



DART Board Development Committee Meeting

August 27, 2024

Dee Leggett
Executive Vice President/
Chief Development Officer



Today's Briefings

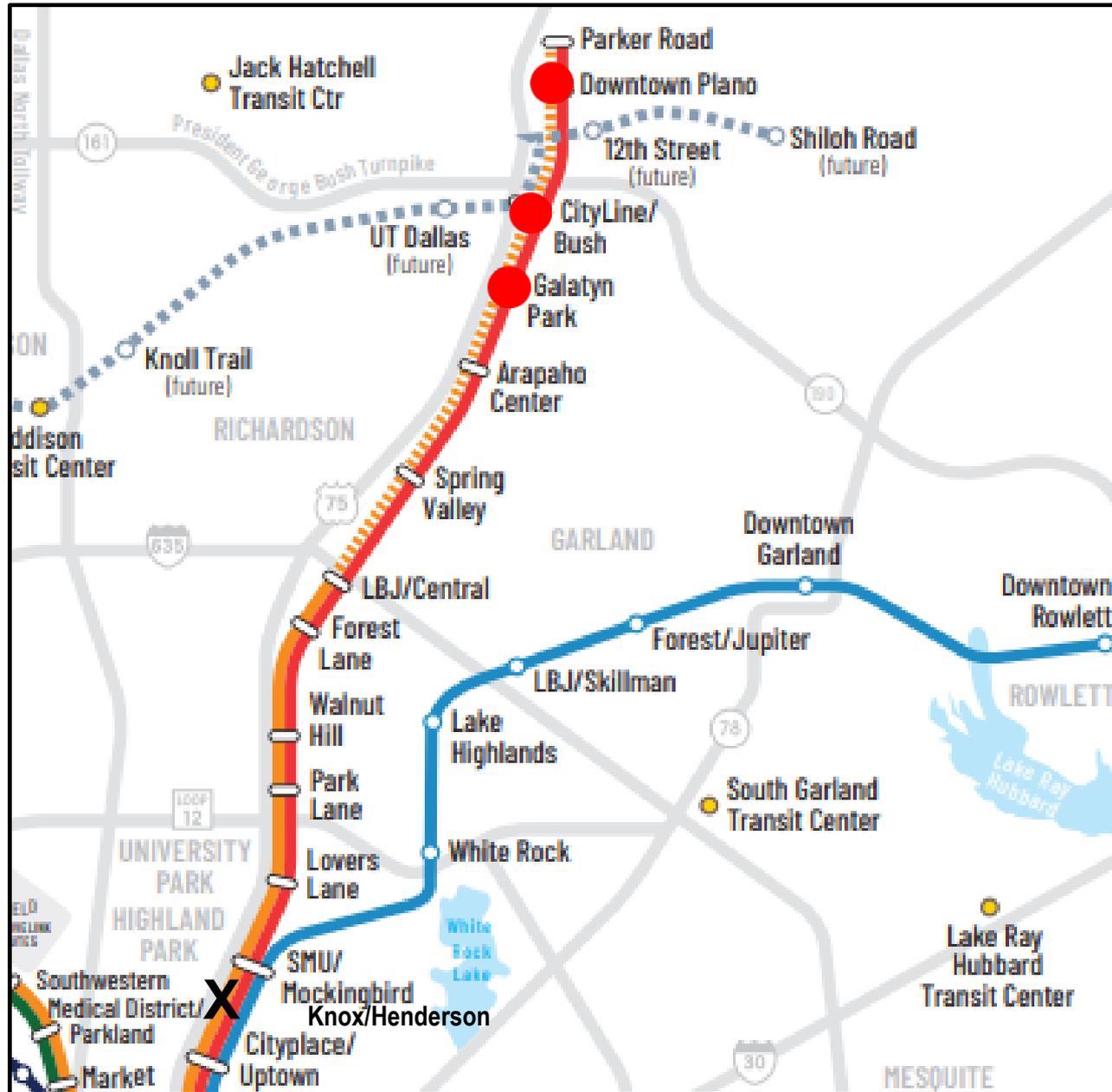
- Status of Deferred Stations and Future Infill Stations
- Real Estate Management Process and Procedure Improvements
- Transit Oriented Development Strategies and Future Opportunities
- Next Steps and Future Agenda Items



**Briefing on Status of
Deferred Stations and
Future Infill Stations**

Red Line Deferred

- Downtown Plano (15th Street)
- CityLine/Bush (SH190)
- Galatyn Park (Campbell)
- Knox/Henderson



