



Recent Transit Oriented Development Projects

NCTCOG TOD Task Force
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Jack Wierzenski, Director Economic Development





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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 improve 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 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.

3.3.4 Contribute to the on-going economic vitality of service area cities while expanding opportunities for a broader 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, ~~and~~ incorporate service area cities affordable and workforce housing goals, 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.

A yellow and black bus is parked on a city street. The bus has an advertisement on its side featuring a woman's face and the text "FALLS CHURCH". The background shows several tall, modern buildings with glass facades under a blue sky with clouds. The entire image has a light blue overlay.

Workforce/Affordable Housing

Workforce and Affordable Housing in TOD's

- The need for transit access among low-income populations across the region is significant. Low-income households are less likely to own a car and more likely to depend entirely on public transit to access a wide range of destinations—from work and shopping to daycare, education, and social services
- Transit station areas and TOD projects are great locations for workforce and affordable housing units. The inclusion of workforce and affordable housing in TODs offers the following benefits:
 - Provides residents with ready access to transit and other alternative forms of transportation, reduces auto dependence, and lessens travel costs
 - Builds system-wide ridership by improving transit access for those most reliant on public transportation services
 - Helps lower combined housing and transportation costs for low- and moderate-income residents
 - Improves economic self-sufficiency by providing accessible and reliable access to employment, education, healthcare, and support service destinations across the North Texas Region
 - Provides for a wider range of housing choices and price points than may be found in auto-oriented communities

A yellow and white bus is parked on a city street. The bus has a large advertisement on its side featuring a woman's face and the text "FALLS CHURCH". The number "41041" is visible on the front of the bus. In the background, there are several tall, modern skyscrapers with glass facades. The sky is blue with some clouds. The entire image has a light blue overlay.

Reduced Parking Requirements

DART Parking Utilization

- DART Station Parking
 - DART has been monitoring utilization of DART owned parking facilities for over a year
 - Most facilities are underutilized, in many cases significantly (39% average in 2019)

DART Parking Utilization (continued)



Potential Strategies

- DART
 - Explore the potential to reduce the size of or repurpose underutilized DART owned parking facilities
- Service Area Cities
 - Right size parking requirements in TOD areas based on observed local utilization data and development context
 - Adopt parking policies supporting the right-sizing of parking and implementation of districtwide parking management programs for TOD projects and DART station areas
 - Incentivize shared parking, with facilities that are consolidated to maximize efficiency and include on-street parking in the supply calculation
 - Encourage the use of programs and technologies, e.g. district-wide parking pricing and management initiatives and use of automated space availability monitoring and guidance apps, to maximize the use of available spaces
 - Consider long term potential of conversion of parking facilities to other land uses as increased non-automobile modes and autonomous vehicles reduce demand for individual, on-site parking spaces



TOD Guidelines Update

A yellow and black bus with the number 41041 is parked on a city street. The bus has a large advertisement on its side featuring a woman's face and the text "FALLS CHURCH". The background shows several tall, modern skyscrapers under a blue sky with some clouds. The entire image has a light blue overlay.

Station Area Master Plans for Land-Use

Station Area Planning

- DART works in close partnership with its service area cities to identify and implement TOD opportunities to promote quality Transit Oriented Development on or near the DART system
- DART continues to work with its service area cities, local communities, and the private sector to develop comprehensive development and station area TOD plans both on and off DART properties
- DART coordinates with its service area cities early on in the design process to plan for station areas that will coordinate the facility, circulation, and access
- Each station area plan takes into account the surrounding land-uses, density, community, accessibility, and opportunities that reflect the context of development potential in the type of station area to plan for established Station Typologies. DART has identified 6 different Station Typologies within the transit system that identify the station area characteristics

TPOLOGY CHARACTERISTICS



West End Station

● Urban Core

- Highly urban environments along pedestrian priority streets
- Little to no building setbacks
- High levels of activity
- A mix of uses on upper building floors with an emphasis on employment intensive and transit-supportive uses:
 - Office
 - Commercial
 - Educational
 - Lodging
 - Multi-family residential.
- Parking is accommodated on-street and in midblock structured parking
- Walking is the predominant mode of transit access

