

# Memorandum



CITY OF DALLAS

DATE April 10, 2020

TO Honorable Mayor and Members of the City Council

SUBJECT **Responses to City Council Questions on TOD Briefing**

This memo contains follow up responses to Council member questions related to the TOD Planning and Implementation Briefing held on April 1, 2020.

## **1. What role can potential parking code reform play in catalyzing development at these locations?**

Parking reform will be a key part of the City's rezoning strategy for TOD. Parking is an expensive component of development, particularly when parking structures are involved. Reducing off-street parking requirements can be a significant financial incentive for development. Besides the additional cost to the developer that usually gets passed down to users, there are also significant public environmental and fiscal costs associated with parking that can potentially be reduced near transit. TOD Areas are the best suited areas in the City to test a proactive approach to reducing parking requirements. If appropriate regulations and incentives are put in place, parking demand in TOD areas can be reasonably expected to reduce over time as the mix of households, jobs and local amenities are improved. Each successful TOD project would directly contribute to this outcome. Staff's proposed approach to parking reform will include exploring a range of options to suit the context of each type of TOD Area. A few points are worth noting:

- In addition to parking requirement reductions, a proactive strategy to facilitate shared parking among land uses is also critical to help manage parking demand through more efficient use of parking. The cumulative impact of TOD projects on parking demand reduction happens slowly at first, because behaviors need time to adjust and reduction in demand depends on other factors, such as how effective the transit system is in conveniently connecting trip origins and destinations.
- A nuanced approach to parking required will be needed for TOD Areas with single family neighborhood adjacencies that can be negatively impacted by spill over parking demand.
- We should recognize the value of reduced parking requirements as a financial incentive that can be used to leverage public benefits that directly contribute to successful TOD, such as mixed-income housing, public open space and other public amenities.
- Financial institutions play a very influential role in setting parking supply expectations for developments. If financial institutions perceive that parking demand exists in an area, they are likely to expect parking to be provided as a condition of financing. There are many examples in Dallas of developments in TOD areas that provide more off-street parking than required by City Code.

**2. Where else has parking reform helped encourage transit-oriented development?**

Many other American cities have systematically implemented parking reform to help encourage TOD. Based on staff's preliminary review of peer cities with comparable transit systems, Portland, OR; Washington DC; Denver, CO; Atlanta, GA; Minneapolis; and Los Angeles, CA, have put in place through zoning the most systematic, and aggressive parking reduction provisions for TOD. These cities also have a significantly higher proportion of their population using transit to commute to work compared to Dallas. We can certainly learn from the experience of these cities. However, there has been little scientific study about the direct impact these parking reforms have had on development. This is important to note because parking reforms usually accompany other incentives, such as density/height increases and direct financial incentives, and other market forces also play a significant role.

**3. Given that DART is potentially overhauling the bus network with the likelihood of a high frequency network, what can we do to encourage housing infill to areas of high access/high frequency transit rather than merely rail station access?**

We have had initial conversations with DART staff and there is mutual interest in exploring this further. A key first step is to identify specific corridors through the DART bus network study on which DART will remain committed to operating high frequency bus service. There is certainly potential to add these corridors to the scope of this TOD initiative once these corridors are defined. Our approach will be informed by the operational characteristics of the bus services on these corridors. It will also be informed by U.S best practices, although there are fewer examples of this in the U.S. The approach to TOD incentives for high frequency bus service will differ from rail in that the distance over which incentives would apply would likely be smaller (1/4 mile) and, depending on the operational characteristics and frequency of stops, they may be treated as corridors rather than nodes. Many of these areas will be adjacent to single family neighborhood and will require a sensitive approach to introducing TOD.

**4. What is the status of the TOD TIF and could it be expanded to include additional areas?**

The TOD TIF District was established by City Council in 2008. This is Year 12 of the 30-year term of the TIF District. The mission of the TOD TIF District is to provide a source of funding for public infrastructure improvements that will help create a series of unique destinations as well as foster the construction of structures or facilities that will be useful or beneficial to the development of transit stations along the DART light rail system in the central portion of the City. The TOD TIF District has 4 sub-districts all connected by the DART light rail right-of-way: Mockingbird/Lovers Lane sub-district; Cedars West sub-district; Lancaster Corridor sub-district; and Cedar Crest sub-district.

The TOD TIF District was strategically set up to facilitate redevelopment in the Lancaster Corridor sub-district by allowing for increment sharing from the Mockingbird/Lovers Lane

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sub-district and the Cedars West sub-district. The award-winning Lancaster Urban Village Project was made possible by the TOD TIF District. In the Mockingbird sub-district, staff has been coordinating with a developer who is trying to pull together a mixed-income development project adjacent to the Mockingbird station, in partnership with DART on property currently owned by DART. Staff is anticipating that the developer will be submitting an incentive application to the Office of Economic Development very soon. For more information on the TOD TIF, the District Annual Report is available here: [TOD TIF District Annual Report 2018-2019](#). All of the TIF District Annual Reports were recently approved by City Council on February 26, 2020.

The TOD TIF District could be expanded to support implementation of TOD efforts in additional areas/sub-districts.

**5. There are currently question marks for the amount of land area other public agencies own near transit stations. When can Council get more detail on the DART and other public land around transit stations? How can we ensure and encourage coordination if there are multiple public entities with interests near a particular station?**

We are working with the listed public agencies to quantify this further. DART has already expressed interest in collaborating on TOD developments on DART property at stations that they have prioritized. The Overview of TOD Property Evaluation by DART staff to the DART Board in May 2019 contains a station by station assessment of DART property, a copy of the DART staff presentation is attached to this memo. DHA has already announced intention to pursue mixed-income redevelopment on several sites through public-private partnerships, and we should be able to quantify these opportunities very soon. The process is in the early stages with other potential public partners, so we do not have a good sense on how long this will take. Our initial conversations with other agencies have been very positive and we believe that a coordinated approach will be mutually beneficial to enable our public agency partners to coordinate with us on zoning and infrastructure needs for which they will be dependent on the City. Our initial approach to facilitating better coordination is to explore the possibility of a regular cycle of joint-RFPs to attract private development partners.

Note that the City has more work to do to further quantify city-controlled land that may be available for potential catalytic TOD. This will involve an inter-departmental assessment of facility needs relative to available land. We are initiating a preliminary analysis of city-owned sites to provide the basis for this inter-departmental assessment. Work on this has been impacted by the ongoing COVID-19 crises, as access to much of the necessary GIS information is dependent on VPN access for employees not engaged in essential functions at this time, and many of the departments that are responsible for city-owned land are actively engaged in COVID-19 response activities.

**6. How can we (thru policy and/or incentives) encourage smaller-scale investors/developers to deliver "missing middle" housing infill given that, if barriers are removed, these smaller scaled developments might be more**

**context appropriate in some areas next to single family housing AND likely less risk adverse than the institutionally-financed developments that are reluctant to pioneer into areas? This development will be an easier sell to SF neighborhoods as well.**

This is a potentially significant opportunity, but it also comes with some challenges. Opportunities exist on vacant single-family land and on the edges of non-residential areas adjacent to single family neighborhoods. Staff will explore potential to apply existing zoning tools such as Form Based TR zoning districts as well as Accessory Dwelling Unit overlays to create opportunities for small-scale development appropriate to single family neighborhoods. While these will offer opportunities for small-scale developments, many of these areas will also come with significant infrastructure challenges related to water, sewer and storm water capacity that will require proactive action by the City. The infrastructure assessment referred to in this presentation is important to help define where the opportunities and constraints exist and enable the City to target infrastructure investment.

**7. Which TODs go first? What is the priority (e.g. maximum density, the fastest build-out, greatest need for economic development/equity)? Where can we have the most impact first? Where is the lowest hanging fruit?**

Staff will follow up with City Council briefing updates as progress is made on assessing priorities based on further work. Staff proposes to advance this initiative through all components of the four-pronged approach noted in the City Council briefing to allow the intersection of these efforts to help identify low hanging fruit and guide priorities through the process:

- Catalytic projects on public property: The City in partnership with other public partners will focus on identifying public sites that are available for proactive TOD led by the owner-agency. These are the sites where the City and partner agencies can be most proactive in promoting TOD. Factors such as size and concentration of sites, need for incorporation of public facilities, and potential for development will be key considerations. Besides leveraging existing market demand in some areas, public agencies may be in a position to use developments on public land to help test or build the market in areas where there may not be comparable developments.
- Infrastructure investments: The City's infrastructure needs assessment will initially identify areas where water, sewer and storm water utility infrastructure may pose limitations on development. In addition, the existence of multi-modal infrastructure and facilities to support TOD will also be assessed. The magnitude of investment needed to address these fundamental infrastructure needs and the potential for identifying appropriate funding mechanisms to address them will help determine priorities.
- Targeted Incentives for Jobs and Mixed-Income Housing: Assessment of the extent to which existing tools and special districts such as TIFs, Neighborhood Empowerment Zones and Opportunity Zones will help identify initial priorities.

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Thereafter, the City's ability to identify additional funding tools/sources for targeted incentives will also be a factor.

- City initiated visioning and rezoning: The City proposes to begin community engagement on all TOD areas as part of the proposed comprehensive land use plan update. Preliminary public input received through this process will help us prioritize while considering areas that have already been authorized for rezoning by City Council or City Plan Commission.

**8. What does implementation of catalytic development near transit look like? Is this ideally a public/private partnership?**

The City's initial goal is to explore a regular cycle of RFP's to seek development partners on City sites that are identified to be available for TOD development with an emphasis on promoting mixed-income housing. This may include developments that are expected to incorporate public facility needs as well. Through this process the City hopes to explore potential joint RFP's with partner public agencies to enable collaboration and coordination that would ensure mutual benefits to all parties.

**9. Assuming that City-initiated visioning for TOD areas will be accomplished through authorized hearings? If so, what are the priorities in terms of which TOD locations go through the process first? What level of public input is involved?**

The City anticipates initiating visioning for all TOD areas as part of the citywide Comprehensive Land Use Plan update. This engagement process will identify areas that are already part of a City authorized hearing process and will address TOD alongside other catalytic opportunities that can help shape development throughout the city. Through this process the City expects to be able to develop preliminary visions for land development in these areas and to recommend prioritization for additional authorized rezoning and other incentives to support TOD.

**10. What is the needs list for targeted infrastructure investments around transit? Please clarify this bullet.**

The City's infrastructure needs assessment will initially identify areas where water, sewer and storm water utility infrastructure may pose limitations on development. In addition, the existence of multi-modal infrastructure and facilities to support TOD will also be assessed. The magnitude of investment needed to address these fundamental infrastructure needs and the potential for identifying appropriate funding mechanisms to address them will help determine priorities.

**11. Could we include an assessment of potential retrofits to existing infrastructure to integrate & connect better to trails? How does trail planning overlay with DART station planning and can we emphasize TOD along other types of transportation routes such as along complete systems of "bicycle superhighways"?**

The infrastructure assessment proposed as part of the TOD Planning and Implementation Initiative will certainly include multi-modal infrastructure such as trails and other bike facilities. Existing and planned trails will be overlaid on TOD Areas and the area of influence for non-automobile accessibility will be adjusted accordingly to inform zoning and financial incentive strategies. Staff will also explore and define potential street improvements that can contribute to greater pedestrian and bicycle accessibility.

