AGENDA

Planning Committee Meeting
Tuesday, September 24, 2019, 2:00 p.m.
DART Conference Room C - 1st Floor
1401 Pacific Ave., Dallas, Texas 75202

1. Approval of Minutes: August 27, 2019
2. *Briefing on the Second CBD Light Rail Alignment (D2 Subway) Project Status (Amanda Moreno/Tim McKay)
3. *Briefing on D2 Subway Corridor Preservation and Discussion of Possible Purchase, Lease, or Value of Real Property Described as a 4.72-Acre Site in the Vicinity of McKinney Avenue and Old Griffin, and a 1.28-Acre Site and Three Parcels Totaling 0.65 Acres, Both in the Vicinity of Swiss Avenue and Good Latimer Expressway in the Dallas Central Business District (Amanda Moreno/Tim McKay)
4. *Briefing on the Draft 2045 Transit System Plan (Amanda Moreno/Tim McKay)
5. *A Discussion of the Transit Oriented Development Policy (Amanda Moreno/Tim McKay)
6. Identification of Future Agenda Items
7. Adjournment

*This is a Briefing Item Only

The Planning Committee may go into Closed Session under the Texas Open Meetings Act, Section 551.071, Consultation with Attorney, for any legal issues, or under Section 551.072, Deliberation Regarding Real Property for real estate issues arising or regarding any item listed on this Agenda.

This facility is wheelchair accessible. For accommodations for the hearing impaired, sign interpretation is available. Please contact Community Affairs at 214-749-2543, 48 hours in advance.

Chair – Amanda Moreno
Vice Chair – Gary Slagel
Members – Mark Enoch, Doug Hrbacek, Jonathan R. Kelly, Patrick J. Kennedy, Eliseo Ruiz, Rick Stopfer and Paul N. Wageman
Staff Liaison – Tim McKay
MINUTES
DALLAS AREA RAPID TRANSIT
PLANNING COMMITTEE MEETING
August 27, 2019

The Dallas Area Rapid Transit Planning Committee meeting convened at 1:48 p.m., Tuesday, August 27, 2019, at DART Headquarters, 1401 Pacific Avenue, Dallas, Texas, with Chair Moreno presiding.

The following Committee members were present: Amanda Moreno, Doug Hrbacek, Mark Enoch, Jonathan R. Kelly, Patrick J. Kennedy, Eliseo Ruiz, Rick Stopfer, and Paul N. Wageman.

Other Board members present: Jon-Bertrell Killen and Michele Wong Krause.

Others Present: Gary Thomas, Gene Gamez, Tim McKay, Steve Salin, Kay Shelton, Jack Wierzenski, Nancy Johnson, and Yvette Bayer.

1. Approval of Minutes: June 18, 2019

Mr. Hrbacek moved to approve the June 18, 2019, Planning Meeting Minutes, as written.

Mr. Kelly seconded and the Minutes were approved unanimously.

2. *Briefing on the City of Garland Vision for Transit Oriented Development (TOD) and Development of a Memorandum of Understanding*

Chair Moreno recognized the City of Garland Officials in the audience.

Mr. Jack Wierzenski, Director of Economic Development, briefed the Committee (packet on file with the Office of Board Support) as follows:

- Purpose of Today’s Briefing
- DART’s Updated 2015 TOD Policy Includes the Following Purpose:
  - City of Garland Request
  - Garland TOD Study Sites
  - 2005 Downtown Garland TOD
  - 5th Street Crossing Phase I
  - 5th Street Crossing Phase II
  - Downtown Garland TOD (3)
  - Garland Stations and Transit Centers
  - Downtown Garland Station
  - Forest/Jupiter Station
  - City-owned Properties Near the DART Rail Station
  - Lake Ray Hubbard Transit Center
  - South Garland Transit Center
  - City-owned Properties Near the South Garland
  - City-owned Properties Near Lake Ray Hubbard Bus Transit
  - Parking Lot Occupancy Rates
3. **Briefing on the Trinity Mills and Mockingbird Transit Oriented Development (TOD) Timelines**

Mr. Tim McKay, Executive Vice President of Growth and Regional Development, and Mr. Gene Gamez, General Counsel, jointly briefed the Committee (packet on file with the Office of Board Support) as follows:

- **Trinity Mills Timeline (Overhead)**

Mr. Wageman questioned if having three cycles were true to form. Mr. McKay replied yes. Mr. Wageman stressed the Board is interested in having this item completed.

