

# **Transit Oriented Development (TOD) POLICY**

**August 2013**

## ***2013 Strategic Plan Objectives:***

*2.1 Strengthen the Financial Health of the Agency*

*3.1 Increase Ridership in Target Markets*

*3.3 Strengthen Community Relationships*

*4.3 Play a Key Role in Sustainable Development*

## **Goals**

1. Increase transit ridership
2. Generate long-term revenue and optimize value of assets
3. Create & promote equitable mixed-use and mixed-income communities around transit
4. Respond to local community vision and values

## **Strategies for Capital Metro Property**

1. Pursue creation of transit oriented developments on appropriate sites.
2. Build transit facilities to support transit-oriented development. Ensure safe multimodal connectivity with pedestrian and bicycle infrastructure.
3. Ensure that transit-oriented development opportunities are appropriately considered in all acquisitions of new properties, location of new transit facilities, and design of all transit facilities.

## **Strategies for Transit Station/Stop Areas**

1. Establish and maintain partnerships for the development and promotion of plans and policies that encourage appropriate development in transit-rich areas.
2. Encourage transit-supportive development around MetroRail and MetroRapid Stations, and other selected transit facilities.
3. Encourage the creation of safe direct pedestrian and bicycle connections to stations and stops from proximate development.

## **Financial Strategies**

1. The preferred method of solicitation of partners for transit-oriented development of agency-owned property is a competitive selection process, except in those unique cases where the Board of Directors determines that sole source negotiations would result in more favorable conditions for the agency.
2. Capital Metro has a long term perspective for investments. Although financial performance of alternative deal structures will be evaluated in each case, a long-term ground lease (or other structure that preserves control of land) is generally preferable and should be the default strategy for joint development projects. Alternative deal structures may be preferred if the result is greater financial returns to Capital Metro.
3. Where land sales are pursued as part of a development project, terms of the sale will ensure fulfillment of Capital Metro goals.
4. Because Capital Metro's transit-oriented development generates benefits and revenues for adjacent properties and relevant jurisdictions, opportunities (including partnerships with local jurisdictions) to capture some of that value for Capital Metro's use will be pursued.
5. Evaluation of proposals will include analyses of the following for each proposed project:
  - a. Expected ridership increases and consequent monetary value
  - b. Financial performance in terms of net present value, amount and timing of revenues, and any other relevant factors
  - c. Estimated value of other benefits, including community benefits, with special attention to priorities of the local community/neighborhood
  - d. Increased value of nearby properties and consequent property tax impacts
  - e. Increased sales tax generated by the proposed project, both directly and indirectly
  - f. Transit-supportive design—degree to which the project maximizes transit access and encourages transit use
  - g. Quality of design—proposed project should manifest the highest standards of good urban design and form.