



North Central Texas Council of Governments

# Coordinated Land Use and Transportation Planning Task Force

March 25, 2026

# Today's Meeting

## Announcements

## Presentations and Panel

- Transit and Land Use Connections
- Panel Perspectives and Strategies

## Discussion

- How does our region best plan and partner to develop land uses that support transit trips in the context of different communities across the region?





# Announcements



# Bike & Roll to School Day

## May 6, 2026



An annual celebration for schools and communities across the country to bike, walk and roll to school together

To encourage participation NCTCOG will provide :

- Free planning and promotional resources
- Drawings for two kids' bicycles and a Bike Month Celebration



From left to right, Miller Elementary, McCall Elementary, Taylor Elementary Atherton Elementary (2023 WRTSD submittals)

Email Kyle at [khoener@nctcog.org](mailto:khoener@nctcog.org) or visit [nctcog.org/walkbikeroll](http://nctcog.org/walkbikeroll) for more information.

# Parking Management – NEW Best Practices



## Parking Toolbox

Parking Policy and Management Resources for North Texas

15 best practice strategies

For each: brief definition, key benefits, implementation considerations, and relevant case studies

### Categories:

- Optimizing parking use
- Reduce demand
- Future development

[NCTCOG.org/Parking](https://www.nctcog.org/Parking)

Technology applications for parking management



# Parking Management: Why Best Practices?

## Evaluation of Parking Minimums in Zoning

Sample of 126 sites, 10 North Texas cities, review of minimum parking requirements in zoning codes compared to what was built and observed parking counts.

### Draft Findings:

- 73% of sample sites built more parking than required by zoning
- 82% needed less parking than both the developer built and the zoning code required
- Even if all sites are fully leased most would still not use 80% of their parking
- 9 of 10 cities offer reductions to minimum parking requirements. Even in Dallas (most reductions offered of any city) only 7 of 37 sites built less than the requirement.

***More data is needed, and parking management strategies are needed for the best parking use outcomes.***

Report Coming soon: [NCTCOG.org/Parking](https://www.nctcog.org/Parking)



# Engage with NCTCOG

Sign up for our quarterly newsletter and other COG happenings here:

<https://nctcog.publicinput.com/hub/Subscriptions/2768>

Land Use & Transportation Task Force

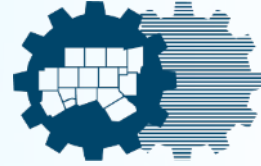
The Coordinated Land Use and Transportation Planning Task Force is a forum for North Texas local governments to discuss best pra...[Show More](#)

Email





# **Transit and Land Use Connections The Regional Perspective**



NCTCOG TRANSPORTATION

# TRANSIT AND LAND USE CONNECTIONS

Coordinated Land Use and  
Transportation Planning Task Force

3/25/2026

# Regional Transit 2.0

*Transit 2.0 intends to address regional transit challenges in context of North Texas' ongoing growth and mobility challenges.*

Regional Growth: approximately four million more people by 2050

Future Mobility Challenges from Growth:

- Increasing congestion, by 2050 average resident will spend 50 minutes per day in traffic delays
- Over \$100 billion investments planned for roadway maintenance, improvements, and expansions still will not meet demand

Transit Challenges Targeted

- Long-term funding and regional return on investment
- Transit competitiveness and recovered ridership
- Regional institutional and governance enhancements
- Resolution of Boundaries



# Final Report

Three broad policy-based themes emerged which together frame the recommendations for future public transportation initiatives in the region:



**Sustainable funding and increased efficiency** of transit services are both necessary to facilitate projected growth and development trends.



**Economic development, density, and transit-oriented development** are critical for effective regional transit.



**Transit must be competitive** with other modes of travel to provide effective mobility and reduce regional congestion.

- **44 recommendations** in these broad policy themes related to funding, economic development, partnerships, land use, planning, customer experience, convening, transit agencies governance, and fare policy.



