

Meeting Minutes

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| Subject | Transit-Oriented Development (TOD) Task Force | Date | Wednesday– September 5, 2018 |
| Facilitator | NCTCOG | Time | 9:00 – 11:00 am |
| Location | NCTCOG – William J. Pitstick Executive Board Room | Recorded by | Travis Liska |
| Attendees | Andrew Pagano (Dallas); Heather Lepasca (Dallas); Eric Fladager (Fort Worth); Peter Braster (Plano); Nathaniel Barnett (Garland); Keith Krum (Richardson); Sandip Sen (Trinity Metro); Clayton Comstock (North Richland Hills); Jonah Katz (DCTA); Kent George (Burlleson); Cody Nelson (NCTCOG); Travis Liska (NCTCOG). | | |

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| 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

Welcome and introductions by NCTCOG staff and all participants.

1. North Richland Hills – Iron Horse TOD District Update

Presentation by Clayton Comstock, Planning Manager for the City of North Richland Hills on TOD projects around Iron Horse Station, one of the city's two rail stations under construction.

Iron Horse Station is located near North East Loop 820 and Iron Horse Boulevard. Iron Horse Station's surrounding land is different from the city's other station, Smithfield, primarily in its availability of larger undeveloped parcels. The city has been interested in creating TOD around both its stations since the initial planning of the TEX Rail stations. The city created a zoning district to support TOD starting in 2009, with final implementation of the current zone in 2014.

Developments under construction and proposed around Iron Horse Station include Iron Horse Village, a mixed-use primarily residential project with a small amount of ground floor retail. It was discussed that the ground floor would be constructed to retail-ready heights but only about 11,000 square feet would initially be occupied with the majority as flex space. This was a variance from the zoning code requirement for mixed-use but necessary to reflect the current market conditions.

Other proposed developments include Iron Horse Heights, 328 unit multi-family with future retail phase, and The Fountains at Iron Horse, also residential mixed-use but still in the concept phase. Currently under construction are the CB JENI townhomes designed to offer moderately priced single family homes starting at \$280,000 only a 10 minute walk from the station. Overall there are approximately 900 housing units under construction or proposed in the Iron Horse TOD district. The city is continuing to work with developers on more proposed projects.

Questions on the project included whether or not a TIF district had been created around the stations. A TIF district has not yet been created. Did the city require developers to build on-street parking on Iron Horse Blvd? No, developers initiated that and it's anticipated that may help calm traffic on the street. Were developers interested in commercial fronting on the adjacent Cotton Belt bike trail? No, but they do value the trail as an amenity to their development and the city did encourage trail-facing retail as a possibility.

2. Garland Transit-Oriented Development Projects

Presentation by Nathaniel Barnett, Senior Planner for the City of Garland on TOD planning and projects around the city's downtown. Garland has two DART rail stations, Forest/Jupiter and Downtown Garland. Most of the TOD activity in the City of Garland to date has occurred around the downtown.

The city initiated their redevelopment efforts through a plan and market studies of both stations. Redevelopment of the downtown lead to a focus on 5th street to better connect city hall, the DART station, and the city square. The city leveraged public property including their city hall in public/private partnerships to build two phases of Oaks 5th Street. The ground floor retail space of the first TOD projects was slow to lease. Recent renovations of buildings around the downtown square have increased retail occupancy around the square.

The city continues to pursue TOD in downtown Garland through public improvements and leveraging public properties to attract more development with a particular focus on the downtown square. Possible redevelopment opportunities may center on the city's public library located close to the station.

3. Implementation of Regional Veloweb Trail Corridors

Presentation by Kevin Kokes, Principal Planner with NCTCOG on regional trails that connect a larger network of trails to the region's transit. An increasing network of bike and pedestrian trails are coming together form the spine in a larger system of non-motorized access to transit and other destinations. While many sections have been constructed, more challenging sections are now moving forward with funding for design. Examples include the White Rock Creek Trail connection to Lake Highlands Trail, the Trinity Strand Trail Phase II, and the DCTA Rail Trail to Campion Trail. All of which will connect to rail stations and have NCTCOG support in funding the design work.

NCTCOG is also partnering to advance new trail construction of critical section of the Cotton Belt Trail with the Cotton Belt Regional Rail. These critical sections need to be constructed at the same time as the rail due to right-of-way constraints. Another ongoing project is to connect the Fort Worth to Dallas Trail with the Trinity Railway Express stations in coordination with five cities. These new trails will not only act as a connection to rail stations but also connect residents with the option to bike directly to employment and retail locations.

3. Update on FTA Planning Pilot for TOD

NCTCOG staff updated the task force on the pilot planning study funded by the Federal Transit Administration for the DART Red and Blue lines. NCTCOG consultants have begun data collection and field work for Task 1 (First/Last mile study) and Task 2 (Parking study). The final task, surveying residents, employees, and businesses near stations, is anticipated to begin this winter. Initial report and summaries should be ready by summer of 2019. NCTCOG will summarize results into corridor-wide recommendations.

Discussion on the TOD survey portion of the planning pilot included a desire to ensure that residents and workers are asked if they located in a TOD for other reasons besides transit access such as a walkable neighborhood. DCTA staff also highlighted they have produced a report on the business case for transit which may be relevant to study questions.

Announcements

NCTCOG staff announced an external opportunity to apply for ULI Technical Planning Assistance (TAP) for parks, trails, and open space. More information here: <https://northtexas.uli.org/get-involved/taps/>

NCTCOG also announced it has an updated website layout but the web address of nctcog.org/tod is still the quickest way to reach the TOD content

NCTCOG staff is recommending \$11,362,000 in funding support to the Regional Transportation Council for a mixed income TOD project at the Texas & Pacific Station in Fort Worth.

Last announcement discussed NCTCOG's support for the George Washington University study of the walkable districts in North Texas earlier this summer. The results are published in a D Magazine article:

<https://www.dmagazine.com/publications/d-magazine/2018/dallas-and-the-new-urbanism/the-walkability-premium/>

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/plan/land-use/tod/tod-task-force>

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

Next Meeting

Date: TBD

Time: TBD

Location: NCTCOG