TYPOLGY CHARACTERISTICS



Victory Station

● Urban Districts

- Transit-served neighborhoods adjacent to downtown Dallas
- Developed around traditional patterns of urban streets and blocks
- Mix of moderate density residential and retail uses
- The patterns and scale of development supports the potential for reduced parking requirements
- The overall scale of development is less dense and TOD investments are likely to be moderately infill and redevelopment projects
- Walking and bicycling are the predominant modes of transit access

TYPOLGY CHARACTERISTICS



Downtown Plano Station

● Downtowns & Town Centers

- Highly urban environments with mixed use buildings
- Ground-level storefronts and primary building entries along pedestrian priority streets
- Buildings have little to no building setbacks
- High levels of activity
- Mix of uses on upper building floors
- Streetscapes and public spaces support pedestrian mobility
- Walking is the predominant mode of transit access

TPOLOGY CHARACTERISTICS



Park Lane Station

● Community Centers

- Local activity centers in a suburban context
- A mix of commercial and multifamily residential uses near a transit station
- Smaller in scale than downtowns or town centers
- Transition quickly to abutting lower density residential or commercial areas
- Walkability may be limited
- Park and ride amenities are often accommodated
- To facilitate car access to transit in addition to walking and bike access
- Walking, bicycling, and personal vehicle are the predominant modes of transit access

TYPOLGY CHARACTERISTICS



DFW Airport Station

○ Destination Districts

- Areas with an exclusive or predominant use, destination districts typically include large structures often arranged in a campus setting
- Complementary secondary uses may include
 - Retail
 - Personal services
 - Restaurants
 - Lodging
- Walking is the predominant mode of transit access

TYPOLGY CHARACTERISTICS



Royal Lane Station

● Other

- Areas that do not currently exhibit TOD characteristics, including industrial districts and areas with auto-oriented uses and building types
- Further planning and evaluation required to determine TOD potential and applicable typology
- Driving and Park and Ride are the predominant modes of transit access

TPOLOGY SYSTEM MAP

- Urban Core
- Urban Districts
- Downtowns & Town Centers
- Community Centers
- Destination Districts
- Other



Potential Strategies

- DART
 - Continue to collaboratively work with service area cities to develop station area TOD plans, update existing TOD plans if necessary, and develop TOD supportive ordinances and regulations
- Service Area Cities
 - Develop station area supportive TOD plans, ordinances and regulations



TOD Projects Moving Forward

A photograph of a city street scene with several tall skyscrapers in the background. In the foreground, a yellow and white bus is partially visible. The image is overlaid with a semi-transparent blue rectangle containing the title text. The text is in a bold, dark blue font with a white outline. The background shows a clear sky with some clouds and a paved street with a crosswalk.

