



# Update of DART TOD Projects and Partnerships

Committee-of-the-Whole  
Planning and Capital Programs Item  
December 12, 2023

Jack Wierzenski, Assistant Vice President Economic  
Development

# Overview of DART TOD Agreements

- Master Development Agreement
  - Traditional DART-led RFP process focused on developer proposal
  - Long-term Lease with selected developer
- Interlocal Agreement (ILA)
  - Based on existing TOD Plan
  - City leases property with TOD potential from DART
  - Set financial terms
  - RFP and selection process led by City in partnership with DART
  - City subleases property to developer and negotiates any financial incentives
- Memorandum of Understanding (MOU)
  - Develop a TOD Plan and Zoning
  - Initiate ILA process
  - Non-Binding

# Outside Market Factors since 2020

- Pandemic impacts lingering
- Uncertainty in the office market, however, residential strong
- Tight lending market, high interest rates
- Construction costs rose dramatically, now going down
- Supply chain timelines extended
- Downtown worker – workforce trends impacting office usage and commute patterns
  - DART weekday ridership down
  - Parking lot usage down
    - Pre-Pandemic usage = 48%
    - Q4 2023 usage = 12%

# Economic Impact of DART Light Rail Stations

	Value
<b>Historical Property Value Summary</b>	
1999-2018 Public and Private Development	\$16.1 B
2019-2021 Public and Private Development	\$980 M
<b>1999-2021 Total Public and Private Development</b>	<b>\$17.1 B</b>
<b>Recent State and Local Tax Revenue (2019-2021)</b>	
Sales Tax (excluding DART Sales Tax)	\$22.7 M
Property Tax	\$18.3 M
Other State and Local Taxes	\$8.6 M
<b>State and Local Tax Revenue Total</b>	<b>\$49.6 M</b>

\*Calculations based on development within ¼ mile of DART light rail stations

# Economic Impact of DART Light Rail Stations

	Value
<b>Economic Impact of Projects (2019-2021)</b>	
Direct Spending	\$980 M
<b>Total Economic Impact</b>	<b>\$1.8 B</b>
<b>Job Creation in DFW (2019-2021)</b>	
Direct Construction Employment	6,264 jobs
<b>Total Employment Creation</b>	<b>10,747 jobs</b>

\*Calculations based on development within ¼ mile of DART light rail stations



# Status of Current Master Development Agreements

# MDA Mockingbird Station TOD

- Master Development Agreement (MDA) executed 10/20/20
- MDA amended November 2021- Pandemic impacts
- Dallas City Council Approval of \$29 million TIF allocation February 2022
- DART Board approved supplement to the MDA for DART Garage funding - \$20 million NCTCOG Grant – October 2022
- Due to unforeseen utility relocation issues, it is necessary for Trammell Crow to refine the initial Mockingbird TOD concept proposed spring/summer 2023

