Transit-Oriented Development Planning and Implementation

City Council Briefing
April 1, 2020

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Planning & Urban Design
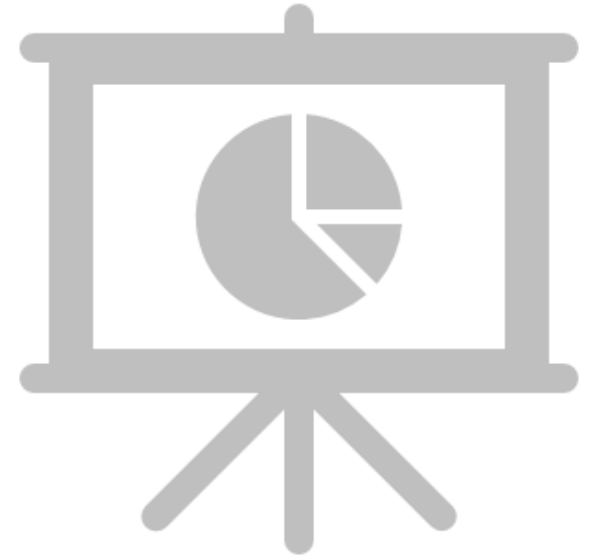**City of Dallas**

Purpose

- Provide an overview of a proposed planning and implementation framework to proactively promote Transit-Oriented Development (TOD) in Dallas.

- What is TOD?
  - Compact, walkable, mixed use communities centered around high-quality transit systems.

West Village, CityPlace/Uptown Station - Dallas
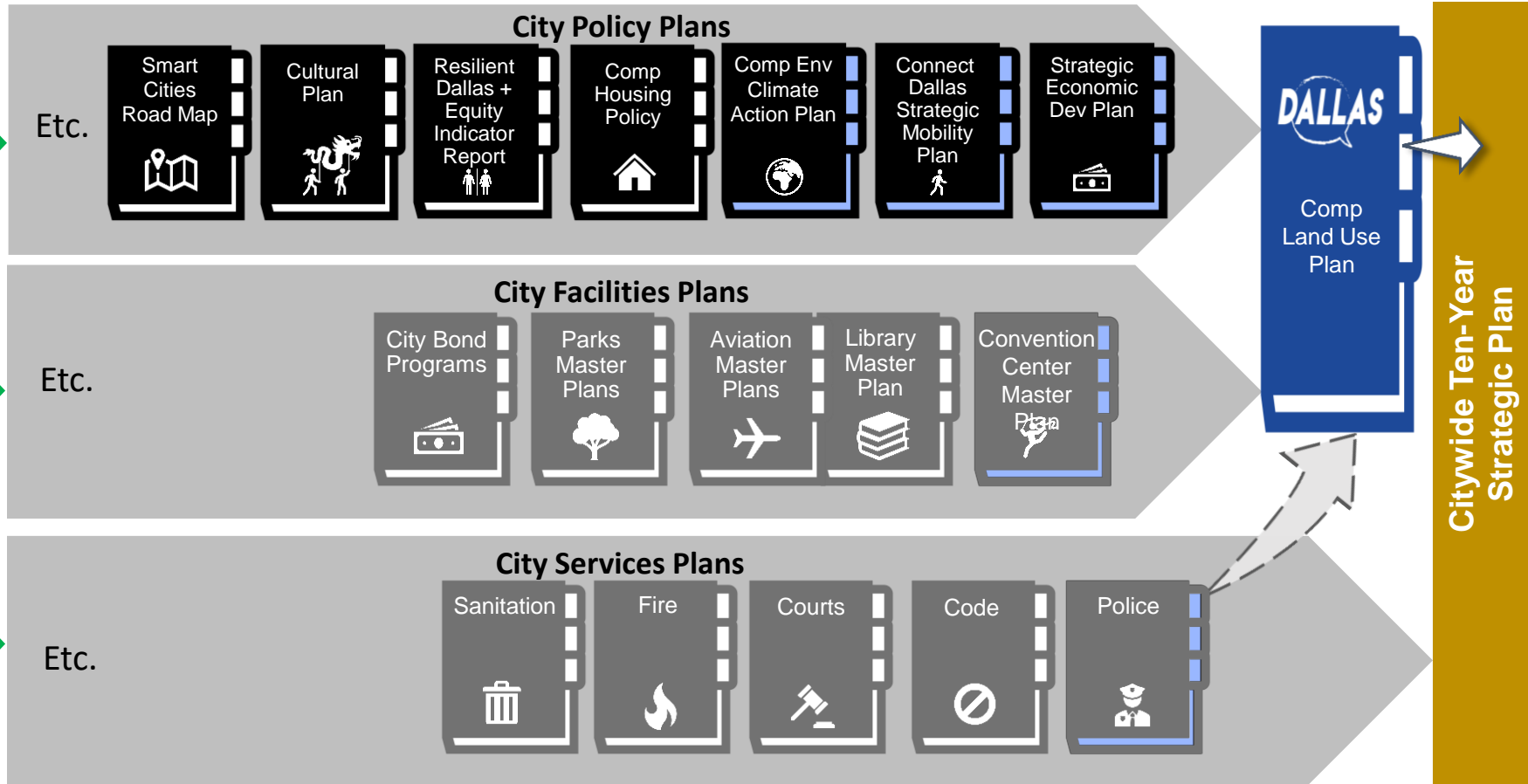*Credit: Visit Dallas*

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Presentation Outline

1. Background
2. TOD Goals
3. TOD Area Typology
4. TOD Implementation Strategy
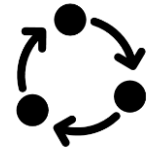5. TOD Task Force
6. TOD Timeline
7. Next Steps

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Citywide Planning Framework

City Policy Plans
- Smart Cities Road Map
- Cultural Plan
- Resilient Dallas + Equity Indicator Report
- Comp Housing Policy
- Comp Env Climate Action Plan
- Connect Dallas Strategic Mobility Plan
- Strategic Economic Dev Plan

Etc.

City Facilities Plans
- City Bond Programs
- Parks Master Plans
- Aviation Master Plans
- Library Master Plan
- Convention Center Master Plan

Etc.

City Services Plans
- Sanitation
- Fire
- Courts
- Code
- Police

Etc.

