

# Transit Oriented Development Policy

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## 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 member cities to identify and implement TOD opportunities. By promoting high quality Transit Oriented Development on and near DART owned properties, the transit system can attract riders and generate new opportunities to create revenue for DART, and environmentally sustainable liveable 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.

## Section 3. Goals

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

- 3.1 Increase transit ridership through the coordinated planning of land use and development of properties at and/or near DART stops, stations and transit centers.
- 3.2 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.
- 3.3 Encourage intensive, high quality development projects on and around DART station properties and along DART transit routes and corridors.
- 3.4 Enhance the quality of life at and around DART stations through the coordinated development of accessible pedestrian and non-motorized environments at transit stops and stations.
- 3.5 Use the appropriate method of disposing of DART real property for Transit Oriented Development projects to achieve specific development objectives and demonstrate a fiscal benefit to DART.

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### Section 4. TOD Strategies

- 4.1 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.
- 4.2 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.
- 4.3 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.
- 4.4 DART seeks to cooperate 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 stations.
- 4.5 To the extent allowed, DART seeks to use Transit Oriented Development revenues to support additional Transit Oriented

Development projects, programs and infrastructure on DART property.

### Section 5. Approval of DART Participation in Transit Oriented Development Projects

DART will use the strategies set out in this section to accomplish its Transit Oriented Development goals when soliciting and evaluating specific Transit Oriented Development projects.

- 5.1 Developer and/or member city inquiries to discuss the following shall be directed to DART staff responsible for TOD:
- a. the feasibility or potential partnerships for development of TOD at specific DART stations;
  - b. availability of DART property for TOD;
  - c. or development of specific plans for future TOD projects
- 5.2 DART Staff will periodically brief the DART Board or the committee of the Board that has responsibility for TOD on potential development partnerships and interest in development of specific DART facilities.
- 5.3 Following review with the committee, DART staff will prepare a solicitation for TOD of DART property.
- 5.4 Solicitation of proposals for Transit Oriented Development on DART owned property shall be through an appropriate selection process that will result in a favorable outcome for the agency.
- 5.5 The Board shall consider the nature of the TOD and the recommendation of TOD staff and shall determine which of the two following solicitation methods is appropriate for use in the particular situation:
- a. The Standard Developer Solicitation Method consists of a comprehensive

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pre-solicitation process that is used to gather and organize the necessary information to place DART in a position of strength to negotiate a Development Agreement. Following the pre-solicitation process, a Two-Step Request for Qualifications (RFQ) / Request for Proposals (RFP) approach shall be used as a tool to evaluate and rank potential development teams.

- b. The Streamlined Developer Solicitation Method allows DART to expedite the process to identify a development team. After an accelerated pre-solicitation process, the RFQ and/or RFP approach shall be used as a tool to evaluate and rank potential development teams.

5.6 From time to time, development teams and/or landowners may approach DART with TOD opportunities. In these instances, the Board may authorize an alternate method in which DART staff will evaluate the opportunity. Such evaluation may include meeting with stakeholders and other interested parties, and performing financial and market analyses. Following presentation of the results of the evaluation, the Board may authorize negotiations with the potential private partner.