



Transit-Oriented Development Task Force Meeting

March 27, 2019



**North Central Texas
Council of Governments**

Agenda

1. Webinar: “Potential Impacts of City-Level Parking Cash-Out and Transit Benefit Ordinances”
2. FTA Planning Pilot for TOD Update
3. City of Richardson - Collins/Arapaho TOD Innovation District
4. NCTCOG Multi-Modal Performance Measures



FTA Planning Pilot for TOD Update

Travis Liska - NCTCOG



North Central Texas
Council of Governments

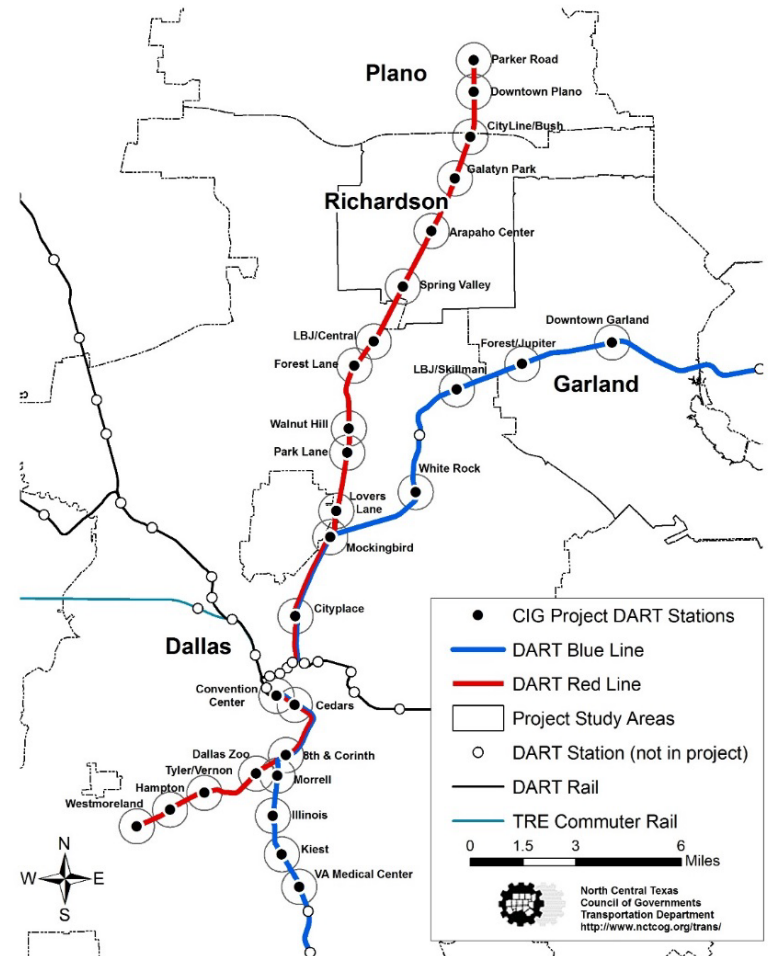
Grant Overview

28 DART Stations – FTA
Capital Funds

Dallas, Richardson,
Garland, Plano, and DART

Study Elements

1. First/Last Mile Pedestrian Routes to Rails Connectivity
2. TOD Parking Study
3. TOD Survey



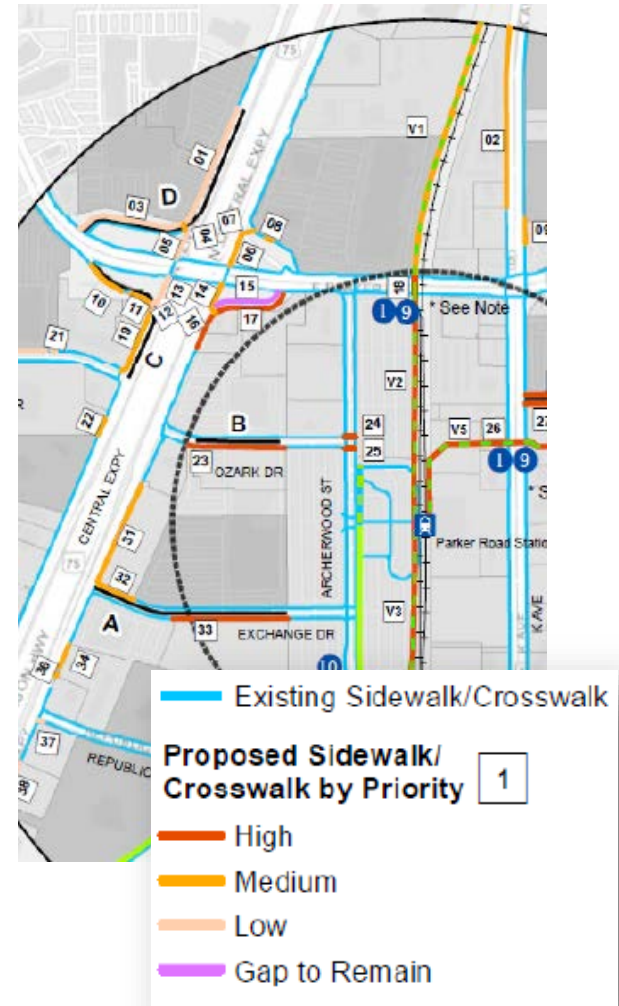
Bike and Pedestrian Routes to Rail (Task 1)

Completed

- Station areas pedestrian challenges and sidewalk gaps
- DART property access recommendations and cost estimates
- Determined ranking and prioritizing method

To Do

- Rank potential projects
- Develop cost estimates for high priority projects
- Develop projects phasing and implementation plans
- Engineering survey and 15% design plans for selected corridors by November



TOD Survey (Task 3)

Residents, Businesses, Employees

- How important is transit availability in influencing location choice decisions?
- Does transit availability change travel (including parking) behavior?
- Do walking-supportive urban design factors play a large role in first/last mile travel with transit?
- What are the key barriers to transit use, including physical or perceptual for those not using transit?
