




TITLE/DESCRIPTION:  REPEALING CHAPTER 1087 OF THE CODIFIED RULES AND REGULATIONS OF THE GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY AND ENACTING NEW CHAPTER 1087	Resolution No.: 2026-39
	Date: June 11, 2026
	Initiator: Programming and Planning
ACTION REQUEST: <input checked="" type="checkbox"/> Approval <input type="checkbox"/> Review/Comment <input type="checkbox"/> Information Only <input type="checkbox"/> Other _____	

- 1.0 PURPOSE/SCOPE: This resolution will repeal Chapter 1087 Transit Oriented Development of the Codified Rules and Regulations of the Greater Cleveland Regional Transit Authority (“Code Book”) and enact new Code Book Chapter 1087 “Transit-Oriented and Joint Development[.]”
- 2.0 DESCRIPTION/JUSTIFICATION: The Policies and Procedures of the Board of Trustees of the Greater Cleveland Regional Transit Authority (“Authority”) were codified in 1989 pursuant to Resolution 1989-176. Chapter 1087 Transit Oriented Development was adopted on March 27, 2007 in Resolution No. 2007-54. The Authority now seeks to repeal the current Code Book Chapter 1087 Transit Oriented Development and replace it with a new Chapter 1087 Transit-Oriented Development and Joint Development.  
  
The proposed new Code Book Chapter 1087 outlines policy goals for Transit-Oriented Development and Joint Development including fiscal responsibility, increased transit ridership, and added community value. These goals will be realized through comprehensive planning with Cuyahoga County, cities, and developers for underutilized or excess property that could be developed for residential, commercial, or industrial use in proximity to rail stations and bus facilities.
- 3.0 PROCUREMENT BACKGROUND: Does not apply.
- 4.0 AFFIRMATIVE ACTION/DBE BACKGROUND: Does not apply.
- 5.0 POLICY IMPACT: Adoption of the resolution will result in a new Transit-Oriented and Joint Development policy that aligns with the Authority’s current goals for real estate and project development in Cuyahoga County.
- 6.0 ECONOMIC IMPACT: Does not apply.
- 7.0 ALTERNATIVES: Not adopt this resolution. Not adopting this resolution would leave an older and outdated Transit Oriented Development policy in place that does not reflect the current goals for the Authority.
- 8.0 RECOMMENDATION: This resolution was discussed at the June 2, 2026 Committee of the Whole meeting. It is recommended that this resolution be adopted.

9.0 ATTACHMENTS:

A. Redline of Chapter 1087 (repeal)

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



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General Manager, Chief Executive Officer

## Attachment A to Staff Summary

### ~~CHAPTER 1087~~ ~~Transit-Oriented Development~~

~~1087.01 Policy goals:~~

~~1087.03 Existing Regulations:~~

~~1087.02 Implementation; Authority:~~

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#### ~~1087.01 POLICY GOALS:~~

~~This policy sets forth the following goals:~~

- ~~(a) To create high quality private or public development that is sensitive to the existing built environment;~~
  - ~~(b) 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;~~
  - ~~(c) To reduce auto use and congestion through encouragement of transit-linked development;~~
  - ~~(d) 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;~~
  - ~~(e) 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;~~
  - ~~(f) To create value to the neighborhood, the developer and GCRTA through intensive, high quality development.~~
- ~~(Res. 2007-54. Passed 3-27-07.)~~

#### ~~1087.02 IMPLEMENTATION; AUTHORITY:~~

~~(a) 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.~~

~~(b) This policy provides authority to solicit proposals, accept proposals, and request funding for Joint Development activities.~~

~~(e) The policy provides direction to complete an evaluation of GCRTA real estate to maximize their economic value.  
(Res. 2007-54. Passed 3-27-07.)~~

~~**1087.03 EXISTING REGULATIONS.**~~

~~This policy does not mean to alter, amend, or take precedence over applicable guidance, FTA regulations, local, state, or federal statute.  
(Res. 2007-54. Passed 3-27-07.)~~

RESOLUTION NO. 2026-39

REPEALING CHAPTER 1087 TRANSIT ORIENTED DEVELOPMENT OF THE  
CODIFIED RULES AND REGULATIONS OF THE GREATER CLEVELAND  
REGIONAL TRANSIT AUTHORITY AND ENACTING NEW CHAPTER 1087  
TRANSIT-ORIENTED AND JOINT DEVELOPMENT

WHEREAS, pursuant to Resolution No. 1989-176, the Board of Trustees of the Greater Cleveland Regional Transit Authority ("Authority") codified the resolutions establishing its policies and procedures; and

WHEREAS, the Authority's Board of Trustees approved a Transit Oriented Development policy, pursuant to Resolution No. 2007-54 adopted March 27, 2007, which has been codified in Chapter 1087 Transit Oriented Development in the Codified Rules and Regulations of the Greater Cleveland Regional Transit Authority ("Code Book"); and

WHEREAS, in order to align the policy with the Authority's current development goals, Code Book Chapter 1087 Transit Oriented Development should be repealed, and new Code Book Chapter 1087 Transit-Oriented and Joint Development should be enacted.

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

Section 1. Chapter 1087 Transit Oriented Development is hereby repealed in its entirety.

