

# **TriMet**

## **Transit-Oriented Development (TOD) Guidelines**

### **Summary Statement**

TriMet is committed to helping make our region one of the world's most livable places. TOD is a powerful tool to help achieve this goal by creating development at and near transit station areas which can create community, increase transit ridership and access, reduce congestion, and bring environmental benefits.

In order to facilitate TOD in the region, TriMet will:

- Promote equitable development at transit stations that includes transit-supportive density and a mix of uses and household incomes, to create places where people want to live, work, play and visit.
- Promote “mobility hubs” to make development accessible to transit and other forms of transportation, allowing residents to avoid private automobile ownership.
- Promote affordable housing and anti-displacement strategies as appropriate for each individual development site.
- Review and prioritize potential TriMet development sites and create plans and strategic options for each site.
- Require developers to utilize TOD principles and provide assistance in doing so.
- Encourage local jurisdictions to change zoning codes and height and density restrictions to facilitate TOD at transit stations.
- Encourage jurisdictions to remove other policy barriers to density, including reducing parking requirements.
- Promote TriMet's TOD Guidelines to public and private sector partners throughout the region.
- Create opportunities to return revenue and value to TriMet, and provide benefits to the nearby community.

These Guidelines are intended to create a framework for the development of TOD projects on TriMet-owned property and, if applicable, property owned by others that is adjacent to transit station areas.

TriMet's TOD Goals and Strategies are set out in full in the following Guidelines.

## TOD Guidelines

TriMet is committed to making our region one of the world’s most livable places. In order to do so, we must meet the challenge of providing mobility to all residents, especially with the expected population growth of the region and the physical constraints to expansion in our existing street and highway network. In order for our region to thrive, TriMet must work to increase the travel mode share and overall physical accessibility of the transit system. One way to comprehensively and intentionally integrate transit with land use is to develop transit-oriented communities where people want to live, work, age, visit, and play. These transit-oriented communities should be dense, livable, walkable, and provide residents with a variety of work and entertainment options, plus mobility options that encourage a car-free lifestyle. TriMet supports equitable development that gives more residents access to transit and mobility options as well as provides complementary mixes of places to live, play, and work so as to reduce the overall demand for the private automobile while maximizing the environmental benefits of transit-oriented development. To that end, these Guidelines support and complement the vision set out in Metro’s 2040 Growth Concept, which, among other things, “encourages compact development that uses land and money efficiently.”

Therefore, TriMet’s Guidelines toward transit-oriented development include the following goals and strategies.

### GOALS:

1. **Balanced Mixed-uses-** Transit-oriented development should include a complementary balance of different uses that provide options for residents and visitors to live, work, shop, and play. This includes a variety of uses at a wide range of price points, including housing retail, office space, scalable industrial uses, and other uses. Single use developments should be avoided when possible.
2. **Safe, Vibrant Station Areas-** Transit-oriented development should create active and vibrant station areas by providing valued services for the community and by creating places where people can live, work, and visit safely.
3. **Network Integration-** Transit-oriented development should be integrated into TriMet’s transit network as much as possible, in part by creating “mobility hubs” – points in the transportation network that offer different modes of transportation and integrate with nearby TriMet transit services. Maximizing connectivity, mobility hubs will accommodate a variety of mobility options such as bike share, car share, ride share, and e-scooters.
4. **Station and Transit Center Integration-** Projects should be “transit-oriented” and “transit-integrated,” not simply “transit-adjacent.” This includes consideration for wayfinding, building orientation, and a multi-modal pedestrian scale design in addition to maximizing exposure to transit and related services. Where multiple buildings are involved, physical barriers should be reduced to encourage seamless travel between developments and transit services.

