



How Transit-Oriented and Transit-Supportive Development can Transform the Marketplace

NORTHEAST TARRANT TRANSPORTATION SUMMIT

Paris Rutherford
Principal



Topics & Discussion Agenda

1. What are *Transit-Oriented* & *Transit-Supportive* Developments?
2. Transit-Based *Development Context*
3. Implementation *Methodology* for these Two Development Patterns
4. North Texas *Success Stories*
5. Northeast Tarrant County *Opportunities*
6. Questions and *Discussion*



Downtown Garland, Garland TX



Roosevelt Square, Phoenix AZ



Addison Circle, Addison TX



Township 9, Sacramento CA



Credits: Planning performed while at RTKL

Transit Oriented & Transit Supportive Development -- *from Vision*



West Village, Dallas, TX



Mockingbird Station District, Dallas, TX



Galatyn Station, Richardson, TX



State Thomas/Uptown District, Dallas, TX



7th Street Village, Fort Worth, TX



DART Orange Line – Irving, TX



Downtown Garland Station Area, TX



121 / Tollroad – Granite Park, Plano, TX



Eastside Village, Richardson, TX



Addison Circle, Addison, TX



Legacy Town Center, Plano, TX



La Frontera, Round Rock, TX

Credits: Planning performed while at RTKL

Transit Oriented & Transit Supportive Development --

to Reality



Park Place, Winterpark, Florida



Paseo Colorado, Pasadena, CA



Clay Terrace, Carmel, IN



Uptown District, Dallas, TX



Addison Circle, Addison, TX



5th Street Loft District, Austin, TX



West Village Plan, Dallas, TX



Midtown Square, Houston, TX



The Woodlands Town Center, TX



Galatyn Station, Richardson, TX



Midtown Square, Houston, TX



Paseo Colorado, Pasadena, CA



State Thomas District, Dallas, TX



Legacy Town Center - Plano, TX



Eastside Village, Plano, TX



Roosevelt District, Phoenix, AZ



Uptown Square, Denver, CO



The Triangle, Austin, TX



Biltmore Square, Atlanta, Georgia



Harbour Place, Tampa, Florida

Credits: Planning performed while at RTKL

What it is...

Transit-Oriented Development

“Community development that includes a mixture of housing, office, retail and/or other amenities integrated into a walkable neighborhood and located within a half-mile of quality public transportation.”

Reconnecting America

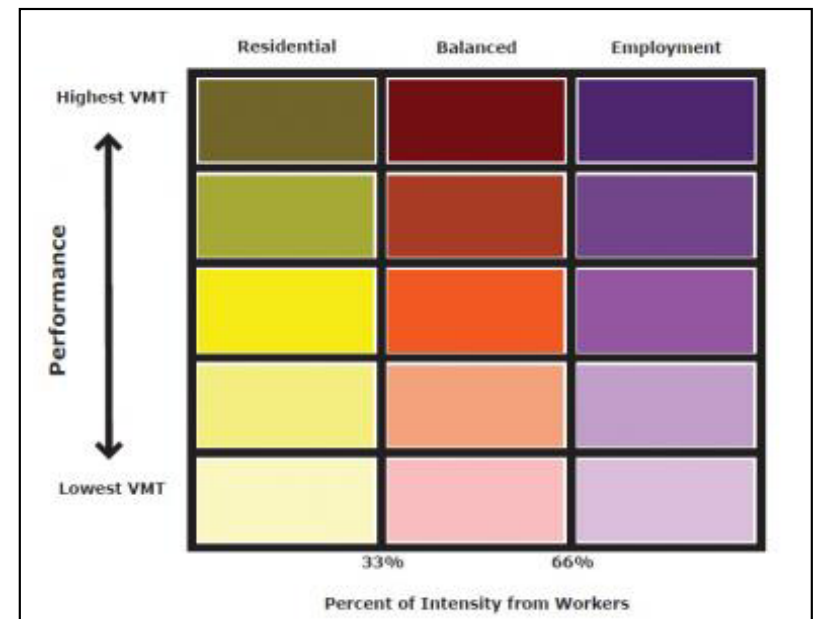


Transit-Oriented Development

Source: Reconnecting America

Distinguishing Points:

- Transit is in place and operating
- Development and transit have been planned together and evolved together
- The mix of land uses promote transit ridership and local pedestrian activity
- There are a range of different types of station areas having TOD



Types of Station Areas

Source: Center for Transit Oriented Development

What it is...

Transit-Supportive Development

“Compact development form in advance of transit that combines housing, jobs and neighborhood services within easy walking distance of an identifiable center that can accommodate transit.” Center for Transit Oriented Development

Distinguishing Points:

- Transit is not in operation
- Development is planned to accommodate transit in the future
- The mix of land uses promote pedestrian activity and generate market identity
- There are a range of different types of transit-supportive station areas



Legacy Town Center - Plano, TX



Southside Works - Pittsburgh, PA



The Woodlands Town Center, TX

Credits: Photos –Paris Rutherford, Soffer Organization, Woodlands Operating Co / Development—EDS Real Estate, Soffer Organization, Woodlands Operating Co / Planning—performed while at RTKL