# NCTCOG – Transit Vision Subcommittee

- Subcommittee of various Regional Transportation Council (RTC) members
- Meeting since September 2025
- DART involvement in direction of the subcommittee
- Reviewing topics related to:
  - Regional Transit Operations and Assets (Rail, Rideshare, Circulators, Etc.)
  - Funding
  - Policy Positions of the RTC
  - Legislation
  - Visioning
- Moving toward a priority of exploring Regional Rail
- January 2026 Briefing on Progress to the entire RTC



# North Texas Transit Vision

**A unified region where safe, reliable transit connects everyone to opportunity. Our region's prosperity depends on mobility. The time to build our transit future is now.**

The North Texas Transit Vision will be achieved through the following principles:

- A regional system should provide a spine service of rail and/or bus rapid transit within an appropriate regional boundary, to be identified
- An equitable governance mechanism should oversee the regional spine transit system
- An equitable funding mechanism should be identified for the regional spine transit system
- The regional spine transit system should be coordinated with community-based transit solutions

*Created by the Regional Transportation Council Transit Subcommittee, December 2025*



# Transit-Oriented Development Insights

**NCTCOG regional transit-oriented development (TOD) efforts and recent analysis provides resources for all cities:**

- Examples of efforts to create land use for transit through retrofitting auto-oriented places
- Shares trends and regional practices like economic incentives and area planning