Mr. Hrbacek asked for a listing of the timeline dates. Mr. McKay answered the information for Trinity Mills and Mockingbird would be included in a memo.

Mr. Wageman requested another update in a month. Mr. McKay agreed.

- **Mockingbird Station (Overhead)**

4. **Briefing on the Draft 2045 Transit System Plan and Streetcar Master Plan**

Mr. Gary Thomas, President/Executive Director gave a preamble to this item.

Ms. Kay Shelton, Project Manager of Capital Planning, briefed the Committee (packet on file with the Office of Board Support) as follows:

- **The Future of Mobility**

Mr. Ruiz questioned the purpose of a 2045 Transit System Plan. Mr. Thomas answered, the planning is to see the direction of the agency and to set the Twenty-Year Financial Plan. Mr. Steve Salin, Vice President of Capital Planning, added the Service Plan is required as part of DART’s enabling legislation and the DART Board adopted a policy stating the system plan would encompass long-range planning for the agency.

Mr. Killen asked, when will the discussion happen to determine if the agency is moving too far from mass transit. Mr. Thomas replied there are continuing discussions as to the direction of the agency and the want to lead mobility in all aspects. Mr. Killen requested a briefing of what Mobility As a Service is defined as and what is the investment needed.
Mr. Wageman asked what the McKinney Avenue Trolley (M-Line) was doing to improve their service to meet DART service standards. Ms. Shelton replied the M-Line is looking forward to working with DART but discussions have to occur to increase funding for them to make changes. Mr. Wageman commented that conversation needs to happen with them to increase level of service and the vehicle standards since DART is one of the funding partners. Mr. Wageman requested a reoccurring briefing on the streetcar.

Mr. Wageman questioned the beginning of the $1 fare on the streetcar and who received the fare. Mr. Joe Costello, Chief Financial Officer, stated staff would return with the breakdown of how the fare is allocated and the timeline of implementation.

5. *Briefing on the Second CBD Light Rail Alignment (D2 Subway) Project Status*

Mr. Salin briefed the Committee (packet on file with the Office of Board Support) as follows:

- Today’s Briefing
- D2 Subway Alignment
- Project Purpose
- Project Status Newsletter
- Project Status Highlights (2)
- Proposed Relocation of Deep Ellum Station to Live Oak
- Recent Agency Coordination
- Recent TxDOT Feedback
- City of Dallas Feedback
- Concepts for I-345 Options
• FTA Capital Investment Grant Process
• FTA Coordination

Mr. Wageman stated the funding percentage split change will have to be a Board decision and requested that the decision not be made in haste but to allow the Board to fully understand how a shift would impact the financial plan. Mr. Salin agreed.

Mr. Killen asked when the percentage shift would be presented. Mr. Salin replied the percentages would be released after the first of the year.

6. **Briefing on D2 Subway Corridor Preservation and Discussion of Possible Purchase, Lease or Value of Real Property Described as a 4.72-Acre Site in the Vicinity of McKinney Avenue and Old Griffin in the Dallas Central Business District and a 1.28-Acre Site in the Vicinity of Swiss Avenue and Good Latimer Expressway in the Dallas Central Business District**

Chair Moreno stated that it was 3:21 p.m. on Tuesday, August 27, 2019 and the Dallas Area Rapid Transit Planning Committee was going into Closed Session, under the Texas Open Meetings Act, Section 551.072, which allows deliberation regarding real property for real estate issues, to discuss Agenda Item 6., **Briefing on D2 Subway Corridor Preservation and Discussion of Possible Purchase, Lease or Value of Real Property Described as a 4.72-Acre Site in the Vicinity of McKinney Avenue and Old Griffin in the Dallas Central Business District and a 1.28-Acre Site in the Vicinity of Swiss Avenue and Good Latimer Expressway in the Dallas Central Business District.**

The Committee reconvened into Open Session at 4:00 p.m.

7. **Identification of Future Agenda Items**

There were no future agenda items identified for this committee.

8. **Adjournment**

There being no further business to discuss, the meeting was adjourned 4:01 p.m.

Yvette Bayer
Board Support Analyst

+Same Night Item
*Briefing Item
Agenda Report

DATE: September 24, 2019

SUBJECT: Briefing on the Second CBD Light Rail Alignment (D2 Subway) Project Status

RECOMMENDATION

This is a briefing item. No action is required at this time.

