



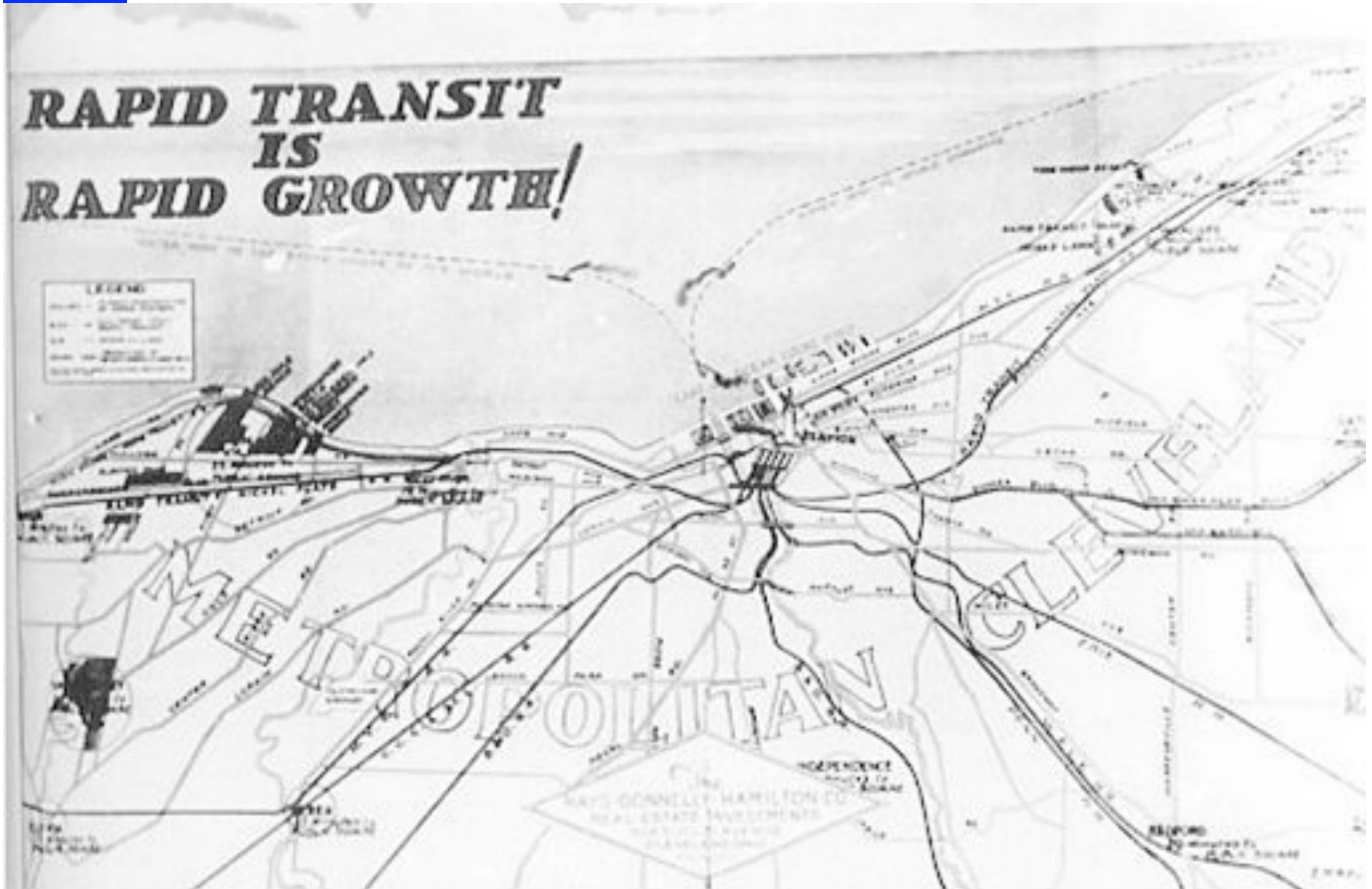
Greater Cleveland Regional Transit Authority

TRANSIT ORIENTED DEVELOPMENT GUIDELINES

GCRTA Transit Oriented Development Forum

**Thursday, February 22, 2007
Maxine Goodman Levin College of Urban Affairs
Glickman-Miller Hall, Atrium**

Circa 1920





TOD GUIDELINES

- **Land Use Keys**
 - Mixed Uses Coupled with Density (7)





- **Transportation Keys**
 - Pedestrian Orientation (3)
 - Access and Circulation (4)

- **Goals and Strategies (13)**



TOD GUIDELINES – Land Use

A TOD project should include a mix of the following:

-  A wide variety of residential choices. Higher residential density within a half-mile radius of the station.
-  Community services, including libraries and childcare with pedestrian connections to transit and other land uses.
-  Employment centers located near the station.
-  Public gathering places, including parks, plazas, and courtyards.