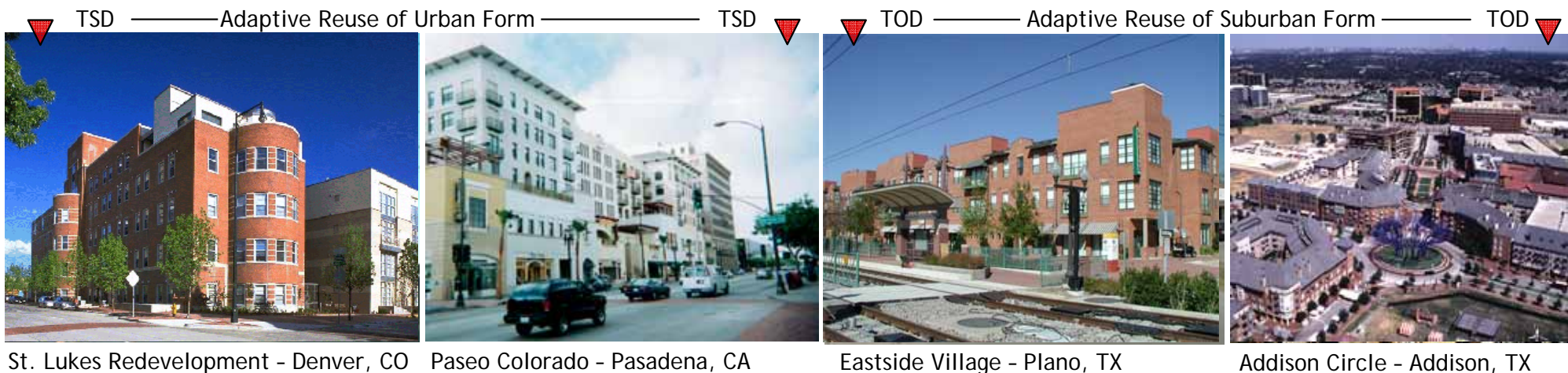
What it is...

Transit-Supportive

- Transit responds to TSD
- Transit will improve TSD
- TSD can evolve buildings *and* community form
- Pre-dates land value increase
- Comparatively less dense
- Adaptive reuse development

Transit-Oriented

- TOD responds to transit
- TOD improves transit
- TOD creates recognized centers of market activity
- Transit brings value increase
- Comparatively more dense
- Adaptive reuse development



Credits: Photos – David Whitcomb, Paris Rutherford, Frank Turner, Post Properties / Development—Post Properties, Trizec Hahn, Amicus Partners, Post Properties / Planning—performed while at RTKL

Development Context

Types of Station Areas

High Intensity Urban

Station Area Traits:

- Primary Center of Economic and Cultural Activity
- Supported by All Modes of Transit
- High Density Mix of residential, commercial, employment and civic/cultural uses

Appropriate Density:

- Greater than 3.0 floor area ratio
- Employment: More than 150 jobs/acre
- Mixed Use: More than 20 dwelling units/acre and more than 50 jobs/acre
- Residential: More than 50 dwelling units/acre



Downtown Denver (CO) - Rail Stop

Source: Reconnecting America



Downtown Denver (CO) - Bus Stop

Source: Reconnecting America

Development Context

Types of Station Areas

Mixed-Use Regional

Station Area Traits:

- Located in regional shopping/office centers and medium-to-high density residential communities
- Regional scale destination
- High Density Mix of residential, commercial, employment and civic/cultural uses

Appropriate Density:

- Greater than 2.0 floor area ratio
- Employment: More than 100 jobs/acre
- Mixed Use: More than 12 dwelling units/acre and more than 40 jobs/acre or
- More than 20 dwelling units/acre and more than 30 jobs/acre
- Residential: More than 35 dwelling units/acre



Portland Pearl District (OR) - Rail Stop

Source: Progressive Planner



Addison Circle (TX) - Bus Stop

Source: Robert Steuteville/Better Cities and Towns
Planning done while at RTKL

Development Context

Types of Station Areas

Community Center

Station Area Traits:

- Local center of activities for surrounding neighborhoods
- Create “sense of community”
- Encourage gathering places
- Provide places to live, work and shop
- Increasing density while retaining scale and improving transit access

Appropriate Density:

- Greater than 1.0 floor area ratio
- Employment: More than 20 jobs/acre
- Mixed Use: More than 8 units/acre and 10 jobs/acre
- Residential: More than 12 units/acre



Mockingbird Station (TX) - Rail Stop

Source: Reconnecting America
Planning done while at RTKL



Overlake Station (WA) - Bus Stop

Source: Patrick Bennett Photography

Development Context

Types of Station Areas

Neighborhood Center

Station Area Traits:

- Serve established and planned residential neighborhoods
- Low to Moderate Density
- Protection of adjacent neighborhoods

Appropriate Density:

- Greater than 0.75 floor area ratio
- Employment: More than 10 jobs/acre
- Mixed Use: More than 6 dwelling units/acre and more than 5 jobs/acre
- Residential: More than 8 dwelling units/acre



Downtown Plano (TX) - Rail Stop

Source: Frank Turner/City of Plano
Planning done while at RTKL



Fruitvale (CA) - Bus Stop

Source: AC Transit Authority

Development Context

Types of Station Areas

Commuter Station

Station Area Traits:

- Located in areas with high employment and/or transportation nexus potential (airports, interchanges)
- Major Employers, Educational Centers and Special Destinations
- High parking requirements and technology can cause some disconnect with adjacent land use and urban design, unless development is quite dense



Northstar Target Field (MN) - Commuter Rail Stop

Source: David Gonzalez / Northstar



Denver Tech Ctr (CO) - Commuter Bus Stop

Source: RTD

Methodology

12 Step Station Area Planning

1. Transit Programming
Determine station-specific needs
2. Trade Area Positioning
Identify each market trade area
3. Market-Based Programming
Develop specific land use programs
4. Strong Public Involvement
Generate meaningful community participation throughout plan
5. Station Area Planning
Prepare plans that leverage high design and sustainable finance



Credits: RTKL (planning)/David Whitcomb/Post Properties/Amicus Partners/Trizec Hahn/DART

Methodology

Station Area Planning

6. Design streets for all users

Streets surrounding stations should support multiple transportation modes

7. Affordable/accessible living

Provide a range of housing options through a mixed-income residential strategy

8. Make great public spaces

Public spaces should be pedestrian-friendly and welcoming to all users

9. Manage parking effectively

Apply realistic, but minimized parking to maximize access for pedestrians/bicyclists

10. Capture the value of transit

Collect increment to fund station improvements & community benefits



Credits: David Whitcomb, Vision Long Island

Methodology

Station Area Planning

11. Maximize neighborhood and station connectivity

Because the walkability of streets surrounding a station has significant impact on whether people will walk and ride transit



Credits: Bruce Fingerhood

12. Execute clear implementation strategy and evaluate success

Define strategies that address phased approaches to regulatory, funding, infrastructure, and owner issues

-- all to induce market demand



Credits: Catalyst Urban Development / Tom Stenger

Methodology

Induce the Market w/Design

- Position improvements to encourage (*not hinder*) adjacent development.