**12. What are you proposing in terms of targeted TOD financial incentives? Is there anything in the current budget that could apply?**

The City has several existing programs/tools that are already able to provide incentives to TOD areas. For example, as the map on Slide 20 in the April 1 Council Briefing depicts, many TOD areas are located within existing TIF districts and the recently approved residential Neighborhood Empowerment Zones. Grants, loans, and tax abatements pursuant to the City's Public/Private Partnership Program can also be deployed city-wide (although minimum eligibility criteria differ depending on project location). The Housing Department also has several existing tools and programs that can be targeted to support TOD. Over the past 15 years, GO bond funds have been deployed in southern Dallas and in TOD areas pursuant to the Economic Development/Housing propositions of the 2006 and 2012 bond programs. In the 2017 Bond Program there is approximately \$32 million of uncommitted General Obligation bond authorization in Proposition I (the Economic Development/Housing proposition). This amount is spread across 10 Council Districts as "discretionary" allocations and can be applied to projects in TOD areas. Many TOD areas are also located in federal Opportunity Zones, which although not City tools, were designed to attract private investment through federal tax incentives.

Through this new TOD Planning and Implementation Initiative alongside the Comprehensive Land Use Plan, staff proposes to assess the extent to which existing financial incentive programs can be better leveraged towards ensuring that TOD areas receive more attractive incentives compared to similar sites not located within TOD areas. Staff also proposes to explore the possibility of refining and/or extending some of these existing City tools to more comprehensively address all TOD areas. Staff will also explore possible additional tools to incentivize jobs and mixed-income housing in TOD areas. Note that through rezoning in TOD areas, indirect financial incentives that would accrue from density increases and parking reductions can also have a significant impact on attracting development.

**13. Where can we integrate improved health through design? What kinds of design standards can we put in place to promote healthy spaces & mitigate the potentially harmful effects of high density?**

This is an important question to address in the context of the ongoing COVID-19 pandemic. Sound planning and urban design within TOD Areas can have a significant impact on public health even in the context of higher density development. An important consideration in the planning and implementation of TOD will be inclusion of

neighborhood open space, trees and other means to enhance the availability of light and clean air in conjunction with increased density. A large percentage of Americans are Vitamin D deficient, and studies have linked higher vitamin D levels to a reduced risk of acute respiratory tract infection. Availability of neighborhood parks and reduced reliance on automobiles for short trips would also result in reduced air pollution. Polluted air is linked to health problems such as asthma, high blood pressure, and diabetes, all of which are associated with a higher risk for patients with the new coronavirus. Access to parks and designing for walkability and convenient bicycle access in TOD Areas will also encourage more people to exercise. Walkable neighborhoods, are linked to a lower risk for problems such as obesity and high blood pressure, which are additional risk factors for individuals suffering from respiratory ailments. Walking, biking and other micro-transit options are expected to become significantly more viable in mixed use, higher density TOD, with the availability of jobs, housing, services and amenities within short travel distances.

The recent COVID-19 outbreak is also expected to result in review of building code provisions and building and transit system design practices that can help reduce the spread of such diseases. It should be noted that several countries, such as South Korea, Singapore and Taiwan that have been successful thus far in containing the spread of COVID-19, are known for their significant density and mix of uses in urban environments as well as their reliance on public transit to serve these areas.

#### **14. Have staff reviewed BC Workshop's 2016 study of the viability of Affordable Housing at DART Stations?**

Staff has reviewed this study titled [Affordable Housing and TOD](#) and will be using it in conjunction with other past studies to inform planning and implementation strategies going forward. This study emphasizes the importance of including a robust affordable housing component in TOD in order to maximize public benefits. Another recent study specifically relevant to this topic is the 2016 Urban Land Institute's Advisory Services Panel Report titled [Expanding Affordable and Mixed Income Housing Opportunities](#). While this study addresses housing from a broader perspective for all of Dallas, it has content that is very relevant to the TOD Planning and Implementation initiative.

#### **15. Can Council get a list of who is on that task force and when they are meeting?**

The TOD Task Force has been constituted as a forum for staff from several public agencies to coordinate efforts on this TOD Planning and Implementation initiative. The Task Force currently include the following individuals listed below by City Department and external agency:

##### **City of Dallas**

- Michael Mendoza – Strategies and Special Initiatives Officer
- Peer Chacko, Director, Planning & Urban Design
- Arturo Del Castillo, Chief Urban Designer, Planning & Urban Design

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- Luis Tamayo, Chief Planner, Planning & Urban Design
- Daniel Church, Area Manager, Planning & Urban Design
- Michael Rogers, Director, Transportation Planning
- Ghassan Khankarli, Assistant Director, Transportation Planning
- Andrew Pagano, Transportation Planner, Transportation Planning
- Courtney Pogue, Director, Economic Development
- Kevin Spath, Assistant Director, Economic Development
- Sue Hounsel, Area Manager, Economic Development
- Tamara Leak, Area Manager, Economic Development
- Dorcy Clark, Area Manager, Economic Development
- Daunte Rushton, Coordinator, Economic Development
- Kris Sweckard, Director, Sustainable Development and Construction
- Neva Dean, Assistant Director, Sustainable Development and Construction
- Nathan Warren, Senior Planner, Sustainable Development and Construction
- David Cossum, Development Services Administrator, Sustainable Development and Construction
- Ashley Eubanks, Assistant Director, Real Estate, Sustainable Development and Construction
- David Noguera, Director, Housing and Neighborhood Revitalization
- Pam Thomson, Housing Policy Task Force Administrator, Housing and Neighborhood Revitalization
- Eric Ochel, Business Development, Housing and Neighborhood Revitalization
- James McGuire, Director Office of Environmental Quality
- Susan Alvarez, Assistant Director, Office of Environmental Quality
- Pharr Andrews, Senior Environmental Coordinator, Office of Environmental Quality
- Louise Elam, Assistant Director, Park & Recreation
- Jared White, Manager, Park & Recreation

### **External Public Agencies**

- Kay Shelton, Assistant Vice President, DART Capital Planning
- Rob Smith, Assistant Vice President, DART Service Planning and Scheduling
- Jack Wierzenski, DART Director of Economic Development
- Joseph Clemens, DART Project Manager
- Troy Broussard, Executive Director, Dallas Housing Authority
- Myriam Igoufe, Dallas Housing Authority
- Jonathan Toffer, Dallas County
- Tushar Solanki, Dallas County
- Micah Baker, Dallas County
- Travis Liska, North Central Texas Council of Governments

Note that as work progress we will engage additional City departments and the City will also be reaching out to the Independent School Districts and Dallas County Community College District to seek their participation. The TOD Task is currently scheduled to meet

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monthly with the next meeting tentatively scheduled for April 17, 2020. However, given the ongoing COVID-19 situation, this next meeting may be delayed.

**16. Does the City have a contractual agreement with DART that ends at any time?  
Can the Council get information on DART's transit ridership and revenue?**

The City has a Master Interlocal Agreement with DART that remains in effect unless terminated with the consent of both parties with a clear understanding of the liabilities that could result from such action. The City also has a number of project-specific agreements with DART that typically do have timeframes associated with them.

Staff has requested DART to provide information to City Council regarding ridership and revenue in response to this question. DART staff have indicated that they will be providing a direct response to City Council.

If you have further questions or need clarification, please contact me at [eric.anthony.johnson@dallascityhall.com](mailto:eric.anthony.johnson@dallascityhall.com), or Peer Chacko, Director of Planning and Urban Design at [peer.chacko@dallascityhall.com](mailto:peer.chacko@dallascityhall.com).



Dr. Eric Anthony Johnson  
Chief of Economic Development and Neighborhood Services

c: T.C. Broadnax, City Manager  
Chris Caso, City Attorney  
Mark Swann, City Auditor  
Billerae Johnson, City Secretary  
Preston Robinson, Administrative Judge  
Kimberly Bizzor Tolbert, Chief of Staff to the City Manager  
Majed A. Al-Ghafry, Assistant City Manager  
Jon Fortune, Assistant City Manager

Joey Zapata, Assistant City Manager  
Nadia Chandler Hardy, Assistant City Manager  
M. Elizabeth Reich, Chief Financial Officer  
Laila Aleqresh, Chief Innovation Officer  
M. Elizabeth (Liz) Cedillo-Pereira, Chief of Equity and Inclusion  
Directors and Assistant Directors

# OVERVIEW OF TOD

PROPERTY EVALUATION | MAY 2019



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# TERMS & DEFINITIONS

**PURPOSE - TO IDENTIFY DART STATIONS AND PROPERTIES THAT COULD ACT AS A CATALYST FOR TRANSIT ORIENTED DEVELOPMENT ON DART OWNED PROPERTY.**

**BUS**

DART Bus

**DART (DALLAS AREA RAPID TRANSIT)**

Dallas Area Rapid Transit is the Dallas County transit authority. It operates buses, light rail, and commuter rail vehicle lanes in Dallas and twelve of its suburbs.

**DCTA (DENTON COUNTY TRANSPORTATION AUTHORITY)**

Operates the A-Train, a 21 mile commuter rail line connecting Denton and Dallas Counties.

**LRT**

DART Light Rail

**SIZE (ACRES)**

Refers to DART owned land around DART Stations. Estimates are based on Dallas County Appraisal District Data and should be verified.

**TIF DISTRICT**

A Tax Increment Financing (TIF) District is an area in which a city has identified under-performing real estate and works with private developers to develop and implement redevelopment plans and then reinvests a portion of property tax revenues generated from new real estate development into an area to encourage the implementation of the redevelopment plans.

**TOD**

Transit Oriented Development

**TRE (TRINITY RAILWAY EXPRESS)**

Commuter train connecting Fort Worth and Dallas, TRE is provided jointly by the Fort Worth Transit Authority (Trinity Metro) and DART.

**WALK SCORE®**

Walk Score measures the walkability of any address using a patented system. For each address, Walk Score analyzes hundreds of walking routes to nearby amenities. Points are awarded based on the distance to amenities in each category. Amenities within a 5 minute walk (.25 miles) are given maximum points. Fewer points are given to more distant amenities, with no points given after a 30 minute walk.

Walk Score also measures pedestrian friendliness by analyzing population density and road metrics such as block length and intersection density. Data sources include Google, Education.com, Open Street Map, the U.S. Census, Localeze, and places added by the Walk Score user community.

WALK SCORE	DESCRIPTION
90-100	<b>Walker's Paradise</b> Daily errands do not require a car.
70-89	<b>Very Walkable</b> Most errands can be accomplished on foot
50-69	<b>Somewhat Walkable</b> Some errands can be accomplished on foot
25-49	<b>Car-Dependent</b> Most errands require a car.
0-24	<b>Car-Dependent</b> Almost all errands require a car.

**WEEKLY PARKING UTILIZATION**

Average parking occupancy in morning peak hours as a percentage of total parking spots.