External Resource Partners

DALLAS

Comp Land Use Plan

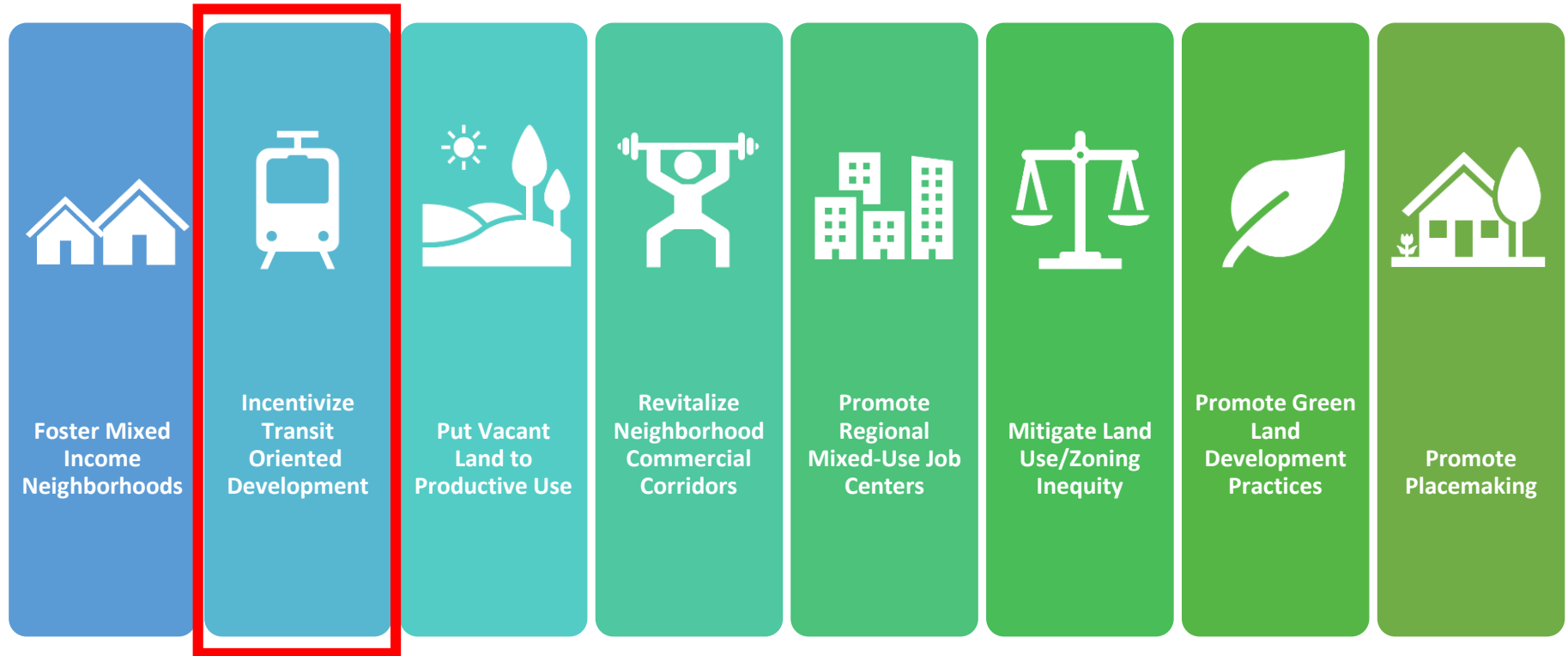Citywide Ten-Year Strategic Plan

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Comprehensive Land Use Plan Update

- Establish a future land use vision to guide City actions towards strategic objectives and foster continuity of purpose

- Integrate other citywide planning efforts that impact land use and development

- Protect and leverage valued community assets and investments while balancing competing land development objectives

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Preliminary Strategic Themes

| Foster Mixed Income Neighborhoods	Incentivize Transit Oriented Development	Put Vacant Land to Productive Use	Revitalize Neighborhood Commercial Corridors	Promote Regional Mixed-Use Job Centers	Mitigate Land Use/Zoning Inequity	Promote Green Land Development Practices	Promote Placemaking

- Preliminary themes are based on existing planning initiatives. Additional themes will emerge through community engagement.

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Current Transit and Land Use

- 46 DART and TRE stations

- Proportion of city served by light rail (half-mile radius):
  - Land area: 9%
  - Population: 13%
  - Jobs: 39%

- 3.8% of Dallas residents commute via public transit

- 50,000 Dallas residents commute over an hour each way to/from work
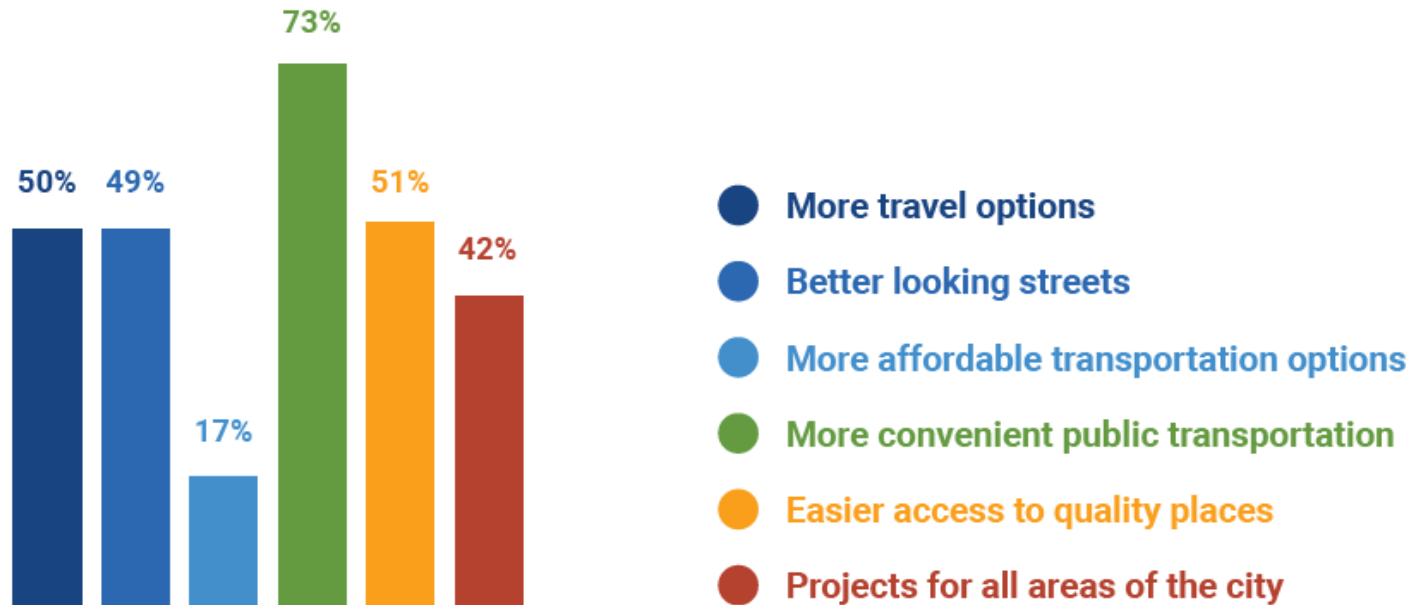
* Sources: Reference USA, City of Dallas, 2018 ACS
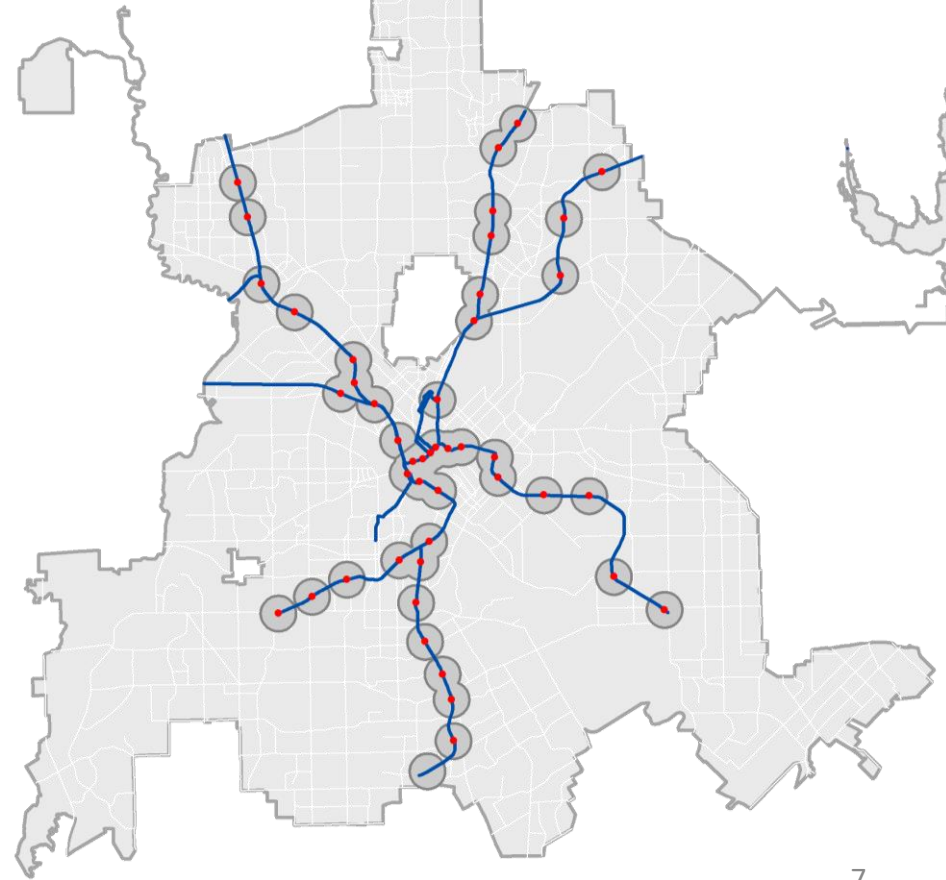
Existing Rail Transit Lines and Station Areas

