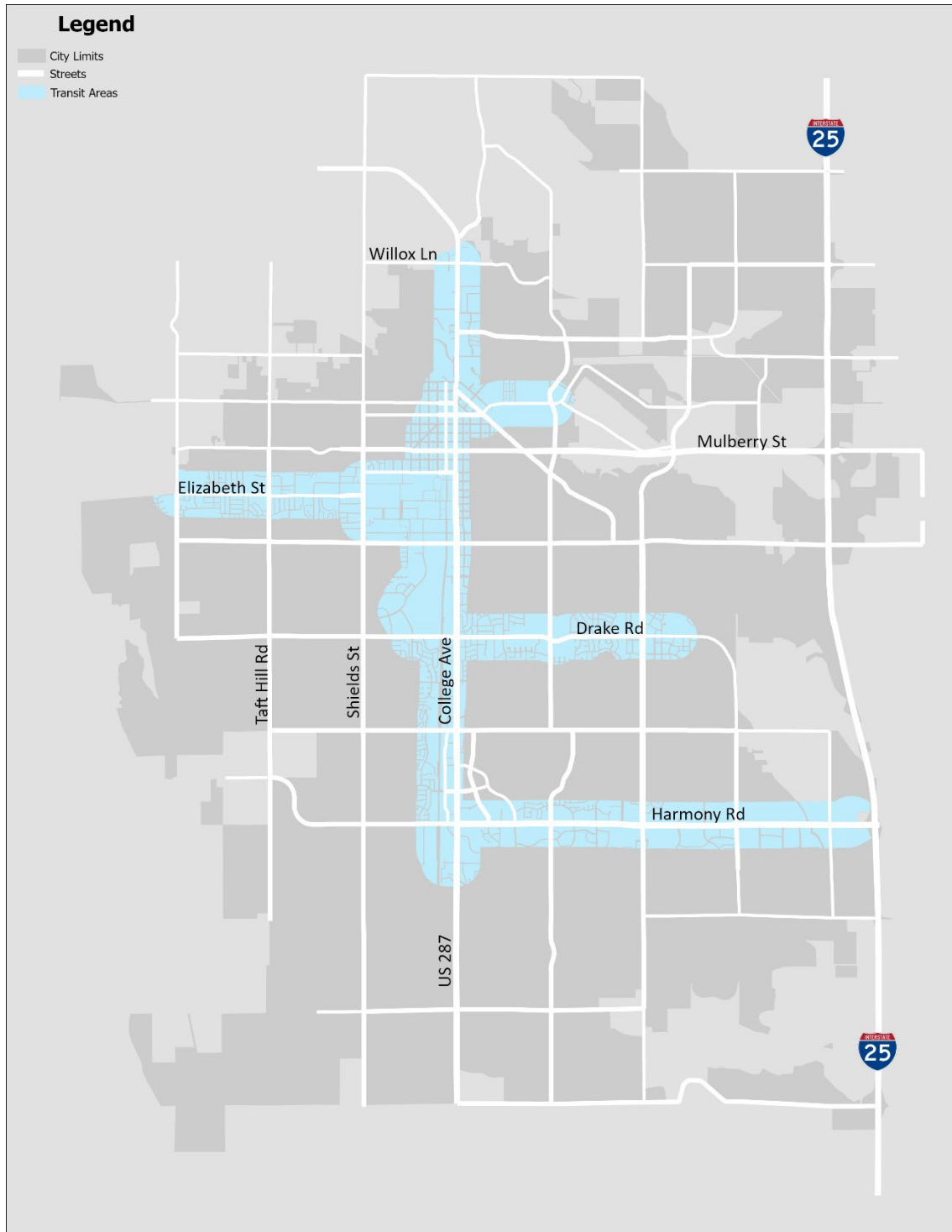


Figure 1 - Fort Collins Transit Areas

TRANSIT AREA EXEMPTIONS

The final size of Transit Areas used for the Housing Opportunity Goal calculation occurs after exempting parcels or parts of parcels that are unsuitable for higher intensity development. The most common eligible exemption criteria include:

- Parks, Natural Areas, Designated Open Space
- Public Schools
- Ownership by Local, State, or Federal Governments
- Existing Industrial Land Uses or Industrial Zoning
- Cemeteries
- Mobile Home Parks
- Natural Hazards (Floodplains)
- Conservation Easements
- Gas/Transmission Power Line Easements
- Areas Lacking Utility Infrastructure and/or Adequate Water/Sewer Capacity

In total, eligible exemptions within Fort Collins's Transit Areas amount to approximately 2,779.6 acres, reducing the size of Transit Areas in the community to 3,379.4 acres. The largest categories for exempt parcels include areas designated for open space, property ownership by local, state, or federal governments, and public school sites.