Downtown Plano Station

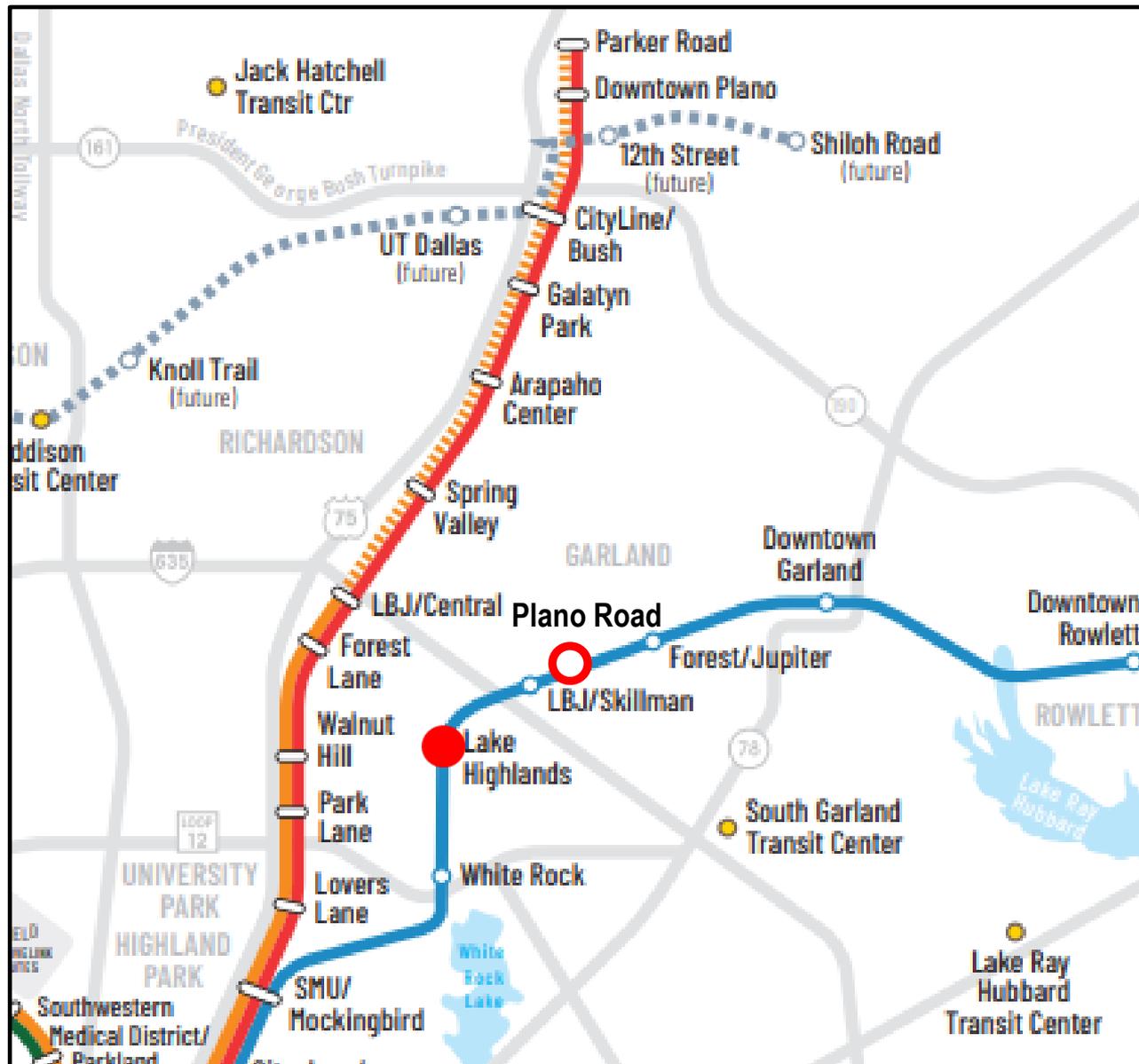
- The 15th Street (Downtown Plano) Station was added to the Transit System Plan on November 14, 1995.
- The 1997 NC FEIS located the 15th Street (Downtown Plano) Station south of 15th Street.
- During the Service Plan Amendment process, the City of Plano requested deferring the station location as they worked with a developer.
- Ongoing coordination with the City of Plano resulted in DART relocating the station north of 15th Street before finalizing the design and advancing the construction to open concurrent with the opening of the Red Line Extension to Plano.

Galatyn Park & CityLine/Bush

- A Campbell Station was included in the 1983 Final Service Plan
- The SH 190 Station was added to the Transit System Plan on November 14, 1995.
- The 1997 North Central Corridor LRT Extension FEIS identified two deferred stations to be implemented as development warranted (Campbell Road Station and SH 190 Station).
- Ongoing Coordination with the City of Richardson resulted in DART finalizing the station locations, designing, constructing and opening the two stations as the Galatyn Park Station and the CityLine/Bush Station concurrent with the opening of the Red Line Extension to Plano.
- All three deferred Red Line Stations were federally funded as part of the North Central Corridor Extension.

Blue Line Deferred

- Lake Highlands (Kingsley)
- Plano Road (Still Deferred)



Lake Highlands Station

- Kingsley (Lake Highlands) Station: Included in 1983 Final Service Plan.
- 1997 Northeast Corridor Final Environmental Assessment (LEA), the Station was identified as a deferred future station.
- 2002: Blue Line opened without the Kingsley (Lake Highlands) Station.
- October 24, 2006: Board approved \$10 million in construction of the Lake Highlands station, subject to transit-oriented development, as part of its approval of the 2030 Transit System Plan.
- February 12, 2008: Board approved a SPA for Relocation of Lake Highlands Station to its current location. Funding from a variety of sources including Texas Mobility Funds, CMAQ, and local funds.
- 2009: DART advances construction of the Lake Highlands Station.
- December 2010: Lake Highlands Station first post operations, infill station to open.

Plano Road Station

- Plano Road Station: Included in 1983 Final Service Plan.
- 1997 Northeast Corridor Final Environmental Assessment (LEA), the Station was identified as a deferred future station.
- The original concept for the LBJ/Skillman Station on the Blue Line sited the station south of LBJ Freeway (IH-645). Ultimately, this station was located north of LBJ Freeway. A pedestrian bridge provides access to the LBJ/Station from both sides of the freeway.
- The deferred Plano Road Station is less than 1 mile from the LBJ/Skillman Station location on the north side of the freeway.
- The Plano Road Station area is primarily industrial, and the station remains deferred.