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Public Attitudes Towards Transit

- What three changes would you like to see through the Connect Dallas process? *

* Source: Connect Dallas Public Opinion Survey

Transportation & Infrastructure

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TOD Potential

- Dallas is expected to add up to 400,000 residents by Year 2045

- TOD areas can sustainably accommodate significant growth

- 2,700 acres of vacant land near transit
  - 54,000 residential units are possible at an average density of 20 units per acre
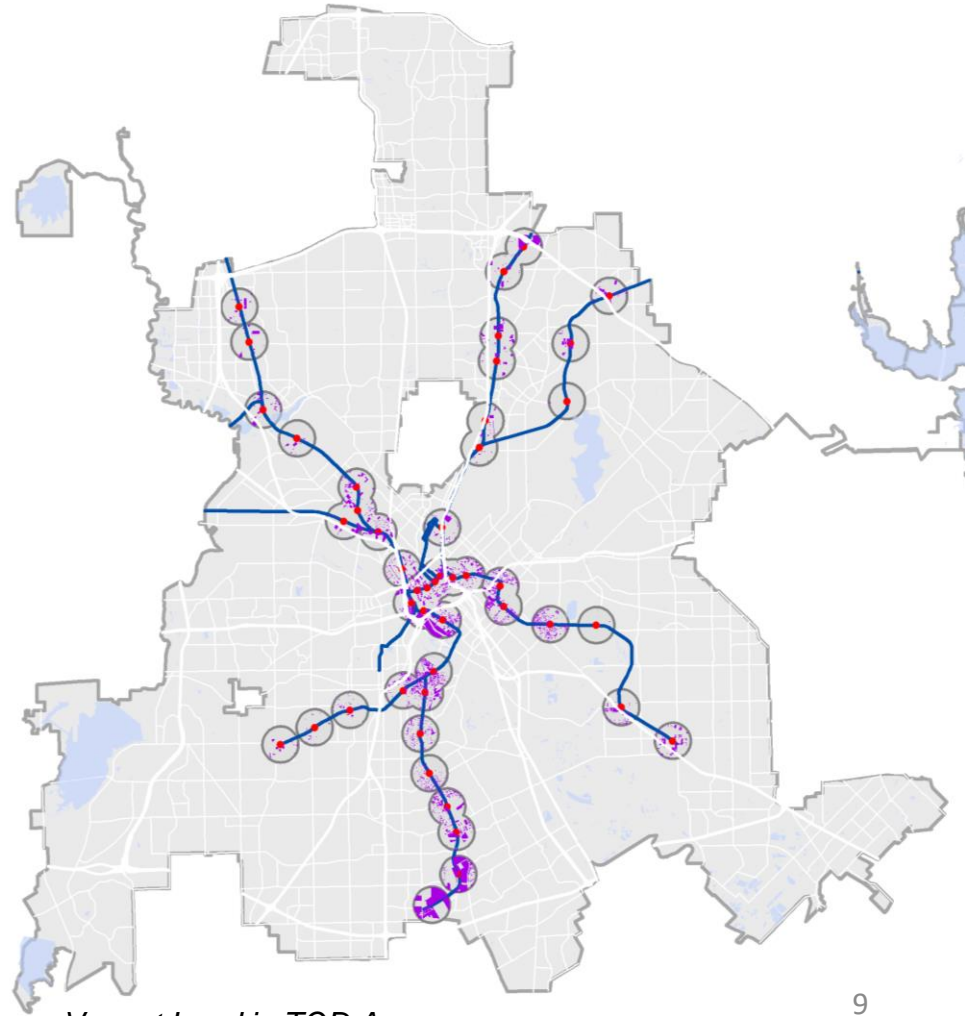
Vacant Land in TOD Areas

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TOD Goals

Successful TOD can achieve multiple citywide goals:

- Reduce automobile trips and congestion

- Reduce Green House Gas emissions

- Efficiently use existing infrastructure

- Increase mixed-income housing production

- Promote equitable jobs access

- Increase tax-base

TOD Area Typology

- A systematic, data-driven planning framework to inform development visioning and implementation strategies for TOD areas citywide