**KEY**

- BLUE LINE RED
- LINE GREEN LINE
- ORANGELINE
- 



**WORKS CITED:** Dallas County Appraisal District, Collin County Appraisal District, Tarrant County Appraisal District, Denton County Appraisal District, The City of Dallas Office of Economic Development, The City of Rowlett, The City of Plano, The City of Carrollton, The City of Irving, The City of Garland, The City of Dallas, DART, WalkScore.com, Trinity Railway Express, Denton County Transit Authority, Fort Worth Transportation Authority, The City of Addison, The City of Farmers Branch, The City of Irving

# DISCLAIMERS



*The information contained in this DART TOD Property Report is furnished solely for the purpose of providing information to prospective developers and other interested parties of DART owned property (the "Properties") surrounding DART stations. The material is based in part upon information supplied by DART and in part upon information obtained by Cushman & Wakefield from sources it deems reasonably reliable. No warranty or representation, expressed or implied, is made by DART, Cushman & Wakefield, Inc. ("Cushman & Wakefield"), or any of their respective affiliates, as to the accuracy or completeness of the information contained herein or any other written or oral communication transmitted to a prospective developer in the course of its evaluation of the Properties. No legal liability is assumed or to be applied in connection with the information or such other communications. Without limiting the generality of the foregoing, the information shall not be deemed a representation of the state of affairs of the Properties or constitute an indication that there has been no change in the business or affairs of the Properties since the date of preparation of the information.*

*This TOD Property Report was prepared by Cushman & Wakefield and has been reviewed by DART. It contains select information pertaining to the Properties and does not purport to be all inclusive or to contain all of the information which a prospective developer may desire.*

*In this TOD Property Report, certain documents and other materials are described in summary form. The summaries do not purport to be complete nor, necessarily, accurate descriptions of the full agreements involved, nor do they constitute a legal analysis of such documents. Interested parties are expected to independently review all documents.*

## PROCESS

**TO REVIEW AND RANK DART-OWNED SITES WITH THE GOAL OF IDENTIFYING AND PRIORITIZING A LIST OF PROPERTIES THAT ARE MOST MARKETABLE TO DEVELOPERS FOR TOD**

1. C&W determined evaluation criteria as well as the relative weighting of each criterion in developing an overall marketability score
2. C&W evaluated 47 DART-owned properties
3. C&W ranked each property and created a short list of the 15 properties that are most marketable



# CRITERIA ANALYZED

# OPPORTUNITY ZONES

## DART OWNED STATIONS WITHIN OPPORTUNITY ZONES



DART STATIONS / PROPERTIES	ADDRESSES	CENSUS TRACT
8th & Corinth Station	1740 E 8th St 1608 E 8 <sup>th</sup> St 113 N Corinth St 1600 E Clarendon Dr	48113004100
Buckner Station	8008 Elam Rd.	48113009301
Cedars Station	1112 Belleview St.	48113020400
Lake June Station	6410 Lake June Rd	48113009301
MLK Station	1412 S Trunk Avenue	48113010300
Powhattan	1105 and 1108 Powhattan St	48113020400

# CRITERIA ANALYZED

## PROPERTY SIZE /ATTRIBUTES



CRITERIA	MEASUREMENT	SCORE	DESCRIPTION
Size	Acres	Under 2.5 acres – 0 2.5 to 5 acres – 1 5 to 7.5 acres - 2 7.5 to 10 acres - 3 Over 10 acres – 4	See pg. 3
Walkability Score	1 to 100	Under 50 – 0 50 to 70 – 1 Over 70 – 2	See pg. 3
Parking Utilization (less than 50%)	Parking Utilization %	Under 50% - 4 50 to 75% - 2 Over 75% - 0	See pg. 3
Vehicular Accessibility & Visibility	Access	High – 2 Med – 1 Low – 0	Measurement based on ingress and egress to stations and proximity to, and visibility from, major thoroughfares
Annual Ridership	Annual Fare Revenue	<250k – 0 250k-650k – 1 >650k – 2	Annual Ridership numbers provided by DART

# CRITERIA ANALYZED

## DEVELOPMENT READINESS



CRITERIA	MEASUREMENT	SCORE	DESCRIPTION
New Development (occurring within ½ mile last 5 years)	Yes/No	Yes – 3 No – 0	Any new development or redevelopment of commercial or residential properties within a ½ mile radius of stations since 2014
Re/development Area	Yes/No	Yes – 2 No – 0	Stations located within an established zone for redevelopment - Tax Incremental Financing Districts (TIF), Tax Incremental Reinvestment Zones (TIRZ) (See pg. 3 for additional detail)
Station Area Plan or TOD Zoning	Yes/No	Yes – 3 No – 0	Stations whose municipalities have established plans for the development of the surrounding area with a focus on transit oriented development (TOD) or TOD zoning in the proximate area
In-place Infrastructure	Yes/No	Yes – 2 No – 0	DART station infrastructure – bus bays, rail stations, parking lots, etc.
Development Constraints	Yes/No	Yes – 0 No – 4	Any easements or other restrictions that effect the developable acreage of the station area – power line easements, gas line easements, zoning restriction, etc.

# CRITERIA ANALYZED

## MARKET SUPPORT FOR TOD



CRITERIA	MEASUREMENT	SCORE	DESCRIPTION
Residential Opportunity Gap (within 1 mile)	Population/Employment	Over 2.25 – 0 1.00 to 2.25 – 1 .25 to 1.00 – 2 Under .25 – 4	Lower numbers reflect residential growth opportunities due to higher numbers of locally available workers compared to residents in the surrounding area.
Population Density	Annual Rate	Under 2k – 0 2k to 4k – 1 Over 4k – 2	Measurement of the number of people living within a ½ mile radius of each station
Employment Density	Annual Rate	Under 2.5k – 0 2.5k to 5k – 1 Over 5k – 2	Measurement of the daytime population of workers within a ½ mile radius of each station
Millenials/Empty Nesters (within ½ mile radius)	% of Population	Under 30% – 0 30 to 60% - 1 over 60% - 2	Percentage of the number of people living within a ½ mile radius of each station who are between the ages of 25-34 or 55-64
Number of Households (within ½ miles radius)	# of households	Under 500 – 0 500 to 1500 – 1 Over 1500 – 2	Measurement of the number of households within a ½ mile radius of each station - a household is composed of one or more people who occupy a housing unit
Opportunity Zones	Yes/No	Yes – 4 No – 0	Stations located within Opportunity Zones - census tracts generally composed of economically distressed communities that qualify for the Opportunity Zone program, according to criteria outlined in 2017's TaxCuts and Jobs Act.

# CRITERIA ANALYZED

## MARKET SUPPORT FOR TOD



CRITERIA	MEASUREMENT	SCORE	DESCRIPTION
Office	NNN starting rent/RSF	N/A or Under \$17 – 0 \$17 to \$20 – 1 Over \$20 – 2	Average starting annual rent for office space – on a per-square-foot basis – within the office submarket in which the station is located (per C&W Research)
Multi-Family	NNN starting rent/RSF	N/A or Under \$1.25 – 0 \$1.25 to \$1.50 – 1 Over \$1.50 – 2	Average starting monthly rent for multi-family apartment space – on a per-square-foot basis – within the multi-family submarket in which the station is located (per ALN Apartment Data)
Retail	NNN starting rent/RSF	N/A or Under \$20 – 0 \$20 to \$25 – 1 Over \$25 – 2	Average starting annual rent for retail space – on a per-square-foot basis – within the retail submarket in which the station is located (per CoStar)
Rail or Bus Access	Rail/Bus Access	Rail Access – 2 Bus Access – 1	Station provides access to DART Light Rail – 2 points – DART Bus service – 1 point – or both – 2 points

# CRITERIA ANALYZED

## WEIGHTING METHODOLOGY



CRITERIA GROUPINGS	WEIGHTING
Property/Site Attributes	23%
Development Readiness	27%
Market Support for TOD	50%

Determines the relative weight of the point totals in each criteria grouping compared to the total possible points awarded to each station

Reflects the relative importance of each criteria grouping as determined by DART and Cushman & Wakefield



# TOTAL RANKING

# TOD PROPERTY PROPERTY RANKINGS

# EVALUATION



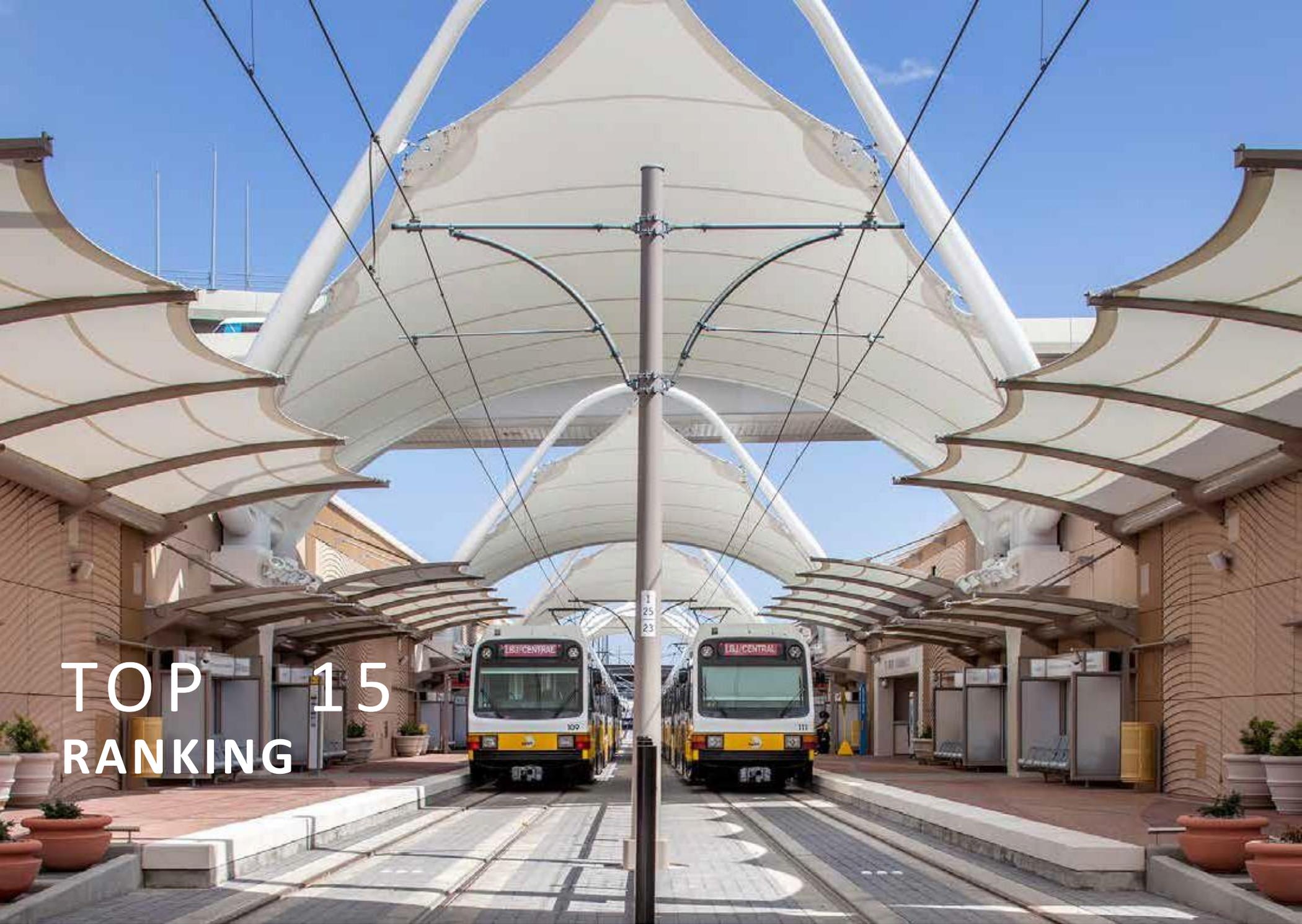
Rank	Station	Score
1	Mockingbird Station	87
2	Arapaho Center Station	81
3	Spring Valley Station	81
4	Park Lane Station	77
5	LBJ Central Station	73
6	Westmoreland Station	72
7	CBD East Transfer Center	72
8	Cedars Station/Powhattan	72
9	Forest Lane Station	71
10	Market Center Station	71
11	Parker Road Station	71
12	Inwood/Love Field Station	71
13	Northwest Plano Park & Ride	70
14	Pearl Arts District Station/San Jacinto	68
15	Addsion Transit Center	68
16	MLK, Jr. Station	67
17	Buckner Station	65
18	Downtown Rowlett Station	65
19	North Irving Transit Center	65
20	North Carrollton/Frankford Station	63
21	Downtown Garland Station	63
22	West Transfer Center	63
23	Forest/Jupiter Station	63
24	Downtown Carrollton Station	61
25	Kiest Station	61