Orange Line Stations



Hidden Ridge Station

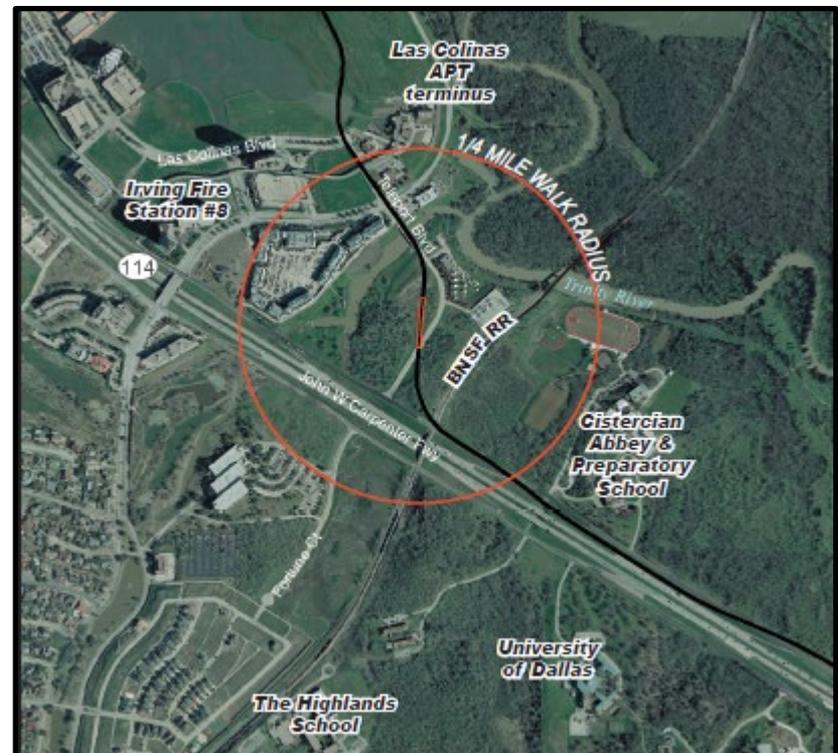
- November 14, 1995: Transit System Plan included the Carpenter Ranch (Hidden Ridge) as part of the Orange Line.
- April 8, 2008: Orange Line SPA includes Carpenter Ranch (Hidden Ridge) Station.
- 2008 Orange Line FEIS included Carpenter Ranch (Hidden Ridge) Station.
- February 26, 2010: City of Irving requested deferral of the Carpenter Ranch (Hidden Ridge) Station as part of a financing ILA for the Orange Line.
- May 11, 2010: Board deferred construction of the Station.
- 2015: City of Irving requested construction of the Carpenter Ranch Station (Hidden Ridge Station) to coordinate with plans for adjacent development. City agreed to pay all costs required to design and construct the station.
- March 27, 2018: Board approves ILA with City of Irving regarding funding of Carpenter Ranch (Hidden Ridge) Station.
- January 2020. DART advances construction of the Hidden Ridge Station.
- April 9, 2021, the Hidden Ridge Station opened.

Loop 12 Station

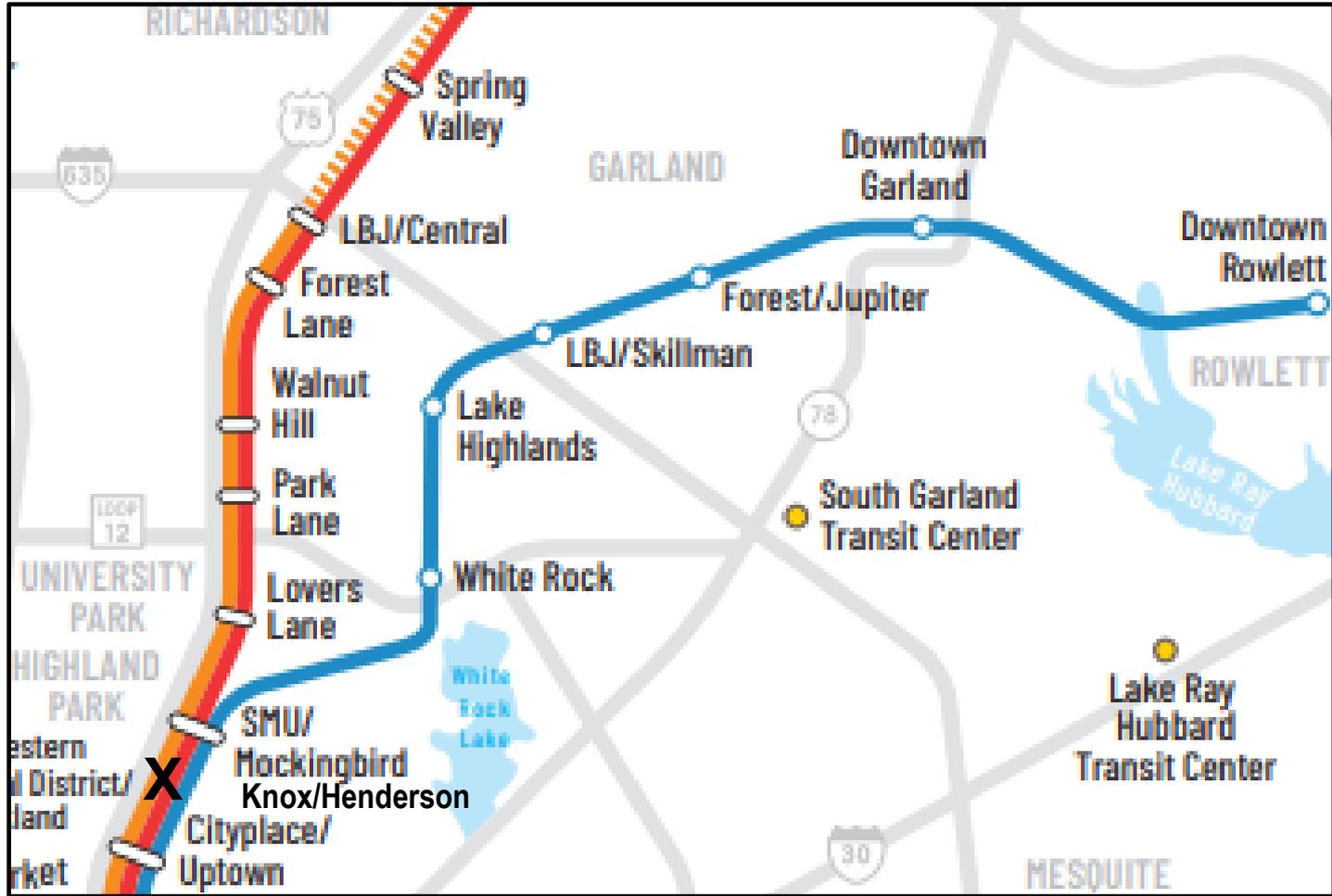
- November 14, 1995: Transit System Plan included the Loop 12 Station as part of the Orange Line.
- April 8, 2008: Orange Line SPA includes Loop 12 Station.
- 2008 Orange Line FEIS included Loop 12 Station as a deferred future station.
- 2015: City of Irving rezoned the area surrounding the Loop 12 Station and established Planned Unit Development Zone (PUD #6)to spur development.
- 2019, City of Irving reinitiated discussion to implement the deferred Loop 12 Station. These efforts stalled due to COVID.
- November 14, 2022: City of Irving requested that DART start design, construction and funding of the Loop 12 Station.
- January 2023: DART agreed to advance the design of the project with the understanding that a funding agreement will be required and that design costs could be covered through the City of Irving’s Public Transportation Improvement funds allocation.
- 2024: Preliminary design has been initiated.