MOCKINGBIRD STATION -- Credits: Development -- Hughes Interests / Planning -- Performed while at RTKL

Land Bank for Future Infill

- Design station parking and flow to easily allow market infill over time.



LAS COLINAS ORANGE LINE -- Credits: Development -- Catalyst Urban Development / Planning -- Performed while at RTKL

Connect to the Grid

- Position station area as a center of activity within the existing City fabric (*not a floating piece of infrastructure*)



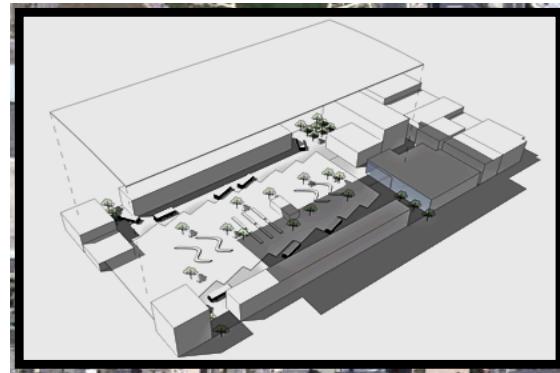
FOREST JUPITER TOD REDEVELOPMENT -- Credits: Planning -- Catalyst Group / Image of DeSoto TC -- Trammell Crow

Methodology

- **TOD Approach for BRT**
Bus transit stops designed as center points of activity and development identity
- **Mixed-Use Transit Design**
Bus transfer facilities may be contained within mixed-use TOD where riders board in stations
- **Focus on Place, not "Transit"**
Plans designed to deliver authentic and memorable urban experiences



DESOTO TOWN CENTER / CHARLOTTESVILLE BRT / QUITO ECUADOR BRT – Planning for DeSoto Performed while at RTKL

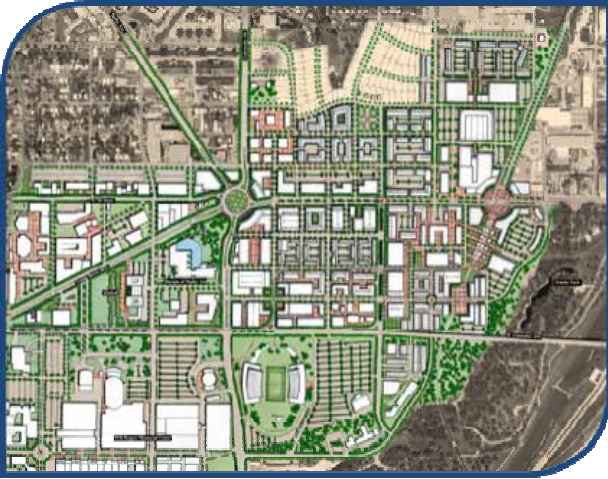


CHRIST CHURCH BRT / DOWNTOWN COLORADO SPRINGS TOD – Planning for CO Springs Performed while at RTKL



DOWNTOWN PLANO EASTSIDE VILLAGE – Planning Performed while at RTKL

Methodology



TSD: West 7th Street, Fort Worth, TX



TOD: DART Orange Line – Irving, TX

Credits: Planning performed while at RTKL

TSD & TOD Policies and Plans

Learn from existing successes within the region

- There are dozens of successful mixed-use, transit-supportive and transit-oriented policies in DFW

These plans often follow form-based principles:

- Form, massing and location of buildings
- Use and performance requirements at key locations
- Design requirements for architecture and landscape
- Design requirements for streets and open spaces
- Parking supply and sharing potential

Many of these places had special implementation:

- Public/Private Partnerships for catalytic projects
- Cost-sharing programs for land, parking, sitework, infrastructure and transit improvements
- Zoning incentives for early development

Methodology

Implementation Action Steps

- Prepare Financial & Market Feasibility Analysis
- Create Planning and Placemaking Strategy
- Envision Public Investment Strategies
- Define Value Capture Opportunities
- Developer Outreach and Solicitation
- PPP Deal Structuring & Negotiation



Paseo Colorado MXD, PPP – Pasadena, CA



The Triangle MXD, PPP – Austin, TX

Credits: Planning performed while at RTKL

North Texas Successes

State-Thomas District - Dallas, TX

- An early urban redevelopment TOD
- First TIF in Texas
- Early use of form-based zoning
- DART bus and rail trolley service
- Laboratory for new urban housing types
- Launched the Uptown District
- Over \$3B taxable value added to tax base



Credits: Photos -- David Whitcomb / Development -- Post Properties, / Planning performed while at RTKL

Uptown M/U District - Dallas, TX

- One of the most vibrant urban mixed-use districts in the United States
- Strong office and retail market built on quality high-density residential
- Highest property values in North Texas
- DART rail, bus and rail trolley service
- Over \$6B taxable value added to tax base



Awards: Local APA; Greater Dallas Planning Council

Credits: Photos -- Post Properties, Art Lomenick, Paris Rutherford, David Whitcomb / Development -- Post Properties, Henry S Miller, ZOM / Planning performed while at RTKL