# MOCKINGBIRD STATION

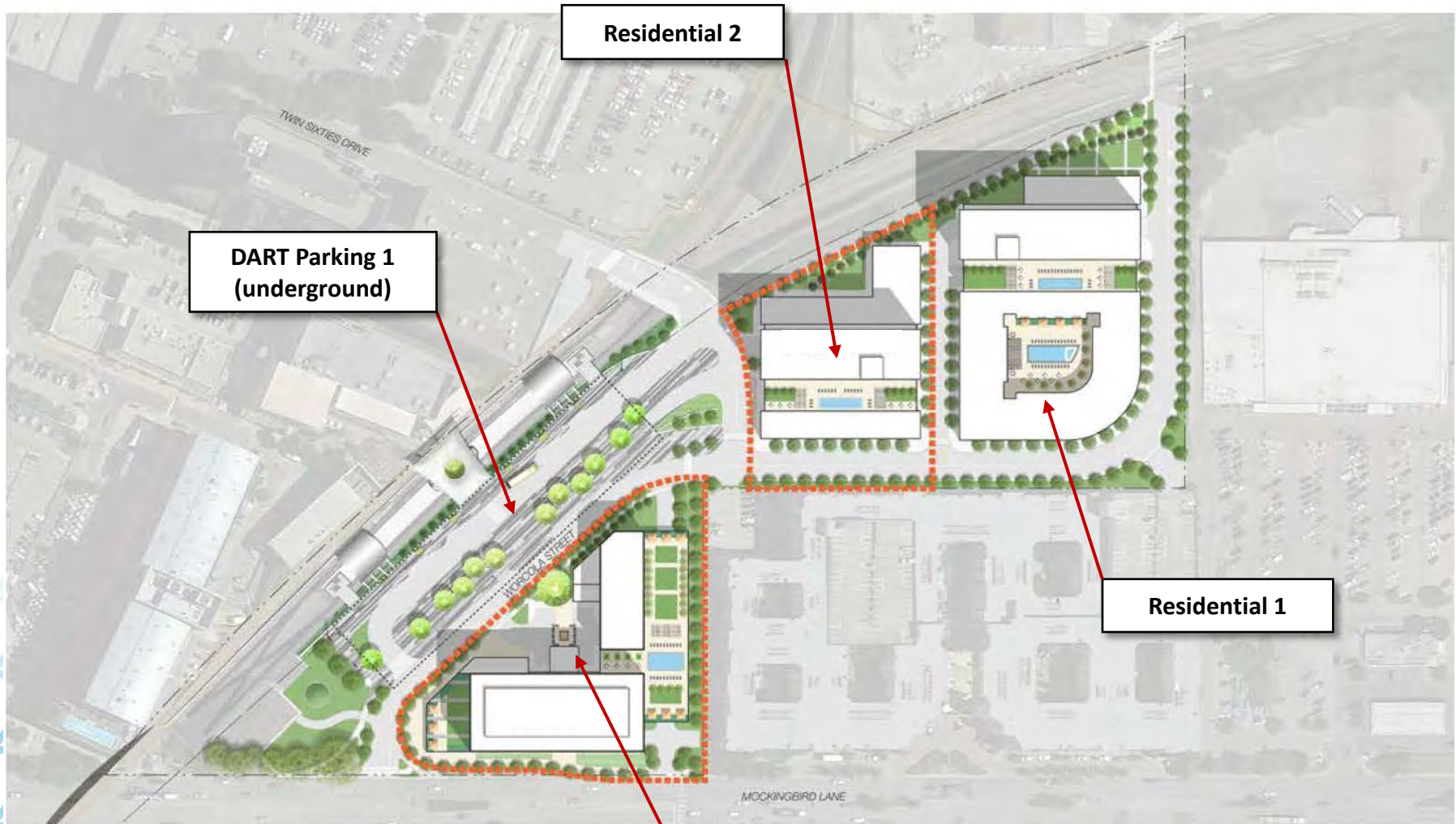
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Google Earth  
© 2018 Google

Station Name	City	Address	Size (Acres)	Rail/Bus	Walk Score	TIF District	Parking Spaces Provided	Average Usage
Mockingbird Station	Dallas	5465 E. Mockingbird Ln	±10	LRT/Bus	83	TOD(Dallas)	712	72%

# Original Concept



# Utility Impacts

- Spring 2023 - Trammell Crow Company (TCC) identified utilities and fiber embedded within DART wall
- March 2023 - Oncor notified TCC: time to relocate transmission tower and lines extended from 26 to 60 weeks; increased cost estimate
- April 2023 - TCC studied shifting garage 25 feet, which compromised utilities under Worcola St.
- June 2023 - TCC reviewed conceptual relocation of garage to southeast of Worcola St. with DART staff
- Trammell Crow is advancing preliminary design concept work – DART is reviewing technology requirements
- Master Development Agreement - Article 11. Project Schedule 11.2 (b) Force Majeure Delay
  - ...delays by utility companies in bringing utility lines to the Project...

# Relocated Garage

## Mockingbird Station – Preferred Alternative



# Pros & Cons of relocating DART Garage

## Pros:

- Cost saving: minimal utility impacts,
- Minimal delay due to utility relocation
- Existing bus facility and pedestrian access maintained with minimal impact (no temporary bus facility)
- Minimal disruption to customers during construction
- Convenient parking connected to the station with improved pedestrian walkways and new landscaping

## Cons:

- Modification to the original concept with DART parking garage slightly separated from the station

# Mockingbird Station TOD Concept



# Phase I - Residential and DART Garage



# Phase II - Residential

# Phase III - Office, Hotel



# Project Status

## Mockingbird Station TOD - Timeline

- Phase I, DART garage
  - Final design initiated upon approval of amended Master Development Agreement (MDA)
  - Construction 15 months from approval of amended MDA
- Phase I, project commencement date, residential tower 1 - concurrent with garage construction
- Phase II, residential tower 2 - 48 months after project commencement, Phase I
- Phase III, office and retail - 36 months from project commencement, Phase II

# Addison DART TOD Interlocal Agreement Status - Addison Transit Center

- Selection of Master Developer, AMLI/Stream, March 2022
  - Stream Development dropped off September 2023
  - AMLI presently searching for a replacement partner; if unsuccessful, Addison will conduct a new RFP
- Execution of ground lease for DART Transit Center property with the Town of Addison anticipated November/December 2023
- Development of DART property to be in Phase II, date TBD (no later than 5 yrs following lease execution)

