Building Livable Communities with Transit

The Public Agency Perspective

Jack Wierzenski & Debra Campbell
Jack Wierzenski

• Director, Economic Development and Planning DART, Dallas, Texas

• Jack has served on the Railvolution Steering Committee since 1997. He serves as the DART’s primary point of contact to the development community and its thirteen member cities to facilitate and implement transit supportive development initiatives.
Transit Agency’s Role in Transit-Oriented Development

Jack Wierzenski, AICP
Director, Economic Development & Planning
Dallas Area Rapid Transit
The DART System

- Established in 1983
- 13 Member Cities
- Local Funding: $.01 sales tax
- Current Population: 3.1 million
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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.
The Players

- The Transit Authority
- The City
- The Developer

DART

Galatyn Park

15th St Village

City

Garland

Addison

Rowlett

Irving

East Side Village

Farmers Branch
DART's Role

• Lead the way in early stages of LRT

• Incorporate TOD objectives into planning
  – Transit
  – Land Use
  – Transportation: Auto/Pedestrian

• Identify a funding source for additional amenities
  – Sponsor grant proposals
  – Proposed TOD Implementation Program

• Leverage DART land holdings for TOD opportunities
Internal Processes

• Support from Board of Directors & President/Executive Director

• One point of contact for development issues
  – Minimizes confusion
  – Ensures continuity

• Internal Department Roles

• Not a real estate deal
Internal Challenges

• Working against “how things are always done”
• Perceptions of “sacrificing” operations for development
• Integrating new ideas into tried and true design features
• Process
  – Who’s Involved and what is their role
DART’s Philosophy

- Each station is unique
  - Development is site-specific
- Any unsolicited interaction with developers is critical & encouraged
- Think outside the box - different approaches to integrating development
- Station Area Development is not a function of Real Estate
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**Bush Turnpike**

**Illinois**
External Coordination & Education

Interagency Communication with Developer
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Development Tools
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The 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
The Developer

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

• Transit Authority-Developer Relationship
  - Refine the development vision/educate
  - Coordinate transit objectives with investment goals
Developers Learned

Start Land Planning Early

* Easier to influence design & engineering decisions
* Destinations attract choice riders

* Interchange between stations
* Rents are higher
* Public agencies do not follow development time schedule
Summary

• Get organized to cultivate TOD relationships
  - Internally
  - Cities
  - Developers

• Look for development opportunities
  - System plan level
  - Project development level
  - After the fact

• All players have different objectives
  - Sometimes objectives can be complementary
  - Maximize the potential for “win-win” solutions
On The Horizon: Streetcars

McKinney Avenue Trolley Authority
“Portland-style” Streetcar
DART’s Role??
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3 words: Station, station, station

DART offers real estate — for sale or lease — near light rail

BY TONY HARKEL
Transportation Writer

Up and down the DART rail lines, today's parking spaces, valued property it owns. For the first time, the transit agency is seeking proposals to redevelop some property, rather than sell the land to the highest bidder or leave the parcels as station parking lots.

"What could go in there will complement the systems, bring in additional riders and get people out of their cars. It also will generate some revenue for us," said DART's Web site featuring information about the parcels. The

BUILDING ON THE RAILS
DART is seeking developer ideas for about 53 acres of property the agency owns near some train stations. Most are available for sale or lease and could feature uses from townhomes to high rises.

LBJ/Implis: About 12 acres of surface parking lot at station

LBJ/Skillman: Three parcels totaling about 22 acres, including part of station parking lot and two adjacent properties

White Rock Lake

Mockingbird: About 10 acres of surface parking lot at station

Cedars: Two parcels totaling 1.76 acres about one block northeast of station

Compton Road: About 7 acres between Eighth and Corinth Station and Morell Station
For More Information

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Debra Campbell

• Director, Charlotte-Mecklenburg Planning Commission Charlotte, NC
• In her eighteen years with the Planning Commission she has held the positions of Planning Coordinator, Planning Manager and Assistant Planning Director.
Planning for Transit: The City Perspective

Debra D. Campbell,
Director
Charlotte-Mecklenburg Planning Department
Presentation Overview

- Why Develop a Transit/Land Use Strategy?
- How Has Charlotte Planned for Transit Oriented Development?
- What have we learned?
Why Has Charlotte Developed a Transit/Land Use Strategy?
Charlotte’s Projected Population Growth (Sphere of Influence)

- Charlotte’s “Sphere of Influence” is expected to add 330,000 persons between 2005 and 2030.
- That number is equivalent to adding the population of St. Louis, Cincinnati or Pittsburgh.
It’s not if we grow but how we grow

Under our current growth pattern:

- Population density decreasing from 6.98 persons per acre in 1950 to 3.60 in 2000.
- VMT is increasing faster than population.
- Consistently recognized as being in a region with a sprawling development pattern.
- Since 1980, Mecklenburg County has been losing open space at the rate of 5 acres per day.