North Texas Successes

Addison Circle - Addison, TX

- High-density mixed-use district
- 110-acre transit-oriented district
- Result of a public/private partnership
- DART local and regional bus service
- Future Cottonbelt rail station
- One of the Nation's best known TSD's
- Over \$900M in completed development



Awards: CNU; National, State and Local AIA; State and Local APA; NCTCOG Clyde; Prince Charles' Trust; NAHB; Center for Sustainable Development

Credits: Photos -- David Whitcomb, Town of Addison / Development -- Post Properties, / Planning performed while at RTKL

Legacy Town Center - Plano, TX

- Medium-density mixed-use district
- 150-acre transit-supportive district
- Transformed conventional business park
- Nationally known town center
- Over \$2 Billion added to tax base



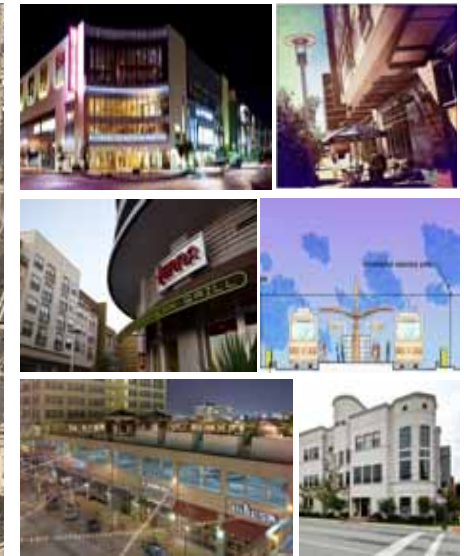
Awards: Dallas Business Journal; NCTCOG Clyde

Credits: Photos -- Karahan Companies, Paris Rutherford, David Whitcomb / Development -- Post Properties, Karahan Companies / Planning performed while at RTKL

North Texas Successes

West 7th St. District - Fort Worth, TX

- Links downtown to the cultural district
- Well-known mixed-use destination
- Transit-supportive development district
- Redefined urban living in Fort Worth
- Over \$450 Million completed development



Credits: Photos -- Cypress Realty, Amicus Partners / Development -- Hughes Interests, Amicus Partners, Cypress Realty, / Planning performed while at RTKL

Galatyn Station TOD - Richardson, TX

- Transit-oriented development district
- Mix of uses including cultural, office, residential and retail development
- Utilized public/private partnership
- Received \$500k FTA improvement grant
- DART rail and bus service
- Over \$220 Million completed development

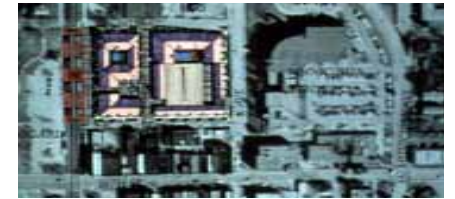


Credits: Photos -- Eurico Francisco, DART, City of Richardson / Development -- John Q Hammond, Amli Residential, City of Richardson / Planning performed while at RTKL

North Texas Successes

Downtown Plano - Plano, TX

- Mixed-use infill transformed historic core
- Transit-oriented redevelopment
- Multiple public/private partnerships
- Induced private investment
- DART rail and bus service
- Over \$139 Million completed development



Awards: NCTCOG Clyde Award

Credits: Photos -- Amicus Partners, City of Plano / Development -- Amicus Partners, / Planning performed while at RTKL

Mockingbird Station - Dallas, TX

- Texas' first transit-oriented development
- Retail, entertainment, residential and office uses within urban streetscape
- Major point of activity within North Texas
- DART rail and bus service
- Over \$120 Million completed development



Awards: Greater Dallas Planning Council Award; local APA and AIA; NCTCOG Clyde Award; \$2 Million FTA improvement grant

Credits: Photos -- David Whitcomb, DART / Development -- Hughes Interests / Planning performed while at RTKL

North Texas Successes

Downtown Garland - Garland, TX

- Urban redevelopment through PPP
- Mixed-use, pedestrian-oriented urban mixed-use transit district
- Dallas County Community College, performing arts center, municipal office building, housing, service retail, home office
- \$63 Million+ in completed development



Awards: ULI Showcase Project; NCTCOG Clyde

Credits: Photos -- DART, City of Garland / Development -- Trammell Crow, City of Garland, / Planning performed while at RTKL

DART Orange Line - Las Colinas, TX

- Reinvigoration of suburban office park
- First TIF district in Irving
- Convention center, hotel, urban residential and service retail
- Under active development
- \$287 Million+ in completed development



Awards: State and local APA Chapters; Dallas AIA

Credits: Photos -- Hanover Development, City of Irving / Hanover, Aml, UDR, City of Irving, DART / Planning performed while at RTKL

Opportunities...

Addison Circle (Addison)

7th Street Transit Corridor (Fort Worth)

State-Thomas District (Dallas)

Uptown District (Dallas)

West Village (Dallas)

Midtown District (Houston)

DeSoto Town Center (DeSoto)

Downtown TOD / 5th St. Crossing (Garland)

Legacy Town Center (Plano)