Downtown Core

Special District

Urban Center

Neighborhood Center
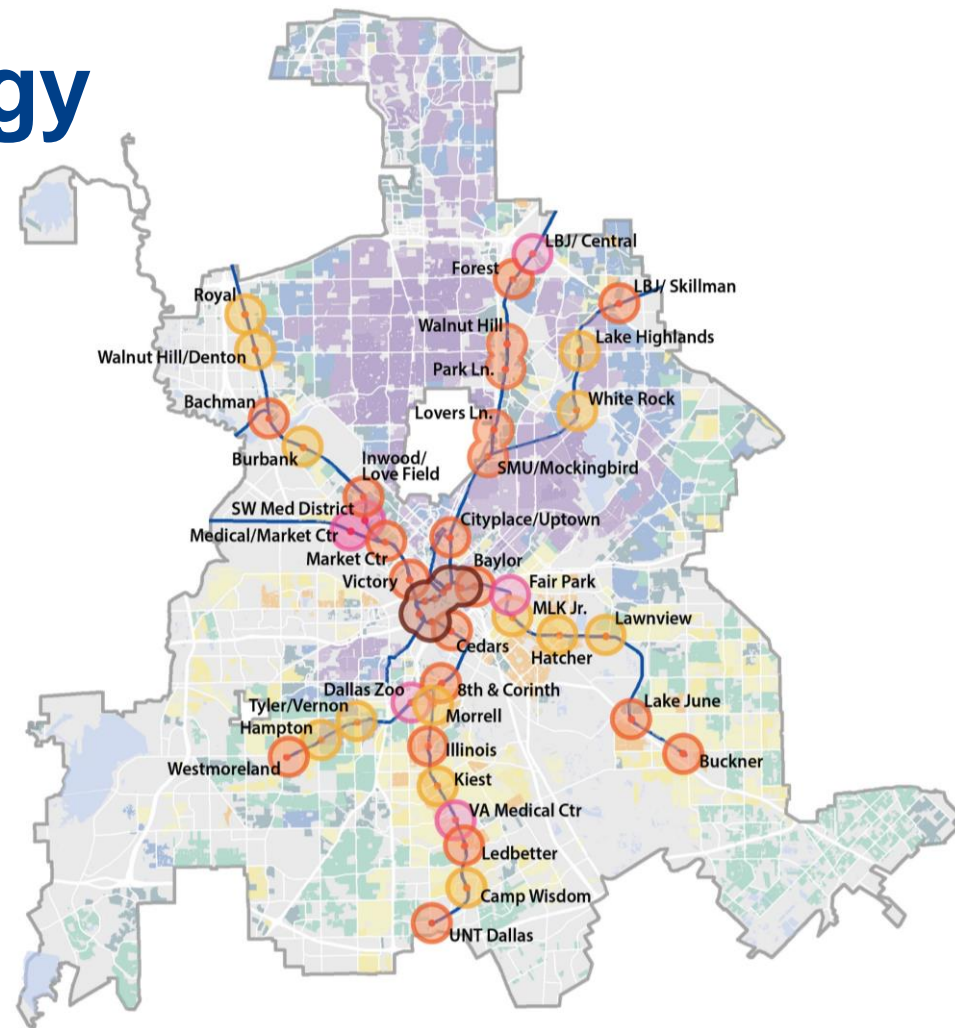
MVA Cluster Legend: A B C D E F G H I

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TOD Area Typology For Dallas

Downtown Core

Characteristics:

- Transit connectivity hub
- Highest multimodal access
- Highest job-housing ratio
- Highest density and mix

Special District

Characteristics:

- Destination-oriented transit connectivity
- High multimodal access
- High/moderate job-housing ratio
- High/moderate density and mix

Urban Center

Characteristics:

- High transit connectivity
- Freeway/arterial adjacency and high multimodal access
- High/Moderate job-housing ratio
- High density and mix

Neighborhood Center

Characteristics:

- Moderate transit connectivity
- Arterial adjacency and moderate multimodal access
- Moderate/Low job-housing ratio
- Moderate density and mix
- Single-family adjacency

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TOD Metrics

Transit Connectivity

Multiple high-frequency transit options provide better connectivity and access to jobs, goods, and services for residents and workers.

Key Metrics:

- Number/Frequency of Transit Connections
- Transit Boardings/Alightings
- TransitScore

Multimodal Accessibility

High-quality multimodal infrastructure like street grid, sidewalks, bike facilities, and arterial/freeway proximity enhances transit accessibility.

Key Metrics:

- Freeway/Arterial Adjacency
- WalkScore
- BikeScore
- Street Intersection Density

Land Development

Development patterns and adjacencies in terms of land use mix and density impacts access to jobs and services influences future development potential.

Key Metrics:

- Land Use Mix
- Parking Usage
- Accessible open space
- Jobs to Household Ratio
- Jobs Per Acre
- Residents Per Acre
- Market Value Analysis
- Redevelopment Potential

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# TOD Implementation Strategy

- Four-Pronged Approach:

  - Catalytic development on available City-owned/public property near transit

  - City-initiated visioning and rezoning for TOD areas

  - Targeted infrastructure investments around transit

  - Targeted TOD financial incentives

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Potential Catalytic Sites

- Identify opportunities for proactive transit-oriented development through public-private partnerships on available public property

- Public property near transit:
  - City of Dallas: 1,460 acres
    (50% park land)
  - DART: 293 acres
  - DHA: ? acres
  - Dallas County: ? acres
  - DCCCD: ? acres
  - ISD's: ? acres

City-Owned Non-Park Land

City-Owned Park Land
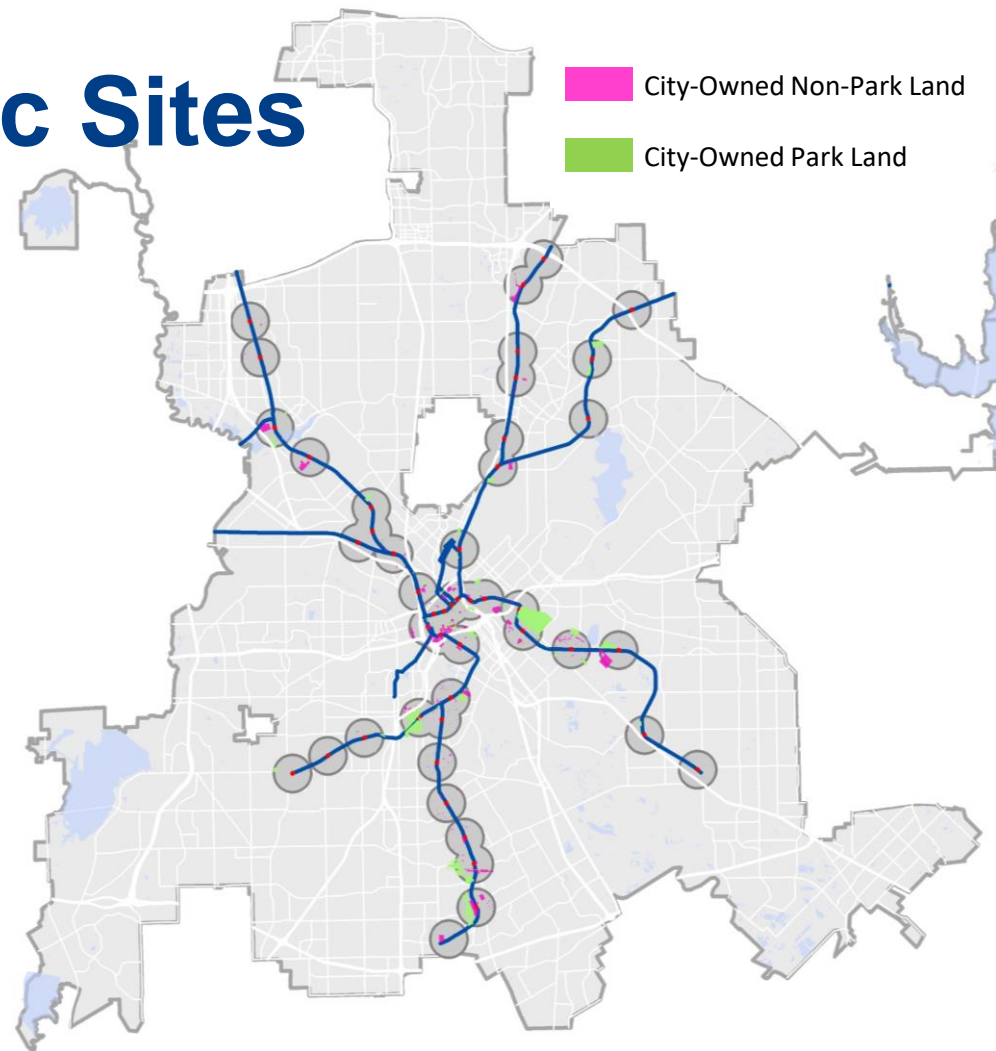
City-Owned Land in TOD Areas