OVERVIEW OF TOD PROPERTY EVALUATION

# ADDISON TRANSIT CENTER



**#15**  
SCORE 68



Google Earth  
Landsat / Copernicus

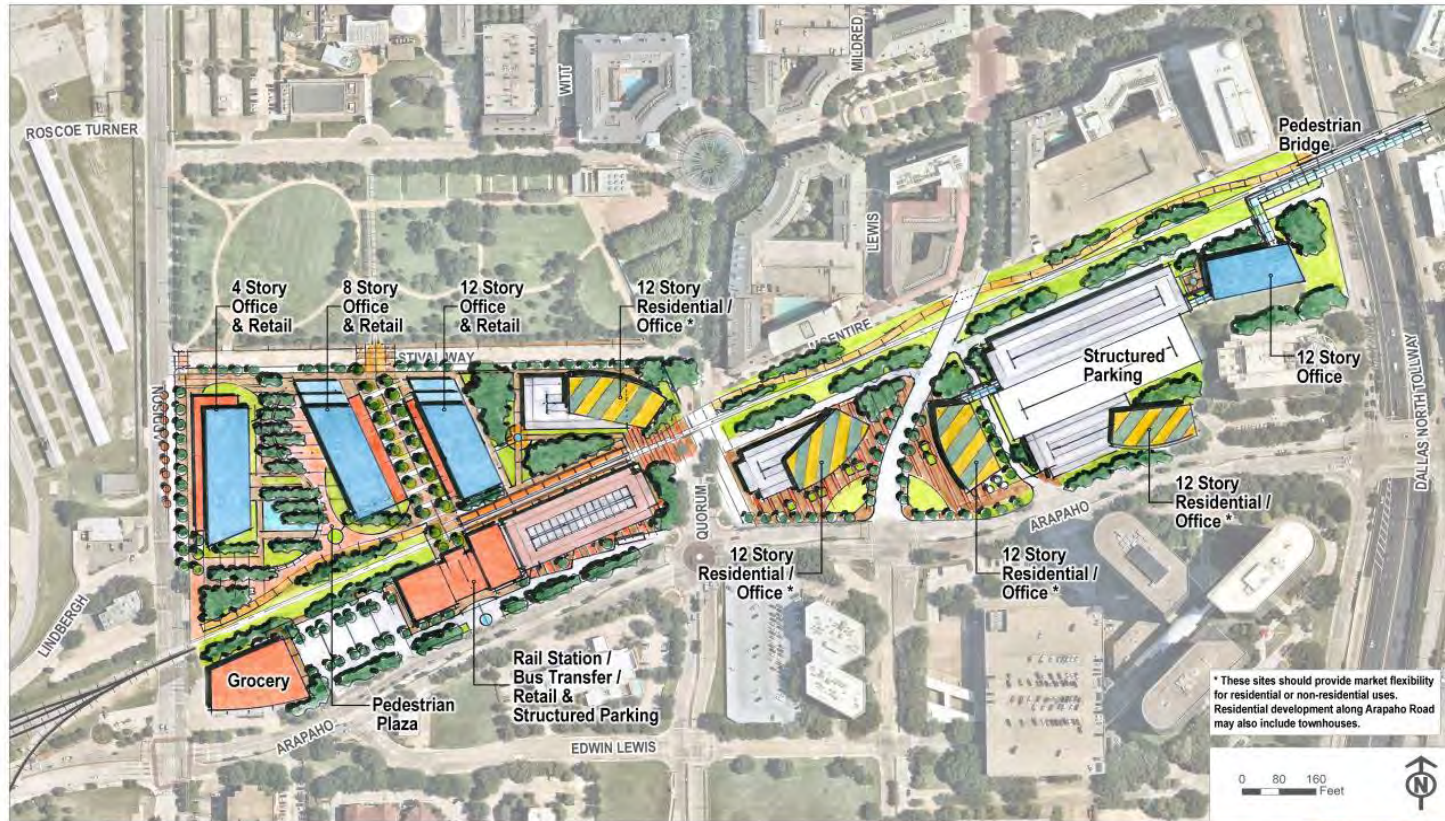
Station Name	City	Address	Size (Acres)	Rail/Bus	Walk Score	TIF District	Parking Spaces Provided	Average Usage
Addison Transit Center	Addison	4925 Arapaho	3.96	Bus	77	None	300	44%

# Addison DART TOD Area Plan

## ADDISON CENTRAL / COMMONS

Addison Circle Special Area Study

ADDISON



Kimley Horn



State of Texas



Forty Proud. Forty Forward.



Forty Proud. Forty Forward.