5. **Density-** Transit-oriented development should include the principles of density and compatible off-peak secondary uses to create resource efficient, high-quality, and environmentally healthy developments that optimize constrained infill sites.
6. **Housing-** When a transit-oriented development includes housing, the appropriate mix of housing types and price points should be thoughtfully considered on a case-by-case basis, with care taken to fit into the existing context of the surrounding neighborhoods, as well as the transit-oriented development project itself. TriMet understands the importance of housing affordability to the region, and also recognizes the risk of displacement, which is a problem that is regional and dispersed, and not limited to a specific site or geographic location. TriMet will work with its jurisdictional partners and the surrounding community to minimize or prevent the displacement of low-income people of color, and believes that planning efforts should include the application of a racial equity lens and consideration of how each development is planned to maximize the opportunity for residents to remain in their neighborhoods and to access housing at the TOD site if desired.

## STRATEGIES:

1. Land Use
  - a. Encourage adjacent developments and land assembly in the immediate proximity of transit stations and hubs.
  - b. Develop station and transit center area plans to proactively consider how to meet the Goals set out in these Guidelines.
  - c. Work with jurisdictional partners to encourage zoning near transit stations and centers that allows for increased height, density, and a mix of uses, including affordable housing and co-housing options.
  - d. Work with jurisdictional partners to reduce or remove policy barriers such as minimum private vehicle-parking requirements and restrictions on proposed TOD uses for projects at or near TriMet station or transit center areas where transit service levels allow for minimal car reliance.
  - e. Encourage direct connections to TriMet stations and transit centers from surrounding developments in order to promote pedestrian and non-motorized access to transit.
  - f. Evaluate the potential for transit-oriented development opportunities when TriMet acquires new properties, determines the location of new station or transit center sites, and designs and constructs new station facilities and adjacent infrastructure.
  - g. Develop a prioritization of potential station and transit center areas for development throughout TriMet's regional network. Create strategies, master plans, market analyses, and potential development typologies and uses for the prioritized sites.
  - h. Understand that each development location is unique and may require individual real estate and market adaptations for successful implementation.
2. Process/Partnerships
  - a. Form sustainable partnerships with public sector partners, including local jurisdictions, transportation departments, and regional planning organizations, to promote the Goals set out in these Guidelines. This may include pre-development meetings with agencies and permitting authorities to set priorities and discuss

resources that may be available for the project in order to maximize the TOD Goals for the site.

- b. Form sustainable partnerships with private sector developers, including affordable housing developers, as well as paratransit and delivery service providers, by promoting the financial benefits of transit-oriented development. TriMet understands that in order for the Goals in these Guidelines to be achieved, private sector development is crucial, and is contingent on a favorable financial outcome to the developer.
- c. Generally, proposals for transit-oriented development of TriMet-owned property should be procured through a competitive selection process or TriMet's unsolicited proposal process.
- d. Community planning efforts should occur and include a consideration of racial equity and how the development is likely to impact the surrounding neighborhoods. Equitable development will be promoted through consideration of affordable housing and anti-displacement strategies, and also by promoting community benefits ranging from M/W/ESB contracting strategies to access to necessary services and amenities.

### 3. Financial

- a. Transit-oriented development should create revenue, capture value, or achieve other efficiencies for TriMet in order to recoup the original investment made by the agency when purchasing the property, and to provide additional resources needed to promote its TOD goals and operate its transit system. TriMet is committed to providing non-monetary assistance to help create successful development and, in certain instances, may provide economic subsidy if it determines that a project would bring a substantial public good.
- b. Work with the development community and jurisdictional partners to identify financial resources that may be available to promote the Goals set out in these Guidelines.
- c. Allocate limited resources where development conditions are viable and partnerships allow for market-responsive implementation.
- d. The evaluation of proposed projects should be based on sound financial parameters and the ability to achieve the Goals set out in these Guidelines. TriMet may, at its discretion, consider the "value capture" component of each project, which might include fare revenue generation, lease payments, increased property tax revenue created, parking revenue, leveraging grant resources and other financial participation, or other benefits.
- e. A portion of revenue generated from transit-oriented development should be retained by the agency in a separate account designed to foster additional transit-oriented development projects on TriMet property and further the goals of these Guidelines.