BUSINESS PURPOSE

- Staff will brief the Planning Committee on feedback from recent public and agency involvement activity on the D2 Subway project, urban design options, and restate the urgency of property needs and near-term actions. The briefing will cover input from recent project meetings.

- This briefing will help achieve Board Strategic Priority 4: Expand DART's transportation system to serve cities inside and outside the current service area.

- On October 26, 2006 (Resolution No. 060177), the Board approved the 2030 Transit System Plan (TSP), which included the second CBD alignment and anticipated a revenue service date of 2014.

- On May 2 and 3, 2007, DART held Public Scoping Meetings to initiate the Dallas Central Business District (CBD) Alternatives Analysis/Draft Environmental Impact Statement (AA/DEIS) for the D2 project, also known as the Downtown Dallas Transit Study.

- In March 2010, DART completed the AA/DEIS and circulated the document for a 45-day public review period from April 2, 2010, to May 17, 2010. Two public hearings were held to receive public and agency comments.

- On September 28, 2010 (Resolution No. 100130), the Board approved the FY 2011 Twenty-Year Financial Plan, which deferred the construction of the second CBD alignment to post year 2035.

- In 2012, DART applied for and received a $700,000 Federal Transit Administration (FTA) grant to resume the Alternatives Analysis for the second CBD light rail alignment based on changed conditions.

- Phasing D2 as part of a program of interrelated projects could create an opportunity to implement system capacity enhancements in advance of year 2035 to keep up with regional growth and system demands.

- On February 13, 2013, DART held public meetings to reinitiate the D2 Alternatives Analysis (AA). This phase of the study focused on new and refined alternatives based on AA/DEIS comments, the Dallas 360 Plan (adopted April 13, 2011), modern streetcar planning and development, and potential high-speed rail from Houston to downtown Dallas.
. On September 16, 2014 (Resolution No. 140101), the Board approved the FY 2015 Twenty-Year Financial Plan, which included funding for Phase 1 of the second CBD light rail alignment D2.

. On June 17 and 18, 2015, DART held public meetings to present the preliminary results of the evaluation of nine D2 alternatives, including four original D2 AA/DEIS alternatives, three refined alternatives, and two new alternatives.

. On September 9, 2015, the Dallas City Council passed a resolution only endorsing the B4 Jackson alternative in concept with additional consideration of potential alignment modifications, as specified.

. On September 22, 2015 (Resolution No. 150101), the DART Board of Directors passed a resolution approving Alternative B4: Lamar/Young/Jackson Street as the Locally Preferred Alternative (LPA) for the Second CBD Light Rail Alignment (D2), while continuing to examine LPA routing options and station locations as required by the federal funding process and to review feasibility for an extension of D2, as well as other options, to provide access to the Dallas Convention Center and high-speed rail.

. On September 30, 2015, DART submitted the appropriate materials to FTA to obtain a project rating that would identify the D2 project in the President's FY 2017 Budget.

. On November 5, 2015, DART received authorization from FTA to enter the Project Development phase as a Core Capacity project under the FTA Capital Investment Grant Program.

. In February 2016, DART received a favorable rating from FTA, including Medium-High scores on Project Justification Rating, Local Financial Commitment Rating and Overall Project Rating.

. During Summer 2016, there was increasing stakeholder concern about the potential impacts of a mostly surface-running D2 alignment.

. On September 2, 2016, DART submitted the annual Core Capacity Program Submittal: Project Development Update to FTA to obtain a project rating that would identify the D2 project in the President's FY 2018 Budget.

. On October 11, 2016, the Dallas City Council approved a resolution requesting that D2 be refined as a subway project between Woodall Rodgers Freeway and IH 345.

. On October 25, 2016, the DART Board approved the FY 2017 Twenty-Year Financial Plan, which included budget and direction to pursue a subway option for the D2 Project.

. On January 19, 2017, DART hosted public meetings to share the LPA refinement process, ask for subway alignment suggestions, and lay out the refinement schedule.

. On April 18, 2017, DART hosted public meetings to share status of LPA refinement process and the remaining alignments being reviewed.

. On April 19, 2017, DART participated in a design charrette to provide input to urban design near Deep Ellum at the proposed D2 Subway Swiss Ave. connection.