# TOD PROPERTY PROPERTY RANKINGS

## EVALUATION



Rank	Station	Score
26	Royal Ln. Station	60
27	Farmers Branch Station	59
28	Trinity Mills Station	59
29	8th & Corinth Station	57
30	Hampton Station	57
31	LBJ/Skillman Station	57
32	Ledbetter Station	57
33	Lake June Station	55
34	Jack Hatchell Transit Center	55
35	Walnut Hill/Denton Station	55
36	Bachman Station	55
37	Deep Ellum Station	54
38	Lake Ray Hubbard Transit Center	53
39	White Rock Station	51
40	West Irving Station	51
41	Downtown Irving/ Heritage Crossing Station	49
42	Illinois Station	49
43	South Garland Transit Center	47
44	Red Bird Transit Center	41
45	Camp Wisdom Station	41
46	Glenn Heights Park and Ride	37
47	Lawnview Station	35



TOP RANKING 15

**TOD PROPERTY  
TOP 15 PROPERTIES**

**EVALUATION**



Rank	Station	Score
1	Mockingbird Station	87
2	Arapaho Center Station	81
3	Spring Valley Station	81
4	Park Lane Station	77
5	LBJ Central Station	73
6	Westmoreland Station	72
7	CBD East Transfer Center	72
8	Cedars Station/Powhattan	72
9	Forest Lane Station	71
10	Market Center Station	71
11	Parker Road Station	71
12	Inwood/Love Field Station	71
13	Northwest Plano Park & Ride	70
14	Pearl Arts District Station/San Jacinto	68
15	Addsion Transit Center	68



# PROPERTY AERIALS

# MOCKINGBIRD STATION

#01  
SCORE 87



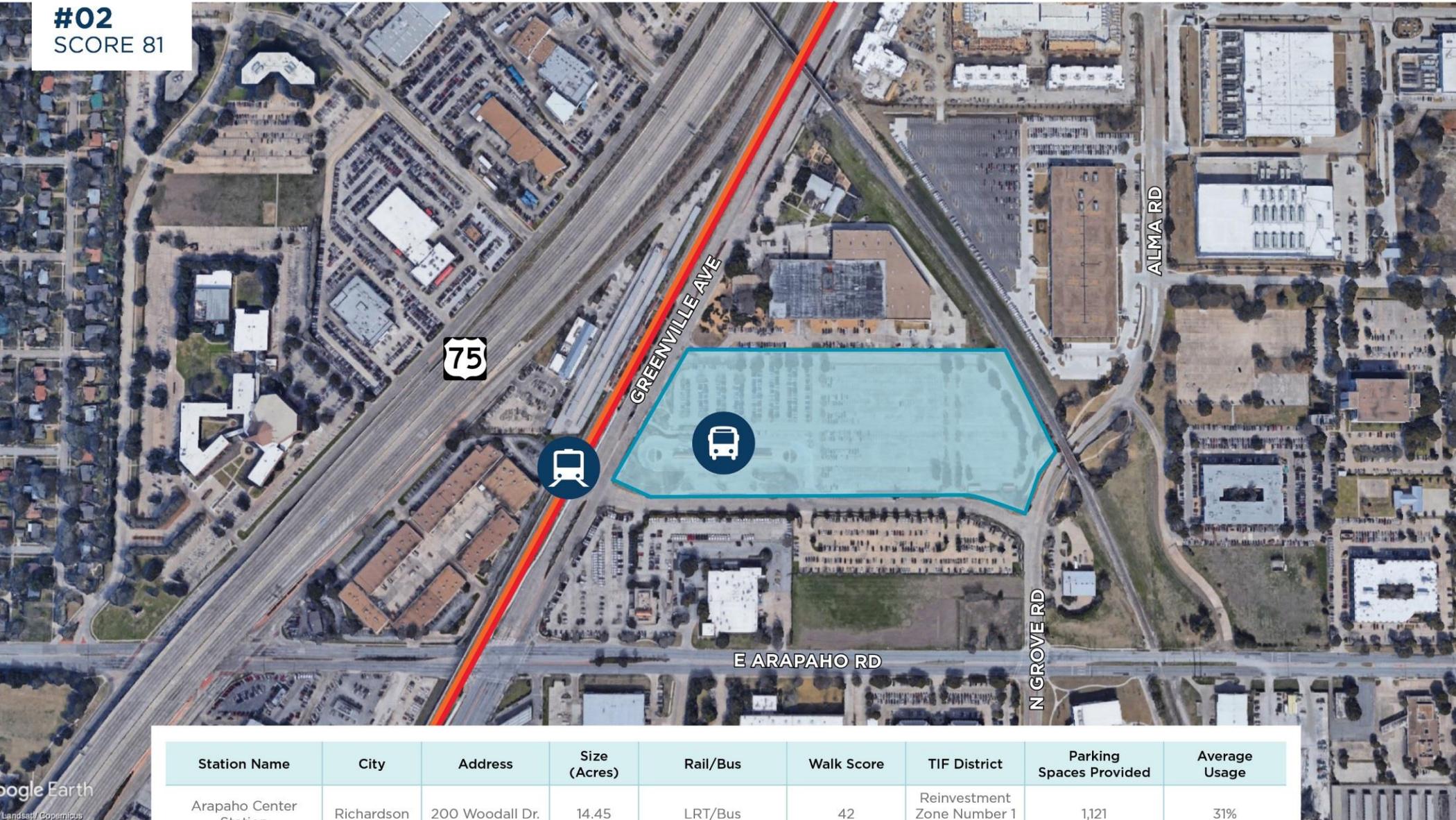
Station Name	City	Address	Size (Acres)	Rail/Bus	Walk Score	TIF District	Parking Spaces Provided	Average Usage
Mockingbird Station	Dallas	5465 E. Mockingbird Ln	±10	LRT/Bus	83	TOD(Dallas)	712	72%

Google Earth  
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OVERVIEW OF TOD PROPERTY EVALUATION  
**ARAPAHO CENTER  
 STATION**



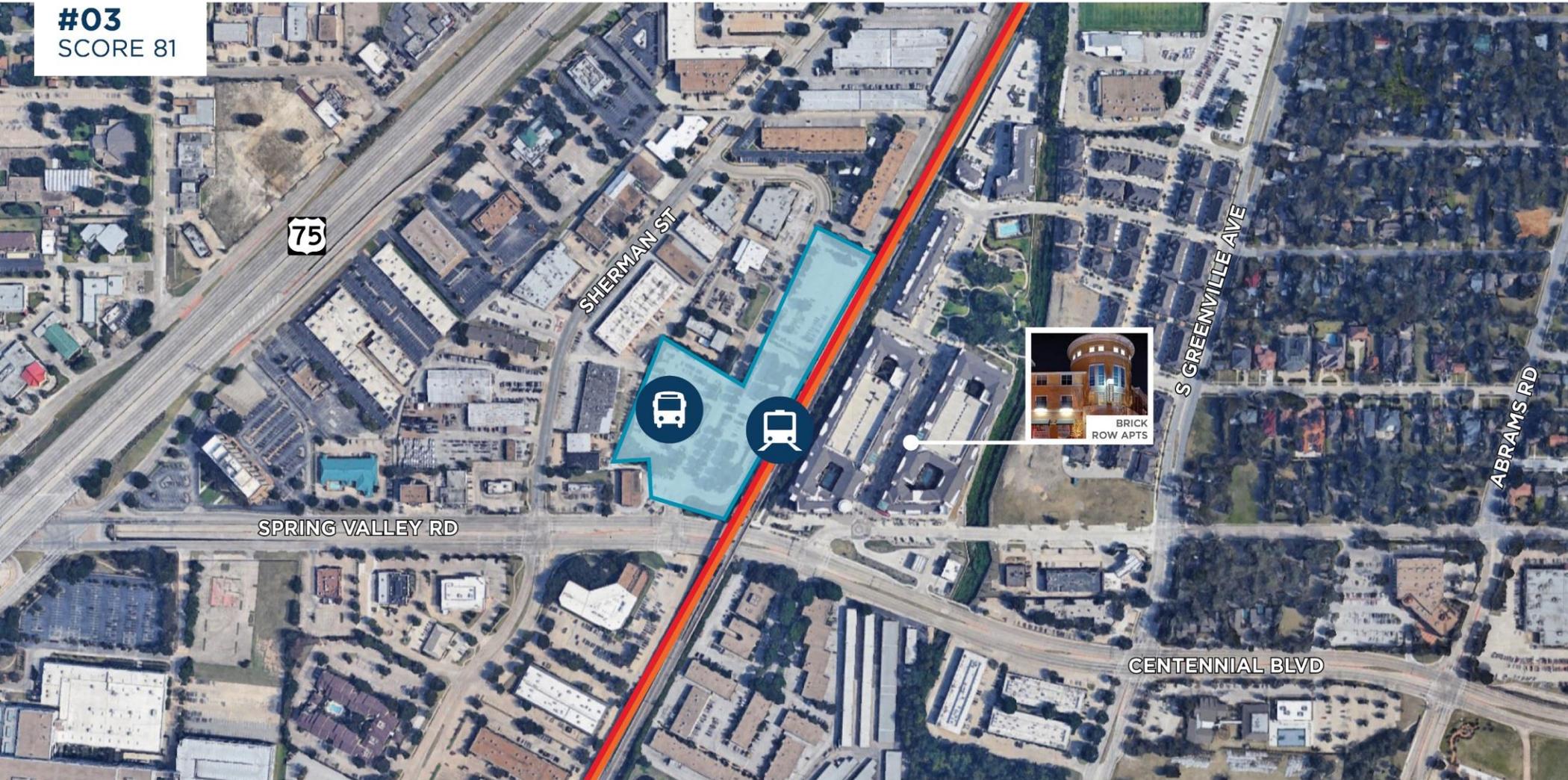
**#02**  
 SCORE 81



Station Name	City	Address	Size (Acres)	Rail/Bus	Walk Score	TIF District	Parking Spaces Provided	Average Usage
Arapaho Center Station	Richardson	200 Woodall Dr.	14.45	LRT/Bus	42	Reinvestment Zone Number 1 (Richardson)	1,121	31%

# SPRING VALLEY STATION

**#03**  
SCORE 81



Station Name	City	Address	Size (Acres)	Rail/Bus	Walk Score	TIF District	Parking Spaces Provided	Average Usage
Spring Valley Station	Richardson	100 W. Spring Valley Road	5.10	LRT/Bus	58	Reinvestment Zone #1 (Richardson)	405	37%

# PARK LANE STATION

**#04**  
SCORE 77



Station Name	City	Address	Size (Acres)	Rail/Bus	Walk Score	TIF District	Parking Spaces Provided	Average Usage
Park Lane Station	Dallas	8169 Park Lane	5.86	LRT/Bus	85	Vickery Meadow (Dallas)	320	43%