- To what extent do businesses value transit and encourage employees to use it?



TOD Parking Study (Task 2)

Generate data to inform and guide policy such as **TOD-appropriate parking ratios**

Best practices for TOD parking management

Identify ways better parking policy increase **TOD performance** such as **ridership** and **dense development**.



TOD Parking Study – Methodology

Identify TOD Sites

- Near the 28 DART stations
- Within 1,000 feet of station platform
- Have pedestrian connection to the platform
- Be pedestrian-oriented, dense buildings (exception for some office properties)

Contact site owners/managers for permission to study property (contacted 26 sites)



TOD Parking Study – Data Collection

16 sites, 11 stations, 4 cities

Counts were conducted in July, August, and October 2018

Steps:

1. Initial counts and site details
2. Automated counts for 72 hours
3. Property manager questionnaire on site policies

City zoning code requirement research



TOD Parking Study – Data Collection

- Initial parking space inventory counts, map out entrances/exits for camera mounting, restricted spaces, gates, other physical limits
- Video data collection
 - 72 consecutive hours per site
 - Thursday 12:00 A.M. to Saturday 11:59 P.M.
- Property Manager Interviews
 - How are spaces allocated and accessed? (rules/restrictions/payment/enforcement)
 - Unit/lease space occupancy
 - Anecdotal information



TOD Parking Study – Findings

- More than 15% of spaces available at peak times.
- 13 of 16 sites never peaked above 80% utilization.
- Majority of sites have spaces exceeding minimum code requirements.
- Most of the parking provided is offered free of charge.