South Las Colinas Station

- November 14, 1995: Transit System Plan included the South Las Colinas Station as part of the Orange Line.
- April 8, 2008: Orange Line SPA includes South Las Colinas Station.
- 2008 Orange Line FEIS included South Las Colinas Station as a deferred future station.
- The South Las Colinas Station is also a potential site of a future regional rail along the BNSF Rail (NCTCOG's Irving-Frisco Corridor).



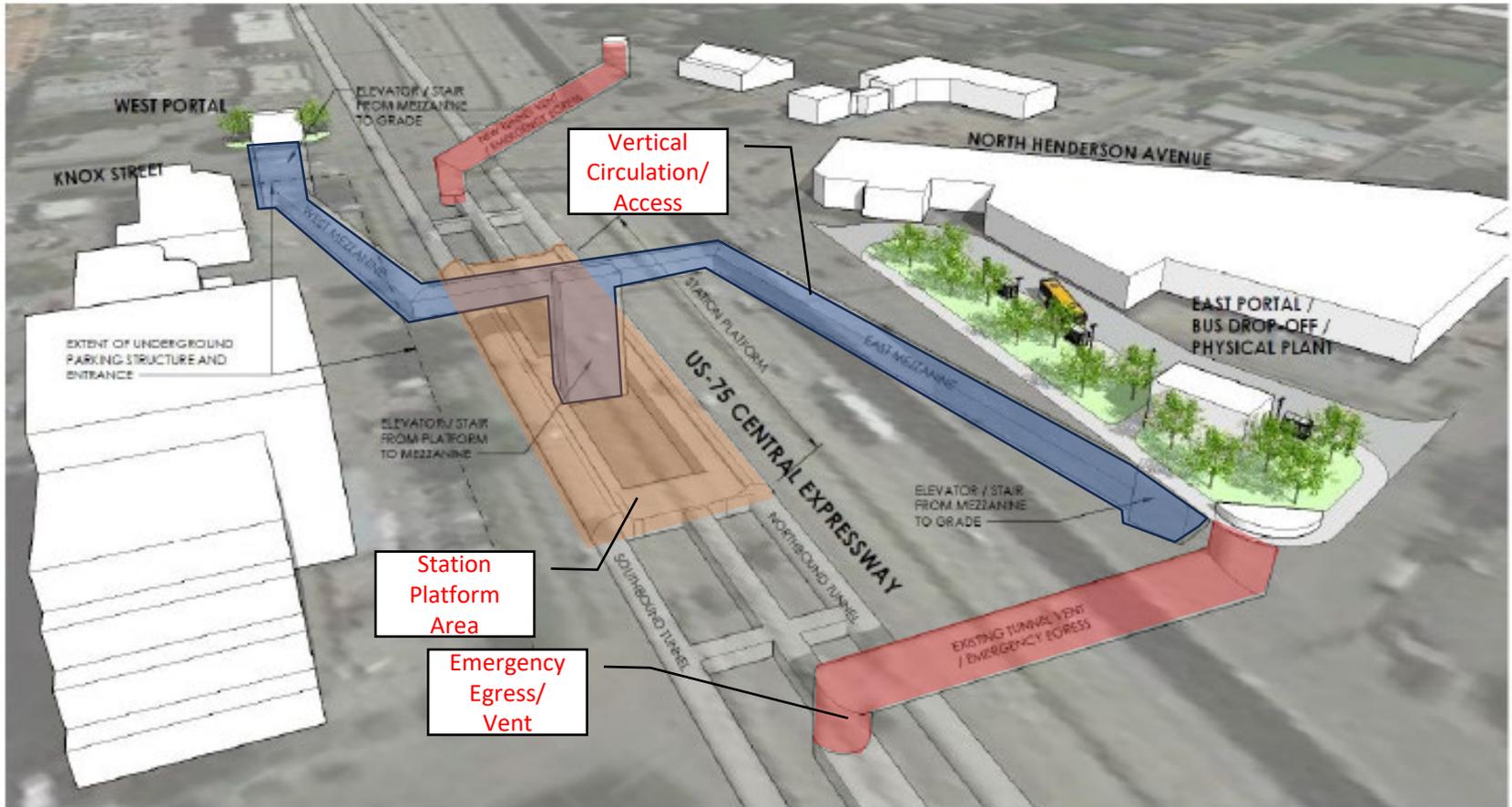
Knox/Henderson



Knox/Henderson Station

- A Knox/Henderson Station was not included in the 1983 Final Service Plan or any subsequent Transit System Plans.
- In the late 1980s consideration was given to including a subway station at Knox/Henderson, which is about midway between Cityplace and Mockingbird. Adjacent neighborhoods objected to this station.
- Because of neighborhood objections, the Knox Henderson Station was not included in the 1990 North Central Corridor Local Environmental Assessment (NC LEA).
- During construction of the North Central (Red Line) tunnel in 1997, the station area for Knox–Henderson Station was excavated and left as a shell for future development.
- A 2017 study estimated the cost of constructing the Knox/Henderson Station to be \$163,265,142

Knox/Henderson



A blue-tinted photograph of a city street. In the foreground, a yellow bus is parked on the left side of the road. The bus has the number '41041' on its front. In the background, several tall, modern skyscrapers with glass facades rise against a cloudy sky. The overall scene is a typical urban environment.

Briefing on Real Estate Management Process and Procedure Improvements

DART Real Estate Policy IV.01

- Enacted 1987, last updated in 2000
- Requires Board approval for any purchase, sale, lease, or joint development of real property
- Rooted in state and federal statutory and regulatory requirements
- Requirements regarding acquisition of property, disposition of property, and relocation of displaced persons/businesses
- Requires periodic review of DART real property
 - Excess Real Property Inventory and Utilization Plan
 - Identify property “no longer needed for the purposes of the Authority” and recommend disposition to the Board

DART TOD Policy IV.03

- Enacted 1989, last updated in 2020
- Recognizes that promoting quality transit-oriented development (TOD) on or near the DART transit system can elevate the quality of life, attract riders, and generate new opportunities to create direct and indirect revenue for DART and environmentally sustainable livable communities that are focused on transit accessibility
- Directs the agency to work in close partnership with its service area cities to identify and implement TOD opportunities that reflect service area cities land use, housing, parking, and other related goals and policies