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City-Initiated Visioning and Rezoning

- Community engagement on TOD through the citywide comprehensive land use plan update.

- City-initiated rezoning to address TOD, including parking regulations.

  - Apply existing Form-Based Zoning districts and/or Accessory Dwelling Units (ADU) overlays, where appropriate.
  - Code amendment to establish TOD overlay zoning for Downtown (CA) and other special districts.

TOD Area Planning: The 360 Plan (2017)

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Existing Zoning

- Many TOD areas have significant concentrations of:

  - Central Area or PD zoning

  - Single-Family zoning

  - Industrial zoning

Zoning
- Single-Family Residential
- Central Area Zoning
- Duplex/Townhome
- Commercial
- Office
- Industrial
- Multifamily
- Mixed-Use
- PD
- Form Districts
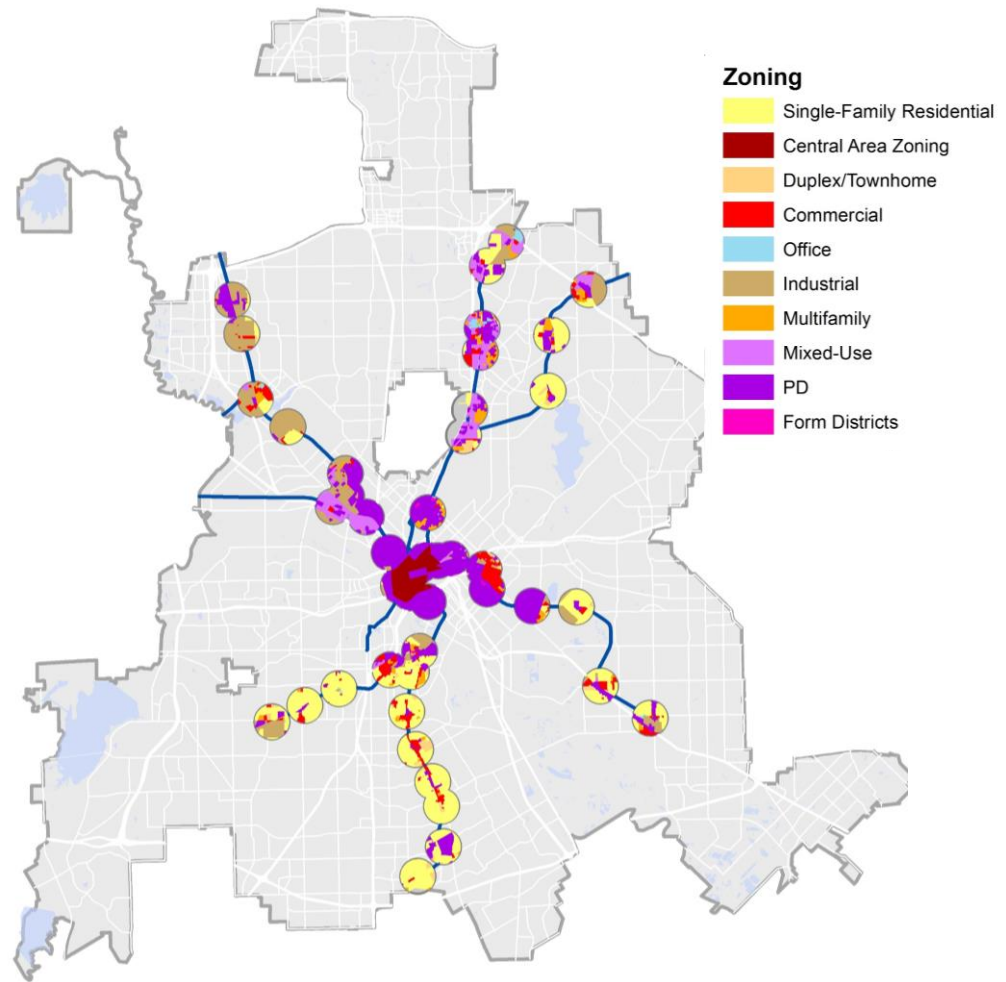
Existing Zoning in TOD Areas

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Targeted Infrastructure Investment

- Assess station area infrastructure conditions:
    - Sidewalks and streetscape
    - Bike facilities
    - Intersection safety
    - Transit connections
    - Water and sewer upgrades

- Identify project priorities for funding and implementation in partnership with NCTCOG and Dallas County.

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Targeted TOD Financial Incentives

- Propose and implement targeted incentives to attract appropriate mixed-income housing and jobs to TOD areas

- Propose and implement mitigation measures for involuntary displacement

- Propose targeted strategies and mechanisms to help fund infrastructure

TOD in Downtown Denver
Credit: newhomesindenver.com

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Existing Incentive Tools

- Many TOD areas currently fall within existing TIF districts and Opportunity Zones.

- Several TOD areas are fall within recently established Neighborhood Empowerment Zones.