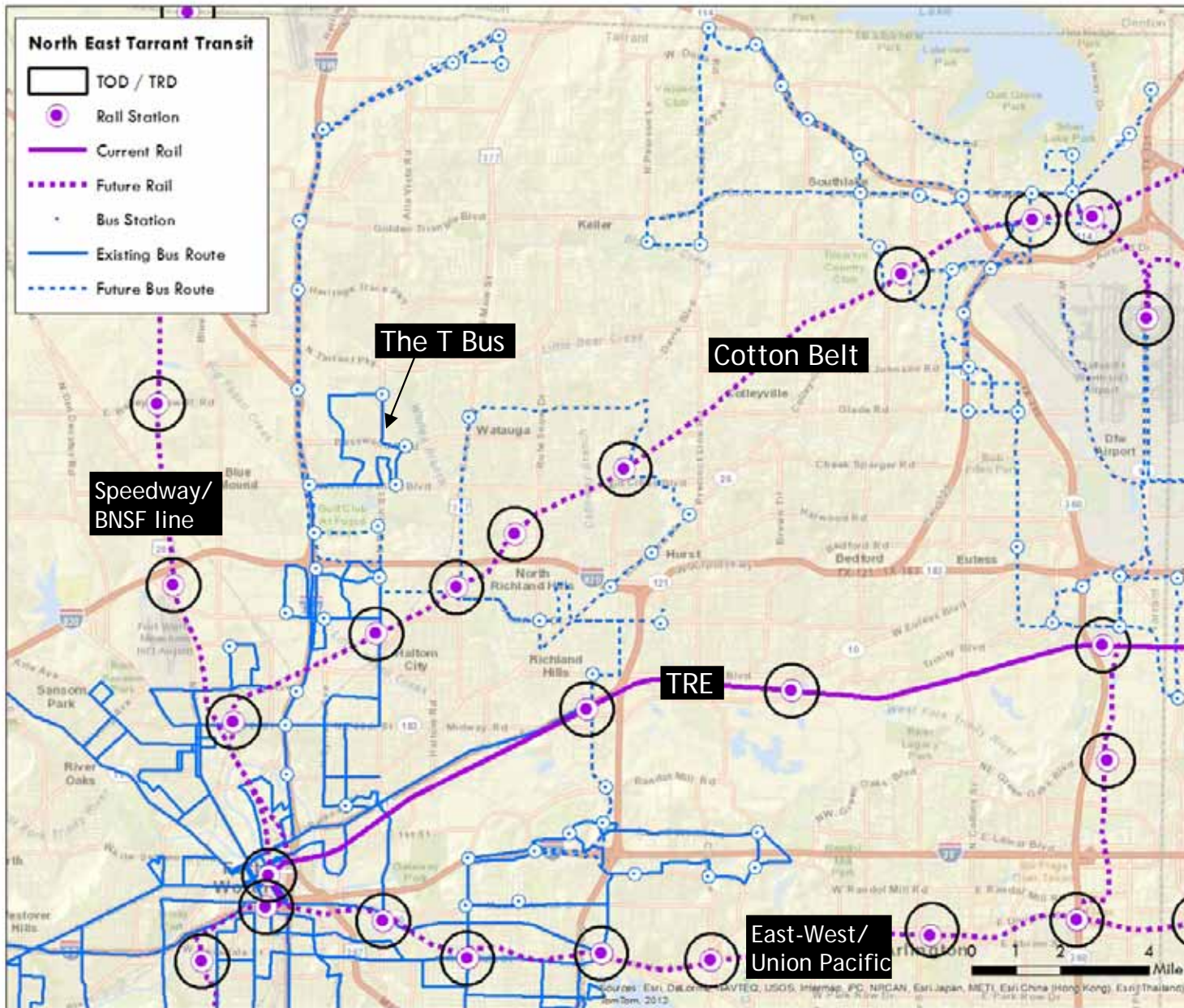
Lancaster Road / VA Medical (Dallas)

Las Colinas Transit District (Irving)

