

Meeting Minutes

Subject	Transit-Oriented Development (TOD) Task Force	Date	Tuesday – May 1, 2018
Facilitator	NCTCOG	Time	9:00 – 11:00 am
Location	NCTCOG – Regional Forum Room	Recorded by	Travis Liska
Attendees	Amy Albright (Dallas); Andrew Pagano (Dallas); Robin Bently (Dallas); Robert Sturns (Fort Worth); Eric Fladager (Fort Worth); Peter Braster (Plano); Nathaniel Barnett (Garland); Keith Krum (Richardson); Sandip Sen (Trinity Metro); Clayton Comstock (North Richland Hills); Jason Williams (DFW Airport); Nika Reinecke (Lewisville); Sarah Chadderdon (NCTCOG); Karla Weaver (NCTCOG); Cody Nelson (NCTCOG); Travis Liska (NCTCOG); Jing Xu (NCTCOG).		

Meeting Purpose	TOD Task Force – Coordinate with cities, transit agencies, and interested parties on TOD planning and implementation. This meeting was focused on sharing best practices and developing strategies for promoting TOD in North Texas.
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Discussion Items
<p>Welcome and introductions by NCTCOG staff and all participants.</p> <p>1. Downtown Plano’s Latest TOD: Morada Plano Presentation by Plano staff on new development located in Downtown Plano, just off the historic center of 15th Street near Plano’s other TOD developments: K Avenue Station (formerly Eastside Village I and II) and Junction 15. The site consists of two pieces: A: 19,998 square feet (SF) and B: 59,139 SF for a total: 79,137 SF or 1.82 acres. The City acquired Lot A in 2015 for \$900,000 and Lot B in 1983 for \$850,000 for a total of \$1,750,000 or \$22.11 per SF. Lot A was an aging retail strip originally built in 1939 and significantly altered over the years and Lot B was a former bank building with drive-through later used by the City for Parks Department headquarters.</p> <p>The City-imposed constraints included storage for McCall Plaza stage, communal trash and recycling enclosure, and free public structured parking as part of the deal with developer. City conducted RFQ in 2013 and executed a development agreement with the Southern Land Company in 2015. Construction commenced in March of 2017 on two five-story structures with a three-level underground parking garage (288 total – 120 public spaces). The building at NW corner of 14th St. and K Ave. will include the underground garage and 140 apartments while the building fronting McCall Plaza will include 12,700 SF for restaurant and retail at ground level, and 44 apartments above.</p> <p>In addition to public parking, Southern Land will provide 400 SF of lease space for storage related to McCall Plaza events and include city-provided area trash dumpster and recycle compactor. The City’s contribution included \$1.25M infrastructure reimbursement, the land valued at \$1.7M, \$200K for demolition and abatement, \$150K in fee waivers, and \$700K for 50 public parking spaces in garage.</p> <p>Being in Plano’s historic downtown also impacted the project. The façade was stepped back to lessen impacts to adjacent historic buildings. Target project completion date is the end of 2018.</p> <p>Attendees engaged in discussion and questions related to this project.</p>

Given that the City expected no upfront reimbursement for its contribution to the development, what convinced the City to participate in the agreement?

The City took the long-term view that this will increase sales and property tax revenue for decades to come and increase the appeal of Downtown Plano. Anticipated break even return in approximately 20 years.

How was the amount of ground floor retail determined for this project?

Mixed-use retail off of the main street (15th street) has had more difficulty taking off. Often salons or other service businesses lease those spaces or they are used as flex residential space. In the Morada development the space is envisioned to be restaurant and most of the rest of the building's ground floor will be the residential leasing office and community amenities.

What was the parking ratio supplied at this project?

The zoning for the project calls for one parking space per bedroom but some of the requirement was met through shared on-street and surface parking. Additional parking was provide for public retail parking. Parking is challenging in the downtown area as business owners perceive it to be limited so the city felt it necessary to create public parking with this project.