Legend

🟧	Opportunity Zones
🟩	Neighborhood Empowerment Zones
🟪	TIFs
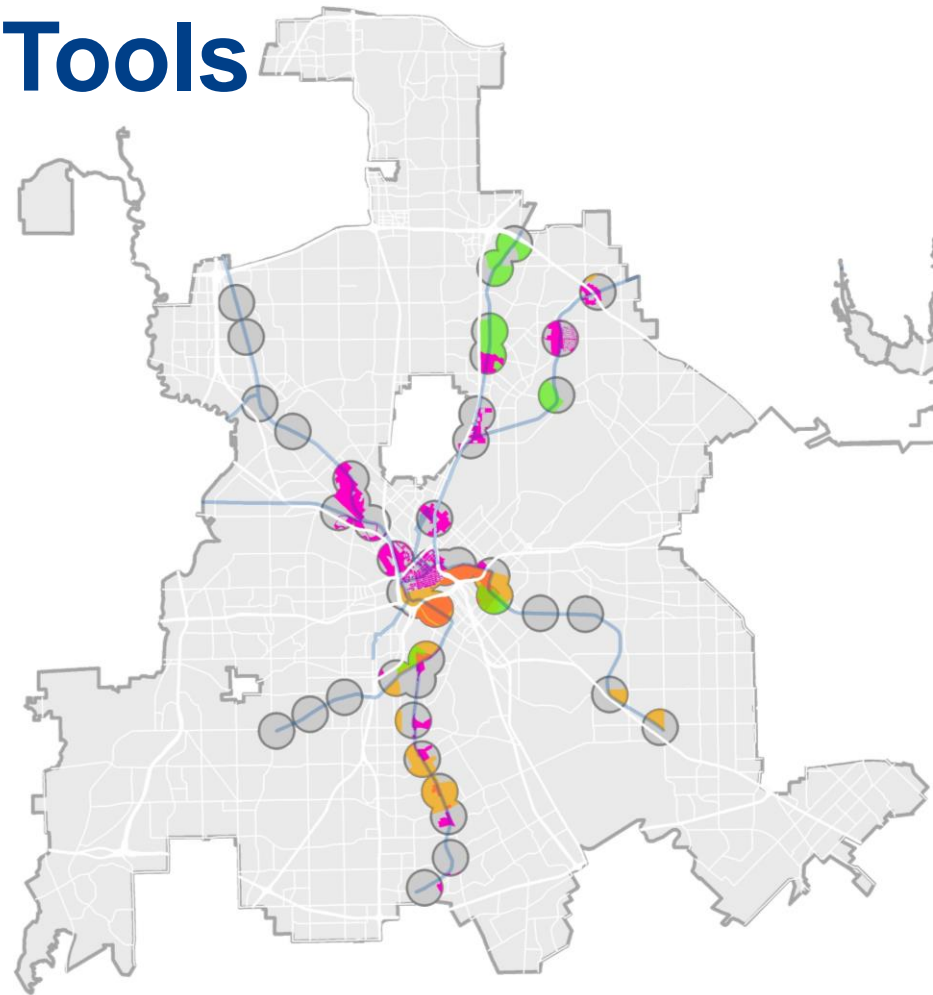
Existing Incentive Tools in TOD Areas

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TOD Interagency Task Force

- Internal departments:
  - Planning and Urban Design
  - Transportation Planning
  - Economic Development
  - Housing and Neighborhood Revitalization
  - Sustainable Development & Construction
  - Office of Environmental Quality
  - Parks & Recreation

- External public agencies (preliminary):
  - DART
  - NCTCOG
  - Dallas County
  - Dallas Housing Authority

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TOD Timeline

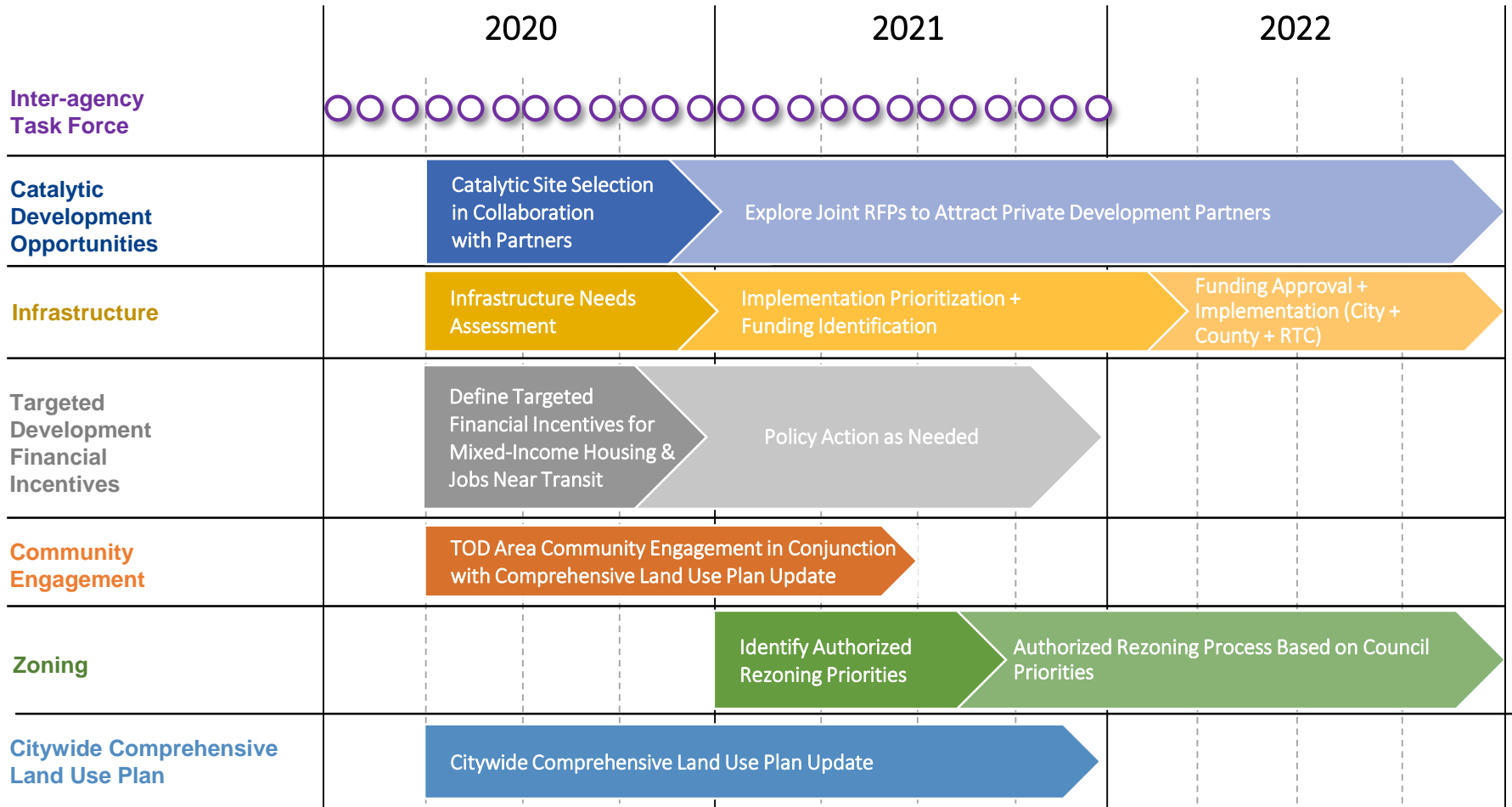

	2020	2021	2022
Inter-agency Task Force	○ ○ ○ ○ ○ ○ ○ ○ ○ ○	○ ○ ○ ○ ○ ○ ○ ○ ○ ○	
Catalytic Development Opportunities	Catalytic Site Selection in Collaboration with Partners	Explore Joint RFPs to Attract Private Development Partners	
Infrastructure	Infrastructure Needs Assessment	Implementation Prioritization + Funding Identification	Funding Approval + Implementation (City + County + RTC)
Targeted Development Financial Incentives	Define Targeted Financial Incentives for Mixed-Income Housing & Jobs Near Transit	Policy Action as Needed	
Community Engagement	TOD Area Community Engagement in Conjunction with Comprehensive Land Use Plan Update		
Zoning		Identify Authorized Rezoning Priorities	Authorized Rezoning Process Based on Council Priorities
Citywide Comprehensive Land Use Plan	Citywide Comprehensive Land Use Plan Update		

