

Transit Agencies' Role

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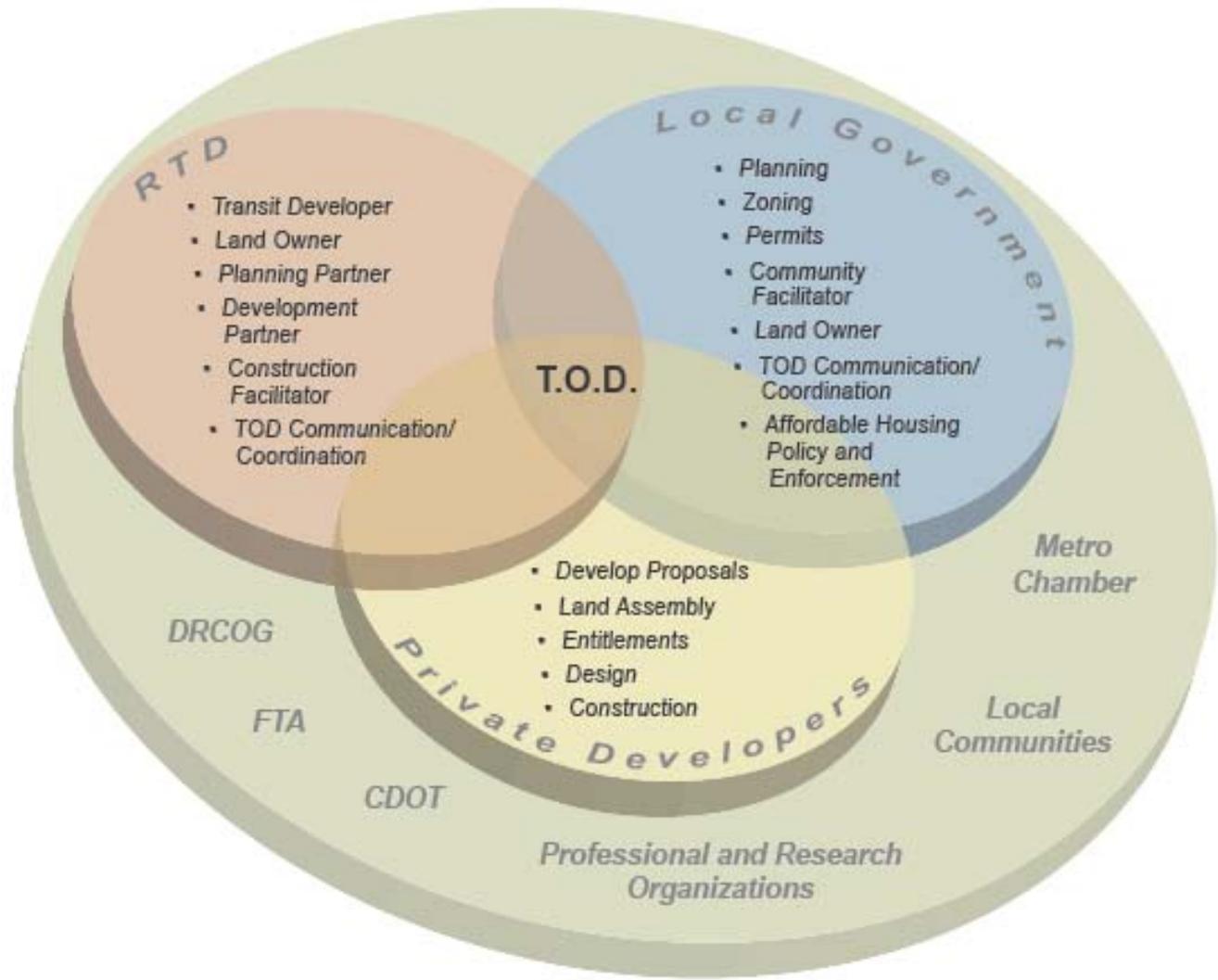


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TOD Manager

Presentation Overview

- Role of Transit Agency in TOD
- How TOD fits in with Transit projects
- Challenges for transit agency with TOD
- Bridging the gap between policy and design for TOD
- DART perspective on TOD
- New DART TOD policy
- TOD impact in Dallas

Roles in TOD Process



TOD and Project Development

	PHASE 1	PHASE 2	PHASE 3
Project Development Process	<i>DEIS/EA (Including Alternatives Analysis & Basic Engineering)</i>	<i>PE/FEIS/ Environmental Decision Document</i>	<i>Final Design & Construction</i>
T.O.D. Process	<i>T.O.D. Assessment</i> <i>Start Station Area Planning</i>	<i>Adopt Station Area Plans</i> <i>Corridor-wide T.O.D. Workshops</i>	<i>Implementation</i> <ul style="list-style-type: none"> • <i>adopt new zoning</i> • <i>public/private partnerships</i> • <i>design/construction</i>