# Developer Concept



# MDA – Trinity Mills

- The former DART Park and Ride bus transit facility was made obsolete by the opening of DART's light rail transit (LRT) station. It was later demolished as part of the TxDOT acquisition of ROW from DART for the Dickerson Parkway extension and realignment
- City of Carrollton and DART partnered in the RFQ/RFP process
- DART/Carrollton MOU executed January 2017
- DART/Carrollton/Integral Development MDA executed March 2020
- Phase I residential and retail presently under construction
- MDA amended June 2023 to extend Phase II DART construction start date to March 2025



Forty Proud. Forty Forward.

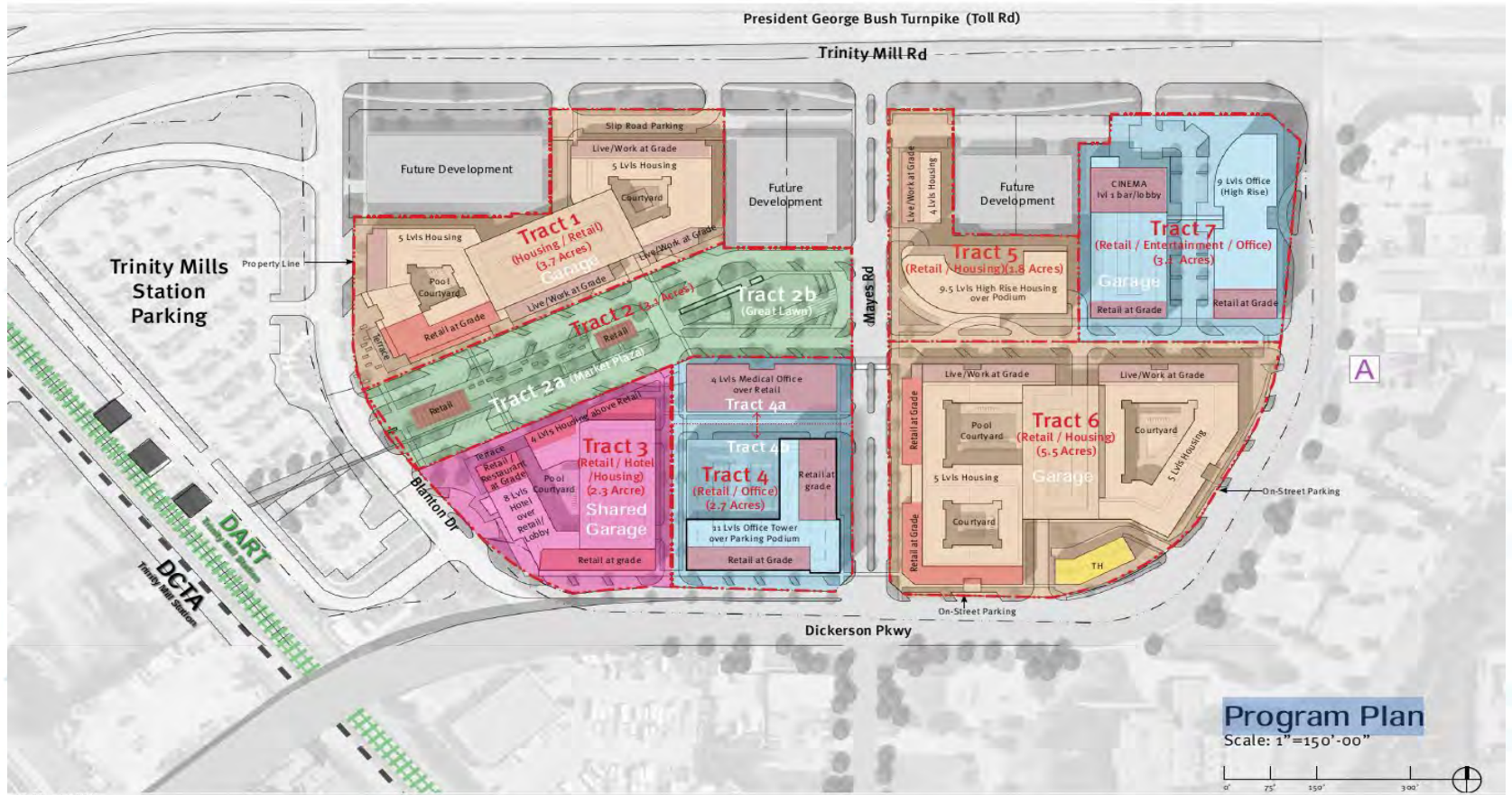
# Carrollton Trinity Mills





Forty Proud. Forty Forward.