Can we keep growing this way?
Charlotte-Mecklenburg Centers & Corridors Strategy

- Long-term growth framework
- Five primary transportation/transit and development corridors
- Goals:
  - Focus most growth in centers & corridors
  - Transit station areas are focus for high intensity development
  - Maximize use of transportation system & infrastructure
  - Encourage redevelopment & reuse of underutilized sites
2025 Integrated Transit/ Land Use Plan

Goals

- Support Centers and Corridors Land Use Vision
- Provide Choices in Mode of Travel
- Develop a Regional Transit System
- Support Economic Growth and Sustainable Development
What are the Benefits?

- **Land Use Benefits**: Redirects growth where transportation can support it, encourages higher density in appropriate locations, encourages mixed/multi-use, reduces VMTs.

- **Transportation Benefits**: Integral in supporting a multi-modal strategy, (roads, sidewalks, bike lanes and transit) more travel choices, reduce Single Occupancy Vehicle (SOV) trips.

- **Economic Development Benefits**: TOD responds to emerging market of location flexible households, cost savings on autos, gas and insurance, encourages reuse, redevelopment and infill development, TOD increases property values.

- **Environmental Benefits**: Encourages more compact development, TOD uses less acreage, helps preserve open space and tree canopy.
How Has Charlotte Planned for Transit Oriented Development?
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TOD Planning Framework

Centers and Corridors Strategy - 1994

General Development Policies - 2003

Transit Station Area Principles - 2001

Transit Station Area Plans

Joint Development Principles and Policies - 2003

Transit Oriented Development (TOD) Zoning

Transit Supportive Overlay Zoning

South Corridor Infrastructure Program

Further Implementation of Transit Supportive Development
The City’s Role

- Coordinate development of long term vision and community outreach
  - System Plan
  - Station area principles
  - Station area plans
  - Joint development principles

- Create tools to implement vision
  - Zoning for TOD
  - Public Infrastructure for TOD
  - Development incentives for TOD
Transit Station Area Principles
Adopted November 2001
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System Corridor Plan

- Light Rail Transit
- Bus Rapid Transit
- Trolley and Street Car
- Commuter Rail: DMU
- Local Buses
What are these principles?

Guidelines that address:

- Land Use
- Mobility
- Character
What area will they address?
GOAL: Concentrate a mix of complementary, well integrated land uses within walking distance of the transit station.

Office, residential and ground floor retail uses.
Mobility

**GOAL:** Enhance the existing transportation network to promote good walking, bicycle and transit connections

Multi-modal streets, with an emphasis on pedestrians
Community Design

GOAL: Use urban design to enhance the community identity of station areas and to make them attractive, safe and convenient places.

- Improved streetscapes
- Buildings fronting on sidewalks
Station Area Plans
Station Area Plans

- Provide development vision for TOD in station areas.
- Recommend implementation actions, including any zoning changes and capital improvements.
NEW BERN
Capital Improvements

Create park as focal point of the station area.

Enhance station core with streetscape and sidewalk improvements along Griffith Road, New Bern, Marsh, and South Boulevard.

Create Pedestrian / Bikeway from South End to Woodlawn.

Extend Old Pineville Road north from Scaleybark to Clanton Road.

Require new streets as redevelopment occurs.
Joint Development Principles

- Adopted in 2003
- Tools to implement Principles and Station Area Plans
- Address:
  - Public Facilities
  - Public Infrastructure
  - Joint Public/Private Development
  - Development Incentives
  - Affordable Housing
  - Marketplace Venues
Key Implementation Tools

- Transit Station Area Zoning
- Station Area Capital Improvements
- Land Assemblage (Smart Growth Funds)
Transit Station Area Zoning

- For Charlotte, three Base Zoning Districts (TOD) adopted by City Council in Fall 2003
- Transit Supportive (TS) Overlay adopted in early 2005
- Zoning Districts consistent with Station Area Principles
- Zoning (for Charlotte) will be applied by Planning Commission
- CMPC will entertain individual property owner rezoning requests for TOD
For South Corridor, $50m. Committed to:

- Improve accessibility by providing pedestrian, bicycle and vehicular connections to Light Rail Stations and Station Area development
- Promote economic development by providing additional infrastructure
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SCIP Overview

- Street Widening: 8 miles
- Streetscape Imp.: 7 locations
- Intersection Imp.: 27 locations
- Street connections: .5 mile
- Sidewalks: 14 miles
- Multi-use Trail: 1.5 miles
- Bicycle Lanes: 10 miles

[Image of a map showing street and transit infrastructure]
South Corridor TOD Results

- **Future Construction:**
  - Over $287 million proposed or under construction
  - 7 residential projects
  - $228 million of housing investment
  - 860 new housing units by 2009
  - Over 200,000 sq ft retail proposed or under construction

- **Tax Value of Historic South End**
  - 2000: $232 million
  - 2003: $441 million (90% increase)
  - 2005: $513 million (16% increase)
  - (121% increase over 5 years)
South Corridor TOD Results

- Retail
- Office
- Residential
- Trolley Station

Retail Office Residential

Retail Residential

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South Corridor TOD Results

- Residential
- Residential/Office
- Museum
What Have We Learned?
Lessons Learned

- The role of transit can be greater than just moving people on trains
- To achieve transit oriented development, a city needs:
  - A Vision and the Tools to Implement the Vision
  - Many partnerships are required
Thank You