TOD Parking Study – Findings

- Highest peak occupancy 93%
 - Modena Apartments, Walnut Hill Station
- Lowest peak occupancy 38% (ignores weekend office)
 - 5th Street Crossing City Station, Downtown Garland
- See data results table handout

Land Use Category	# Sites	Average Weekday Peak Occupancy
Office-Dominant	2	59%
Office-Mixed	1	56%
Residential-Dominant	8	70%
Residential-Mixed	5	61%



TOD Parking Discussion

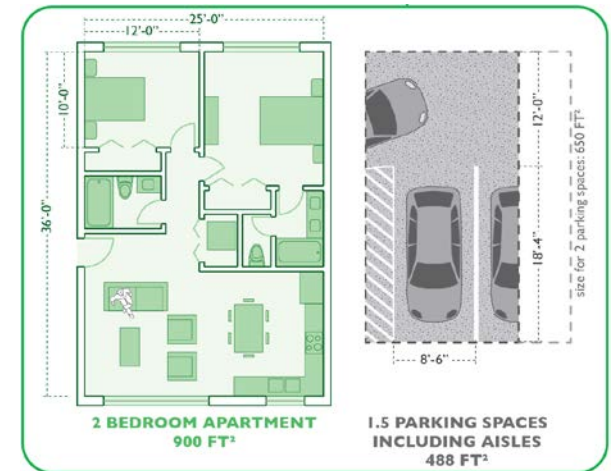
Land Use Category	Range of Facility Peak Occupancy Times	Total Spaces	Total # Occupied Spaces at Peak	Total Excess Spaces* at Peak	Observed Peak Parking Demand
Office-Dominant	Weekdays, 10:15 to 11:00 AM	2,492	1,493	750	1.93 per 1K SF
Office-Mixed	Weekdays, 1:00 PM	6,184	3,789	2,344	3.13 per 1K SF
Residential-Dominant	All Days, 2:30 – 5:45 AM	3,592	2,503	725	1.03 per Dwelling Unit
Residential-Mixed	Weekdays, 9:40 AM – 7:00 PM Saturdays, 1:00 PM	2,217	1,290	687	1.25 per Dwelling Unit



TOD Parking Discussion

Current median price of single parking space (above-ground garage) in the Dallas region (not including the cost of land, or for operations and maintenance) = \$17,464*

The Bellevue's construction of 69 parking spaces above the requirement translates to an additional capital cost of about \$1.2 million



*WGI – Parking Structure Cost Outlook for 2018 - <https://wginc.com/wp-content/uploads/2018/07/Parking-Construction-Cost-Article-17x11-8.5x11-Pages.pdf>

Image source: Graphing Parking - <https://graphingparking.com/>



TOD Parking Next Steps

- Draft recommended policy and development practice changes
- Review with public sector
- Review with private commercial real estate brokers, bankers, developers – May 2019
- Final Report Ready – July 2019