# LBJ CENTRAL STATION

**#05**  
SCORE 73



Station Name	City	Address	Size (Acres)	Rail/Bus	Walk Score	TIF District	Parking Spaces Provided	Average Usage
LBJ Central Station	Dallas	8901 Markville Dr.	12.58	LRT/Bus	52	None	553	26%

OVERVIEW OF TOD PROPERTY EVALUATION  
**WESTMORELAND  
 STATION**



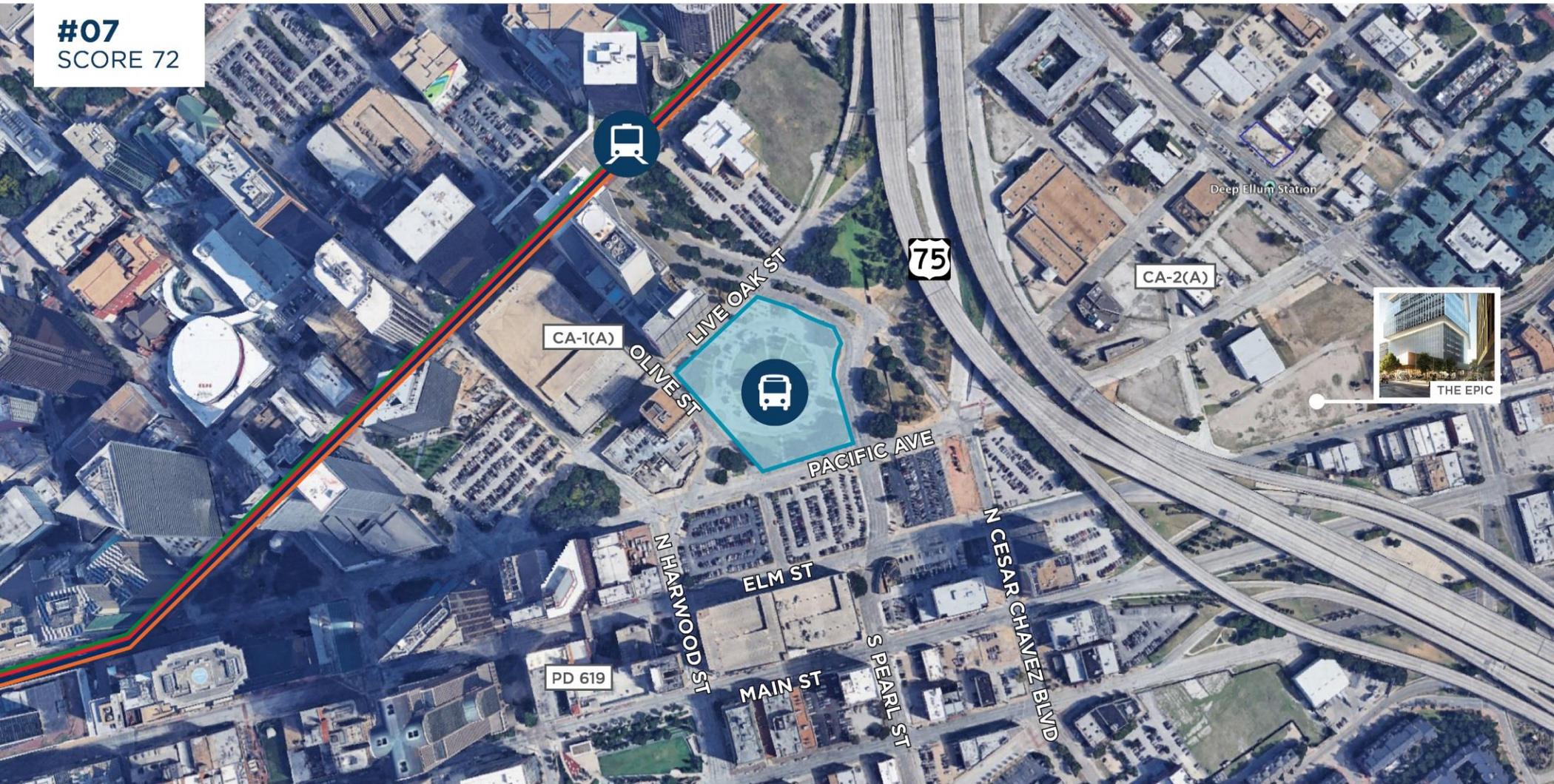
**#06**  
 SCORE 72



Station Name	City	Address	Size (Acres)	Rail/Bus	Walk Score	TIF District	Parking Spaces Provided	Average Usage
Westmoreland Station	Dallas	2646 S Westmoreland	15.21	LRT/Bus	62	None	672	41%

# CBD EAST TRANSFER CENTER

**#07**  
SCORE 72



Station Name	City	Address	Size (Acres)	Rail/Bus	Walk Score	TIF District	Parking Spaces Provided	Average Usage
CBD East Transfer Center	Dallas	330 N. Olive St	3.90	LRT/Bus	87	Downtown Connection (Dallas)	None	N/A

# CEDARS STATION/POWHATTAN

**#08**  
SCORE 72



Station Name	City	Address	Size (Acres)	Rail/Bus	Walk Score	TIF District	Parking Spaces Provided	Average Usage
Cedars Station / Powhattan	Dallas	1112 Belleview St.	2.04	LRT/Bus	78	Cedars/TOD (Dallas)	None	N/A

# FOREST LANE STATION

**#09**  
SCORE 71

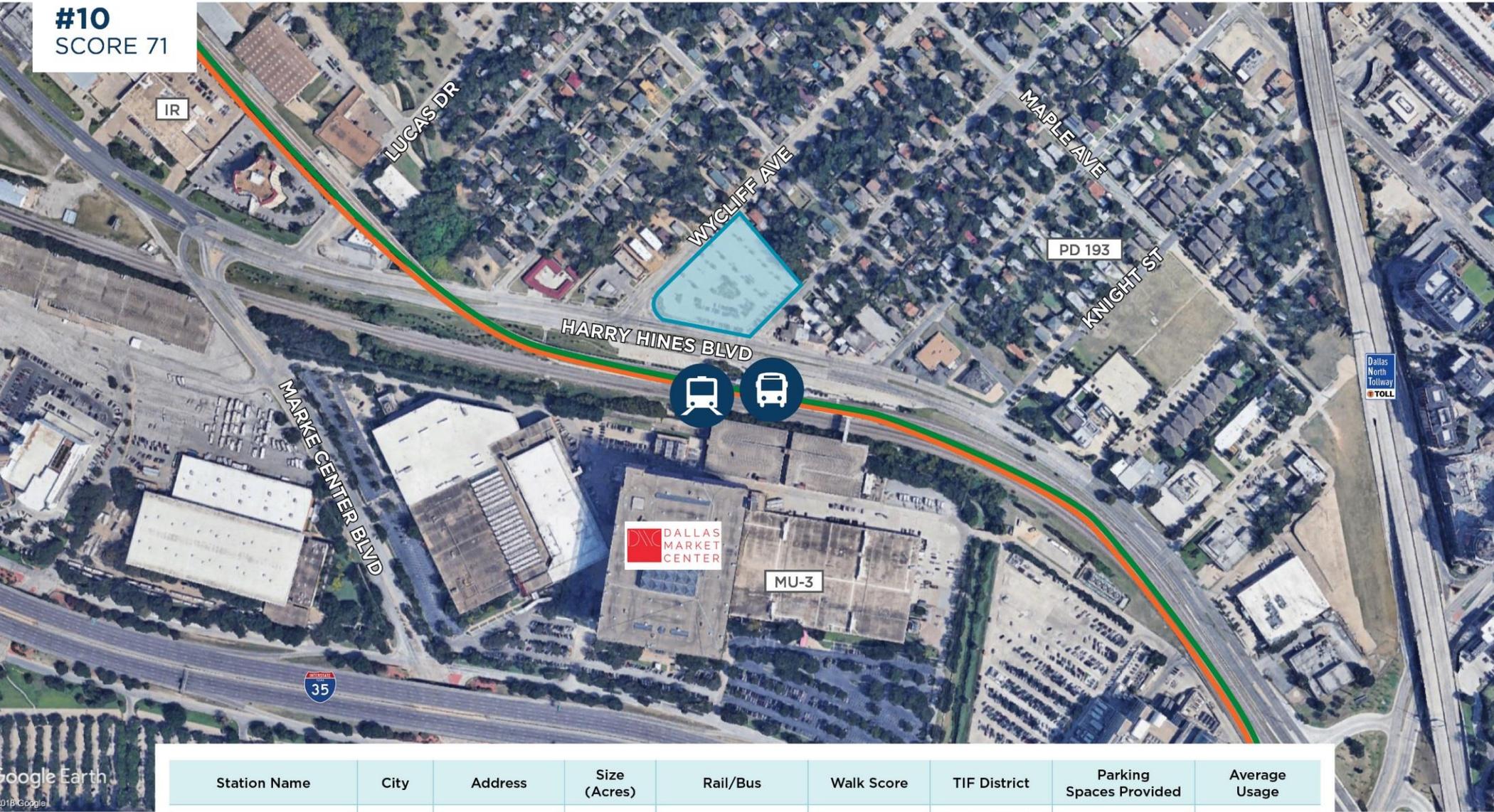


Station Name	City	Address	Size (Acres)	Rail/Bus	Walk Score	TIF District	Parking Spaces Provided	Average Usage
Forest Lane Station	Dallas	8210 Forest Lane	5.51	LRT/Bus	41	None	253	35%

OVERVIEW OF TOD PROPERTY EVALUATION  
**MARKET CENTER  
 STATION**



**#10**  
 SCORE 71



Station Name	City	Address	Size (Acres)	Rail/Bus	Walk Score	TIF District	Parking Spaces Provided	Average Usage
Market Center Station	Dallas	4301 Harry Hines	2.55	LRT/Bus	73	Design District (Dallas)	238	57%

# PARKER ROAD STATION

#11  
SCORE 71



Station Name	City	Address	Size (Acres)	Rail/Bus	Walk Score	TIF District	Parking Spaces Provided	Average Usage
Parker Road Station	Plano	2600 Archerwood	25.7	LRT/Bus	56	TIF #2 (Plano)	2,020	90%

# INWOOD/LOVE FIELD STATION

**#12**  
SCORE 71



Station Name	City	Address	Size (Acres)	Rail/Bus	Walk Score	TIF District	Parking Spaces Provided	Average Usage
Inwood/Love Field Station	Dallas	2720 Inwood Rd	9.04	LRT/Bus	76	Maple-Mockingbird (Dallas)	385	29%