TOD GUIDELINES – Land Use

- ✂ Transit and parking facilities accommodate retail or other active uses at the ground floor.
- ✂ Architectural character and a consistent scale to harmonize with existing buildings.
- ✂ Densities should be highest closest to the transit station and gradually step down further away.





TOD GUIDELINES – Pedestrian Orientation

- ✎ Minimize the number of driveways, garage entrances and dedicated turning lanes.
- ✎ Install bollards, trees and other street furniture to protect pedestrians & buildings from errant drivers.
- ✓✎ Minimize street widths in the station area to the smallest width needed to accommodate travel speeds and emergency vehicle access.







TOD GUIDELINES – Access & Circulation

-  Provide frequent, reliable, all-day transit service along key corridors and serving key destinations
-  Bicycle network integrated directly to transit system.
-  Parking facilities located to promote retail opportunities along primary pedestrian routes
-  Sidewalks include street furniture and pedestrian design features (e.g. human-scale street lights).



TOD GOALS

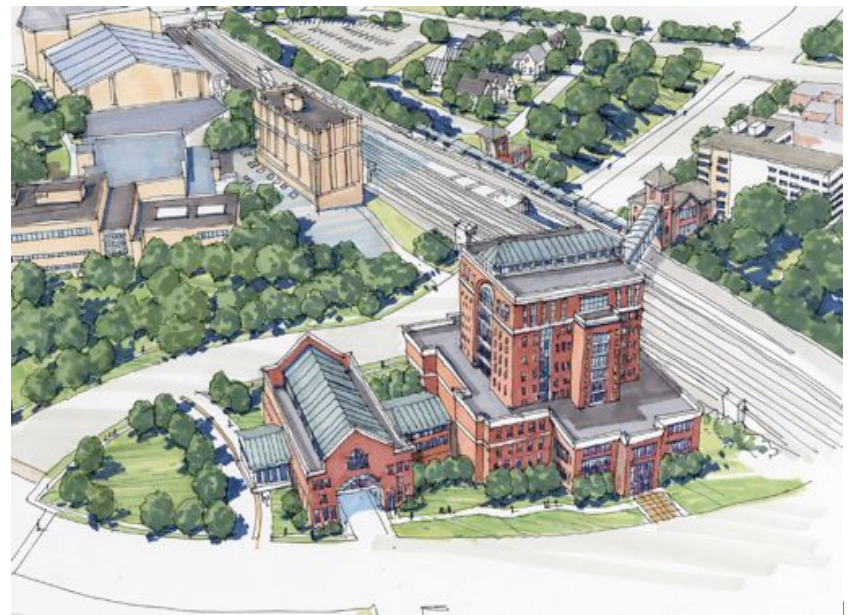
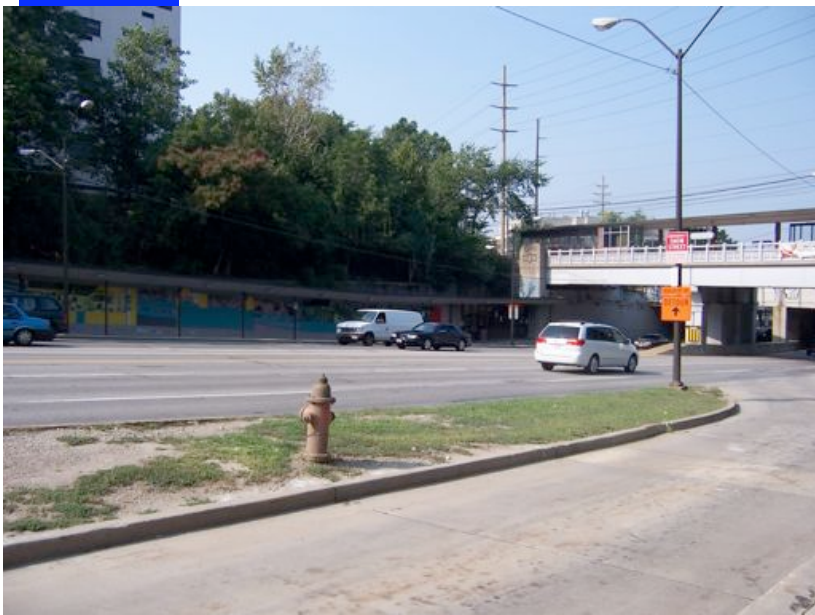
- High-quality private or public development that is sensitive to the existing built environment;
- Development that enhances transit ridership by planning uses that are “transit-oriented” and that provide maximum linkages between transit stations and the development for transit patrons, pedestrians and bicyclists;
- Reduction in auto use and road congestion;



TOD GOALS

- Value to RTA based on a fair market return on public investment, future revenue streams, added taxes, and reduced site construction cost for RTA;
- Development that ensures the highest and best use of the real estate based on, and conforming to, the land use and economic development goals of the surrounding community;
- Value to the neighborhood, the developer and RTA through intensive, high-quality development.