Figure 2 below highlights the location of exempt areas within Fort Collins' Transit Areas. Hatched areas represent parcels with partial exemptions, such as floodplains or easements for high voltage power lines.

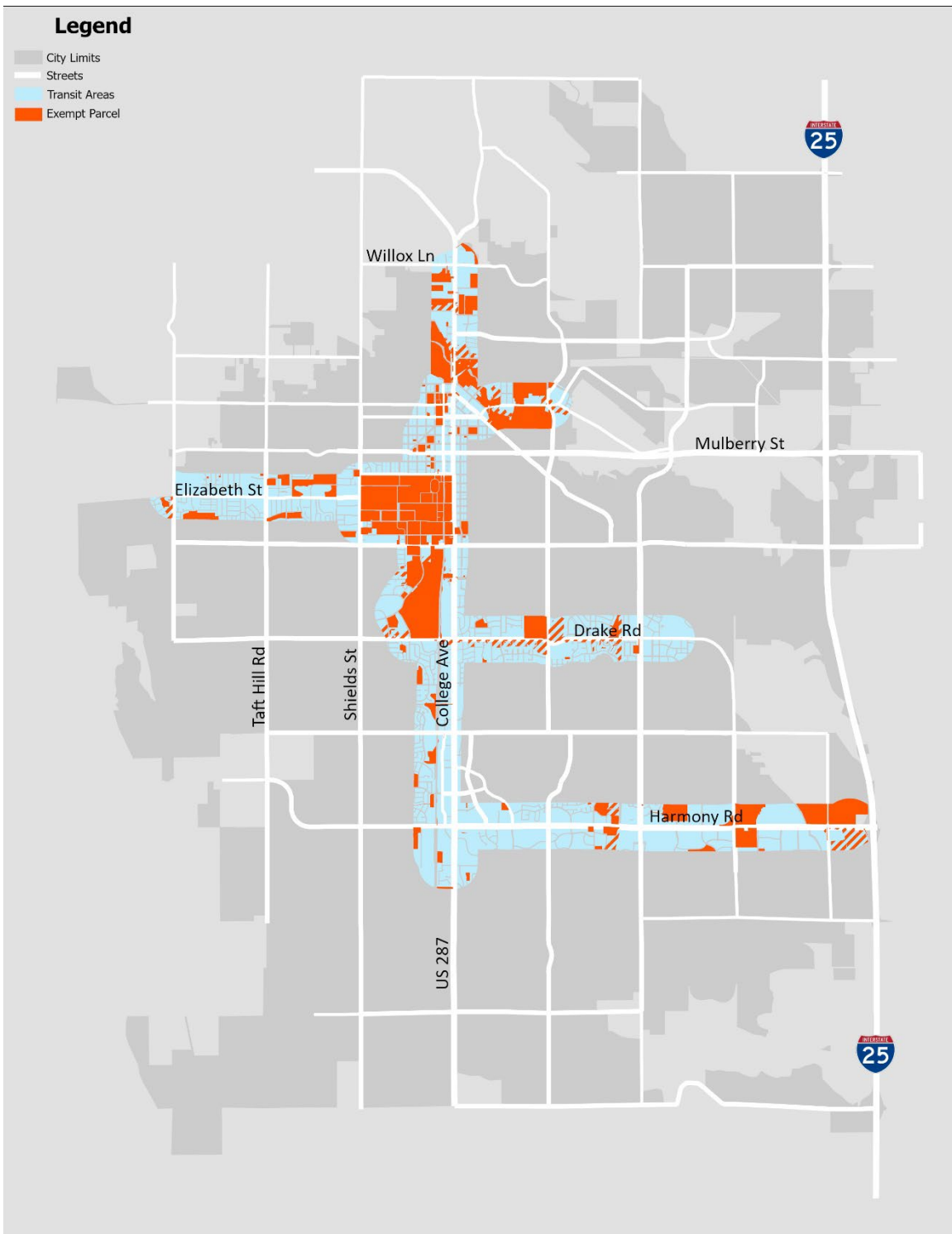


Figure 2 - Exempt Parcels within Fort Collins Transit Areas

FORT COLLINS HOUSING OPPORTUNITY GOAL

The Housing Opportunity Goal for Fort Collins is 135,176 dwellings.