Mockingbird Station Transit Oriented Development

MOCKINGBIRD STATION

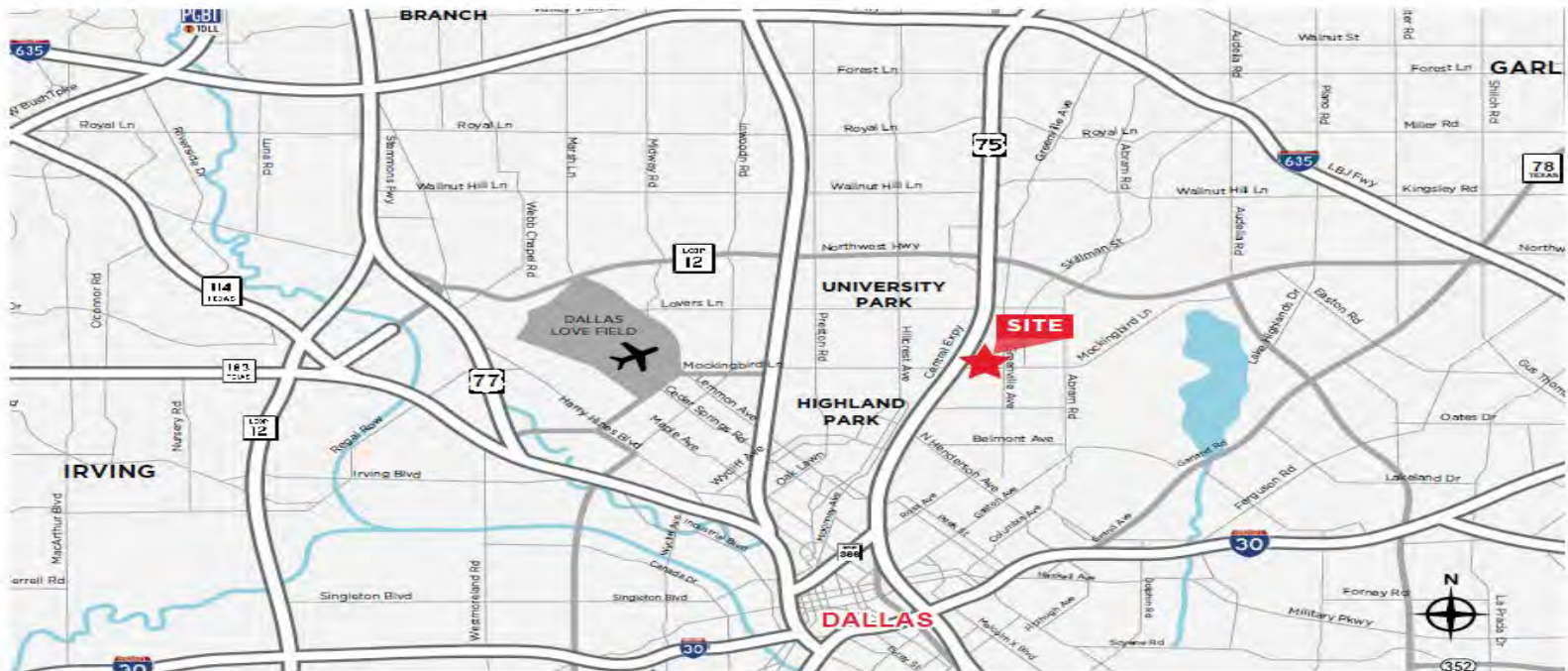
#01
SCORE 87



Background of Mockingbird Station East

Site Location

PROPERTY OVERVIEW



CUSHMAN & WAKEFIELD

19