Collins/Arapaho TOD Innovation District

Doug McDonald - City of Richardson



NCTCOG Multi-Modal Performance Measures

Daniel Snyder - NCTCOG



North Central Texas
Council of Governments

Announcements

Travis Liska - NCTCOG



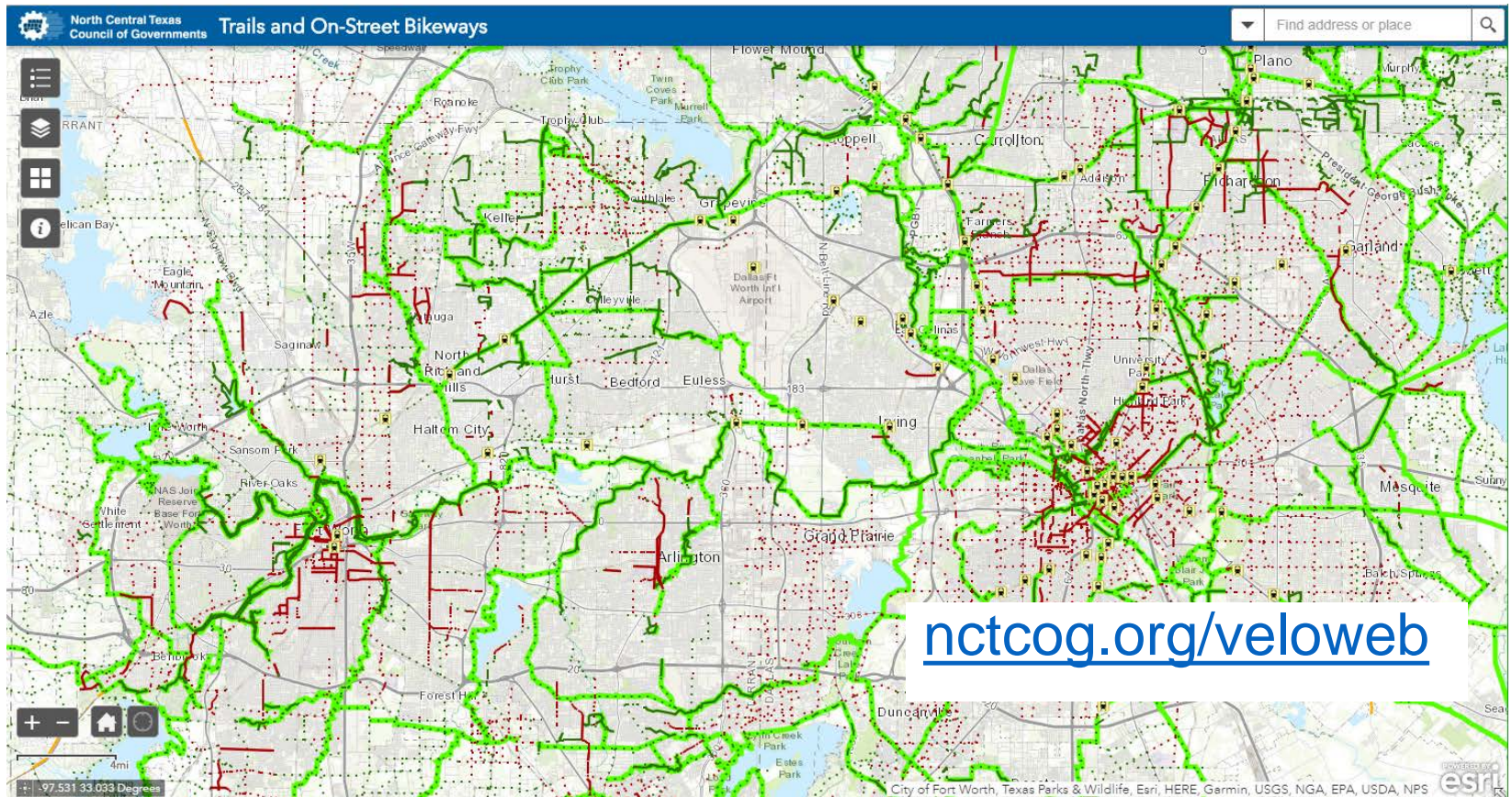
**North Central Texas
Council of Governments**