This number is based on the eligible Transit Area size of 3,379.4 acres, multiplied by 40 dwelling units per acre as set in the TOC Bill. The Housing Opportunity Goal represents a target for allowable zoning capacity and not future or 'realized' construction. Based on research by the state legislature pertaining to the TOC Bill, most communities only build an equivalent of 10-20% of their allowable zoning capacity.

The Housing Opportunity Goal is the primary component of the first reporting requirement for the TOC Bill due to DOLA by June 30, 2025.

TRANSIT CENTER ZONING

The preliminary Housing Opportunity Goal report to DOLA must also include the current zoning map for the community, and optionally, information about which zone districts may qualify as Transit Centers.

Transit Centers must permit residential development at a density of 15 units per acre or greater, be located within or nearby Transit Areas or Optional Transit Areas and allow residential development through an administrative approval process.

Most residential development in all Fort Collins zone districts currently require approval after a public hearing. Under these existing standards, no zone district would likely qualify as a Transit Center without subsequent process review changes. Based solely on density standards, the following zone districts may qualify for designation as Transit Centers:

- Old Town, Medium
- Old Town, High
- Medium Density Mixed-Use Neighborhood
- High Density Mixed-Use Neighborhood
- Neighborhood Commercial
- Community Commercial
- Community Commercial, North College
- Community Commercial, Poudre River
- General Commercial
- Service Commercial
- Limited Commercial
- Downtown (excluding the River Corridor subdistrict)
- Harmony Corridor
- Employment

Figure 3 below is the current Fort Collins zoning map as of May 2025 and Table 1 highlights all zone districts in Fort Collins, their eligibility as part of a future Transit Center designation, and notes on density limitations and standards.