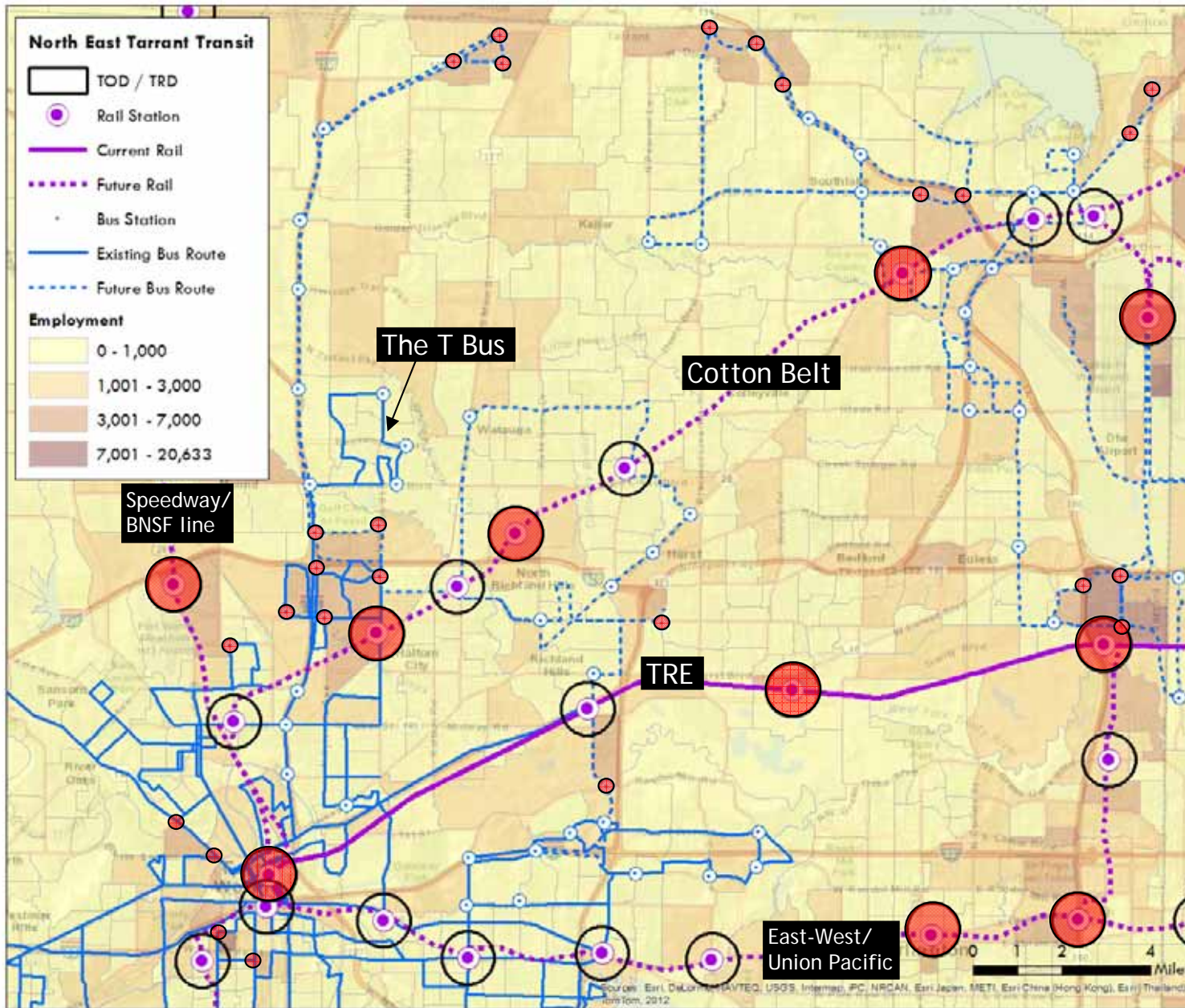
Tried and True Process

- Engage *actual* stakeholders
- Define the *real* market
- Prepare an *exciting* plan
- Anticipate *doable* financing
- Focus on *catalytic* projects
- Clearly define roles
- Envision partnerships
- Broker new relationships (city-developers-land owners)
- Implement passionately

