

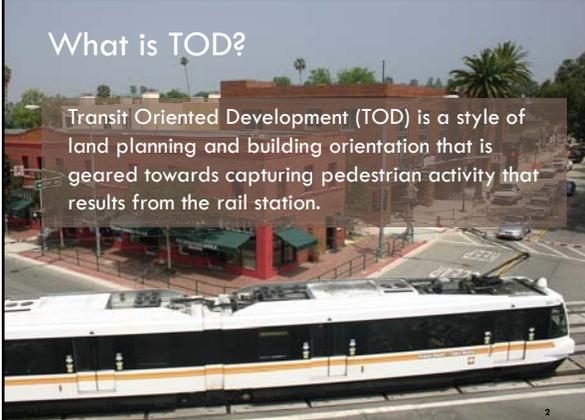
CITY OF ROWLETT
 TRANSIT ORIENTED DEVELOPMENT
 CITY COUNCIL MEETING
 3/30/2010

Alma Martinez
 North Central Texas Council of Governments



What is TOD?

Transit Oriented Development (TOD) is a style of land planning and building orientation that is geared towards capturing pedestrian activity that results from the rail station.



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 Picture Source: Flickr

Ten Principals for Developing Around Transit*

1. Make it better with a vision.
2. Apply the power of partnerships.
3. Think development when thinking about transit.
4. Get the parking right.
5. Build a place not just a project.
6. Make retail development market-driven, not transit driven.
7. Mix uses, but not necessarily in the same place.
8. Encourage every price point to live around transit.
9. Make buses a great idea.
10. Engage corporate attention.

*Source: Developing Around Transit - Strategies and Solutions That Work, Urban Land Institute



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1. Make It Better With A Vision

- Bring stakeholders together to define the vision of the area.
- Lack of communication can delay projects from being built, diminish the full potential of a project or eliminate the project from even starting.



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2. Apply the Power of Partnerships

Three case studies presented by Alan Zreet, AICP from Jacobs

1. DART Cottonbelt: UTD Station Area Plan
 - DART, City of Richardson, and University of Texas at Dallas
2. DART Light Rail Transit: Downtown Carrollton Station
 - DART, City of Carrollton NCTCOG, and TxDOT
3. DART Light Rail Transit: Mockingbird Station
 - DART, City of Dallas, and Developer



Picture Source: Flickr

3. Think Development When Thinking About Transit



City Council Date: _____
 Vice Mayor: _____
 City Manager: AM 011210

6 Miles

4. Get the Parking Right

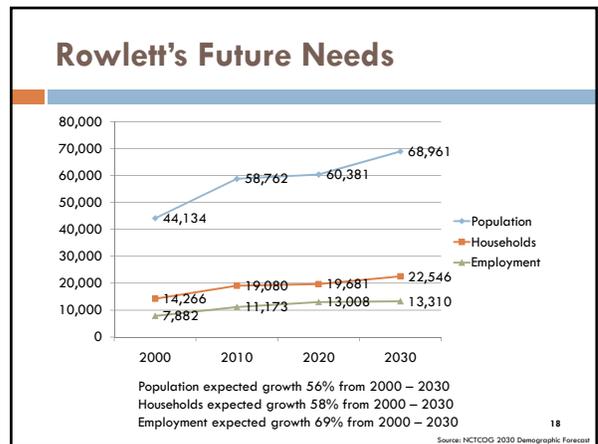
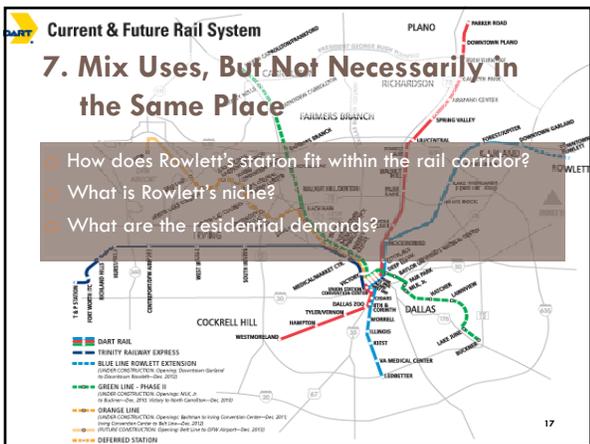
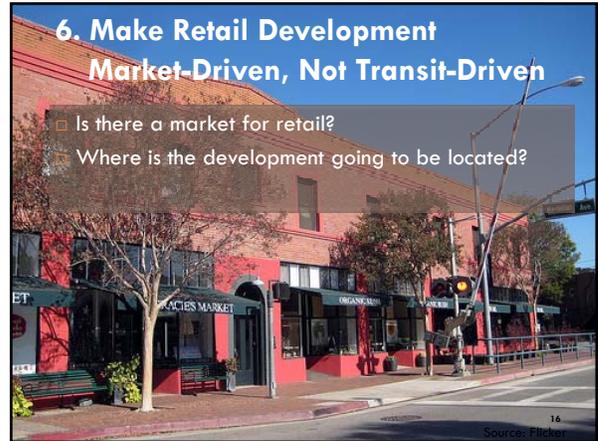
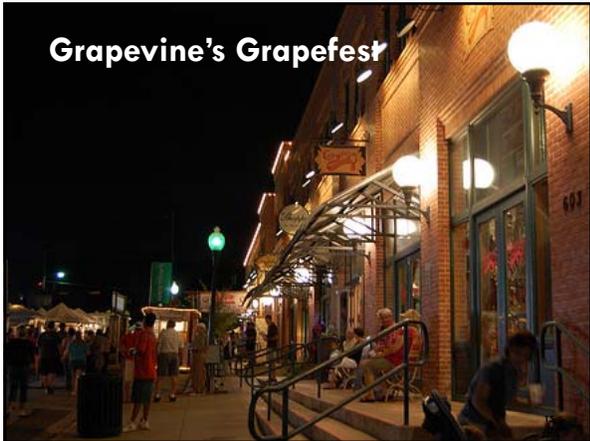
- ❑ Too much impacts pedestrian activity and development opportunities
- ❑ Too little can cause parking problems for surrounding areas
- ❑ Possible solutions can include:
 - ❑ Locate parking 5-7 minute walk away from station.
 - ❑ Flexible parking standards
 - ❑ Share parking
 - ❑ Paid parking