. On May 8, 2017, DART staff presented project updates to a joint meeting of the City of Dallas Transportation and Trinity River Project Committee and the DART Board of Directors. Projects included in the update were D2 Subway, Dallas Central Streetcar Link, DART Bus Comprehensive Operations Analysis, and the Cotton Belt Regional Rail Project.
A “Medium-High” project rating was received from FTA in their 2017 Report to Congress. A revised project submittal was submitted to FTA in September 2017 for the refined LPA.

On June 21, 2017, DART staff hosted public meetings to share the remaining subway alternatives, discuss key issues and opportunities along the remaining routes, and request input on route preference and key considerations for Dallas Streetcar expansion in Downtown Dallas.

On June 22, 2017, DART staff hosted a Facebook Live event as part of its public involvement efforts. Staff shared the remaining subway alternatives and answered questions related to the project.

On September 13, 2017, the Dallas City Council approved Resolution No. 171426, which endorsed the Victory/Commerce/Swiss Alternative in concept with additional consideration of potential alignment modifications as the preferred D2 alternative.

On September 26, 2017 (Resolution No. 170101), the DART Board of Directors approved the Commerce Alternative as the Locally Preferred Alternative (LPA) for the Second CBD Light Rail Alignment (D2), using the Victory and Swiss Avenue connection points, where DART will continue to examine LPA routing options along Pacific and Elm.

In February 2018, DART’s D2 Project received a “Medium-High” project rating from FTA in their 2018 Report to Congress.

On March 20, 2018, DART received a letter from FTA denying DART’s request to extend Project Development until November 2019. FTA withdrew DART’s D2 Subway project from the Capital Investment Grants (CIG) program with the recommendation that DART reapply for Entry into Engineering at a later date.

On June 21, 2018, DART’s D2 Subway Project Team kicked off the Project Development phase public involvement effort with its first Stakeholder Meeting, establishing the foundation for subsequent Focus Area meetings.

On August 8, 9, 21, 22, and 23, 2018, DART’s D2 Subway Project Team held its first round of Focus Area meetings for the five Focus Areas, including: Deep Ellum, Victory-Perot Museum area, CBD East, Commerce and Metro Center, respectively.

On September 12, 2018, the D2 Subway Project Team held its first round of public meetings, one at noon and one in the evening, at DART Headquarters. The material presented included: description of the locally preferred alternative (LPA), Project Development (PD) scope and schedule, Federal/PD process, environmental factors, and station portal suggestions made by stakeholders. A video taping of the meeting is available on the project website.

On August 29 and September 20, 2018, DART participated in work sessions with Victory Park stakeholders to provide input to station planning and urban design in and around the proposed D2 Subway Museum Way Station area.

On October 24, 2018, the D2 Subway Project Team held its second Stakeholder Committee Meeting, where the Committee was updated on engineering, architectural and environmental progress. They were also presented with results of a planning level evaluation of an alternative alignment for the CBD East area.

On November 30, 2018, the D2 Subway Project Team briefed the City of Dallas Urban Design Peer Review Panel on the project status, where the emphasis and subsequent discussion was on Focus Area meeting results, alignment refinement considerations and urban design issues.
. On January 4, 2019, the D2 Subway Project Team completed an 18-day online project survey (usage, opinions, preferences).

. On April 10, 2019, the D2 Subway Project Team held an Open House for City of Dallas Staff at City Hall where the staff viewed the 10% design package (engineering, architectural and environmental progress).

. On April 18, 2019, the D2 Subway Project Team held its second Stakeholder Committee Meeting, where the Committee was updated on the 10% design package (engineering, architectural and environmental progress).

. On April 25, 2019, the D2 Subway Project Team held its second round of public meetings, one at noon and one in the evening, at DART Headquarters. The material presented included: updates on the 10% design package (engineering, architectural and environmental progress).

. From May through September 2019, DART staff has had bi-weekly interagency coordination meetings with the City of Dallas, Texas Department of Transportation (TxDOT) and North Central Texas Council of Governments (NCTCOG) staff to discuss the project and interface with the IH 345 Feasibility Study.

. On August 29, 2019, DART staff submitted a letter and supporting information to the FTA on our interest to re-enter the Capital Investment Grant (CIG) program and work towards entry into Engineering during 2020.

. On September 5, 2019, DART staff briefed the Dallas Park and Recreation Board on the proposed approach to construct the Commerce Station from Pegasus Plaza and incorporate a permanent station headhouse on the site. The Park and Recreation Board approved a resolution on September 19, 2019 to continue to advance this concept.