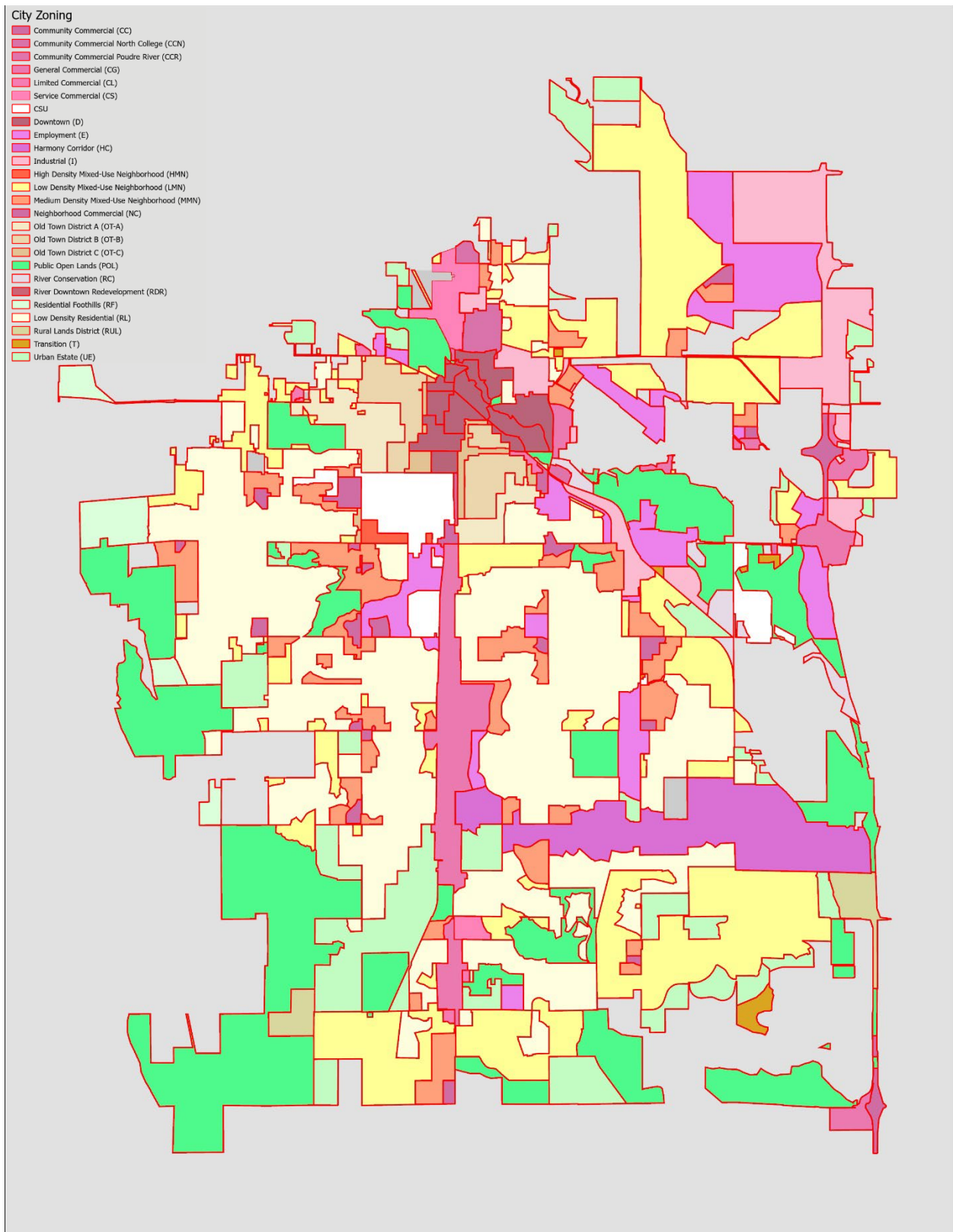


Figure 3 – Fort Collins Zoning Map (May 2025)

ZONING DISTRICT [SUBDISTRICT]	TRANSIT CENTER ELIGIBLE?	PERMITS RESIDENTIAL?	PERMITS 15 UNITS/ACRE	NOTES ON DENSITY REQUIREMENTS
Rural Lands	No	Yes	No	Min. lot size of 10 acres
Urban Estate	No	Yes	No	Min lot size of .5 acres
Residential Foothills	No	Yes	No	Min. lot size of 2.29 acres
Low Density Residential	No	Yes	No	Min. lot size of 6,000 sf
Manufactured Housing	No	Yes	No	Exempt Transit Area parcel (Existing mobile home park)
Old Town [Low]	No	Yes	No	Min. lot size of 6,000 sf
Old Town [Medium]	Yes	Yes	Yes	4-plexes permitted on min. 6,000 sf lot
Old Town [High]	Yes	Yes	Yes	Apartments permitted on min. 4,500 sf lot
Low Density Mixed-Use Neighborhood	No	Yes	No	Only affordable housing projects may exceed 12 units per acre
Medium Density Mixed-Use Neighborhood	Yes	Yes	Yes	Max. density governed by 3-story height limit
High Density Mixed-Use Neighborhood	Yes	Yes	Yes	Min. density of 21 units per acre; max. density governed by 5-story height limit
Neighborhood Commercial	Yes	Yes	Yes	Max. density governed by 4-story height limit
Community Commercial	Yes	Yes	Yes	Max. density governed by 4-story height limit
Community Commercial North College	Yes	Yes	Yes	Max. density governed by 4-story height limit
Community Commercial Poudre River	Yes	Yes	Yes	Max. density governed by 3-story height limit
General Commercial	Yes	Yes	Yes	Max. density governed by 4-story height limit
Service Commercial	Yes	Yes	Yes	Max. density governed by 3-story height limit
Limited Commercial	Yes	Yes	Yes	Max. density governed by 3-story height limit
Downtown [Historic Core]	Yes	Yes	Yes	Max. density governed by height (varies, but at least 3 stories permitted)
Downtown [Civic]	Yes	Yes	Yes	Max. density governed by height (varies, but at least 3 stories permitted)
Downtown [Canyon Avenue]	Yes	Yes	Yes	Max. density governed by height (varies, but at least 3 stories permitted)
Downtown [Campus North]	Yes	Yes	Yes	Max. density governed by height (varies, but at least 3 stories permitted)
Downtown [Entryway Corridor]	Yes	Yes	Yes	Max. density governed by height (varies, but at least 3 stories permitted)
Downtown [North Mason]	Yes	Yes	Yes	Max. density governed by height (varies, but at least 3 stories permitted)
Downtown [River]	No	No	No	Conservation area adjacent to Poudre River
Downtown [Innovation]	Yes	Yes	Yes	Max. density governed by height (varies, but at least 3 stories permitted)
Harmony Corridor	Yes	Yes	Yes	Max. density governed by height (3 stories multifamily; 6 stories mixed-use)
Employment	Yes	Yes	Yes	Max. density governed by 4-story height limit
Industrial	No	No	No	No residential permitted
Transition	No	No	No	No residential permitted unless existing use
Public Open Lands	No	No	No	Open Space / Conservation zoning
River Conservation	No	No	No	Open Space / Conservation zoning near Poudre River

