DART, DCTA, and The T Service Areas

With DFW Regional Rail Network
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
TOD Policy – October 2015

Purpose

.... DART seeks to work in close partnership with its service area cities to identify and implement TOD opportunities. Promoting quality Transit Oriented Development on or near the DART transit system can impact the quality of life, attract riders and generate new opportunities to create direct and indirect revenue for DART.......
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: COG, FTA, FHWA
      - STEP, CMAQ, EPA, HUD
Joint DART City of Dallas Request for Proposal for TOD in the Buckner Station Area
Buckner Station Area
DART and City Responsibilities

• City of Dallas allocated $50,000 of HUD Grant for refinement of the development plan and Pro Forma.
• The developer’s preference is to develop on a large portion of the station site, rezone for mixed use – apartments and retail. Proposing a 25% reduction of the currently 520 available spaces. FTA must concur.
• DART will negotiate a Development Agreement with the development team.
• City of Dallas will negotiate with the selected developer based on the refined development plan and proposed zoning changes.
Concept Plan – Buckner Station

UNIT MATRIX BUILDINGS 1, 2, 3, 4, & 5

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TOTAL UNITS: 190
Joint DART City of Carrollton
Request for Proposal for TOD in the
Trinity Mills Station Area
DART/DCTA Station

City Property
14.6 acres

City Property
1.7 acres

DART Property
11.5 acres

Future Connection
Trinity Mills - Joint RFP

- 27-acre parcel consisting of approximately 11.5 acres of DART’s former Park and Ride and 16 acres of land assembled by the City of Carrollton.
- RFQ advertised May 21, 2013 - 3 development teams interviewed August 20th; 2 teams selected to receive a Request For Proposal, Trammell Crow and Prescott Realty.
- Intent is to select one developer to develop a long-term development, phasing, and financing plan for a 27-acre, mixed-use project focused on employment, residential, and retail uses.
- DART drafted the RFP with City of Carrollton input.
DART and City Responsibilities

• DART, City of Carrollton staff, and the Carrollton City Council TOD Committee evaluated proposals from Prescott Realty and Trammell Crow and received presentations from both teams. After discussion, Trammell Crow was selected by the Committee.

• City of Carrollton Council selected Trammell Crow on February 4, 2014.

• DART will negotiate a Development Agreement for the lease and/or sale of the former North Carrollton Transit Center site with the selected development team.

• City of Carrollton will negotiate with the selected developer to finalize a development plan, phasing, incentive program, and disposition of their property.
Prescott Realty
Trammell Crow Company
Next Steps – RFQ Process

Why an RFQ?
• Provides pre-screening step
• Prequalifies short list based on:
  • Experience
  • Expertise & financial strength
• Identifies other partners within specific area

Carrollton’s Experience:
• Master Developer for the Downtown and Trinity Mills Station sites
• 2012/2013 RFQ and RFP process
## Next Steps

### Proposed Timeline

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<th>Event</th>
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<tr>
<td>Finalize MOU with DART</td>
<td>October – December 2016</td>
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<tr>
<td>Dickerson Parkway Completion</td>
<td>December 2016</td>
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<tr>
<td>RFQ Drafting, Review and Marketing</td>
<td>October 2016 – January 2017</td>
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<td>RFQ Release</td>
<td>Early February 2017</td>
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<td>Late March 2017 (60 days)</td>
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<td>Review and Selection Process</td>
<td>April 2017</td>
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City would like to continue its partnership with DART on the development of the Trinity Mills TC district, and formalize the relationship with a Memorandum of Understanding.
Cedars Southside Sustainable Development Grant – DART, City of Dallas, Mathews Southwest
Cedars/South Side Sustainable Development Grant

- North Central Texas Council of Governments initiated in 2001 using CMAQ Grant funds.
- 80% FHWA 20% local Developer match - $5.8 million awarded. DART sponsored the Grant.
- Regional Grant program to develop public-private partnerships that positively address:
  - Existing system capacity
  - Rail access
  - Mixed or integrated land use
Cedars South Side - Sustainable Development Grant
South Side on Lamar
Sustainable Development Project

Before
Lamar – South Side, Nylo Hotel, Commercial Space – Pedestrian improvements and open space.
Bellview Pedestrian Access and Open Space
Connecting South Side to Downtown Dallas