OVERVIEW OF TOD PROPERTY EVALUATION

# NORTHWEST PLANO PARK & RIDE



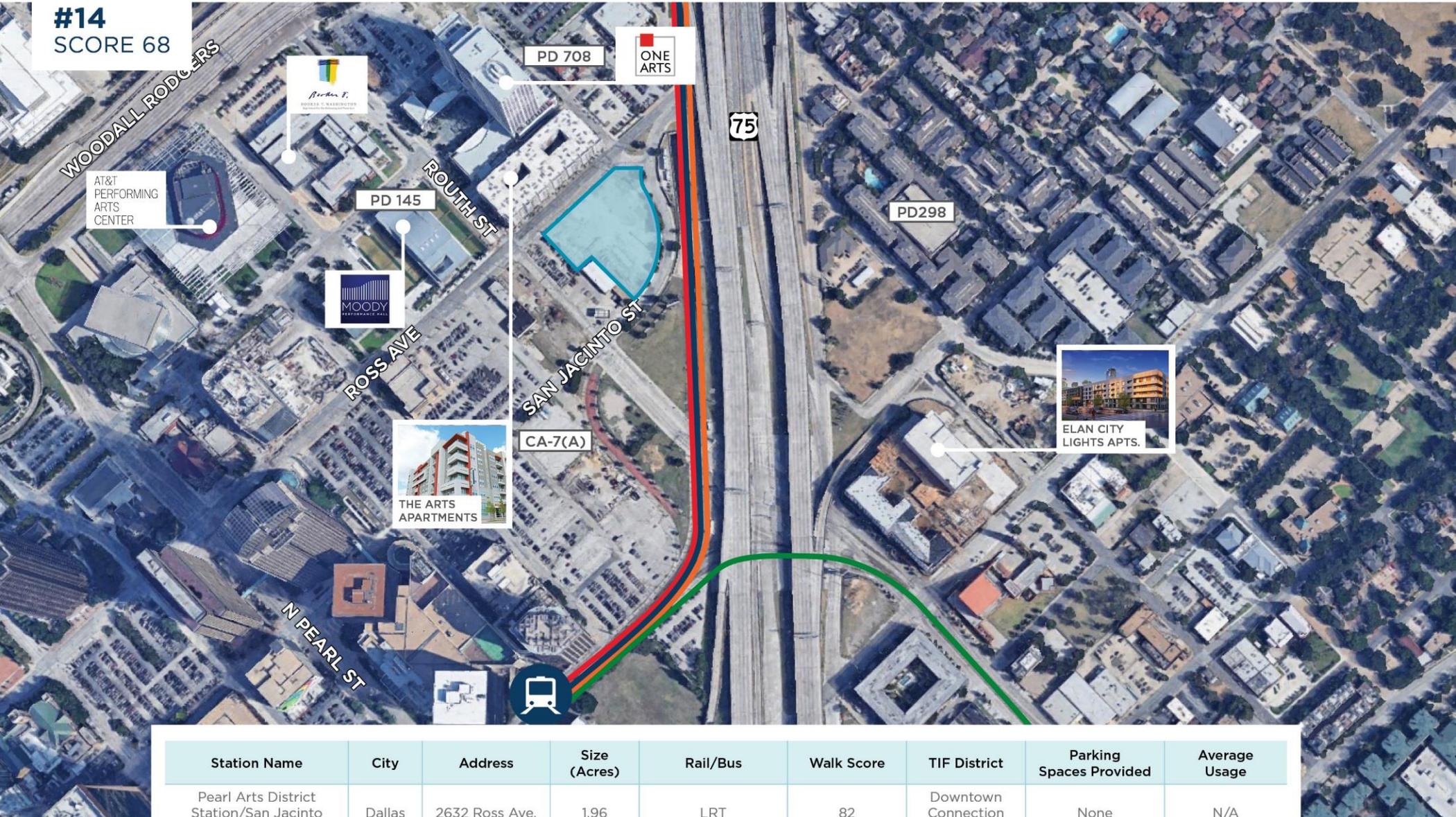
#13  
SCORE 70



Station Name	City	Address	Size (Acres)	Rail/Bus	Walk Score	TIF District	Parking Spaces Provided	Average Usage
Northwest Plano Park & Ride	Plano	6830 Communication Pkwy	9.5	Bus	33	None	564	50%

# PEARL ARTS DISTRICT STATION/ SAN JACINTO STATION

**#14**  
SCORE 68



Station Name	City	Address	Size (Acres)	Rail/Bus	Walk Score	TIF District	Parking Spaces Provided	Average Usage
Pearl Arts District Station/San Jacinto Station	Dallas	2632 Ross Ave.	1.96	LRT	82	Downtown Connection (Dallas)	None	N/A

OVERVIEW OF TOD PROPERTY EVALUATION

# ADDISON TRANSIT CENTER



**#15**  
SCORE 68



Station Name	City	Address	Size (Acres)	Rail/Bus	Walk Score	TIF District	Parking Spaces Provided	Average Usage
Addison Transit Center	Addison	4925 Arapaho	3.96	Bus	77	None	300	44%

# MLK, JR. STATION

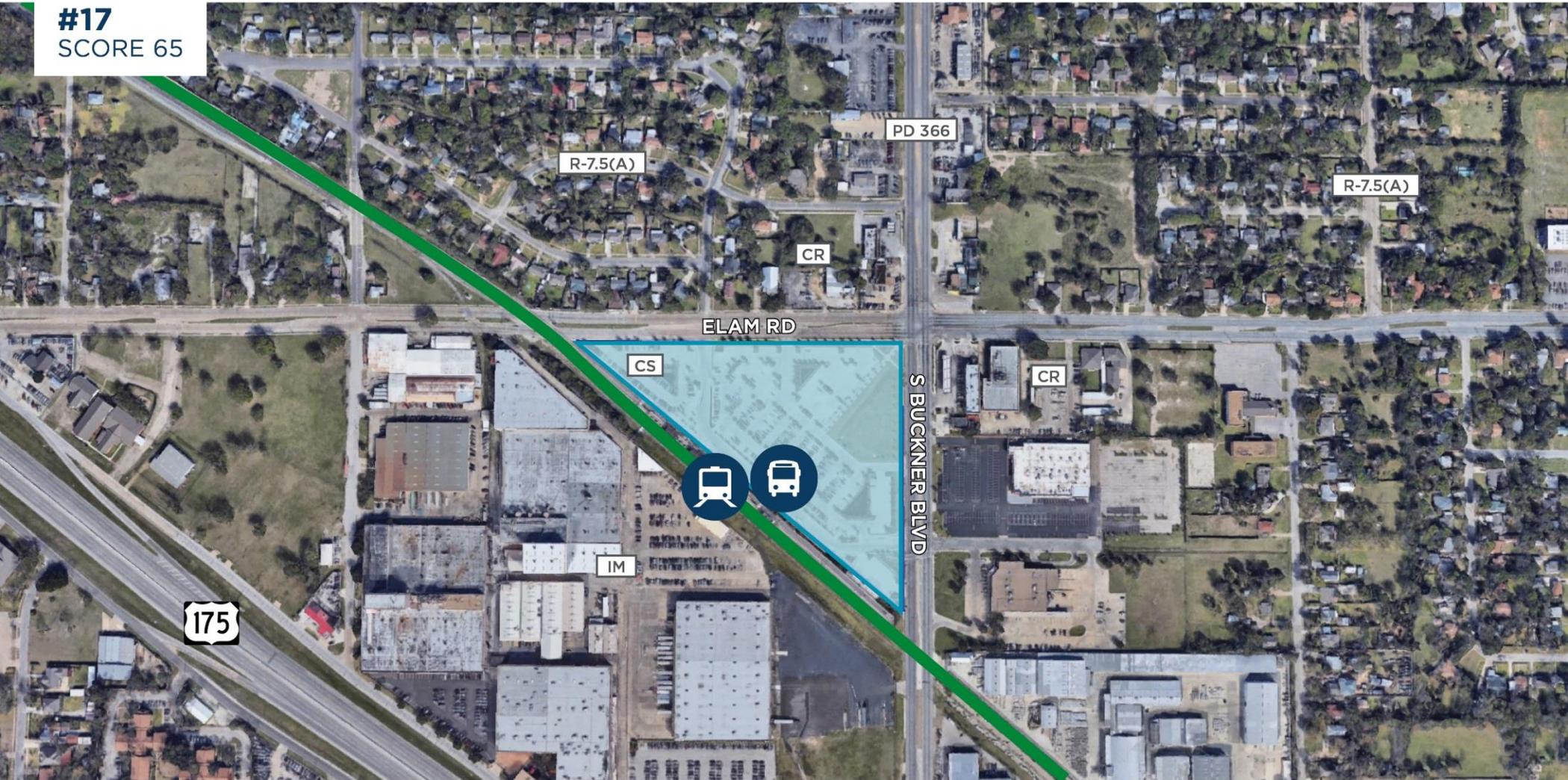
**#16**  
SCORE 67



Station Name	City	Address	Size (Acres)	Rail/Bus	Walk Score	TIF District	Parking Spaces Provided	Average Usage
MLK, Jr. Station	Dallas	1412 S. Trunk	4.61	LRT/Bus	70	Grand Park South (Dallas)	200	18%

# BUCKNER STATION

#17  
SCORE 65



Station Name	City	Address	Size (Acres)	Rail/Bus	Walk Score	TIF District	Parking Spaces Provided	Average Usage
Buckner Station	Dallas	8008 Elam Rd.	12.19	LRT/Bus	25	None	499	33%

# DOWNTOWN ROWLETT STATION

**#18**  
SCORE 65



Station Name	City	Address	Size (Acres)	Rail/Bus	Walk Score	TIF District	Parking Spaces Provided	Average Usage
Downtown Rowlett Station	Rowlett	5000 Martin Drive	10.04	LRT/Bus	56	TIF District (Rowlett)	750	76%

# NORTH IRVING TRANSIT CENTER

**#19**  
SCORE 65



Station Name	City	Address	Size (Acres)	Rail/Bus	Walk Score	TIF District	Parking Spaces Provided	Average Usage
North Irving Transit Center	Irving	5601 Riverside Dr	11.98	Bus	21	TIRZ#1 (Irving)	721	2%

# NORTH CARROLLTON/FRANKFORD STATION

**#20**  
SCORE 63



Station Name	City	Address	Size (Acres)	Rail/Bus	Walk Score	TIF District	Parking Spaces Provided	Average Usage
North Carrollton/ Frankford Station	Carrollton	1717 W. Frankford Rd.	16.8	LRT/Bus	12	None	1,677	33%

# DOWNTOWN GARLAND STATION

**#21**  
SCORE 63



Station Name	City	Address	Size (Acres)	Rail/Bus	Walk Score	TIF District	Parking Spaces Provided	Average Usage
Downtown Garland Station	Garland	430 W. Walnut St.	8.19	LRT/Bus	51	Downtown TIF District (Garland)	540	63%

OVERVIEW OF TOD PROPERTY EVALUATION  
**WEST TRANSFER CENTER**



**#22**  
 SCORE 63



Station Name	City	Address	Size (Acres)	Rail/Bus	Walk Score	TIF District	Parking Spaces Provided	Average Usage
West Transfer Center	Dallas	920 San Jacinto St	1.43	LRT/Bus	94	Adjacent to TOD & Downtown Connection (Dallas)	None	N/A

# FOREST/JUPITER STATION

**#23**  
SCORE 63



Station Name	City	Address	Size (Acres)	Rail/Bus	Walk Score	TIF District	Parking Spaces Provided	Average Usage
Forest/Jupiter Station	Garland	3232 Forest Lane	12.61	LRT/Bus	65	Downtown TIF District (Garland)	563	18%