Table 1 – Fort Collins Zone Districts: Transit Center Eligibility

TRANSIT ORIENTED COMMUNITY CERTIFICATION

After submitting all required reports and enacting any necessary code and/or zoning changes to comply with the TOC Bill, the Department of Local Affairs will certify Fort Collins as a Transit Oriented Community, meeting all the requirements of HB24-1313.

As a certified community, Fort Collins is eligible to grant funding through a newly established Infrastructure Grant Program. Additionally, the Colorado Housing and Finance Authority (CHFA) has implemented a new Transit Oriented Communities tax credit, eligible for use in affordable housing projects located in Transit Areas.

NEXT STEPS

Following the submission of the preliminary Housing Opportunity Goal to DOLA, Fort Collins will have the next year and submit the final Housing Opportunity Goal report by December 31, 2026.

The final version of the report will incorporate any adjustments necessary based on DOLA's review of the preliminary report. In addition, the City will need to include information in the final report that designates portions and zoning of the community as Transit Center. In aggregate, all Transit Centers must have zoning capacity that meets or exceeds Fort Collins' Housing Opportunity Goal of 135,176 dwelling units.

DOLA has provided communities tools and calculators to help determine zoning capacity based on common land use requirements such as standards for building height, parking requirements, setbacks, open space dedication, and more.

City staff will be using these tools to determine the capacity of existing zoning and potential Transit Centers within the City's Transit Areas. If the zoned capacity is insufficient to meet the Housing Opportunity Goal, additional outreach with the community and City Council will be necessary in order to consider potential Land Use Code and/or zoning map changes to meet the goal.

In addition, staff has already identified that the review process for residential development in Transit Centers will need to be modified to require administrative level approval to comply with the TOC Bill. This change to the Land Use Code could be administered any time before and up to December 31, 2027, to comply with the TOC Bill.

Finally, the state legislation also requires ongoing status reports on compliance with the TOC Bill. The first report is due several years after the final enforcement date by December 31, 2029.

ADDITIONAL RESOURCES

The Department of Local Affairs has provided a number of useful resources about the TOC Bill, interpretive guidance, and calculators and GIS datasets to help communities analyze existing zoning capacity. These tools can be found at the following links:

TOC Bill 24-1313 Overview:

<https://dlg.colorado.gov/transit-oriented-communities>

TOC Bill 24-1313 Technical & Interpretive Guidance:

https://docs.google.com/document/d/1p1ttR_7jBrW9MaCA1U9uvl-0HKlETe4EvR5wcvck3Uw/edit?usp=drive_link

Housing Opportunity Goal Calculation Tool:

<https://drive.google.com/uc?export=download&id=1ZpCZKsz5YrZyVHffbknGm54JeoroQJpu>

Transit Center Calculation Model:

<https://drive.google.com/uc?export=download&id=1RIJXfKodJXKOJgM7l5GuMvUefmXNO-Wc>

Transit Areas Interactive Map (statewide):

<https://coenergy.maps.arcgis.com/apps/instant/basic/index.html?appid=6c747130f0664089934e3bedb0e52e6f>