Trammell Crow Vision and DART Parking

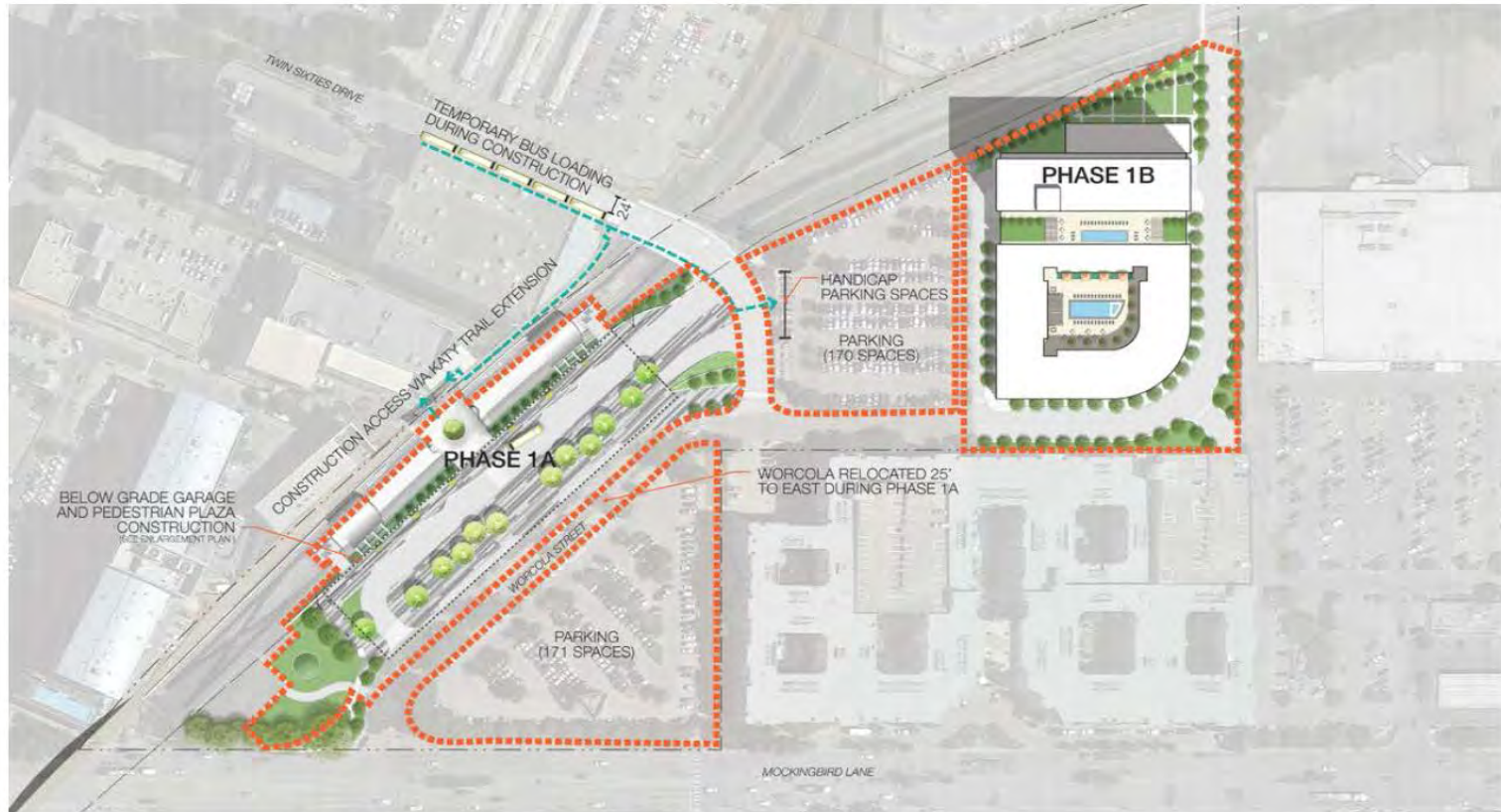


Trammell Crow Site Plan

Trammell Crow Site Plan



Project Phasing – Phase 1

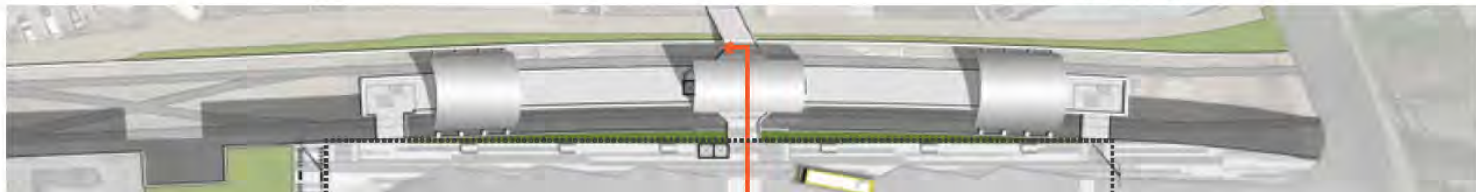
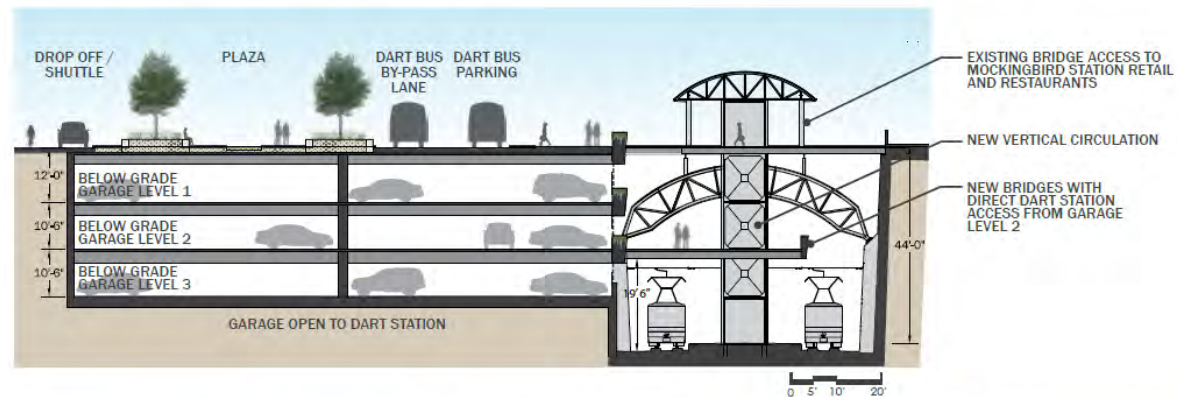