# **Transit-Oriented Development DRAFT Progress Report**

# Transit-Oriented Development Defined

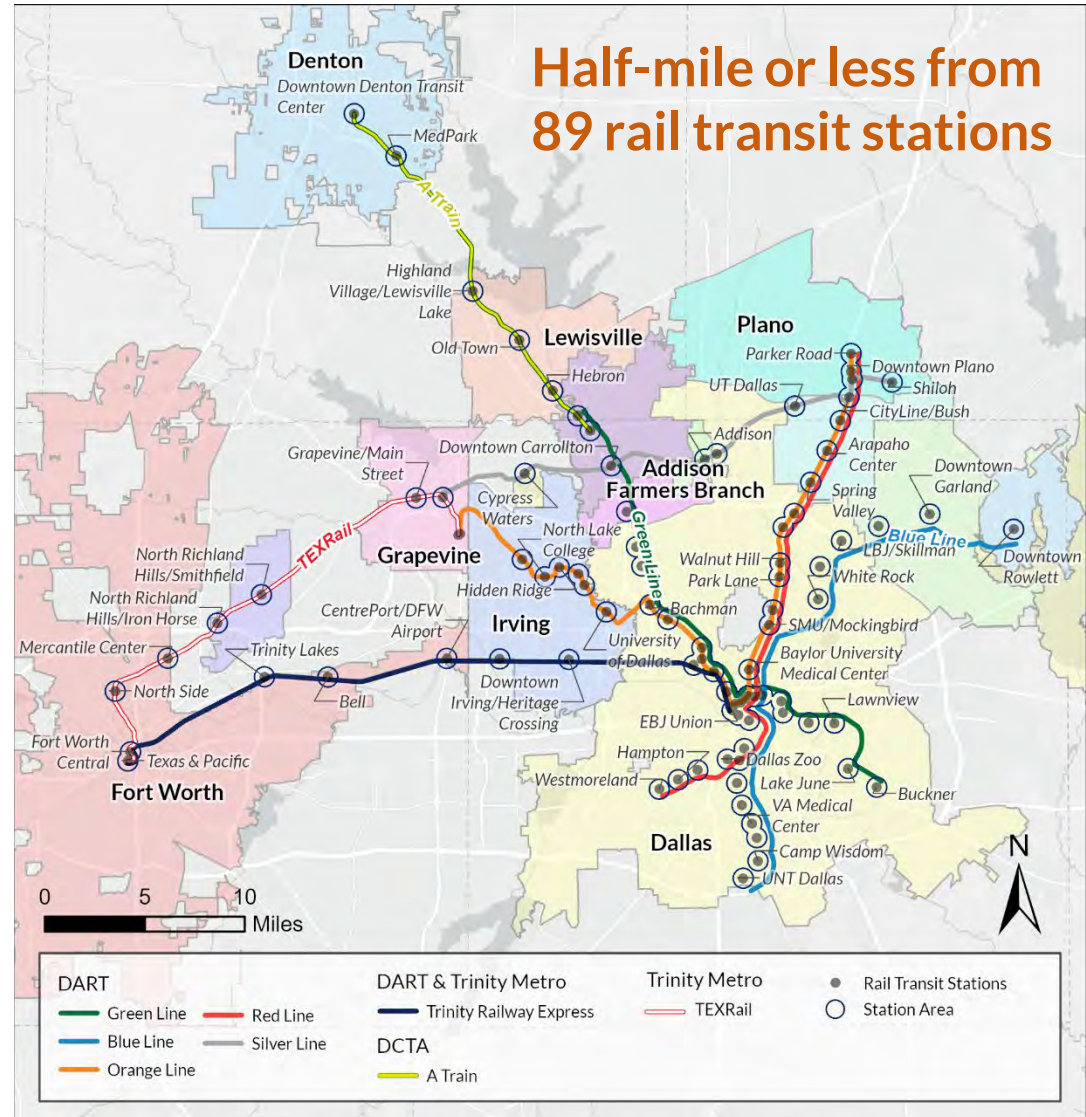
Higher density



Walkable



Mixed use/  
regional destination



# Why measure TOD progress?

**Advance TOD** – Need to expand current TOD efforts in targeted areas to address regional growth




**Clarify TOD needs** – Use granular data to clarify Transit 2.0 recommendations and focus on TOD items most in need of regional focus

**Resource for implementation** – what elements of TOD are most needed at each station

**Encourage local partners** – data driven measures provide targets for shared regional implementation



# North Texas TOD Progress Measures

	Category	Measure
	<b>Performance Measures:</b> Show outcomes. Goal is to increase these measures.	Economic Development
		Walking in Station Areas
		Rail Ridership
	<b>Informative Measures:</b> Provide context and may influence performance measures.	Demographics
		Land Use
		Transit Trip Purposes & Destinations
	<b>Action Measures:</b> Items local governments can directly implement.	Sidewalks & Bicycle Connectivity
		Station Area TOD Planning & Zoning
		Incentives/Partnerships with Private Sector