# Trinity Mills Site Phasing





Rendering of Trinity Mills in Carrollton [cloudfront-us-east-1.images.arcpublishing.com](https://cloudfront-us-east-1.images.arcpublishing.com)





# Status of Current Interlocal Agreements (ILA)

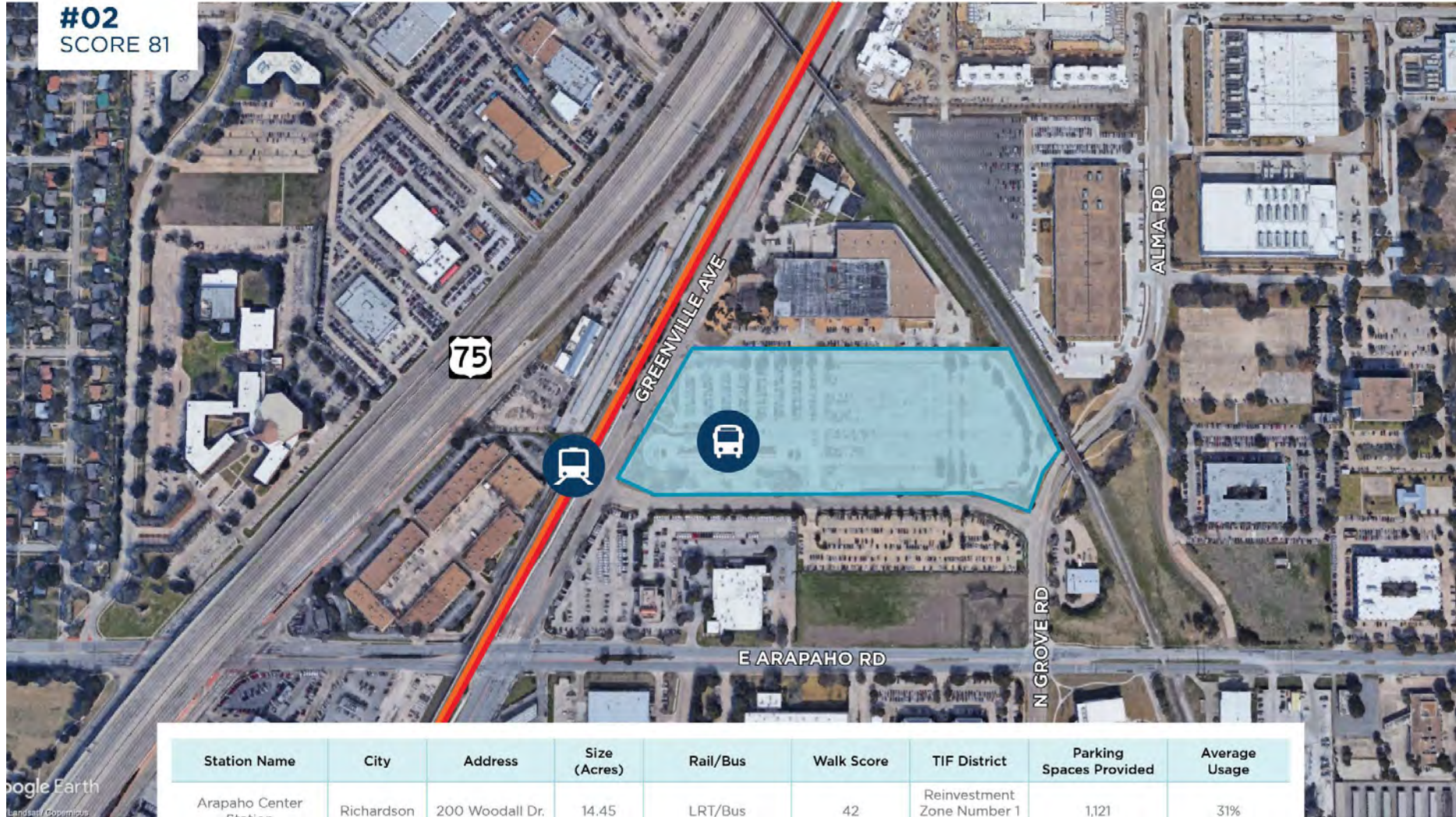
# Richardson DART Interlocal Agreement Status - Arapaho Station

- DART-Richardson ILA executed July 2021
- DART Board approved amending the ILA May 2023
  - Revised lease terms to extend the reappraisal period from 5 years to 10 years
  - Extended period to initiate the solicitation and selection process to July 2025
- RFP process is expected to be initiated in Spring 2024