Typically multi-family property managers prefer a larger number of units, 300 – 400, to achieve economies of scale. Why is the project only 188 units?

This project will be managed by the developer's company rather than sold to a separate management firm and this project will have rents at \$1.80 per SF which is on the high end allowing them to afford the smaller number of units.

Does the project include any affordable housing and is there an affordable housing strategy generally in downtown Plano?

The project does not include any affordable housing units and the City has supported efforts to build affordable housing in the downtown but each project has been financially challenging and the City does not have a coordinated strategy. There are current proposals in progress to construct new affordable units. The City also supports a building rehab program to retain older housing with physical improvements and also encourages a diversity of housing types to be built.

It should also be noted that the project will include 10 foot wide sidewalks around the building and a public access alleyway for deliveries which are important to local businesses. The alley will be maintained by the City after being constructed by the developer.

2. DFW HSR Station Plans, People Movers, and Hyperloop

Presentation by NCTCOG staff on possible automated transportation systems, high speed rail, and hyperloop in North Texas. A general overview was provided on the characteristics of people movers and other automated transit style systems that may be operated in North Texas. The candidate sites for study of new automated transportation systems (ATS) in the region were discussed. The planning study for the Dallas Midtown development has been started and looks at how the site's transportation needs could be met with an ATS connected to regional rail services. This study will also develop a ridership estimation tool for this mode.

Another significant new transportation service coming to North Texas is high speed rail (HSR). NCTCOG supported two station area siting plans for Fort Worth and Arlington and is leading efforts around environmental assessments and a possible governance structure for the route between Dallas and Fort Worth. The downtown Dallas station will be constructed as part of the private Texas Central HSR project and has the potential to catalyze large scale development. Detailed analysis of that development was included in an earlier plan for that station area by Perkins and Will based on private funds from Texas Central.

The final new mode discussed was hyperloop. This automated technology is still in the testing phase but if constructed would be one of the fastest modes available at 700 miles an hour. Much is still unknown about the impacts and exact viability of this mode but North Texas is pursuing the opportunity to be one of the first testing grounds for this technology.

Follow up questions focused on how automated vehicle tracks in North Texas might be placed in dedicated lanes on existing roadway or in grade separated facilities.

3. Update on FTA Planning Pilot for TOD

NCTCOG staff described progress to date on the pilot planning study funded by the Federal Transit Administration for the DART Red and Blue lines. NCTCOG has selected consultants for Task 1 (First/Last mile study) and Task 2 (Parking study) to begin work this spring. The final task, surveying residents, employees, and businesses near stations, will begin after hiring a survey consultant this summer. Planning data collection and work should be completed by spring of 2019. NCTCOG will summarize results into corridor-wide recommendations.

Discussion following NCTCOG focused on clarification of scope details. Clarification was provided on the intent that the study is to produce recommendations which inform future development on the DART Red and Blue line, but also can be generalizable to the region given the diverse set of stations in the project.

4. Parking Studies for Walkable Mixed-Use Districts

NCTCOG announced it is seeking parking studies that have been completed for walkable mixed-use districts in North Texas. The goal is to build a database that can be used to develop insights on trends and best practices.

Additionally NCTCOG staff would like suggestions from city staff for planning needs related to better managing parking. This could be studies or pilot programs. Suggested initiatives will be used to help NCTCOG develop a better parking management program.

Finally, upcoming events of interest to attendees were announced. All presentations and material from this meeting will be available here: <https://www.nctcog.org/trans/sustdev/tod/WorkGroup.asp>

Action Item(s)			
	Item	Responsibility	Target Completion Date
1	NCTCOG to post meeting materials on website	NCTCOG	May
2	NCTCOG to distribute meeting notes and other materials to Working Group participants	NCTCOG	May

Next Meeting

Date: September 5th

Time: 9 am – 11 am

Location: NCTCOG