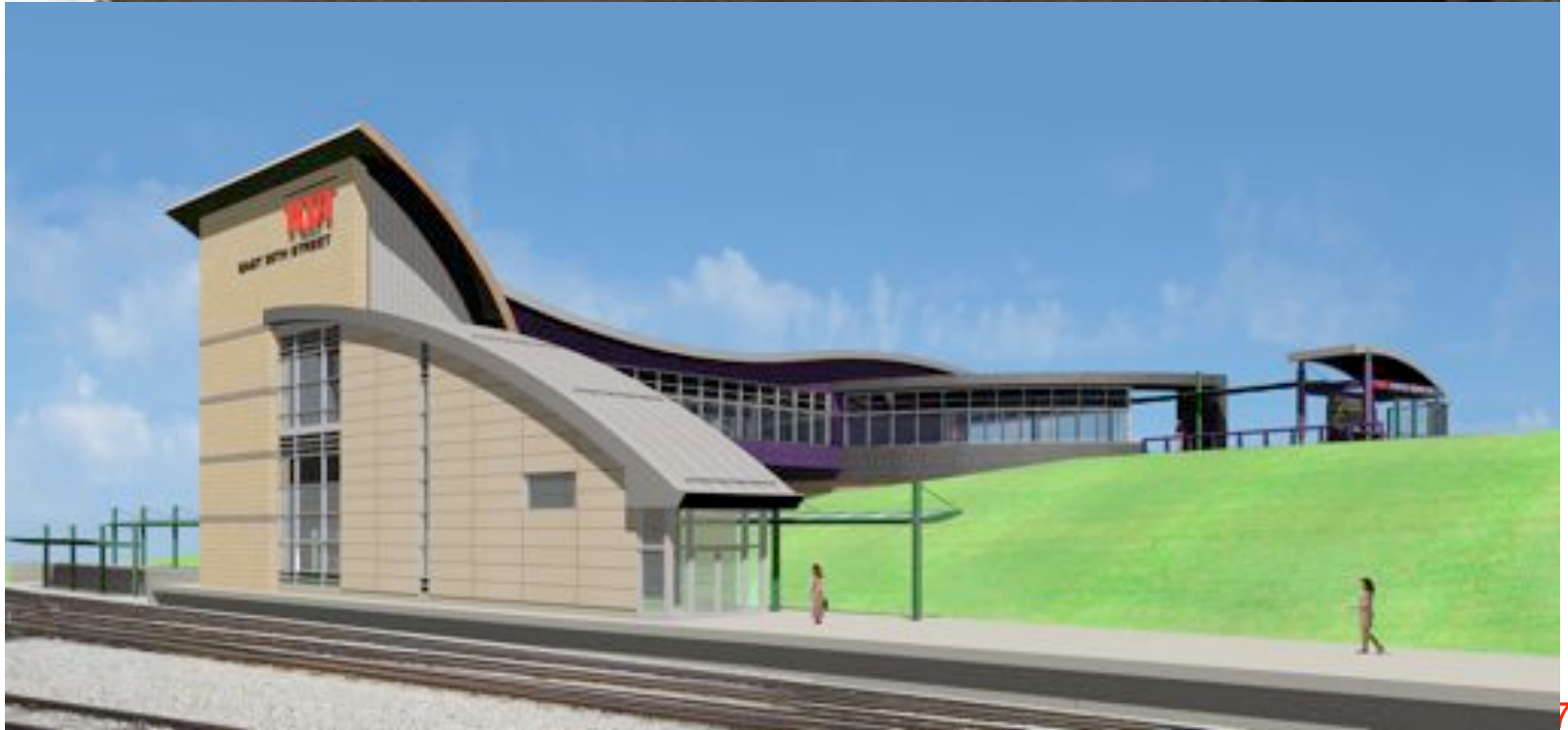
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TOD STRATEGIES

- During station and facility planning, RTA will work with jurisdictions and stakeholders to develop locations, plans and designs that maximize the benefits of the transit linkage. This effort will include community involvement.
- Work collaboratively with adjacent landowners and stakeholders to maximize uses and linkages to transit facilities.



TOD STRATEGIES



- Request funding for joint development activities as part of RTA's capital program
- Solicit proposals for transit-oriented joint development through a competitive selection process
- View RTA real estate as a prime asset in facilitating the TOD goals.
- Conduct an assessment of RTA-owned facilities to maximize development opportunities through adjacent development activities and leasehold interests within RTA facilities.