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Next Steps

- Receive City Council input

- Continue TOD Task Force meetings to facilitate coordination on planning and implementation:

  - Include additional internal departments as needed
  - Coordinate with ongoing DART studies to identify potential future rail or express bus corridors for TOD consideration
  - Coordinate with DART on potential FTA TOD planning grant focused on proposed D2 alignment
  - Coordinate with Dallas County and NCTCOG on future TOD infrastructure funding opportunities
  - Explore additional external partnership opportunities with DCCCD and ISDs

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TOD Typologies

Downtown Core

Highest Transit Connectivity	Highest Job-Housing Ratio
Highest Multimodal Accessibility	Highest Density and Mix

Urban Centers

High Transit Connectivity	High Job-Housing Ratio
Arterial adjacency + high multimodal accessibility	High Density and Mix

Neighborhood Centers

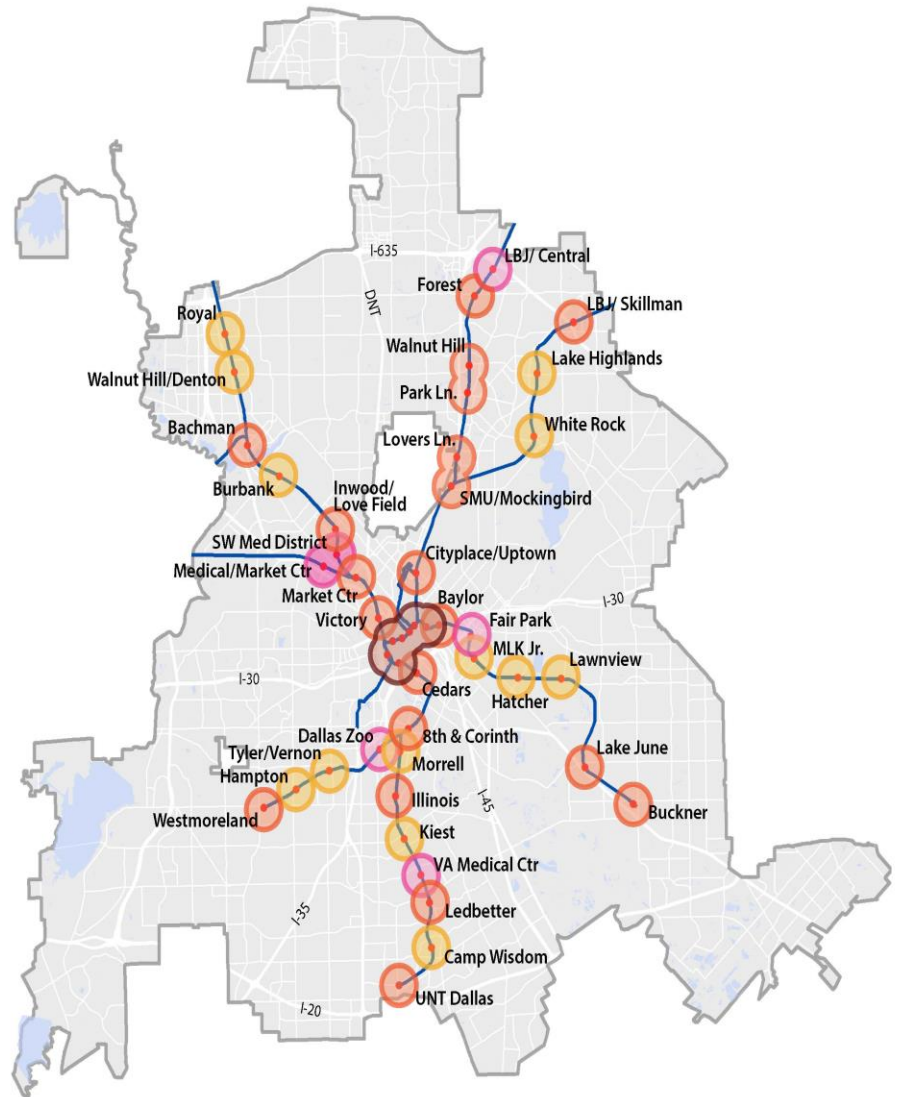|	
Moderate Transit Connectivity	Moderate Job-Housing Ratio
Moderate multimodal accessibility	Moderate Density and Mix and single-family or industrial adjacency

Special District

Specialized destination or employment center varies	Transit connectivity and multimodal accessibility
Zoning/density varies	