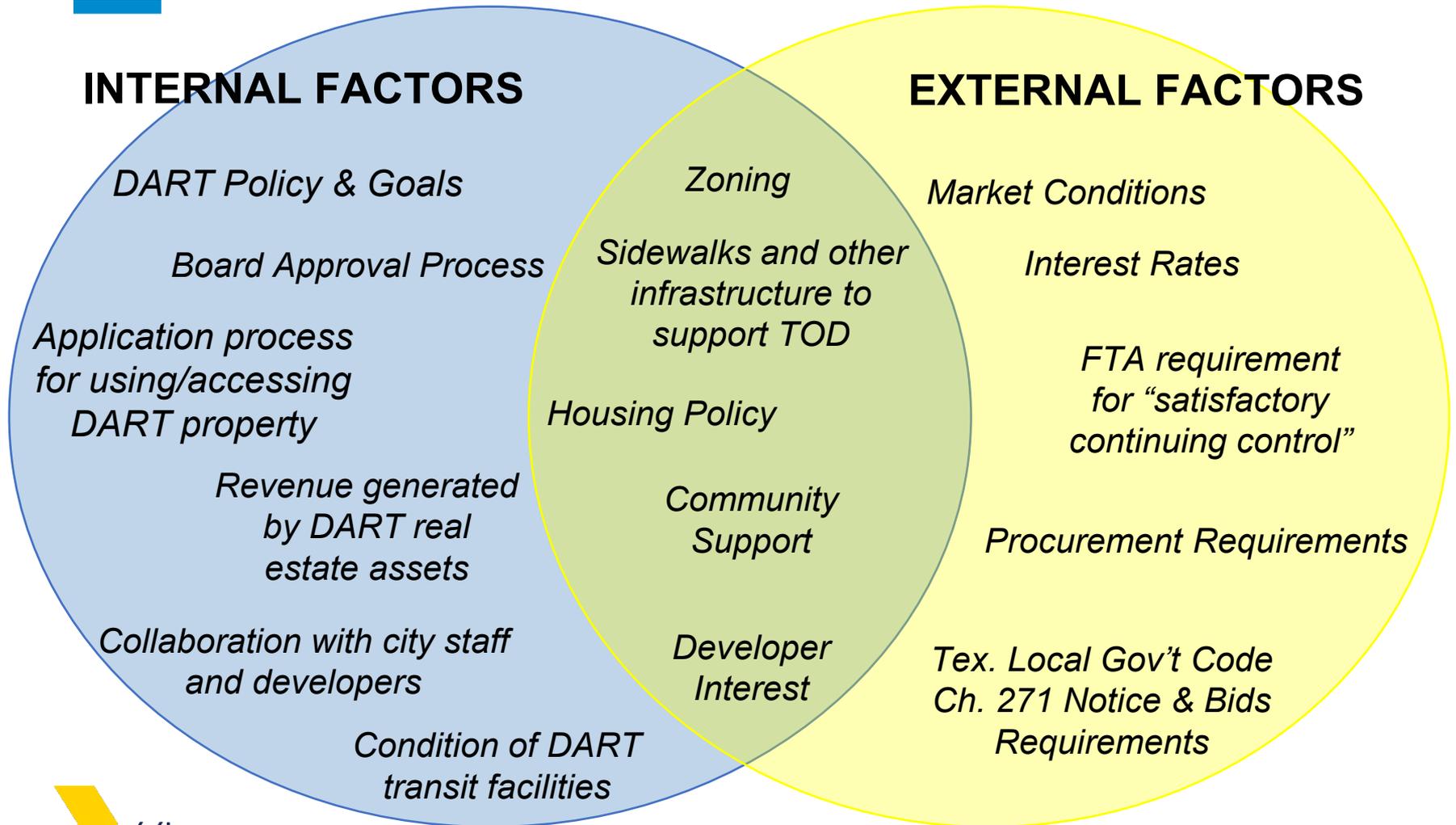


DART Fantastic Spaces Goal

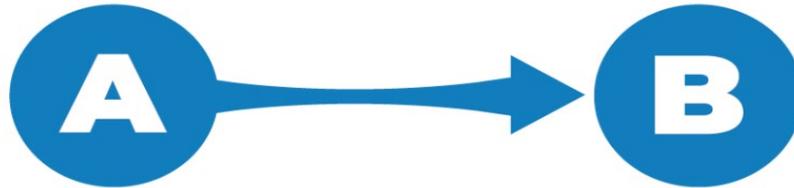
- Create fantastic spaces that add value to our communities, enhance the rider experience and foster a sustainable and thriving region
- Maximize the value and use of DART property assets and create appealing and engaging spaces for riders and communities to enjoy



Internal & External Factors



Real Estate Update



Where We Are

Where We Want to Be

- | | |
|------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none">▪ Paper Application▪ Check Payments▪ Website with outdated and limited information | <ul style="list-style-type: none">▪ Online Application (including plan submission)▪ Online Payment Portal▪ Updated and expanded Website<ul style="list-style-type: none">▪ Contact information for Real Estate & RR Mgmt Staff▪ Step-by-step guidance for how to use DART property for construction projects, temporary uses, or events▪ Info on DART's engineering & insurance requirements▪ Info on DART's safety requirements<ul style="list-style-type: none">○ Light Rail Safety Training & Track Allocation Process○ Flagging○ Railway Worker Protection Training |
|------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

Real Estate Online Application & Payment Portal

