DART’s Role in Transit-Oriented Development

Transit Oriented Development
Return on Investment for the Region

Presentation ULI Minnesota
District Council
September 8, 2011

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Director, Economic Development & Planning
Dallas Area Rapid Transit
DART’s Role in Transit-Oriented Development
DART’s Role in Transit-Oriented Development

13 Member Cities

- Plano
- Richardson
- Garland
- Rowlett
- Farmers Branch
- University Park
- Highland Park
- Dallas
- Cockrell Hill
- Glenn Heights
- Irving
- Addison
- Carrollton

700 Square Miles
## The Multimodal DART System

<table>
<thead>
<tr>
<th>Service Type</th>
<th>Distance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Light Rail</td>
<td>76 Miles</td>
</tr>
<tr>
<td>Bus Routes</td>
<td>130</td>
</tr>
<tr>
<td>Commuter Rail</td>
<td>35 Miles</td>
</tr>
<tr>
<td>HOV Lanes</td>
<td>84 Miles</td>
</tr>
<tr>
<td>Paratransit, Rideshare, ITS</td>
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</tbody>
</table>
DART's Role in Transit-Oriented Development

DART Current and Future Services to 2013

Downtown Dallas

HCY System Legend
- HCY lane
- HCY ramp
- DART BRT service
- Future HCY lane
- Future HCY ramp

DART System Legend
- CASA (Cedar Hill - Addison)
- DART Silver Line
- DART Blue Line
- DART Green Line
- DART Orange Line
- DART Pink Line
- DART Red Line
- DART Airport Express (TRE)
- DART White Rock Line
- DART Red Line Extension (future)
- DART Silver Line Extension (future)
- DART Blue Line Extension (future)
DART’s Role in Transit-Oriented Development

Fixed Route Ridership

220,000 Passengers per day
The DART Fleet

- 115 Light Rail Vehicles
- More Than 700 Buses
- 47 Commuter Rail Cars
- 186 Paratransit Vehicles
- 175 Vanpools
DART’s Role in Transit-Oriented Development

DART Plans Through 2013

- 90 Miles of Light Rail
- Bus Modernization
- 35 Miles of Commuter Rail
- 84 Miles of HOV Lanes
- Rideshare and ITS
DART’s Role in Transit-Oriented Development

DART Current and Future Services to 2013

DART Rail Expansion
Green Line
Opened Dec. 6, 2010

• 28 miles
• 20 stations
(4.2 miles, 4 stations opened 9/09)
• Longest LRT expansion in North America
DART’s Role in Transit-Oriented Development

DART Rail Expansion
Orange Line

- 9.3 miles
- 5 stations
- Design/Build Contract
- Construction underway: Phases 1 & 2
DART’s Role in Transit-Oriented Development

DART Rail Expansion
Blue Line

• 4.5 miles
  (extension of existing Blue Line)

• One station

• Delivery: Dec. 2012
ECONOMIC IMPACT
Job Creation and Economic Stimulus

University of North Texas study: The DART expansion will generate …

$5.6 billion, including prior Green Line expenditures, 2009-14

32,095 job-years of employment
(6,400 jobs each year for five years)

$360 million in contract awards to minority and women-owned businesses
• Nation’s 4th Largest Metro Area
• No. 1 Fastest-Growing Metro
• Fifth Most Congested Metro
DART’s Role in Transit-Oriented Development
“The DART station definitely gives us a competitive advantage. Access to transit is an amenity urban people demand these days.”

– Silas Graham, Development Partner, Alliance Communities (The Ambrose)
Why is DART 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 Role in Transit-Oriented Development

$8 Billion (built, planned, and projected TOD)

• 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 Defined

Transit-Oriented Development (TOD) is moderate- to higher-density development, located within an easy walk of a major transit stop, generally with a mix of residential, employment, and shopping opportunities designed for pedestrians without excluding the auto.
Core Center Edge

- **Core**
  - Up to 600 ft
  - Greatest intensity

- **Center**
  - 600-1500 ft
  - Intermediate intensity

- **Edge**
  - 1500-2600 ft
  - Greater than community average intensity
Development Around Transit

Two types of projects:

• **Transit-Oriented Development**
  - Area within a 5-10 minute walk
  - Transit Villages/ Town Centers/ urban infill/ greenfield

• **Joint Development**
  - On publicly-owned land
  - Primarily with rail systems
TOD Planning Principles

• Greater density than community average
• Reduced parking
• Convert surface parking to structured parking
• Quality pedestrian environment
• A mix of uses
• A defined center
• Transit integrated with TOD

Stations help define the most important places
Future Demand for TOD

64% of demand
- Single households
- Couples without children

20% of demand
- Households with children

14.7 million
US TOD Households (2025)

Source: Center for Transit-Oriented Development, “Hidden in Plain Sight: Capturing the Demand for Housing Near Transit”
TOD housing generates fewer car trips than conventional housing

Recent Study:

Residential TODs generated 47% fewer vehicle trips per dwelling unit during a 24-hour weekday than the standard in the International Traffic Engineers (ITE) Manual.

3.55 trips compared to 6.67 trips per dwelling unit

“Next-generation projects will orient to infill, urbanizing suburbs, and transit-oriented development. Smaller housing units-close to mass transit, work, and 24-hour amenities-gain favor over large houses on big lots at the suburban edge…”
TOD: Downtown Plano

Before

After
DART’s Philosophy for TOD

• Each station is unique – development should be specific to the 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, pedestrians, cars
• Leverage DART real property assets to:
  ✓ Develop future revenue streams with TOD
  ✓ Direct and concentrate TOD and urban infill around transit facilities, develop new ridership
  ✓ Enhance value and maximize function of transit facilities
• Identify potential funding sources for added amenities: TIFs, PIDS, bond projects, grants
Internal Processes

• Support from Board of Directors & President/Executive Director
• One point of contact for Development Issues
  – Minimizes confusion
  – Ensures continuity
• Internal Department Roles
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.
TOD Station Area Fact Sheets

Choose from the drop-down menu or point-click on map.