OVERVIEW OF TOD PROPERTY EVALUATION  
**ARAPAHO CENTER  
 STATION**



**#02**  
**SCORE 81**

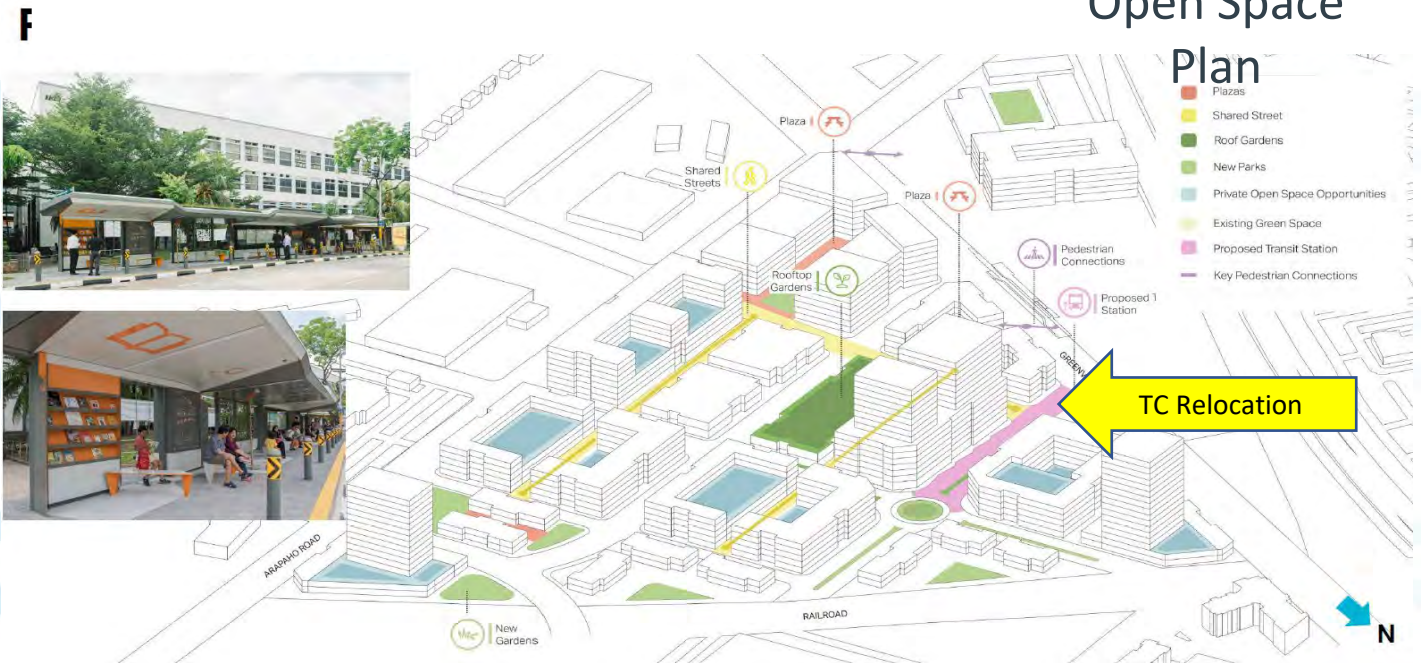


Station Name	City	Address	Size (Acres)	Rail/Bus	Walk Score	TIF District	Parking Spaces Provided	Average Usage
Arapaho Center Station	Richardson	200 Woodall Dr.	14.45	LRT/Bus	42	Reinvestment Zone Number 1 (Richardson)	1,121	31%