The screenshot shows a web application interface for the DART Real Estate Application Form. The top navigation bar is dark blue with the DART logo and tagline 'let's go.' on the left, and links for 'Home', 'New form' (highlighted in yellow), 'All Forms', and 'Payments' in the center. On the right, there is a user profile for 'John Doe' with a dropdown arrow. Below the navigation bar, the main heading is 'DART or TRE Real Estate Application Form' with a subtitle 'For Construction Projects, Events, and Other uses of DART or TRE property'. A progress indicator consists of seven green circles numbered 1 through 7, connected by a horizontal line. Below this, the section 'Complete this form' is displayed, followed by a note: '* Fill in all required fields and any relevant fields. Otherwise, your request might be delayed.' There are four form sections listed, each with a pencil icon and a green checkmark icon to its right, indicating they are completed or ready for review:

- Section 1: Enter Applicant Information
- Section 2: Location of DART or TRE Property
- Section 3: Type of Requested Use of DART or TRE Property
Base Application + Engineering drawings to review (\$2500)
- Section 4: Detailed Description and Timeline of Proposed Use of DART or TRE Property

Real Estate Online Application & Payment Portal

DART *let's go.* Home **New form** All Forms Payments John Doe ▾

Pay Your Application Fee

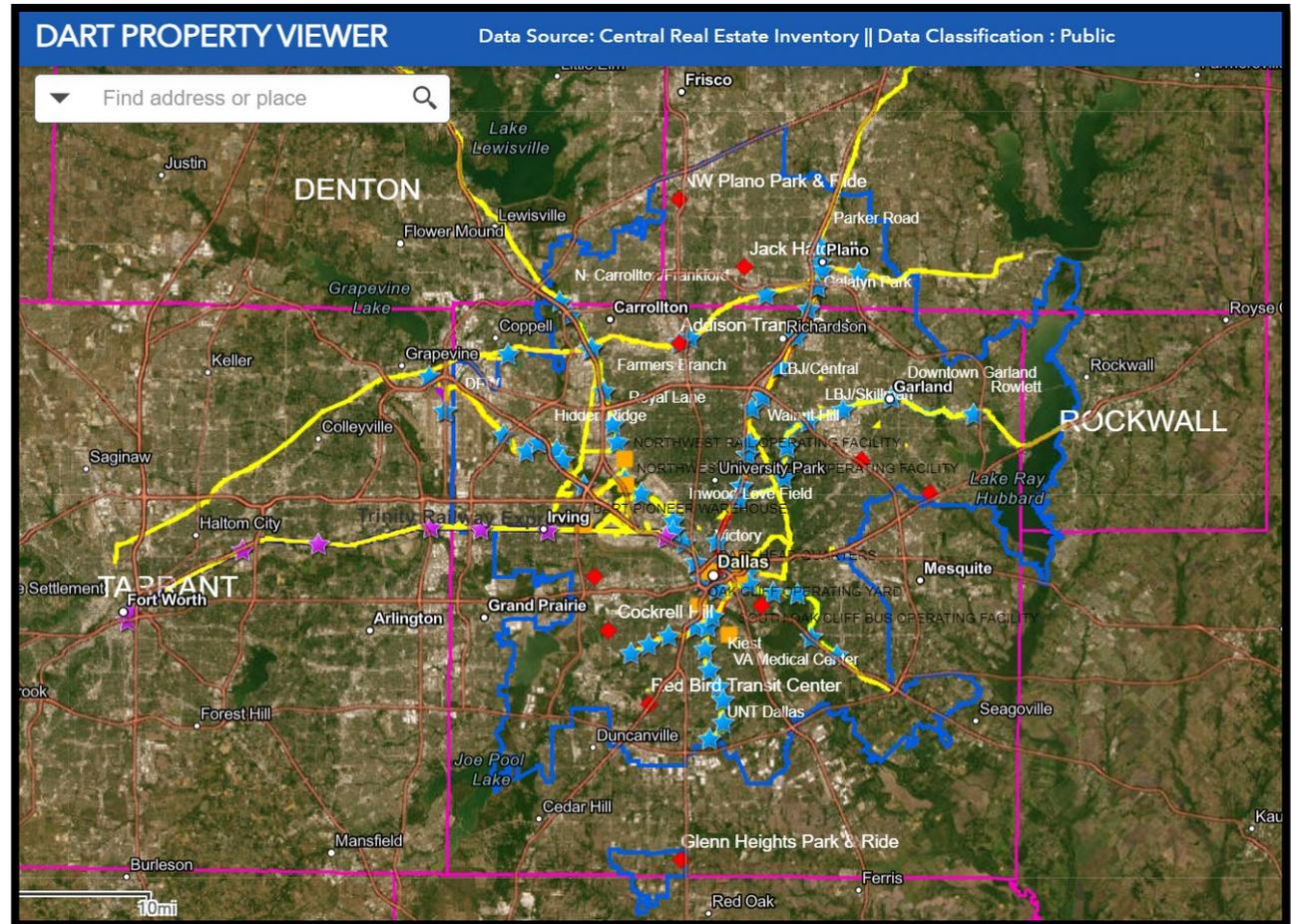
For construction projects requiring engineering review, a \$2,500 nonrefundable application fee is required before DART will advance your application for use of DART or TRE property. For events and temporary uses of DART or TRE property, a \$500 nonrefundable application fee is required.