Challenges for Transit Agencies

- Most transit agencies do not have land use powers
- Primary mission – operating a transit system – can be in conflict with TOD
- Current federal funding process still emphasizes vehicle access over TOD

Bridging Gap between Policy and Design

- Most TOD policies need more teeth to be taken seriously
- RTD created Transit Access Guidelines to establish flexibility in design to accommodate TOD
 - Focus is on balancing access
 - Endorsed by APTA Urban Design Committee
 - Establishes design standards and guidelines for stations

Why DART Is Involved In Economic Development

Mission Statement:

To build and operate a safe, efficient and effective transportation system that, within the DART Service Area, provides mobility, improves the quality of life and stimulates economic development ...

DART's Philosophy

- Each station is unique – development is specific to site
- Any unsolicited interaction with developers is critical and encouraged
- Think outside the box - different approaches to integrating development
- Partnership / coordination with member cities and other government entities is essential



DART's Role in TOD

- **Lead the way in early stages of LRT Planning**
- **Incorporate TOD objectives into Station Area Planning**
 - **Transit**
 - **Land Use**
 - **Pedestrian/Auto Accessibility**
- **Leverage DART Real Property Assets to:**
 - **Direct and concentrate TOD and urban infill around transit facilities, develop new ridership**
 - **Enhance value and maximize function of transit facilities**
 - **Develop future revenue streams with TOD**
- **Identify Potential Funding Sources for Added Amenities**
 - **Coordinate with member cities and developers- TIFs, PIDs, bond projects, and sponsor grant proposals**

Early Joint Development Policy October 24, 1989

- **Standard approach focused on station site, integration of transit facility with future real estate development by others and/or disposition of DART owned.**
- **Staff identifies Joint Development opportunities, informs Board of Directors, pursues opportunities, and negotiates Joint Development agreement. Board approves agreement.**

Coordination

Execute inter-local agreements with member cities to deal with city growth policies, rail alignment, facilities, station area planning, and joint development.

New Approved TOD Policy

August 2008

Purpose

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.... generate new opportunities to create revenue for DART, and environmentally sustainable livable communities that are focused on transit accessibility.

New Approved TOD Policy

August 2008

Goals and Strategies

- TOD to use real property assets to leverage the viability of the transit system and add to its value to the community.
- Direct and concentrate TOD and urban infill around transit facilities and enhance the value of these assets.
- Generate new opportunities to create revenue for DART.
- Foster cooperative relationships with governmental entities, local communities, and the private sector.
- Identifies TOD staff as agency point of contact for developers regarding TOD and related issues.

New Approved TOD Policy

August 2008

Goals and Strategies (continued)

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.

New Approved TOD Policy

August 2008

Goals and Strategies (continued)

- 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.
- Developer and/or member city inquiries to discuss the following shall be directed to DART staff responsible for TOD:
 - ✓ the feasibility or potential partnerships for development of TOD at specific DART stations;
 - ✓ availability of DART property for TOD;
 - ✓ or development of specific plans for future TOD projects
- Identifies RFP/Q or unsolicited proposal process.

I. Solicitation Process

- A. Standard Developer - solicitation involves a comprehensive pre-solicitation on the part of DART consisting of such elements as a station area plan, market analysis, financial feasibility, phasing plan. Staff issues RFQ and/or RFP.
- B. Streamlined approach – Staff develops project objectives and vision, issues RFQ and/or RFP.

II. Unsolicited Proposal

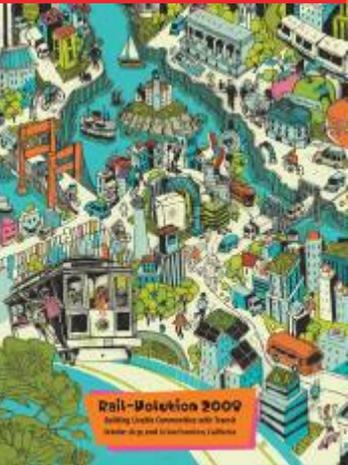
- A. Under certain circumstances DART staff may evaluate an unsolicited proposal, meeting with stakeholders and interested parties and performing financial and market analysis.
- B. Upon presenting the results of this evaluation, the Board may authorize negotiations with the potential private partner.

\$4.26 Billion in Transit-Oriented Development



November 2007 UNT Study

- \$4.26 billion in TOD as of 2007
- Estimated state and local tax revenues associated with TOD \$127 million annually
- Property tax, sales tax, and state tax (non-DART properties)



TOD Policy and TOD Guidelines

San Francisco
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Can be found @

www.DART.org/about/EconomicDevelopment



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