| | LAND DEVELOPMENT PATTERNS | | | | | | | | | | | | | | | | MULTIMODAL ACCESSIBILITY | | | TRANSIT CONNECTIVITY | | |
Station Name	Single-Family Res	Multifamily Res	Commercial	Mixed-Use	Institution	Industrial/ Warehouse	Utility/ Transportation	Open Space	Vacant	Existing Residents (2018)	Residents per Acre	Existing Jobs (2018)	Jobs per Acre	Jobs/ Population Ratio	DART Commuter Parking Usage	Estimated Peak Parking Usage in TOD Area	Freeway Adjacency	WalkScore	BikeScore	Transit Connectivity*	TransitScore	Weekly Station Boardings/ Alightings (2017)
Downtown Core																						
Akard	2%	4%	38%	0%	15%	1%	7%	10%	23%	7,991	12	72,179	111	9.03	n/a	Unknown	Yes	97	74	3	92	33,714
Convention Ctr.	1%	<1%	22%	2%	14%	4%	15%	10%	31%	1,996	3	12,639	19	6.33	n/a	Unknown	Yes	66	66	3	87	4,487
Pearl/ Arts District	6%	33%	35%	<1%	1%	6%	6%	1%	12%	12,124	18	66,979	102	5.52	n/a	Unknown	Yes	83	64	3	89	37,560
St Paul	7%	5%	22%	4%	21%	1%	4%	5%	29%	7,172	11	72,495	116	10.10	n/a	Unknown	Yes	92	68	3	87	32,020
Union Station	<1%	1%	7%	0%	6%	1%	70%	6%	9%	4,780	7	14,804	23	3.10	n/a	Unknown	Yes	81	90	4	76	19,089
West End	1%	9%	31%	5%	14%	0%	13%	2%	26%	5,710	8	50,294	73	8.81	n/a	Unknown	Yes	93	77	4	93	73,632
Urban Center																						
Bachman	2%	14%	22%	0%	12%	5%	11%	25%	9%	5,926	5	4,211	3	0.71	27%	Unknown	Yes	53	54	3	59	12,849
Baylor Med Center	<1%	2%	37%	0%	14%	11%	7%	3%	25%	4,227	7	22,361	35	5.29	n/a	Unknown	Yes	82	65	3	78	5,775
Buckner	42%	3%	15%	0%	4%	14%	6%	1%	15%	5,554	5	2,667	2	0.48	33%	Unknown	Yes	28	36	3	55	8,758
Cedars	3%	2%	9%	3%	13%	15%	12%	5%	39%	3,459	5	5,257	7	1.52	n/a	50%	Yes	78	51	3	70	4,887
CityPlace/Uptown	14%	26%	28%	1%	8%	<1%	1%	11%	10%	13,552	21	12,341	19	0.91	n/a	60%	Yes	86	50	4	60	13,724
Deep Ellum	11%	12%	44%	1%	2%	6%	8%	4%	13%	6,849	11	42,005	67	6.13	n/a	Unknown	Yes	85	62	1	85	2,706
Forest Lane	32%	3%	18%	<1%	5%	20%	8%	8%	5%	4,092	5	3,499	4	0.85	35%	Unknown	Yes	58	61	3	60	11,125
Illinois	61%	<1%	5%	0%	3%	<1%	10%	5%	15%	4,555	7	574	1	0.13	34%	Unknown	No	51	40	3	56	6,756
Inwood/ Love Field	24%	16%	20%	0%	9%	14%	1%	5%	11%	9,201	11	3,990	5	0.43	29%	Unknown	No	75	62	3	64	9,133
Lake June	52%	2%	7%	0%	6%	2%	10%	12%	10%	5,795	4	484	<1	0.08	23%	Unknown	Yes	32	41	3	52	5,377
Ledbetter	30%	0%	4%	0%	4%	0%	7%	35%	21%	1,674	4	556	1	0.33	11%	Unknown	No	52	48	3	54	12,242
LBJ/Skillman	7%	22%	22%	0%	<1%	29%	12%	0%	7%	15,145	14	8,780	8	0.58	15%	Unknown	Yes	64	45	3	50	7,054
Lovers Lane	34%	15%	36%	2%	1%	<1%	6%	0%	6%	8,321	18	6,735	14	0.81	n/a	Unknown	Yes	76	74	3	62	7,904
Market Center	15%	5%	32%	<1%	3%	8%	12%	4%	22%	3,527	4	9,581	12	2.72	57%	Unknown	Yes	73	57	3	64	3,596
Park Lane	6%	19%	53%	0%	9%	<1%	7%	<1%	5%	8,656	11	12,817	17	1.48	43%	Unknown	Yes	85	50	3	58	14,351
SMU/Mockingbird	7%	9%	28%	0%	26%	7%	12%	<1%	10%	4,204	9	6,920	15	1.65	72%	76%	Yes	85	68	3	68	19,612
Victory	1%	13%	45%	2%	5%	10%	6%	4%	13%	4,247	6	20,660	29	4.86	n/a	Unknown	Yes	74	73	4	77	18,020
Walnut Hill	5%	11%	42%	3%	8%	0%	5%	8%	17%	6,602	7	22,920	25	3.47	n/a	63%	Yes	71	50	3	57	5,949
Westmoreland	4%	1%	3%	0%	1%	2%	88%	<1%	1%	8,013	9	2,174	3	0.27	41%	Unknown	No	73	66	3	55	13,280
8th/ Corinth	13%	3%	1%	0%	1%	7%	9%	46%	19%	2,720	4	703	1	0.26	60%	Unknown	No	29	44	3	55	9,705
Neighborhood Center																						
Burbank	16%	<1%	13%	0%	<1%	15%	53%	<1%	2%	2,682	1	8,542	5	3.19	n/a	Unknown	No	46	43	3	57	3,497
Camp Wisdom	13%	2%	<1%	0%	5%	0%	3%	21%	56%	2,207	3	214	<1	0.10	24%	Unknown	No	5	15	3	49	2,041
Hatcher	29%	3%	9%	0%	3%	2%	12%	22%	19%	5,105	6	992	1	0.19	n/a	Unknown	No	59	48	3	58	4,041
Kiest	65%	2%	10%	0%	6%	2%	2%	<1%	11%	5,125	8	1,039	2	0.20	5%	Unknown	No	71	47	3	55	6,371
Lake Highlands	56%	10%	5%	0%	3%	2%	5%	12%	8%	9,064	11	1,153	1	0.13	n/a	Unknown	No	53	49	3	51	2,831
Lawnview	27%	0%	0%	0%	0%	0%	5%	67%	<1%	2,763	6	99	1	0.04	31%	Unknown	No	16	31	3	51	5,853
MLK Jr	25%	10%	10%	0%	14%	<1%	3%	10%	27%	2,126	3	2,114	3	0.99	18%	Unknown	No	70	57	3	67	6,989
Royal Lane	4%	4%	38%	0%	1%	43%	3%	1%	7%	4,555	6	9,034	11	1.98	23%	Unknown	No	67	49	3	54	3,668
Walnut Hill/Denton	7%	1%	36%	0%	<1%	39%	11%	%	5%	2,001	2	6,570	8	3.28	3%	Unknown	No	44	65	2	51	2,703
Hampton	79%	<1%	6%	0%	5%	0%	6%	3%	2%	7,113	10	1,040	1	0.15	44%	Unknown	No	48	46	3	49	5,287
Morrell	38%	9%	2%	0%	0%	7%	3%	3%	30%	3,748	7	5,343	9	1.43	n/a	Unknown	No	47	40	1	56	3,168
Tyler/Vernon	84%	<1%	2%	0%	3%	<1%	3%	4%	4%	8,039	12	388	1	0.05	n/a	Unknown	No	45	35	3	51	1,696
White Rock	36%	2%	5%	0%	4%	0%	4%	49%	<1%	2,922	4	741	1	0.25	57%	80%	No	17	44	2	48	3,658
Special District																						
Dallas Zoo	6%	1%	1%	<1%	7%	1%	79%	<1%	3%	5,476	8	6,735	10	1.23	n/a	Unknown	Yes	35	26	3	60	3,770
Fair Park	4%	1%	10%	0%	4%	12%	10%	41%	19%	1,073	2	3,404	5	3.17	n/a	Unknown	Yes	68	62	3	74	8,684
LBJ/Central	20%	22%	13%	0%	4%	13%	8%	<1%	20%	3,515	6	6,684	12	1.90	26%	70%	Yes	26	33	3	59	7,179
Medical/Market Center	0%	0%	58%	0%	3%	18%	4%	8%	9%	1,156	1	43,941	51	38.01	n/a	Unknown	Yes	40	47	3	74	2,940
SW Med Dis/ Parkland	84%	<1%	2%	0%	3%	<1%	3%	4%	4%	6,362	9	31,161	42	4.90	n/a	Unknown	No	59	52	3	74	15,226
UNT Dallas	7%	0%	21%	0%	17%	2%	2%	11%	39%	216	<1	376	1	1.74	TBD	Unknown	No	2	29	3	46	3,514
VA Med Center	42%	1%	5%	0%	29%	0%	1%	1%	21%	3,567	6	1,625	3	0.46	n/a	40%	No	57	49	2	55	4,385

* Transit Connections scored by the following: 1=single DART line, no bus; 2=single DART line + bus; 3= multiple DART lines + bus / DART line + multiple bus lines; 4= multiple DART lines + TRE, streetcar, bus transfer center, high-speed rail