DART’s Role in Transit-Oriented Development

When the Plan is not Enough – Cooperative TOD Implementation

RailVolution

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Dallas Area Rapid Transit
DART’s Role in Transit-Oriented Development
13 Member Cities

700 Square Miles
DART’s Role in Transit-Oriented Development

DART Current and Future Services to 2014

Roll System Legend

- Green: DART Rail Red Line
- Light Blue: DART Rail Blue Line
- Blue: DART Rail Green Line
- Orange: DART Rail Orange Line
- Red: Trinity Railway Express (TRE)

- Gray: DART Rail Orange Line
- Yellow: DART Rail Green Line
- Purple: DART Rail Blue Line
- Black: DART Rail Red Line
- Green: DART Rail DART Rail Blue Line
- Orange: DART Rail Orange Line
- White: DART Rail Red Line

Downtown Dallas

DART to Fort Worth

HOV System Legend

- Orange: HOV Lane
- Red: Future HOV Lane
- Blue: Future HOV Lane
- Green: Future HOV Lane

- Black: HOV Lane
- Yellow: Future HOV Lane
- Green: Future HOV Lane
- Orange: Future HOV Lane

Note: Colors and symbols on the map represent various transit services and routes.
“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)
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: 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
DART’s TOD Policy August 2008

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.

www.dart.org
ABOUT DART
DART OVERVIEW
TRANSIT-ORIENTED DEVELOPMENT
DART’s Role in Transit-Oriented Development

TOD Station Area Fact Sheets

**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.W. Perry Homestead Museum, Metropolitan Social Services

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

**DOWNTOWN CARROLLTON STATION TRANSIT-ORIENTED DEVELOPMENT** — The City of Carrollton and Triennial Creek High Street Residential LLC have entered into a public/private partnership to develop a TOD catalyst project in downtown Carrollton. The catalyst mixed-use development consists of 296 for-lea 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.

**STATION FEATURES**

**DOWNTOWN CARROLLTON STATION KEY LANDMARKS**

**STATION ATTRIBUTES**
- Parking Spaces: 1,500
- Average Daily Ridership: 4,500
- Bus Service Frequency: 15 Minutes (Planned)

**AREA DEMOGRAPHICS (10 MILE RADIUS)**
- Population: 61,000
- Employment: 23,800
- Total Household: 19,900
- Median Household Income: $45,000 (2009 Census)

**PLANNING AND DEVELOPMENT INFORMATION**
- City of Carrollton TOD:
  - www.cityofcarrollton.com/tod贞/see=15
- **GENERAL INFORMATION**
  - DART Economic Development
  - TOD Guidelines, TOD Forum
  - www.dart.org/economicdevelopment
Promoting TOD Opportunities

Transit-Oriented Development Guidelines

Dallas Area Rapid Transit
Dallas, Texas
August 2008
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
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### 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: FTA, HUD, EPA
    - COG: STEP, CMAQ
Downtown Plano
DART’s Role in Transit-Oriented Development

Galatyn Park