Your application fee must be paid before your application will be approved by DART. You will need the application number that was emailed to you by a DART representative upon successful submission of your completed application. **Application fees may be paid via credit card or ACH. A 5% processing fee will be added if payment is made by credit card.**

Your Application 	
Base application fee	\$500
Review of engineering drawings, plans etc	\$2000
5% processing fee	\$125
Total Amount	\$2625

Real Estate Property Viewer

- Improvements to DART's GIS Property Viewer
- Publication to DART InfoStation

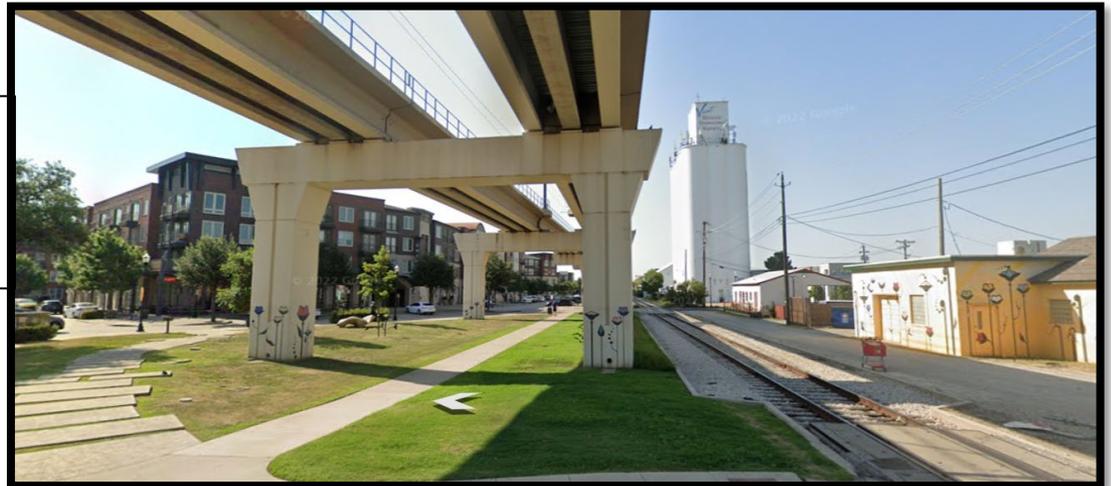


Pockets of Brilliance



Hi Line Connector Mural
under TRE & Green Line

Downtown Carrollton
under Green Line,
adjacent to Cotton Belt



Real Estate Third-Party Program

- In March 2024, REED/Design & Capital Construction initiated the RFP process for a professional services contract for third-party support
- Set for Committee/Board approval (today)
- Development of a written manual and process flow charts
- New, market-supported fee structure for charging for use of DART property, DART staff time in processing requests, and consultant services to support third-party projects (currently charge \$500 for application; \$2,500 for engineering review)
- Greater utilization of technology in third-party review process

Private Management of DART Real Estate Assets

- **Potential Advantage:** Development opportunities resulting from combining DART properties with a larger real estate portfolio
- **Considerations:**
 - Cost of management
 - Risk to DART operations
 - Board approval process
 - Federal interest in DART properties – FTA involvement
 - Federal requirement for “Satisfactory Continuing Control”
 - Approval to sell and apply federal funds to another DART capital project
 - Restrictions under Texas Local Government Code Chapter 271
 - Reduced partnership opportunities between DART and its service area cities for TOD projects



**Briefing on Transit Oriented
Development Strategies and
Future Opportunities**

Current TOD Projects

Dallas

- Mockingbird Station
- Royal Lane Station
- Hampton Station
- Westmoreland Station
- Lake June Station
- Buckner Station