. DART continues to advance towards 20% preliminary design and is preparing a Supplemental Draft Environmental Impact Statement (SDEIS).
Agenda Report

DATE: September 24, 2019

SUBJECT: Briefing on D2 Subway Corridor Preservation and Discussion of Possible Purchase, Lease, or Value of Real Property Described as a 4.72-Acre Site in the Vicinity of McKinney Avenue and Old Griffin, and a 1.28-Acre Site and Three Parcels Totaling 0.65 Acres, Both in the Vicinity of Swiss Avenue and Good Latimer Expressway in the Dallas Central Business District

RECOMMENDATION

This is a briefing item. No action is required at this time.

BUSINESS PURPOSE

. Staff will brief the Planning Committee on issues related to D2 Subway Project Corridor Preservation.

. This briefing will help achieve Board Strategic Priority 4: Expand DART's transportation system to serve cities inside and outside the current service area.

. On September 26, 2017 (Resolution No. 170101), the DART Board of Directors approved the Commerce Alternative as the Locally Preferred Alternative (LPA) for the Second CBD Light Rail Alignment (D2 Subway), using the Victory and Swiss Avenue connection points, where DART will continue to examine LPA routing options along Pacific and Elm.

. DART continues to advance towards 20% preliminary design for the D2 Subway, and is preparing a Supplemental Draft Environmental Impact Statement (SDEIS) that will include information on real estate needs for the alignment and stations.
DATE: September 24, 2019

SUBJECT: Briefing on the Draft 2045 Transit System Plan

RECOMMENDATION

This is a briefing item. No action is required at this time.

BUSINESS PURPOSE

. Staff will brief the Planning Committee on the development of the Draft 2045 Transit System Plan, with an emphasis on Mobility as a Service (MaaS) trends and how technology and new services factor into future opportunities and policy considerations.

. This briefing will help achieve the Board Strategic Priority 2: Optimize and preserve (state of good repair) the existing transit system; and Priority 3: Optimize DART's influence in regional transportation planning.

. On October 24, 2006 (Resolution No. 060177), the 2030 DART Transit System Plan was approved by the DART Board of Directors.

. DART staff updates the Transit System Plan on a regular basis to reflect new and changed conditions.

. An update to the DART Transit System Plan was initiated in 2014 for a horizon year of 2040. Based on additional time needed to address DART Board of Director requests, as well as to align with the North Central Texas Council of Governments (NCTCOG) Metropolitan Transportation Plan (MTP) Mobility 2045, the horizon year was extended to year 2045. The update will assess potential services, programs, and projects through this timeframe, and is closely coordinated with the Twenty-Year Financial Plan.

. On May 27, 2014, the DART Planning Committee was briefed on a phased approach to the 2040 Transit System Plan, data availability, coordination with the NCTCOG Mobility 2040 Plan development, and schedule. Phase 1 included a Comprehensive Operations Analysis (COA) and Phase 2 entails assessment of longer-range capital programs and projects through the year 2040.

. Numerous briefings have been made to the Planning Committee on the 2040 Transit System Plan Phase 1 COA effort, which resulted in a Draft Bus Service Plan outlining recommendations to improve efficiencies and ridership. Public and stakeholder input, as well as extensive data analysis, were the basis for the draft COA recommendations.

. The DART Board was provided a copy of the Draft 2040 Transit System Plan for review and comment on May 26, 2017. At that time, staff was continuing to refine the document and would incorporate Board comments prior to distribution to the public.
. On June 6, 2017, the Committee-of-the-Whole approved a draft resolution to distribute the Draft 2040 Transit System Plan to the public and service area cities for review and comment. This resolution was not forwarded to the DART Board for consideration pending continued review and discussion of the draft plan by the current DART Board of Directors.

. An updated Draft 2040 Transit System Plan was provided to the DART Board on October 20, 2017. However, additional time was requested by the DART Board to refine the bus service strategy and review bus service standards, develop additional high capacity corridor evaluation criteria, and assess additional opportunities, such as new technology and streetcar.

. DART Service Planning staff reviewed bus service standards with the DART Board from December 2017 through September 2018. Revised service standards were approved by the DART Board in October 2018.

. Based on the February 2019 DART Board Workshop, DART staff is advancing a Bus Service Plan effort that will examine ridership vs. coverage-based scenarios and incorporate a robust stakeholder involvement plan. The Bus Service Plan will be developed during FY2020. This new approach results in a revised schedule for development of the 2045 Transit System Plan during FY2020 to align with and integrate the Bus Service Plan.