# Transit-Oriented Development DRAFT Progress Report

Performance Measures

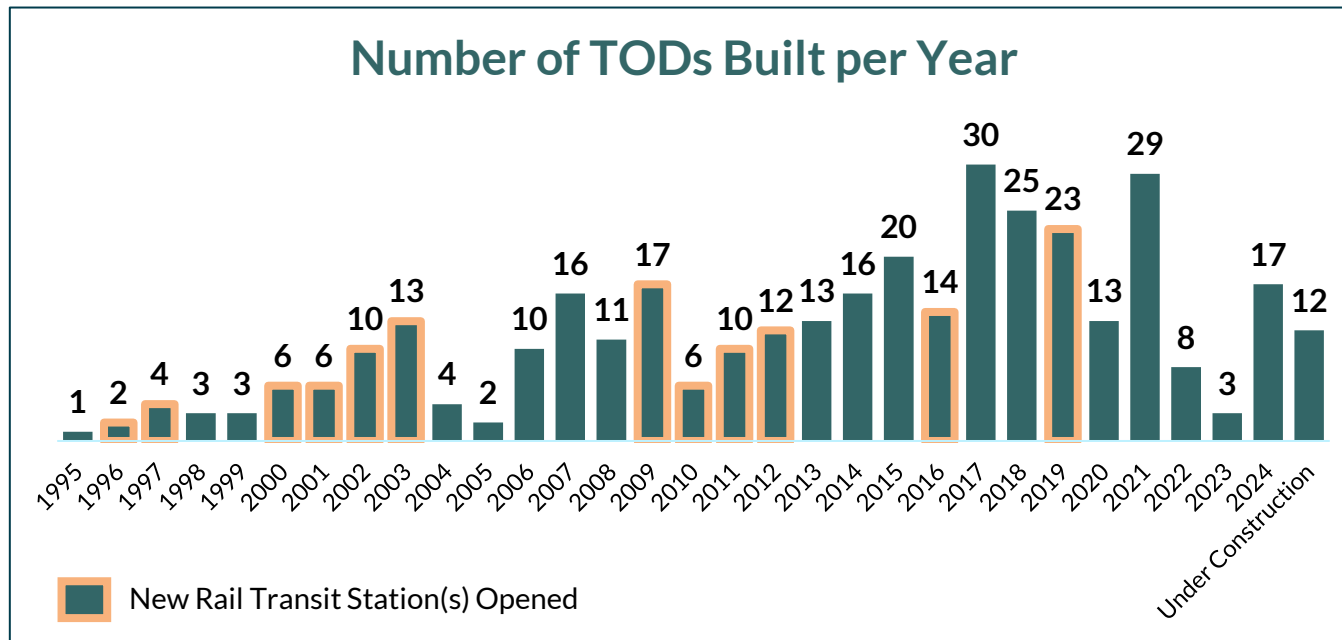


# Economic Development

## Performance Measure



## TOD Inventory: 359 developments



**Jobs:** In the half mile station area

**13%** of Region's Jobs

**795,575** Total Jobs

Density	North Texas TOD Area	North Texas Region
Estimated Population	293,617 <sup>1</sup>	8,578,654 <sup>2</sup>
Population Density (people/acre)	7	Less than 2
Housing Density (housing units/acre)	6 <sup>3</sup>	Less than 1 <sup>4</sup>

1. NCTCOG Demographic Data
2. [NCTCOG Population Estimate](#)
3. NCTCOG Parcel Data
4. [Dallas-Fort Worth-Arlington, TX Metro Area - Profile data - Census Reporter](#)



# Walking



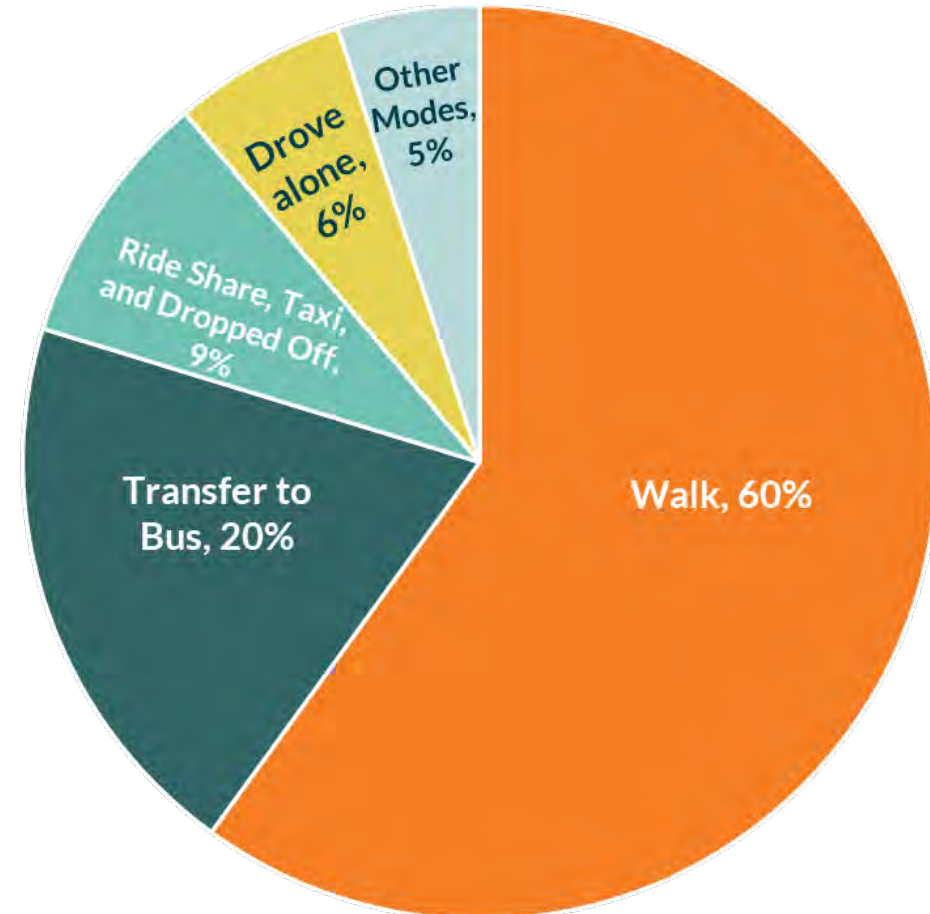
## Residents around train stations<sup>1</sup>