Addison

- Addison Transit Center

Carrollton

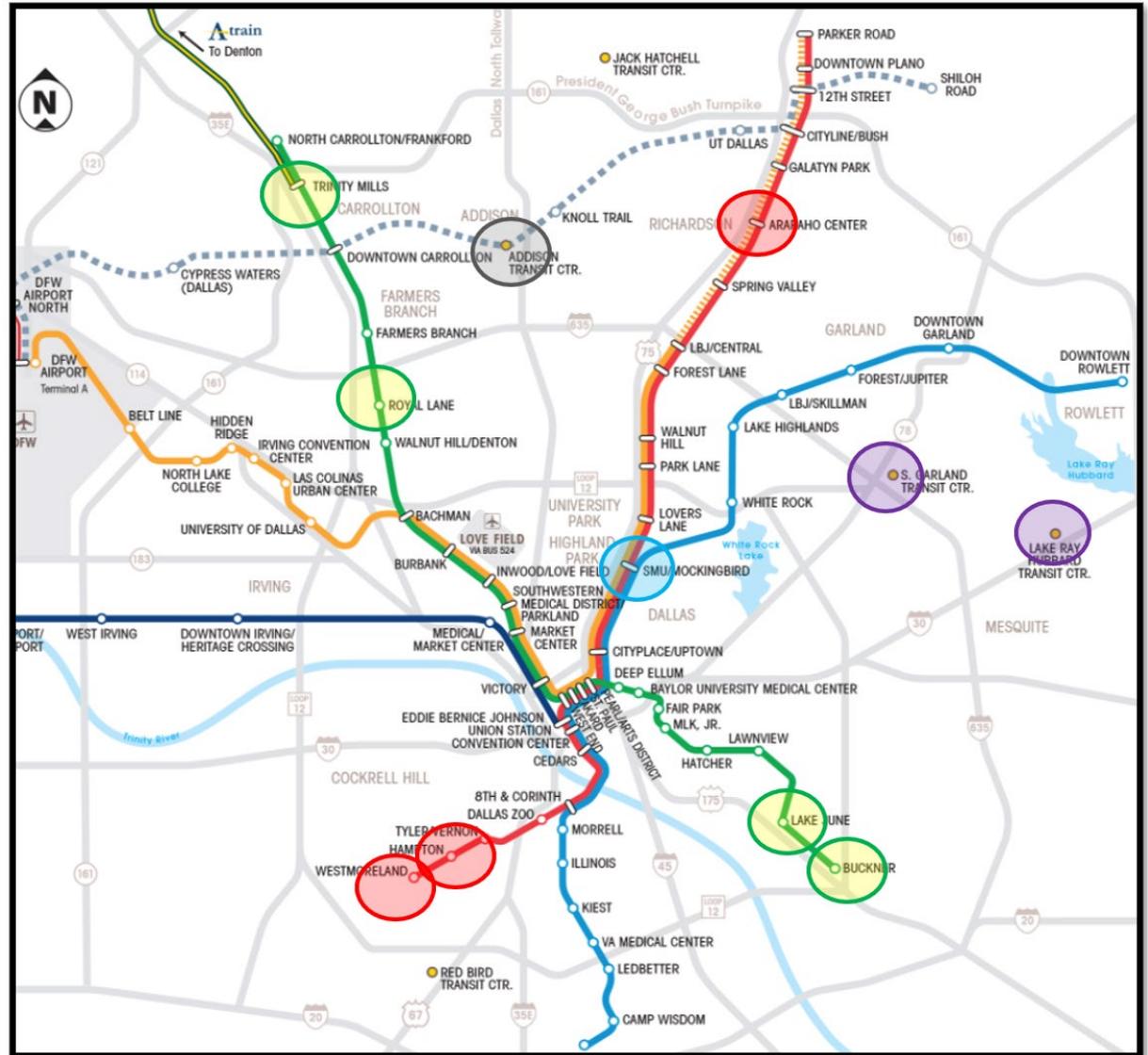
- Trinity Mills Station

Garland

- Lake Ray Hubbard TC
- South Garland TC

Richardson

- Arapaho Center



Economic Impact of DART Light Rail Stations 2019-2021

OF TOD PROJECTS

31 Projects
within ¼ mile of
a DART station



JOB CREATION



Direct Construction =
6,264 jobs

Total Employment =
10,747 jobs

\$980.1 Million



PROPERTY VALUE INCREASE



\$49.6 Million
(excluding DART
portion of sales
tax)

STATE & LOCAL TAX REVENUE

Economic Impact of DART Light Rail Stations – Rise in Property Values

Rise in Property Values	
1999-2018	\$16.1 Billion
2019-2021	\$980 Million

**Total
Economic
Impact
1999-2021**

\$17.1 B



TOD Summit – North Texas Region

- Preliminary planning stages – anticipated to take place early 2025
- Regional TOD Event
 - In partnership with Trinity Metro & DCTA
 - Other possible partners: Urban Land Institute, Regional Transportation Council, Transit Coalition of North Texas
- Goals:
 - Education for developers, board members, city officials, and other stakeholders
 - Generate excitement and opportunities for more TOD in the region
 - Information exchange and relationship building
 - Annual event

Updated Market Value Analysis

Updated Market Value Analysis underway by AECOM (General Planning Consultant)

- Originally performed in 2017 by Cushman Wakefield, refreshed in 2019
- Consists of same properties previously evaluated, excluding sites under agreement
- Anticipate more extensive study under future REMS contract when market has improved
- Will catalog properties as “Marketable”, “Near Marketable” and “Not Marketable”
- Final report will provide guidance on steps that can be taken to improve the site’s marketability

TOD Impediments

Development Agreement – Negotiation & Drafting Delays

- Template TOD ILA in existence; Template Lease in progress
 - Arapaho Station, Addison Circle, Lake Ray Hubbard Transit Center
 - Development Agreement between City and Developer; Master Lease between DART and City
- Challenges of One-Size-Fits-All Approach:
 - Transit operational needs based on location
 - Unique nature of each project, each parcel and the surrounding area, priorities of each member city, financing tools available

Zoning

- DART lacks land use authority, but may positively influence



Next Steps and Future Agenda Items

Future Topics



DART.org