# DOWNTOWN CARROLLTON STATION

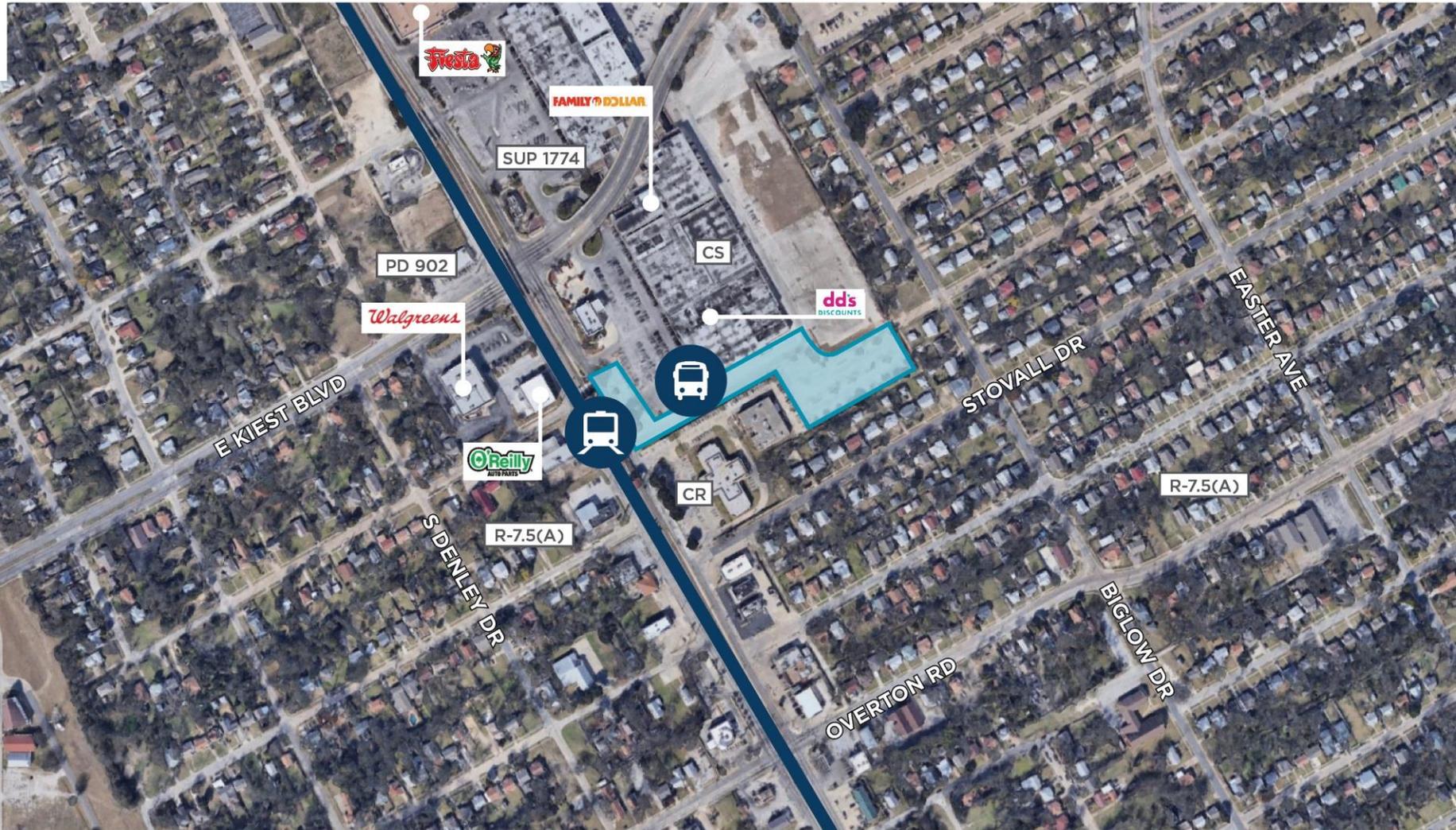
**#24**  
SCORE 61



Station Name	City	Address	Size (Acres)	Rail/Bus	Walk Score	TIF District	Parking Spaces Provided	Average Usage
Downtown Carrollton Station	Carrollton	1013 N. Denton Dr.	4.96	LRT/Bus	65	TIRZ District (Carrollton)	251	60%

# KIEST STATION

**#25**  
SCORE 61



Station Name	City	Address	Size (Acres)	Rail/Bus	Walk Score	TIF District	Parking Spaces Provided	Average Usage
Kiest Station	Dallas	3300 S. Lancaster	2.89	LRT/Bus	65	TOD (Dallas)	201	5%

# ROYAL LANE STATION



**#26**  
SCORE 60

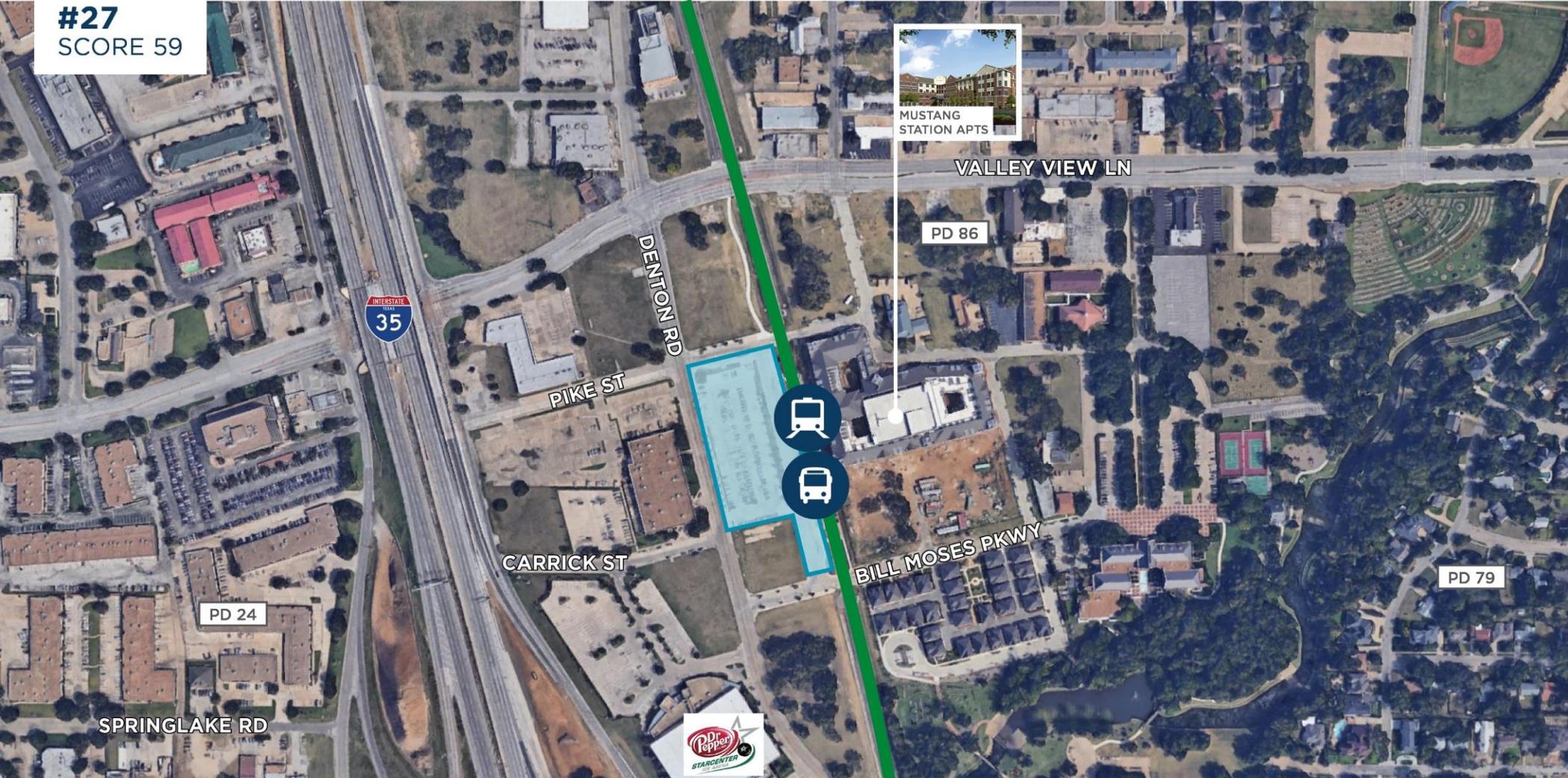


Station Name	City	Address	Size (Acres)	Rail/Bus	Walk Score	TIF District	Parking Spaces Provided	Average Usage
Royal Station	Dallas	11310 Denton	4.00	LRT/Bus	72	None	221	23%

OVERVIEW OF TOD PROPERTY EVALUATION  
**FARMERS BRANCH  
 STATION**



**#27**  
 SCORE 59



Station Name	City	Address	Size (Acres)	Rail/Bus	Walk Score	TIF District	Parking Spaces Provided	Average Usage
Farmers Branch Station	Farmers Branch	12800 Denton Rd	3.80	LRT/Bus	67	None	164	60%

# TRINITY MILLS STATION

**#28**  
SCORE 59



Station Name	City	Address	Size (Acres)	Rail/Bus	Walk Score	TIF District	Parking Spaces Provided	Average Usage
Trinity Mills Station	Carrollton	2525 Blanton Dr.	17.45	LRT/Bus/DCTA	28	TIRZ District (Carrollton)	494	65%

# 8TH & CORINTH STATION

**#29**  
SCORE 57



Station Name	City	Address	Size (Acres)	Rail/Bus	Walk Score	TIF District	Parking Spaces Provided	Average Usage
8th & Corinth Station	Dallas	1740 E. 8th St	6.94	LRT/Bus	29	TOD (Dallas)	196	60%

# HAMPTON STATION

**#30**  
SCORE 57



Station Name	City	Address	Size (Acres)	Rail/Bus	Walk Score	TIF District	Parking Spaces Provided	Average Usage
Hampton Station	Dallas	2002 S Hampton Rd	10.60	LRT/Bus	58	None	455	44%

# LBJ/SKILLMAN STATION

**#31**  
SCORE 57



Station Name	City	Address	Size (Acres)	Rail/Bus	Walk Score	TIF District	Parking Spaces Provided	Average Usage
LBJ/Skillman Station	Dallas	10100 LBJ Fwy	26.02	LRT/Bus	56	Skillman Corridor (Dallas)	654	15%

# LEDBETTER STATION

**#32**  
SCORE 57



Station Name	City	Address	Size (Acres)	Rail/Bus	Walk Score	TIF District	Parking Spaces Provided	Average Usage
Ledbetter Station	Dallas	2006 E Ledbetter Dr	8.78	LRT/Bus	65	TOD (Dallas)	399	11%

# LAKE JUNE STATION

**#33**  
SCORE 55



Station Name	City	Address	Size (Acres)	Rail/Bus	Walk Score	TIF District	Parking Spaces Provided	Average Usage
Lake June Station	Dallas	6410 Lake June Rd	22.90	LRT/Bus	36	None	434	23%

# JACK HATCHELL TRANSIT CENTER

**#34**  
SCORE 55



Station Name	City	Address	Size (Acres)	Rail/Bus	Walk Score	TIF District	Parking Spaces Provided	Average Usage
Jack Hatchell Transit Center	Plano	4040 W 15th Street	9.8	Bus	31	TIF #2 (Plano)	815	9%

# WALNUT HILL/DENTON STATION

**#35**  
SCORE 55



Station Name	City	Address	Size (Acres)	Rail/Bus	Walk Score	TIF District	Parking Spaces Provided	Average Usage
Walnut Hill/Denton Station	Dallas	2815 Walnut Hill	13.34	LRT/Bus	47	None	269	3%

# BACHMAN STATION

#36  
SCORE 55



Station Name	City	Address	Size (Acres)	Rail/Bus	Walk Score	TIF District	Parking Spaces Provided	Average Usage
Bachman Station	Dallas	9739 Denton Dr.	17.66	LRT/Bus	45	None	458	27%

