A Discussion of DART’s Transit Oriented Development Policy

Planning Committee
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Purpose of Today’s Briefing

- At a previous Planning Committee meeting a committee member proposed that the Committee engage in a discussion of the current Transit Oriented Development (TOD) Policy
- The current TOD Policy was updated in 2015. The initial Joint Development Policy was created in 1989 and first updated as the Transit Oriented Development Policy in 2008
2015 TOD Policy Summarized
DART’s TOD Policy Includes the Following Three Goals:

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

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

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.

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.
TOD Policy Strategies

• The Policy outlines TOD strategies
  – Foster cooperative relationships with public entities and private developers
  – Coordinate planning efforts early to enhance multi-modal access and appropriate transit supportive uses
  – Enhance the future value of DART facilities for TOD through:
    o Strategic acquisition of property
    o Early design
    o Infrastructure placement in anticipation of reallocating and integrating surface parking to TOD
    o Encourage direct connections from developments
    o Use the appropriate method to dispose of DART property for TOD and demonstrate benefits
Planning Committee Discussion

• During the course of the past several months, members of the Planning Committee have identified topics of interest about which they desired the committee to discuss
• The objective of such discussions would be the potential inclusion of some of those topics in DART’s TOD Policy
• Topics that the committee members indicated an interest in are as follows:
  I. Workforce/affordable housing
  II. Reduced parking requirements
  III. Station area and master plans for land-use densification including pedestrian and bicycle access for both new development and redevelopment property
2015 TOD Policy
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.
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 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.