TRE Centreport Station
 Adjacent to the McClintock/Aspeche train station on the Valley Metro light rail line. Source: Flickr

5. Build A Place, Not A Project

- ❑ Development that surrounds the station
- ❑ Development that reflects the character of the surrounding community
- ❑ Include public space, street furniture, and public art
- ❑ Promote pedestrian activity to and from the development
- ❑ Landmarks and gateways to the development
- ❑ Include various uses from live, to work, to play







8. Encourage Every Price Point to Live Around Transit

- Young people who are looking to live independently
- Empty nesters: couples without children
- Seniors who are looking to have an independent lifestyle without the use of the automobile
- Lower incomes that may not be able to afford an automobile

Housing Choices

- TOD can provide for different housing to accommodate different family structures, income levels, and life stages
- Live-work units, apartments, and townhomes
- People see the value and choose to live in walkable neighborhoods, because of the options they have over auto-oriented development*

*Handy and Clifton 2001

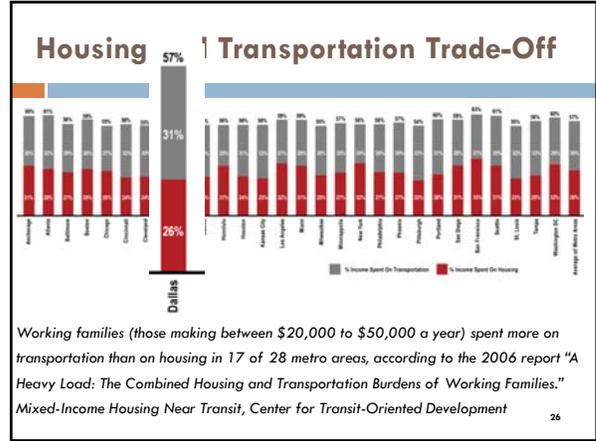


- Mission Meridian Village in South Pasadena, CA designed by Moule & Polyzoides
- 67 condominiums, including courtyard housing, single-family houses, duplexes and mixed-use lofts
- 5,000 square feet of retail space and a restaurant encourage commuting by train
- 1.65 acres
- Two levels of subterranean parking with 280 parking spaces accommodate the needs of commuters, project residents and neighbors

Source: Creative Housing Associates




- The Alycone designed by GGLO
- 161 units, 16 loft style units
- 2,000 sq. ft. retail
- 163 parking stalls
- 0.83 acres
- 201,321 gross sq. ft.
- LEED Certified



Potential New Development

Two story development rendering by Freese and Nichols and City of Rowlett

Three story development rendering by NCTCOG



10. Engage Corporate Attention

Locations near transit can provide a good incentive for site selections for major employers.



Benefits of Building Next to Rail...

- Increase ridership by encouraging development near rail: live, work, play near rail
- Healthy living by encouraging walking and biking
- Vehicle miles travel reduced: less congestion, improving air quality, reducing travel costs, and reducing motor vehicle accidents
- Reduce municipal infrastructure costs
- Preserving open space

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Reduce Municipal Infrastructure Costs

When more homes use the same stretch of road or sewer line, the cost of infrastructure per household decreases.

- ▶ It costs more than twice as much money to pay for utilities, schools, and streets for 1 unit/acre versus 30 units/acre (\$22,500/unit vs. \$10,000/unit).¹
- ▶ Average annual cost to service a new family of four (police, fire, highway, schools, and sewer).²
 Compact suburban Shelby County, KY = **\$88.27**
 Sprawling Pendleton County, KY = **\$1,222.39**
- ▶ In Loudon County, Virginia, each new house on ¼ acre lot adds \$705/year to the town's budget. A new house on a 5 acre lot costs the community \$2232 per year.³
- ▶ 40 single family dwellings require 40 times as much concrete in roads and sidewalks as a 40 unit apartment building on a single lot.⁴

Source: Great Communities 1. Houghery, Richard M., "High-Density Development: Myth and Fact," 2005. 2. Brookings Institution. 3. Woodrow, Charles R., "If We Build It, They Will Use It: How to Save on Sprawl." The Urban Citizen, March 4, 1999. 4. MHI incentives. Equitable Development Toolkit. Policy Link.

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Next Steps to Think About

- What vision does the City have?
- What financing options are available to the City?
- Is the proper zoning and density in place around the station?
- What types of parking management can be in place?

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It is a great time to live in Rowlett