Balancing Development Needs and Transit Station Design

Three Case Studies In Dallas

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JACOBS
Dallas, Texas
Case Study 1
DART Cotton Belt: UTD Station Area Plan

Multi Agency Partnering for a Common Vision
Early Game Planning

Dallas Area Rapid Transit: Corridor Planning Stakeholder
City of Richardson: Vision / Leadership Local Funding Zoning
University of Texas at Dallas Property Owner Facility Program Market Study
Case Study One
DART LRT: Downtown Carrollton Station

Design / Program Elements

- University Campus Fringe Development
- New Campus Entrance
- New Transit Station
- Elevated Urban Plaza (Open Space)
- Pedestrian Blvd
- Street Framework
- Joint Use Parking
- Event Center
- Hotel/Retail/Residential/Academic Uses
Context
Desired Land Uses

Land Uses

- Event Center
- Hotel
- Faculty Housing
- Graduate Student Housing
- Research and Development
- Shared Parking
- Retail
Master Plan
Master Plan

- Research and Development
- Retail
- Shared Parking
- Hotel
- Station
- Event Center
- Faculty / Student Housing
Pedestrian Mall Concept
Campus Linkage
Concept Development
Station Plaza
Concept Development
Development Framework
Concept Development
Transit Station
## Case Study 2
DART LRT: Downtown Carrollton Station

### Multi Agency Partnering for a Common Vision

#### Middle Game Planning

<table>
<thead>
<tr>
<th>Dallas Area Rapid Transit:</th>
<th>Transit Infrastructure</th>
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<td>Joint Development</td>
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<tr>
<th>City of Carrollton:</th>
<th>Vision / Leadership</th>
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<tr>
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<td>Transit Center Zoning</td>
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<td>Parking Study</td>
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<td>Infrastructure Study</td>
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<td>Land Acquisition</td>
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<tr>
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<th>Roadway Infrastructure</th>
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Case Study 2
DART LRT: Downtown Carrollton Station

Design / Program Elements

- 3 Station Platforms
- Transit Hall (Union Station)
- Urban Plaza (Open Space)
- Joint Use Parking
- Pedestrian Blvd
- Depressed Roadway / Deck Plaza
- Historic Train Depot Relocation
- Office/Retail/Residential Uses
Existing Conditions
PROJECT AREA
Existing Conditions

PROJECT AREA

- Crosstown Platform
- Frisco Platform
- DART LRT Station
Existing Conditions

Station
# Market Based Project Building Program

## 15 Year Building Program

### Absorption Rate

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<tr>
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<th>Phase 1 2010-2015</th>
<th>Phase 2 2015-2020</th>
<th>Phase 3a 2020-2025</th>
<th>Phase 3b 2020-2025</th>
<th>All Phases Total</th>
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<td><strong>Residential</strong></td>
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<tr>
<td><strong>For Lease</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Units</td>
<td>202</td>
<td>439</td>
<td>99</td>
<td>670</td>
<td>1,410</td>
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<tr>
<td>SF @ 1000 SF/Unit</td>
<td>202,447</td>
<td>439,258</td>
<td>98,965</td>
<td>670,143</td>
<td>1,410,813</td>
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<td><strong>For Sale</strong></td>
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<tr>
<td>Units</td>
<td>0</td>
<td>297</td>
<td>0</td>
<td>183</td>
<td>480</td>
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<tr>
<td>SF @ 1650 SF/Unit</td>
<td>0</td>
<td>472,626</td>
<td>0</td>
<td>189,772</td>
<td>662,398</td>
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<td><strong>Townhomes</strong></td>
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<tr>
<td>Units</td>
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<td>11</td>
<td>14</td>
<td>68</td>
<td>93</td>
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<tr>
<td>SF @ 1650 SF/Unit</td>
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<td>18,150</td>
<td>23,100</td>
<td>112,200</td>
<td>153,450</td>
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<td><strong>Retail</strong></td>
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<td>100,433</td>
<td>55,788</td>
<td>0</td>
<td>178,971</td>
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<tr>
<td><strong>Office</strong></td>
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<td>115,000</td>
<td>315,000</td>
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<td>430,000</td>
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*Total SF: 2,835,632 SF

2.8 Million SF
Master Plan - 2025
Land Use Plan
PHASE 1  2010 - 2015
Land Use Plan
ALL PHASES
Master Plan - 2025
Urban Design Concept
## Public / Private Development Budget

### Public Costs
- **Transit Hall:** $9 million
- **Rail Yard Relocation:** $8 million
- **Stations:** $8 million
- **Infrastructure:** $63 million

**Total** $88 million

### Private Development Costs
- **Development:** $518 million

### Total Development Budget
- **$518M + $63M =** $581 million

### Available Public Funding
- **$57 million**

  *Capital, TIF Backed Revenue Bond and Lease Income*

### Gap
- **$6 million**
Master Plan Development Concept
Master Plan Development Concept
Master Plan Development Concept
Station Complex Concept
Multi Agency Partnering for a Common Vision
Late Game Planning

Dallas Area Rapid Transit: Joint Development Partner
Property Owner

City of Dallas TIF District

Developer: Private Sector Partner
Joint Use Parking
Public Space
Local Funding
Case Study Three
DART LRT: Mockingbird Station

Design / Program Elements

- Conversion of Surface Parking to Development Site
- Mid / Highrise Residential
- Lower Level Retail
- Structured Transit Parking
- Reduction in Transit Parking 750 to 500
- Urban Plaza (Public Open Space)
- New Station Entrance
Existing Transit Property
Proposed Redevelopment
Circulation / Access Studies
Initial Development Concept
Final Development Concept
New Station Entrance
Final Concept
Final Concept

JHP Architects
Lessons Learned

- Develop a financial model that works for all parties
- Understand public sector financial commitment
- Anticipate public participation of 10 – 25%
- Lay the groundwork for infrastructure improvements
- Commit to quality public spaces
- Plan for phased development
- Provide a flexible framework for development