Larger window opens to select station.

61 Fact Sheets Currently On-line.
DART's Role in Transit-Oriented Development

TOD Station Area Fact Sheets

DOWNTOWN CARROLLTON STATION

Opening December 2010

The Downtown Carrollton Station, served by the Green Line, will represent a new era of transit for Carrollton. The station downtown will be surrounded by transit-oriented development (TOD) already underway via a public-private partnership. New development can take advantage of TOD zoning as well as a local Tax Increment Financing (TIF) district.

COMMUNITY ATTRACTIONS — Old Downtown Carrollton, A.J. Perry Homestead Museum, Metrocrest Social Services

PLANNING AREA — Transit Center Zoning District, Tax Increment Reinvestment Zone

DOWNTOWN CARROLLTON STATION TRANSIT-ORIENTED DEVELOPMENT — The City of Carrollton and Trammell Crow/High Street Residential LLC have entered into a public/private partnership to develop a TOD catalytic project in downtown Carrollton. The catalytic mixed-use development consists of 265 for-rent apartments spread over 4 buildings, 15,050 square feet of retail/flex space, and a 460-space 5-level parking garage.

PROXIMITY — Heart of downtown Carrollton, 16 miles from downtown Dallas.

DOWNTOWN CARROLLTON STATION KEY LANDMARKS

STATION AREA FEATURES

STATION ATTRIBUTES

- Parking Spaces: 265
- Average Daily Ridership: 1,400
- Peak Service Frequency: 10 Minutes (Projected)

AREA DEMOGRAPHICS (1/2 MILE RADIUS)

- Population: 1,407
- Employment: 2,461
- Median Household Income: $37,411 (2000 Census)

PLANNING AND DEVELOPMENT INFORMATION

City of Carrollton TOD
www.carrollton.com/tod.aspx (page=42)

GENERAL INFORMATION

DART Economic Development
TOD Cutoffs: TOD Action
scalant@dart.org/personaldevelopment

DOWNTOWN CARROLLTON STATION — 1011 DENTON DRIVE, CARROLLTON, TX 75006 (MAPSCO 12-C)
DART’s Role in Transit-Oriented Development

Promoting TOD Opportunities
Transit-Oriented Development Guidelines

Assessment of the Potential Fiscal Impacts of Existing and Proposed Transit-Oriented Development in the Dallas Area Rapid Transit Service Area

Prepared for:
Dallas Area Rapid Transit

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Center for Economic Development and Research
University of North Texas

Denton, TX
November, 2007
DART’s Role in Transit-Oriented Development

The Players

• The Transit Authority
• The City
• The Developer

Developer

- Develop Proposals
- Land Assembly
- Entitlements
- Design
- Construction

City

- Planning
- Zoning
- Permits
- Community Facilitator
- Land Owner
- Implementation Tools

DART

- Transit Developer
- Land Owner
- Planning Partner
- Development Partner
- Construction Facilitator

Implementation Tools

- Transit Developer
- Land Owner
- Planning Partner
- Development Partner
- Construction Facilitator
The City

• Objectives
  ✓ Attract economic development
  ✓ Plan for Transit Oriented Development

• Transit Authority/City Relationship
  ✓ Establish development process
  ✓ Establish & maintain communication City, DART, Developer
  ✓ Coordinate land use goals with transportation goals
  ✓ Zoning/development approvals

• Funding
  • TIF Districts
  • PID
  • Grant Sources-NCTCOG
Member City/DART Partnership

- **Objectives**
  - Attract economic development
  - Plan for TOD

- **Relationship**
  - Establish development process
  - Establish & maintain communication: City, DART, Developer
  - Coordinate land use goals with transportation goals
  - Zoning/development approvals
  - Funding
    - TIF Districts
    - PID
    - Grant Sources: COG
      - STEP, CMAQ, EPA
DART’s Role in Transit-Oriented Development

The Developer

• Objectives
  - Make profit
  - Minimize risk
  - Long term value

• DART/Developer Relationship
  - Refine the development vision/educate
  - Coordinate transit objectives with investment goals
  - Utilize DART assets to create new revenue streams
Developers Learned

- Start land planning early:
  - Easier to influence design & engineering decisions
  - Destinations attract choice riders

- Interchange between stations
- Rents are higher
Rail Served Properties:

Residential: 39% greater increase
Office: 53% greater increase

UNT data, January 2003
Downtown Plano
Downtown Plano
DART’s Role in Transit-Oriented Development

Bush Turnpike Station
Bush Turnpike Station

Regulating Plan – Character Zones

TOD FREEWAY HI-RISE

TOD FREEWAY HI-RISE

TOD CORE

TOD MIXED USE

HIGHWAY MIXED USE

TOD CORE

TOD MIXED USE

URBAN NEIGHBORHOOD

Arterial Mixed Use

Arterial Mixed Use

Approx. Gross Ac: 85.9
Approx. Developable Ac: 52.5

Approx. Gross Ac: 57.2
Approx. Developable Ac: 28.6
DART’s Role in Transit-Oriented Development

Bush Turnpike Station

Development Standards – Maximum Building Heights

Proposed (Allowed)
Galatyn Park
DART’s Role in Transit-Oriented Development

Galatyn Park
DART’s Role in Transit-Oriented Development

Galatyn Park
TOD: Spring Valley Station
DART’s Role in Transit-Oriented Development

TOD: Spring Valley Station
DART’s Role in Transit-Oriented Development

TOD: Spring Valley Station
Mockingbird Station