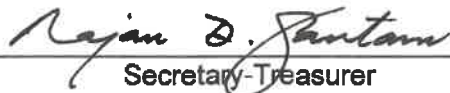
Section 2. That new Code Book Chapter 1087 Transit-Oriented and Joint Development is hereby enacted to read as specified in Attachment A hereto.

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

Attachment: A. Chapter 1087 Transit-Oriented and Joint Development

Adopted: *June 16, 2026*

  
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President

Attest:   
\_\_\_\_\_  
Secretary-Treasurer

# ATTACHMENT A TO RESOLUTION

## CHAPTER 1087

### Transit-Oriented and Joint Development

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#### **1087.01 TRANSIT-ORIENTED DEVELOPMENT AND JOINT DEVELOPMENT.**

(a) This policy applies to transit-oriented development (“TOD”) and joint development. TOD and joint development both re-develop local communities, promote economic development investment, and encourage private sector investment near public transit facilities.

(b) TOD is dense, mixed use, and walkable development designed to promote the use of transit. TOD can increase ridership, increase revenue for GCRTA, and provide community value. GCRTA is a stakeholder in TOD and may also act as a joint development partner in TOD.

(c) Joint development is a type of development in which GCRTA is an active investment partner, contributing either property or funds for use in a joint development project. The purpose of joint development is to improve the transit system and/or the surrounding real estate, and to capture some of the economic value created by the transit system to help finance the transit system expenses.

#### **1087.02 POLICY GOALS FOR TRANSIT-ORIENTED AND JOINT DEVELOPMENT.**

All joint development on GCRTA property should meet the following goals:

(a) Fiscal responsibility. Joint development projects should create financial value to GCRTA at a reasonably low financial risk.

(b) Increased transit system ridership. All joint development proposals should demonstrate the potential to increase ridership by providing either transit supportive uses, such as facilities that promote multimodal (pedestrian, bicycle, micro transit, bus, train, carshare) connections to transit, or TOD. In order to promote ridership through TOD, TOD projects should provide:

- (1) increased density of residents and/or jobs within walking distance of transit facilities;
- (2) a mix of uses and destinations that promote the use of transit, provide residents of the development with walkable destinations, and help enable transit riders across the GCRTA system to meet their daily needs without using a car; and
- (3) design that promotes walkability and prioritizes pedestrian access

and experience.

(c) Community value. Joint development projects should create value for the surrounding neighborhood through high quality development that is sensitive to the existing built environment and community goals.

- (1) TOD projects should provide opportunities for residents with a mix of income levels, ages, and household types to live in and benefit from the development. Projects should strive to create a catalyst for additional TOD.
- (2) Projects should be sustainable and promote efficiency.
- (3) Projects should address local and regional land use plans and economic development goals. GCRTA will work collaboratively with stakeholders and local jurisdictions (as appropriate) adjacent to its transit facilities to 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.

### **1087.03 PURPOSE AND SCOPE OF JOINT DEVELOPMENT**

Joint development is a use of Authority-owned real estate. The access and location advantages provided by a transit facility act as an impetus for development that benefits both the public transit authority and the private developer, as well as other public entities.

Joint development agreements with the private sector will be used to offset transit system real estate acquisition and facility construction costs, provide station upgrades and desired public amenities, and help fund ongoing system operating costs.

### **1087.04 IMPLEMENTATION.**

(a) The Authority 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 linkages. This effort will include community involvement and participation in the planning process.

(b) Comprehensive Planning. The Authority will use comprehensive planning to accomplish policy goals, including: coordinating the planning and development around rail stations and bus facilities with involved communities; encouraging land use plans that enhance system ridership and provide needed public amenities, such as sidewalks and other pedestrian connectors to link developments and rail stations or bus facilities; ensuring that uses of Authority-owned property and the local jurisdiction's land use plans are consistent; promoting land use plans that create high-quality development at each rail station or bus facility, including maintaining residential

areas; providing agency support and interagency representation; encouraging local jurisdictions to structure their land use plans in the vicinity of rail stations and bus facilities to promote uses supportive of transit; and selecting joint development projects that promote transit ridership and increase mobility.

(c) Control of Joint Development Activities. The Authority will use control of joint development activities to accomplish policy goals, including: obtaining and retaining authority over station facility and transportation service design and location; maintaining an active role in joint development activities; and jointly developing land and air rights for the purpose of establishing long term revenues to offset the Authority's initial capital expenditures, as well as generating cash flow to meet ongoing operating and maintenance costs.

(d) Implementation. To further implement policy goals, the Authority builds positive relationships with the private sector, other public agencies, and residents affected by development in their respective communities; infuses public sector capital where appropriate to create more viable joint development projects; and ensures the involvement of local and disadvantaged businesses in joint development projects.

(e) Additional TOD Criteria and/or Procedures. The General Manager, Chief Executive Officer is authorized to establish TOD criteria. The TOD criteria may provide general requirements that will help ensure that projects meet the Authority's goals for TOD. Procedures may be established to guide the solicitation and evaluation of TOD and joint development projects.

#### **1087.05 AUTHORITY**

(a) This policy provides authority to solicit and accept proposals using a competitive process, and to request funding for joint development activities.

(b) This policy provides direction to maintain an inventory and, if appropriate, purchase, sell or make other disposition of real estate for the purpose of TOD.

#### **1087.06 EXISTING REGULATIONS.**

This policy is not intended to alter, amend, or take precedence over applicable guidance, FTA regulations, local, state, or federal laws.