Project Phasing – Phase 2



DART Parking Structure

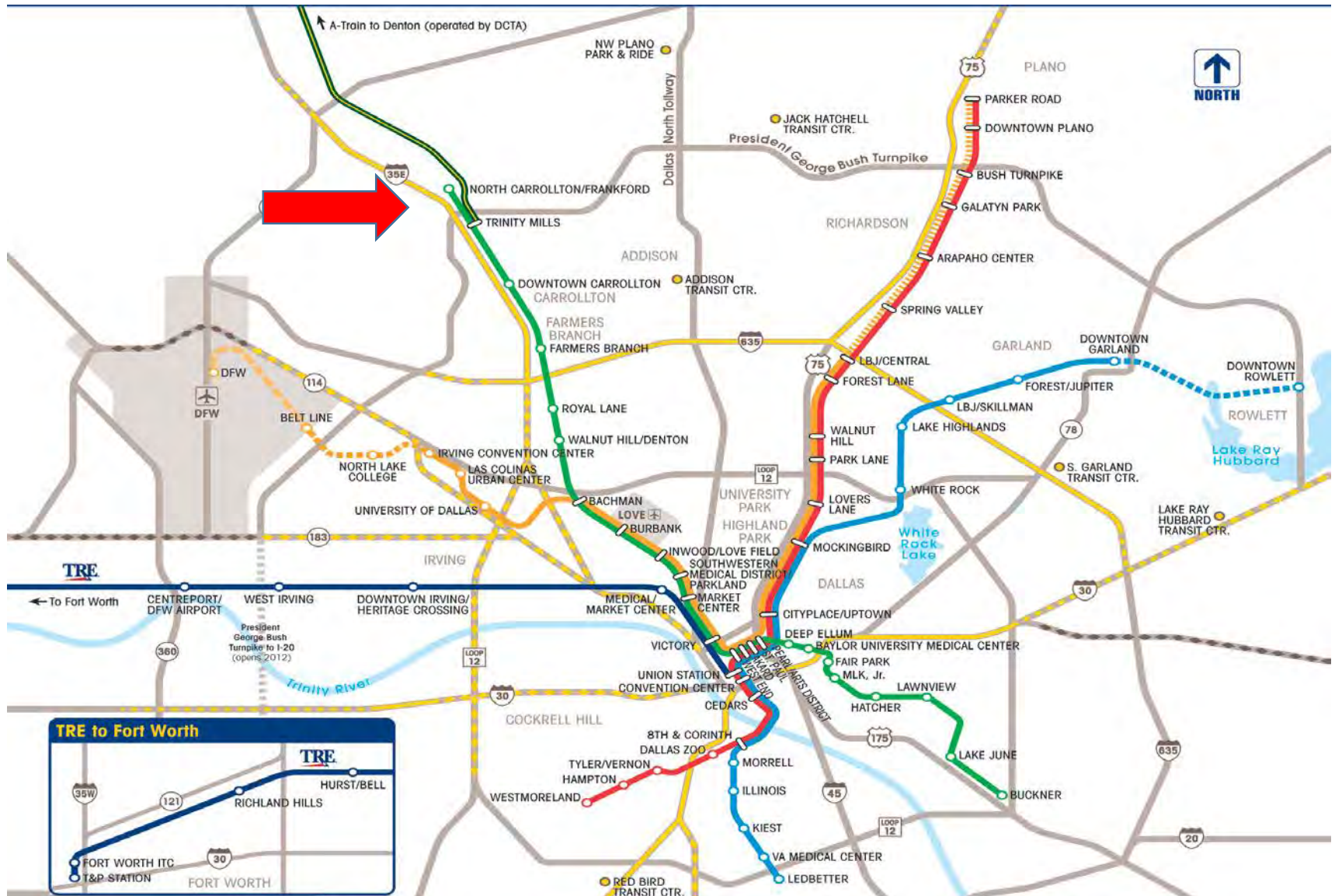
DART PARKING STRUCTURE SECTION



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Trinity Mills Station Joint Development

Trinity Mills Site



Trinity Mills Site (continued)



Trinity Mills Site (continued)



Developer Vision for the Trinity Mills Site - Integral Urban LLC Development Vision



Developer Vision for the Trinity Mills Site - Integral Urban LLC Development Vision (continued)





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