

Transit Oriented Development Policy

DATE ISSUED: October 24, 1989
Resolution No. 890135
Amended by Resolution: 080131, 150106, 200033
Policy No. IV.03 (Planning)

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 Transit Oriented Development (TOD) opportunities which reflect service area cities land use, housing, parking, and other related goals and policies. Promoting quality transit oriented development on or near the DART transit system can elevate 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 walkable by design and 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 or service area city 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 transit and housing options.

2.4 Walkable by design is to create linked clear and continuous pedestrian circulation with buildings, transit, and open space oriented to the sidewalks and with parking located behind or under the building.

2.5 Shared parking is parking that serves multiple destinations within walking distance and accommodates various uses that have high demand during different periods of the day.

2.6 Parking structures designed for alternative future uses are parking structures designed with horizontal floors, comfortable floor to ceiling heights and loading capacity to accommodate another structural use such as housing, office, or retail.

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

Transit Oriented Development Policy

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.
- 3.4 Contribute to the on-going economic vitality of service area cities while expanding opportunities for a broad range of housing and employment options serving increasingly diversified populations.

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, innovative approaches to parking, 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 the development of livable communities at or around DART transit facilities through 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 and/or use of underutilized parking spaces 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 designed for alternative future uses.
- 4.4 DART seeks to encourage direct connections, including pedestrian and alternative modes, 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, incorporate service area cities' housing goals, and demonstrate a financial benefit to DART.

Transit Oriented Development Policy

Section 5. Implementation Process

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