

RESOLUTION NO. 2007-54

AUTHORIZING THE ESTABLISHMENT OF A TRANSIT ORIENTED  
DEVELOPMENT POLICY BY THE BOARD OF TRUSTEES OF THE  
GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY

WHEREAS, the Greater Cleveland Regional Transit Authority (GCRTA) is the steward of real property assets required for the operation of the transit system; and

WHEREAS, these assets can contribute positively to the financial viability of the transit system and enhance the economic vitality of surrounding neighborhoods/communities in which they are located; and

WHEREAS, by promoting high quality, more intensive development on and near GCRTA owned properties, GCRTA can increase ridership, support long-term system capacity and generate new revenues for transit. This development also creates attractive investment opportunities for the private sector and facilitates local economic development; and

WHEREAS, this policy sets forth goals and strategies to allow the Authority to undertake activities that support these efforts; and

NOW, THEREFORE, BE IT RESOLVED by the Board of Trustees of the Greater Cleveland Regional Transit Authority, Cuyahoga County, Ohio:

Section 1: That this policy sets forth the following goals: (1) To create high quality private or public development that is sensitive to the existing built environment; (2) To create development that promotes and enhances transit ridership by planning uses that are "transit-oriented" and that provide maximum linkages between the GCRTA Transit Facility and the development for transit patrons, pedestrians and bicycles; (3) To reduce auto use and congestion through encouragement of transit-linked development; (4) To create value to GCRTA based on a fair market return on public investment, future revenue streams, additional taxes, and reduction in the cost of the site construction for GCRTA; (5) Development that maximizes the highest and best use of the real estate based on land use and economic development goals of the surrounding community and conforming to local and regional development plans; (6) To create value to the neighborhood, the developer and GCRTA through intensive, high quality development.

Section 2: That this policy further sets out the following strategy that GCRTA will work collaboratively with stakeholders and local jurisdictions (as appropriate) adjacent to its transit facilities to proactively promote and develop locations, plans and designs that maximize the benefits of the transit linkage. This effort will include community involvement and participation in the planning process.

Section 3: That this policy provides authority to solicit proposals, accept proposals, and request funding for Joint Development activities.

Section 4: That this policy provides direction to complete an evaluation of GCRTA real estate to maximize their economic value.

Section 5: That this policy does not mean to alter, amend, or take precedence over applicable guidance, FTA regulations, local, state, or federal statute.

Section 6: That this resolution shall become effective immediately upon its adoption.

Attachment: TOD Policy

Adopted: March 27, 2007

  
\_\_\_\_\_  
President

Attest:   
\_\_\_\_\_  
CEO, General Manager/Secretary-Treasurer

## Greater Cleveland Regional Transit Authority Transit Oriented Development Policy

The Greater Cleveland Regional Transit Authority (GCRTA) is the steward of real property assets required for the operation of the transit system. These assets can contribute positively to the financial viability of the transit system and enhance the economic vitality of surrounding neighborhoods/communities in which they are located.

By promoting high quality, more intensive development on and near GCRTA owned properties, GCRTA can increase ridership, support long-term system capacity and generate new revenues for transit. This development also creates attractive investment opportunities for the private sector and facilitate local economic development.

### Goals

GCRTA's goals in pursuing this type of development include creating:

- high quality private or public development that is sensitive to the existing built environment; and
- development that promotes and enhances transit ridership by planning uses that are "transit-oriented" and that provide maximum linkages between the GCRTA Transit Facility and the development for transit patrons, pedestrians and bicycles; and
- reduction in auto use and congestion through encouragement of transit-linked development; and
- value to GCRTA based on a fair market return on public investment, future revenue streams, additional taxes, and reduction in the cost of the site construction for GCRTA; and
- development that maximizes the highest and best use of the real estate based on land use and economic development goals of the surrounding community and conforming to local and regional development plans; and
- value to the neighborhood, the developer and GCRTA through intensive, high quality development.