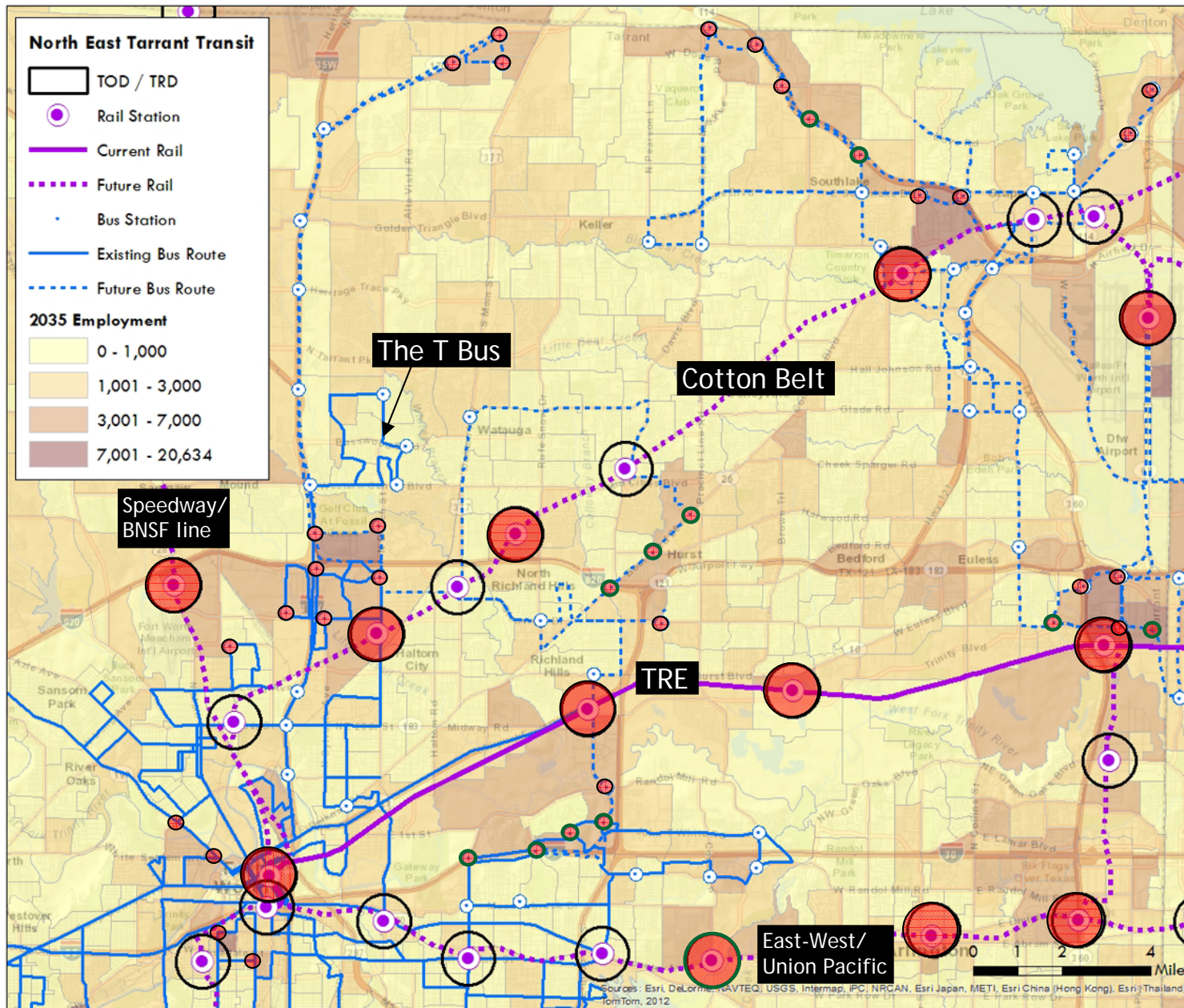
Current and Proposed Transit



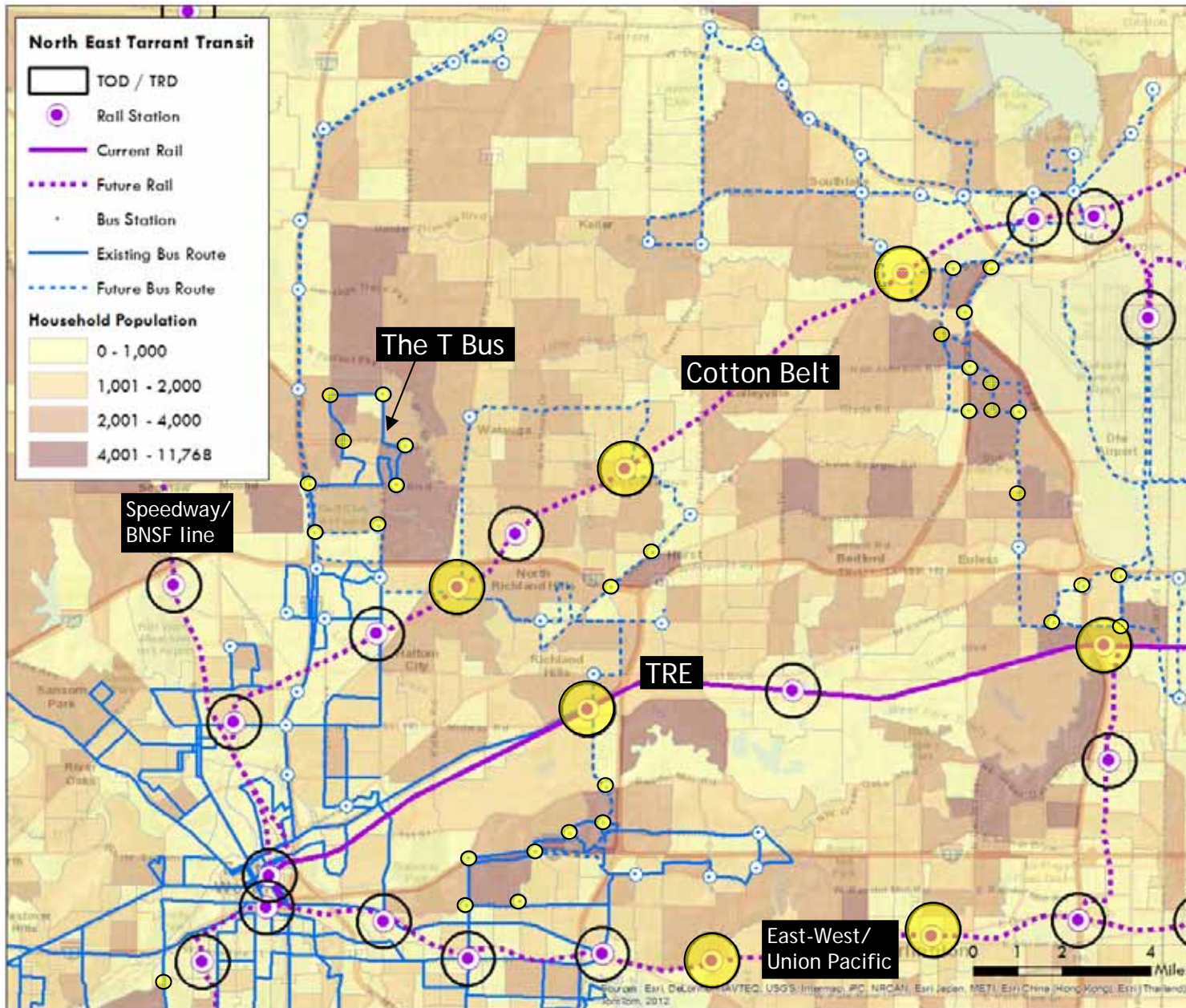
High Employment Station Areas - *Today*



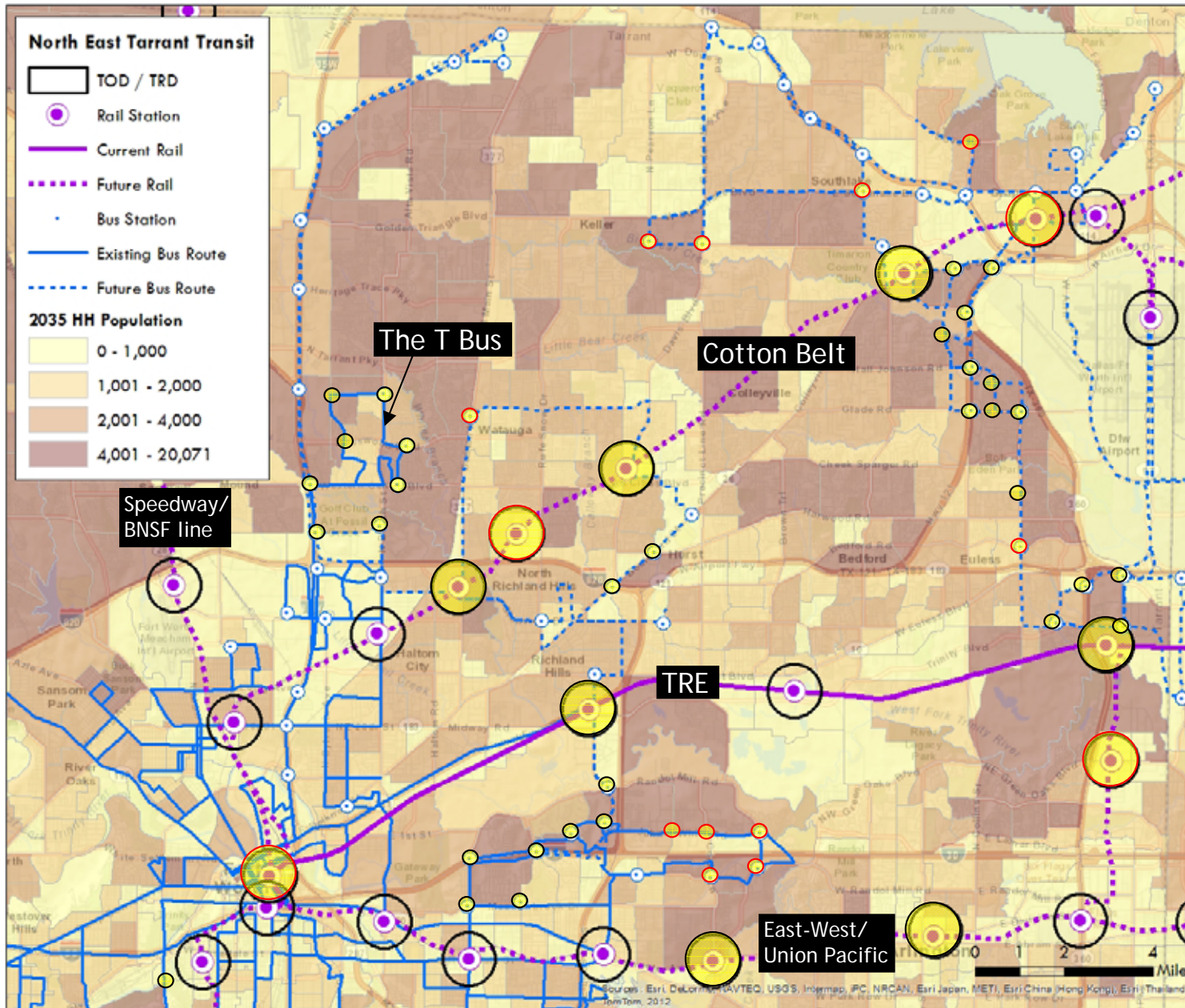
High Employment Station Areas - *In 2035*