Transportation Mobile Apps Workshop

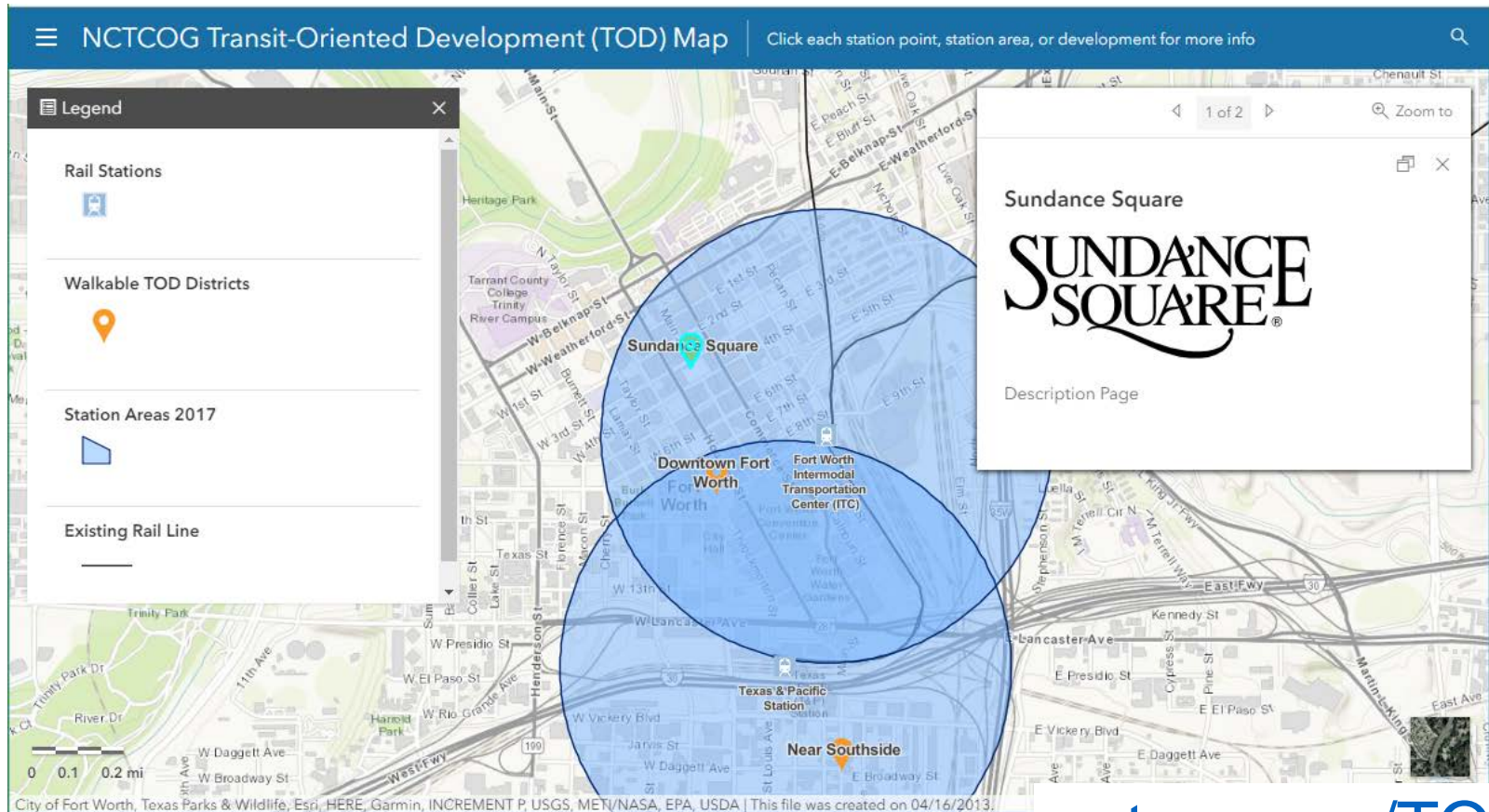
- Friday, March 29th – 10 am to Noon
- NCTCOG Transportation Council Room



Regional Trails Map



TOD Map Update



nctcog.org/TOD



North Central Texas
Council of Governments

Gentrification Study

nctcog.org/housing

Transportation and
Gentrification: A Toolbox for
Positive Neighborhood Change



Prepared by the North Central
Texas Council of Governments
Transportation Department



North Central Texas
Council of Governments

NCTCOG TOD Contacts

Karla Weaver, AICP

Senior Program Manager

kweaver@nctcog.org

(817) 608-2376

Travis Liska, AICP

Senior Transportation Planner

tliska@nctcog.org

(817) 704-2512

nctcog.org/TOD