## Strategies

To achieve these goals, GCRTA will work proactively to support their attainment through the following efforts:

1. During the station and facility planning efforts, GCRTA will work collaboratively with the stakeholders and local jurisdictions, as appropriate, adjacent to its transit facilities to proactively promote and develop locations, plans and designs that maximize the benefits of the transit linkage. This effort will include community involvement and participation in the planning process.
2. Work collaboratively with adjacent landowners and stakeholders to maximize uses and linkages to transit facilities.
3. Solicit proposals for transit-oriented joint development through a competitive selection process where feasible in terms of the market and availability of land. These solicitations and projects must meet all FTA federal requirements as well as State and GCRTA regulations.
4. Accept proposals for joint development projects as received. These Proposals must meet all applicable joint development requirements including those of GCRTA, the State of Ohio, and FTA.
5. Request funding for Joint Development activities as part of GCRTA capital program as appropriate. These activities must be consistent with FTA regulations and requirements.
6. Complete an assessment for GCRTA owned facilities to maximize development opportunities through adjacent development activities and leasehold interests within GCRTA facilities. GCRTA's real estate will be viewed as a financial asset.

The implementation of this policy may or may not require the transfer of a GCRTA property right. If a GCRTA property right (that has a federal funding contribution) is used, transferred, sold, or acquired through a transit oriented development, all applicable guidance, policy, regulation, statute, and law shall be complied with during the project. This policy is not meant to alter, amend, or take precedence over applicable guidance but rather complement it.



Greater Cleveland Regional Transit Authority  
**STAFF SUMMARY AND COMMENTS**

<b>TITLE/DESCRIPTION:</b> AUTHORIZING THE ESTABLISHMENT OF A TRANSIT ORIENTED DEVELOPMENT POLICY BY THE BOARD OF TRUSTEES OF THE GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY.	<b>Resolution No.:</b> 2007-54
	<b>Date:</b> March 22, 2007
	<b>Initiator:</b> Programming & Planning
<b>ACTION REQUEST:</b> <input type="checkbox"/> Approval <input type="checkbox"/> Review/Comment <input type="checkbox"/> Information Only <input type="checkbox"/> Other _____	

1.0 **PURPOSE/SCOPE:** To set forth a Board adopted Transit Oriented Development (TOD) Policy that sets forth goals and strategies for the furthering the development of transit oriented development projects. This policy defines the benefits that transit oriented development provides and sets direction for staff to carry out these planning efforts. It also provides a framework of reviewing GCRTA real estate as an economic asset that can produce economic value to the Authority.

2.0 **DESCRIPTION/JUSTIFICATION:** Resolution 2002-98 established real estate policies of the Board of Trustees. That resolution repealed resolution 1993-136 and 1991-103 that had set forth Joint Development policies. Since then, there has been no Board adopted policy relating to Transit Oriented Development.

GCRTA has just completed a NOACA-Funded TOD project that provided funds for consultant services to draft guidelines, and guidance on joint development projects. The adoption of this formal policy is the result of that project. The policy provides formal Board direction and support on undertaking transit oriented development activities. It also highlights the potential of GCRTA's real estate to be an economic asset producing financial value to the Authority.

3.0 **PROCUREMENT BACKGROUND:** Does not apply

4.0 **DBE/ Affirmative Action Policy:** Does not apply

5.0 **POLICY IMPACT:** This policy is consistent with the Long Range Plan and all GCRTA policies and procedures governing real estate.

6.0 **ECONOMIC IMPACT:** Economic benefits include, but are not limited to, enhanced ridership, revenue stream associated with private development, and reduction of capital or operating costs of GCRTA facility constructions. Other benefits can be reaped by the localities where the projects are undertaken such as increase in population, property values, and creation of jobs. Other benefits include reduced auto trips, traffic congestion and their related air quality and sustainability benefits.

7.0 **ALTERNATIVES:** The alternative is not to adopt this policy.

8.0 **RECOMMENDATION:** The Planning and Development Committee at their March 6, 2007 meeting recommended that the Transit Oriented Development Policy be approved by the Board of Trustees.

9.0 ATTACHMENTS: None.

Recommended and certified as appropriate to the availability of funds, legal form and conformance with the Procurement requirements.

A handwritten signature in black ink, appearing to read "J. Palae", is written over a horizontal line.

CEO, General Manager/Secretary-Treasurer