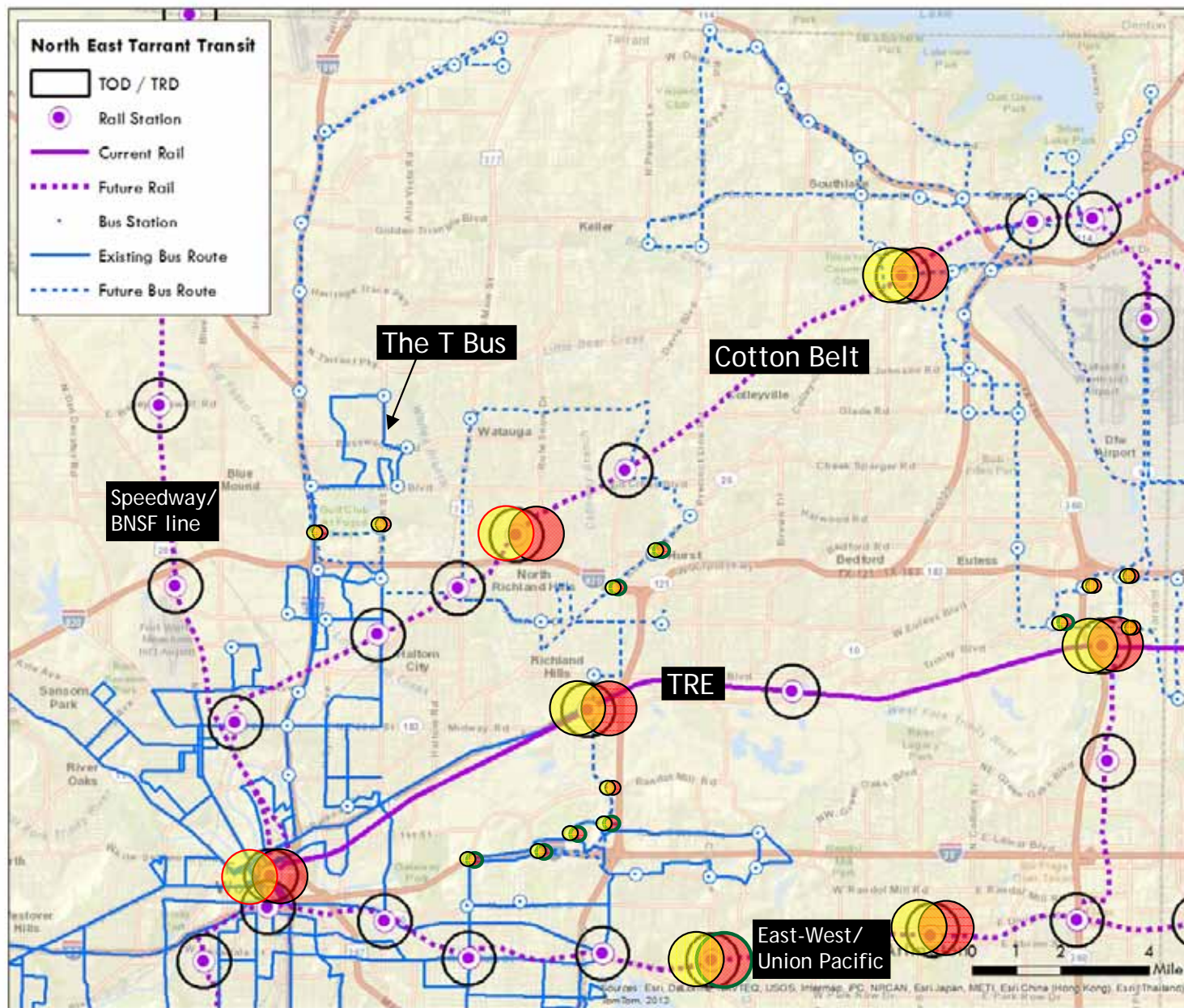


High Population Station Areas - *Today*



High Population Station Areas - *In 2035*





Station Areas
with Potential
for Low VMT's -
2013 - 2035



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With special thanks to Wendy Shabay of Freese & Nichols