# DEEP ELLUM STATION

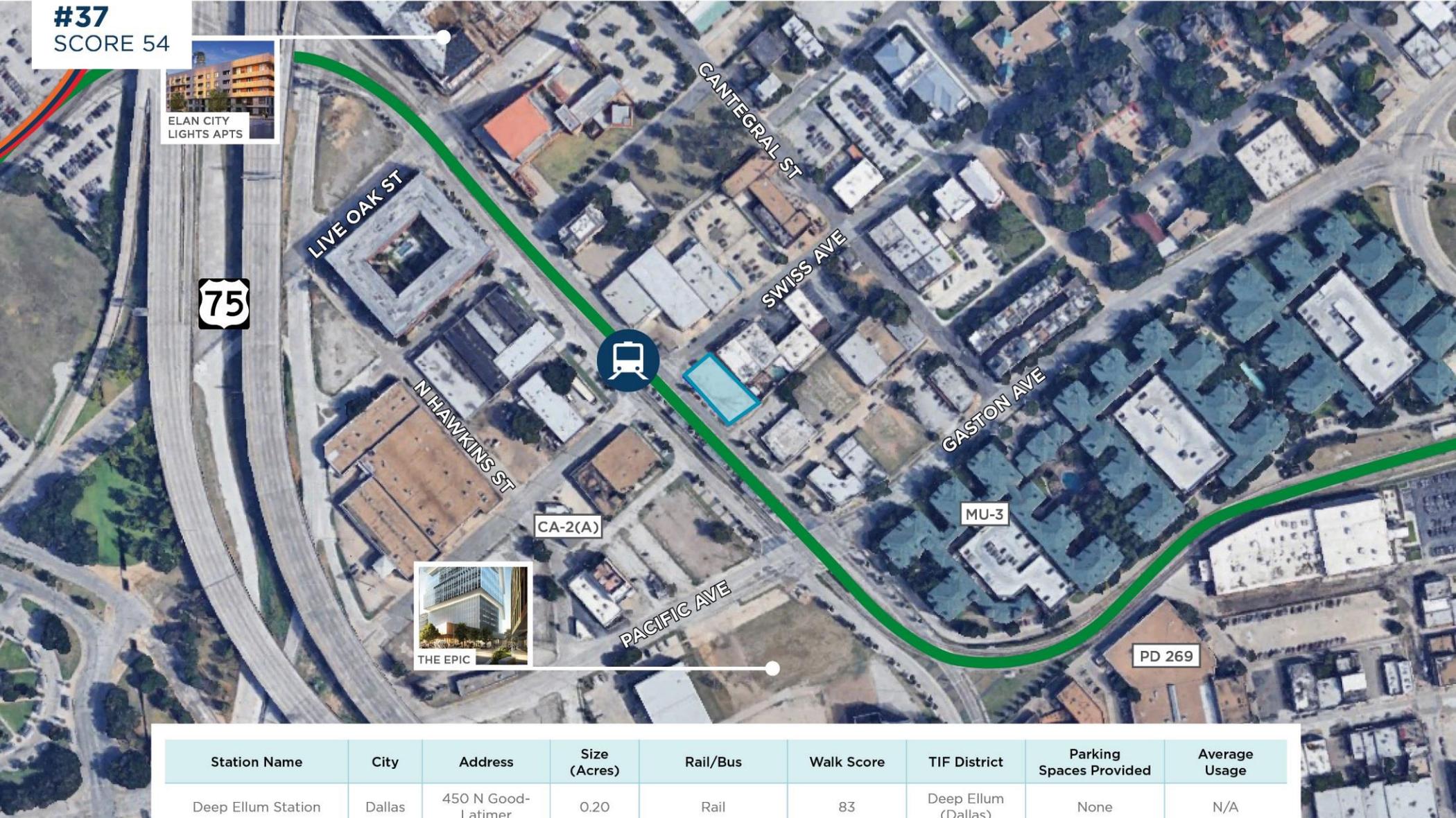
**#37**  
SCORE 54



ELAN CITY LIGHTS APTS



THE EPIC



Station Name	City	Address	Size (Acres)	Rail/Bus	Walk Score	TIF District	Parking Spaces Provided	Average Usage
Deep Ellum Station	Dallas	450 N Good-Latimer	0.20	Rail	83	Deep Ellum (Dallas)	None	N/A

# LAKE RAY HUBBARD TRANSIT CENTER

**#38**  
SCORE 53



Station Name	City	Address	Size (Acres)	Rail/Bus	Walk Score	TIF District	Parking Spaces Provided	Average Usage
Lake Ray Hubbard Transit Center	Garland	6151 Duck Creek	11.81	Bus	65	Adjacent to IH30 TIF (Garland)	657	41%

# WHITE ROCK STATION

**#39**  
SCORE 51



Station Name	City	Address	Size (Acres)	Rail/Bus	Walk Score	TIF District	Parking Spaces Provided	Average Usage
White Rock Station	Dallas	7333 E Northwest Hwy	9.79	LRT/Bus	18	None	496	57%

# WEST IRVING STATION

**#40**  
SCORE 51



Station Name	City	Address	Size (Acres)	Rail/Bus	Walk Score	TIF District	Parking Spaces Provided	Average Usage
West Irving Station	Irving	4200 Jackson	14.35	TRE/Bus	21	None	537	17%

# DOWNTOWN IRVING/HERITAGE CROSSING STATION

**#41**  
SCORE 49



Station Name	City	Address	Size (Acres)	Rail/Bus	Walk Score	TIF District	Parking Spaces Provided	Average Usage
Downtown Irving/Heritage Crossing Station	Irving	201 Rock Island	1.14	TRE/Bus	75	TIRZ #2 (Irving)	406	26%

# ILLINOIS STATION

**#42**  
SCORE 49



Station Name	City	Address	Size (Acres)	Rail/Bus	Walk Score	TIF District	Parking Spaces Provided	Average Usage
Illinois Station	Dallas	2111 S. Corinth St.	31.5	LRT/Bus	43	TOD (Dallas)	345	34%

OVERVIEW OF TOD PROPERTY EVALUATION

# SOUTH GARLAND TRANSIT CENTER



**#43**  
SCORE 47



Station Name	City	Address	Size (Acres)	Rail/Bus	Walk Score	TIF District	Parking Spaces Provided	Average Usage
South Garland Transit Center	Garland	4051 Leon Rd	9.25	Bus	33	None	603	8%

# RED BIRD TRANSIT CENTER

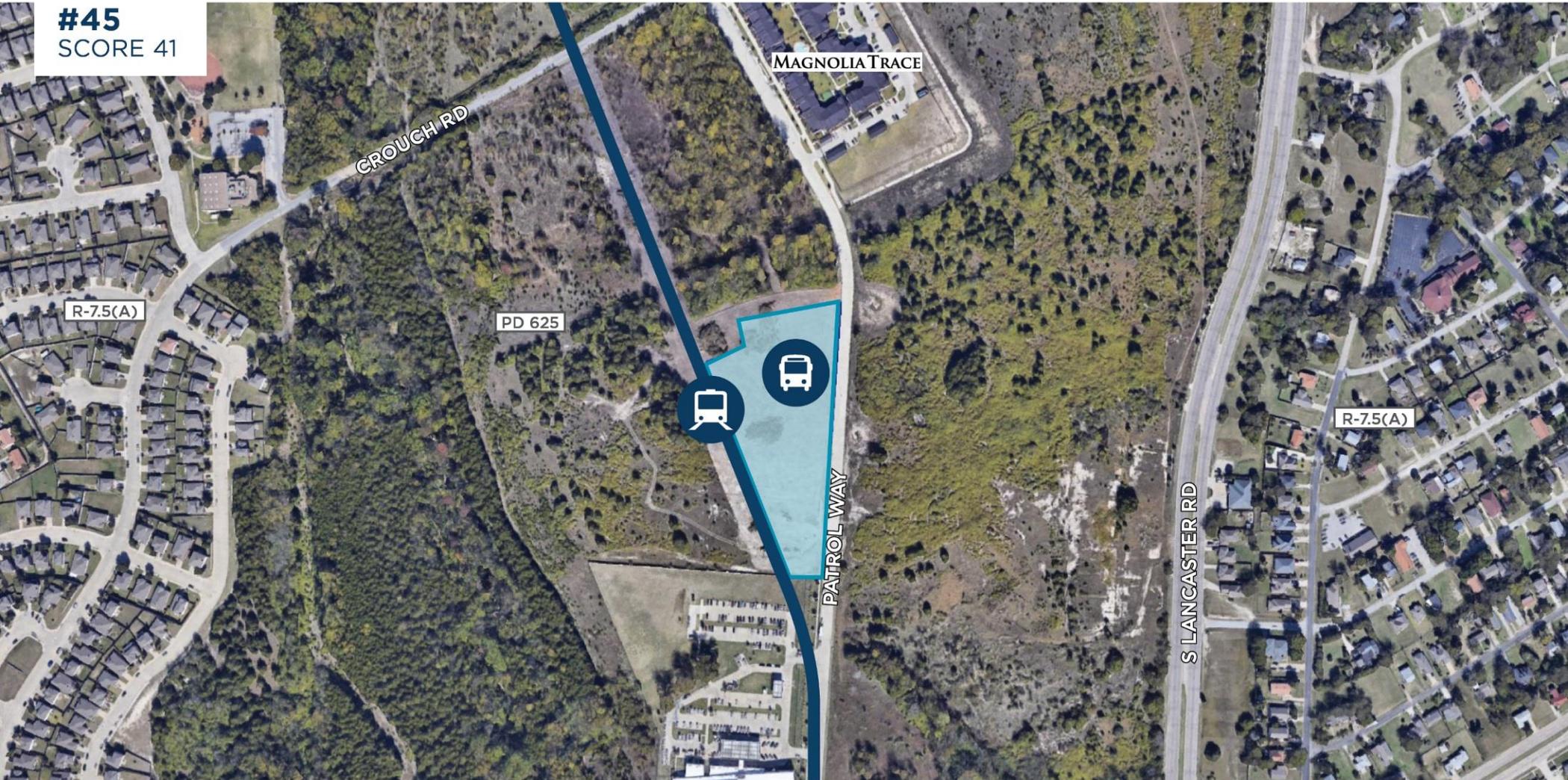
**#44**  
SCORE 41



Station Name	City	Address	Size (Acres)	Rail/Bus	Walk Score	TIF District	Parking Spaces Provided	Average Usage
Red Bird Transit Center	Dallas	4831 S Hampton	8.15	Bus	39	None	588	33%

# CAMP WISDOM STATION

**#45**  
SCORE 41



Station Name	City	Address	Size (Acres)	Rail/Bus	Walk Score	TIF District	Parking Spaces Provided	Average Usage
Camp Wisdom Station	Dallas	6869 Patrol Way	4.08	LRT/Bus	10	None	300	24%

# GLENN HEIGHTS PARK AND RIDE

**#46**  
SCORE 37



Station Name	City	Address	Size (Acres)	Rail/Bus	Walk Score	TIF District	Parking Spaces Provided	Average Usage
Glenn Heights Park and Ride	Glenn Heights	1200 E Bear Creek	4.99	Bus	12	None	595	53%

# LAWNVIEW STATION



**#47**  
SCORE 35



Station Name	City	Address	Size (Acres)	Rail/Bus	Walk Score	TIF District	Parking Spaces Provided	Average Usage
Lawnview Station	Dallas	5900 Scyene	80.63	LRT/Bus	12	None	370	31%