# Richardson Arapaho Station Area TOD Plan



*Arapaho  
 Center  
 Station*  
 Pedestrian  
 Circulation +  
 Open Space





# Status of Current Memorandums of Understanding (MOUs)

# DART/Dallas TOD MOU Sites



Royal Lane



8th & Corinth



Hampton



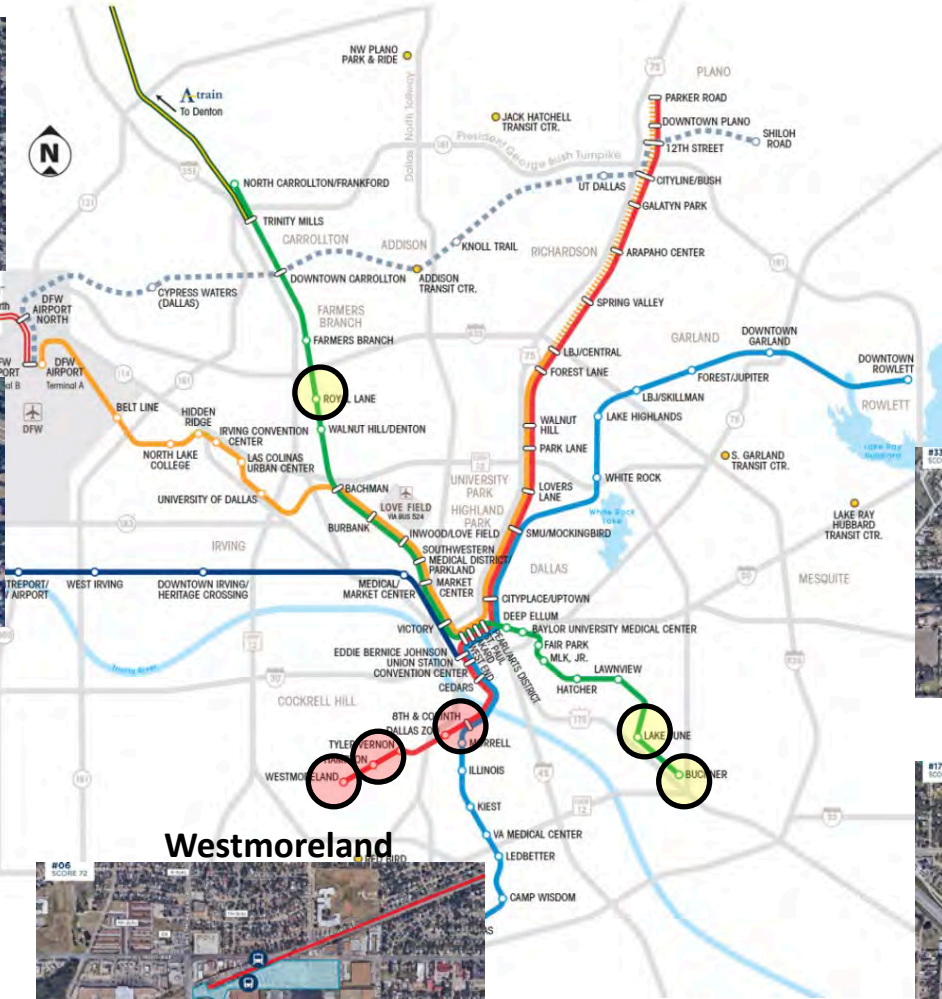
Westmoreland



Lake June



Buckner



# DART and City of Dallas Collaboration - TOD MOU and ILA

- DART and City of Dallas approved an MOU for these 6 DART properties November 2021
- COD advertised an RFP September 29, 2022 for each of the 6 DART properties
- Several development teams were interviewed by a panel made up of City and DART staff
- City of Dallas Council approved the selected development teams June 14, 2023
- City staff and DART will be working with development teams to refine their TOD plans, land use, entitlements and Planning approvals, financing and financial feasibility, terms and conditions for a long-term lease from DART, urban design, community engagement and outreach, accommodating existing transit activities and access near the stations, and acquiring the appropriate zoning.
- Upon finalization of the TOD Plan, the DART Board will review each of the plans and consider entering into an ILA with the City of Dallas to implement the respective TOD plans

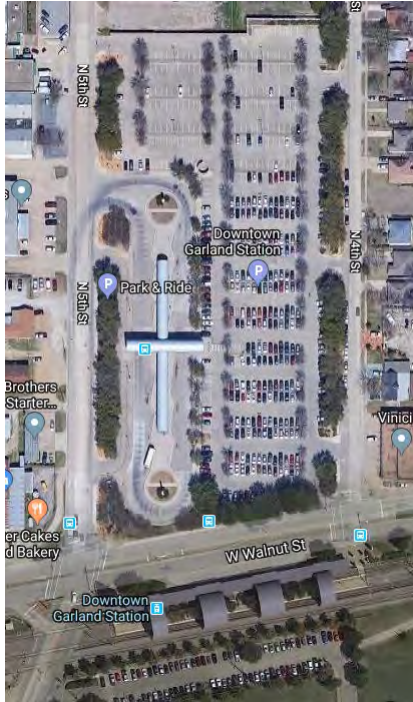
# DART City of Dallas MOU – Selected Development Teams

- Lake June Station – JPI
- Buckner Station – Palladium
- Hampton Station – Brinshore
- 8th & Corinth Station – **Terminated 9/2023 by City of Dallas**
- Westmoreland Station – John Trube Corporation
- Royal Lane Station – Servitas
- *Each selected developer has executed an exclusive negotiation agreement*

# DART Garland MOU and Future ILAs

- DART and Garland staff, within the auspices of August 2021 MOU, have been working on TOD Plans for Lake Ray Hubbard Transit Center and more recently the South Garland Transit Center. Both properties are greatly underparked:
  - Lake Ray Hubbard TC (657 spaces) – 35% pre-Covid; 8% post-Covid
  - South Garland TC (603 spaces) – 6% pre-Covid; 2% post-Covid
- DART is anticipating presenting the Lake Ray Hubbard ILA for the Board to consider soon
- DART staff anticipates providing an additional briefing to the Committee regarding certain aspects of the 92-acre S. Garland TC TOD project in the near future