. DART staff continues to develop other elements of the Transit System Plan including an update of the high capacity corridor evaluation, and a Streetcar Master Plan. A Transit System Plan Progress Report was published in June 2019 to provide an interim report while the new Transit System Plan and Streetcar Master Plan are in development.

. Staff will present information on MaaS and technology trends in the transit industry, and what that may mean for DART in the future.
DATE: September 24, 2019

SUBJECT: A Discussion of the Transit Oriented Development Policy

RECOMMENDATION

This is a briefing item. No action is required at this time.

BUSINESS PURPOSE

. During a previous Planning Committee meeting, a member of the Committee proposed that the Committee engage in a discussion of the Transit Oriented Development (TOD) Policy (copy attached). The current TOD Policy was initially developed as a Joint Development Policy in 1989, and in 2008 it was updated and designated as the Transit Oriented Development Policy. In 2015 the then Board TOD Committee reviewed and updated the 2008 TOD Policy. Staff will present the 2015 TOD Policy to the Committee for discussion.

. This briefing item will help achieve the Board Strategic Priority 2: Optimize and preserve (state of good repair) the existing transit system, and Priority 6: Innovate to improve levels of service, business processes and funding.
Section 1. Purpose

DART is the steward of a significant public investment which includes important real property assets. These real property assets can also be used to leverage the viability of the transit system and to add to its value to the community. Continuing expansion and maturation of the transit system along with federal, regional and local initiatives that direct and concentrate transit oriented development and urban infill around transit facilities enhance the value of these assets. DART seeks to work in close partnership with its service area cities to identify and implement TOD opportunities. Promoting quality Transit Oriented Development on or near the DART transit system can impact the quality of life, attract riders and generate new opportunities to create direct and indirect revenue for DART, and environmentally sustainable livable communities that are focused on transit accessibility.

Section 2. Definitions

2.1 Transit Oriented Development (TOD) is characterized by the integration of transit facilities or elements, either bus or rail, throughout the development of intensive, high quality uses oriented towards DART facilities by others and/or development which is located adjacent to a transit facility. Transit Oriented Development shares a functional or financial relationship to the transit system.

2.2 Joint development is a subset of TOD and is development in which DART has a formalized relationship with a developer for land use, infrastructure improvements, and shared facilities.

2.3 Livable Communities are places where transportation, housing and commercial development investments have been coordinated so that people have access to adequate, affordable and environmentally sustainable travel options.

2.4 Sustainable Development meets the needs of the present without compromising the ability of future generations to meet their own needs.

Section 3. Goals

DART recognizes that Transit Oriented Development can be a means to accomplish the following goals:

3.1 Enhance the quality of life through the coordinated development of accessible pedestrian and non-motorized environments at transit stops and stations.

3.2 Increase transit ridership through the coordinated planning of land use and quality development projects on and around DART station properties and along DART transit routes and corridors.
Transit Oriented Development Policy

3.3 Enhance the value of DART real property and other assets by designing transit facility access, and circulation to accommodate future TOD while maintaining accessibility and visibility to transit.

Section 4. TOD Strategies

4.1 DART seeks to foster cooperative relationships with other governmental entities, local communities, and the private sector for the development of comprehensive development plans, station area plans, property acquisition and disposition, and development of financial strategies and tools such as assessment districts, tax increment finance districts, or improvement districts, any of which may be located on and off DART property.

4.2 DART seeks to coordinate planning efforts with other governmental entities and communities in the DART service area early on in the development process to enhance multi-modal access to and from DART stops and stations and ensure appropriate transit supportive uses.

4.3 DART seeks to enhance the future value of planned DART facilities for TOD through one or more of the following:
   a. strategic acquisition of property to capture potential TOD opportunities;
   b. early design of transit facility elements such as, parking, circulation, and access;
   c. platform and infrastructure placement and orientation, in anticipation of reallocating surface parking spaces to incorporate eventual transit oriented uses. When feasible, these spaces should be integrated into TOD through the use of shared parking structures.

4.4 DART seeks to encourage direct connections to transit stops and stations from surrounding development. Projects shall be consistent with City/Community TOD policies and plans.

4.5 DART seeks to use the appropriate method of disposing of DART real property for Transit Oriented Development projects to achieve specific development objectives and demonstrate a benefit to DART.

Section 5. Implementation Process

The President/Executive Director or his designee shall develop written procedures necessary to fully implement this Policy.