# Parking Lot – Pre-Covid Occupancy Rates



Downtown Garland Station - 540 spaces



Forest/Jupiter Station - 563 spaces

Downtown Garland Station– 63% parking utilization (Q4 2023, 130 occupied)

Forest/Jupiter Station– 18% parking utilization (49 occupied)

Lake Ray Hubbard Transit Center– 8% parking utilization (61 occupied)

South Garland Transit Center– 2% parking utilization (10 occupied)



Lake Ray Hubbard Transit Center - 557 spaces



South Garland Bus Transit Center - 603 spaces

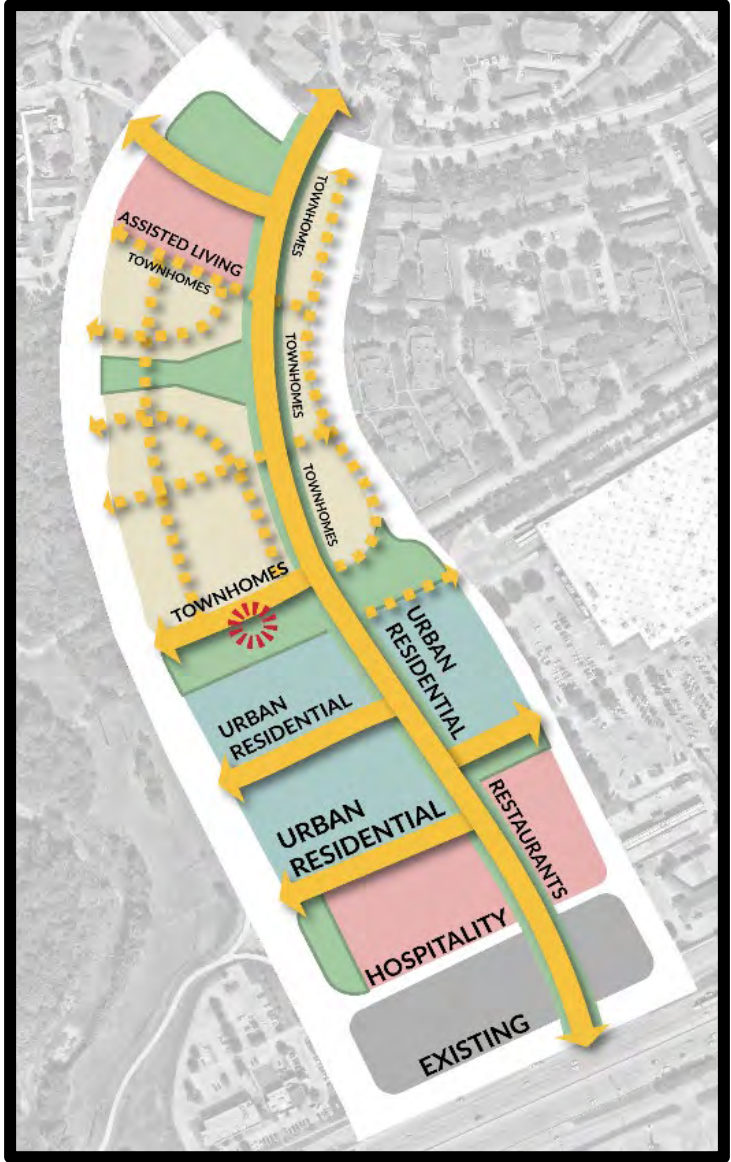
# Lake Ray Hubbard TOD

- Abutting Walmart property being developed by Anthem Development
- Groundbreaking September 9, 2023
- Draft ILA to be submitted to DART by the City of Garland for a Joint TOD project soon

# Garland Lake Ray Hubbard Transit Center



# Garland Lake Ray Hubbard Transit Center – TOD Concept





# South Garland Transit Center in Closed Session

# Back up Slides

# Lake June Station



# Buckner Station



Station Name	City	Address	Size (Acres)	Rail/Bus	Walk Score	TIF District	Parking Spaces Provided	Average Usage
Buckner Station	Dallas	8008 Elam Rd.	12.19	LRT/Bus	25	None	499	33%

# Westmoreland Station

#06  
SCORE 72



# Hampton Station

#30  
SCORE 57



# 8<sup>th</sup> and Corinth Station



# Royal Lane Station

#26  
SCORE 60



Station Name	City	Address	Size (Acres)	Rail/Bus	Walk Score	TIF District	Parking Spaces Provided	Average Usage
Royal Station	Dallas	11310 Denton	4.00	LRT/Bus	72	None	221	23%

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