Six percent walked, biked, or used transit for work commute

## Train Riders first/last mile<sup>2</sup>

Sixty percent walked to/from train station

Train riders First/Last Mile (2023)<sup>2</sup>



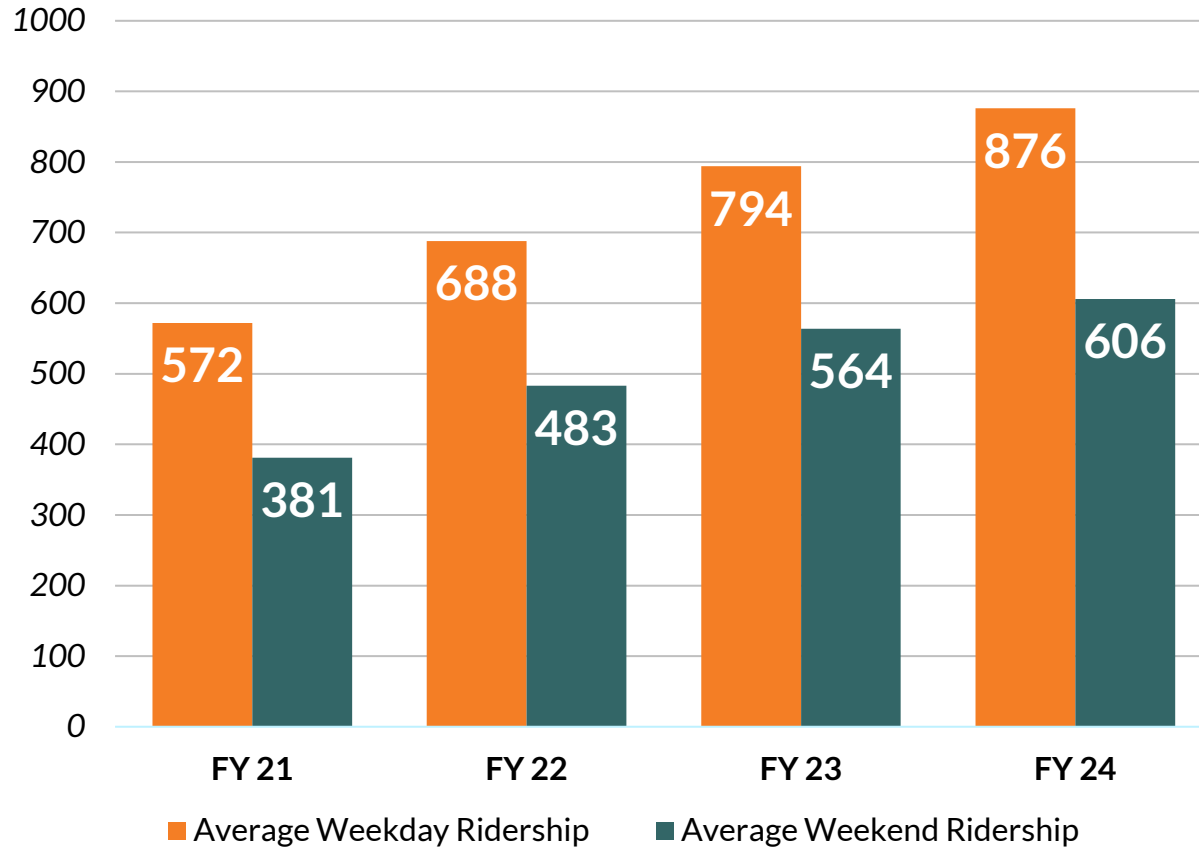
1. Census American Community Survey 5-year Estimate (2019-2023, Block Group)
2. NCTCOG On-Board Transit Survey 2022/2023



# Rail Ridership



Average Train Ridership per Station:  
Fiscal Years 2021-2024



## High Ridership Stations - 2024

West End | *Dallas*

Pearl/Arts District | *Dallas*

Akard | *Dallas*

St. Paul | *Dallas*

Bachman | *Dallas*



# Transit-Oriented Development DRAFT Progress Report

Informative Measures



# Demographics Snapshot

Informative Measure



Selected Variables	TOD Area <sup>1</sup>	North Texas Region <sup>2</sup>
Avg. Median Income	\$85,575	\$92,733
Avg. Median Gross Rent	\$1,666	\$1,718
Avg. Median Home Value	\$371,880	\$389,500
Perc. Renter-Occupied Housing	60%	40%
Perc. Zero Car Households	8%	2%

1. ACS Census 5-year Estimates

2. [Dallas-Fort Worth-Arlington, TX Metro Area - Profile data - Census Reporter](#)

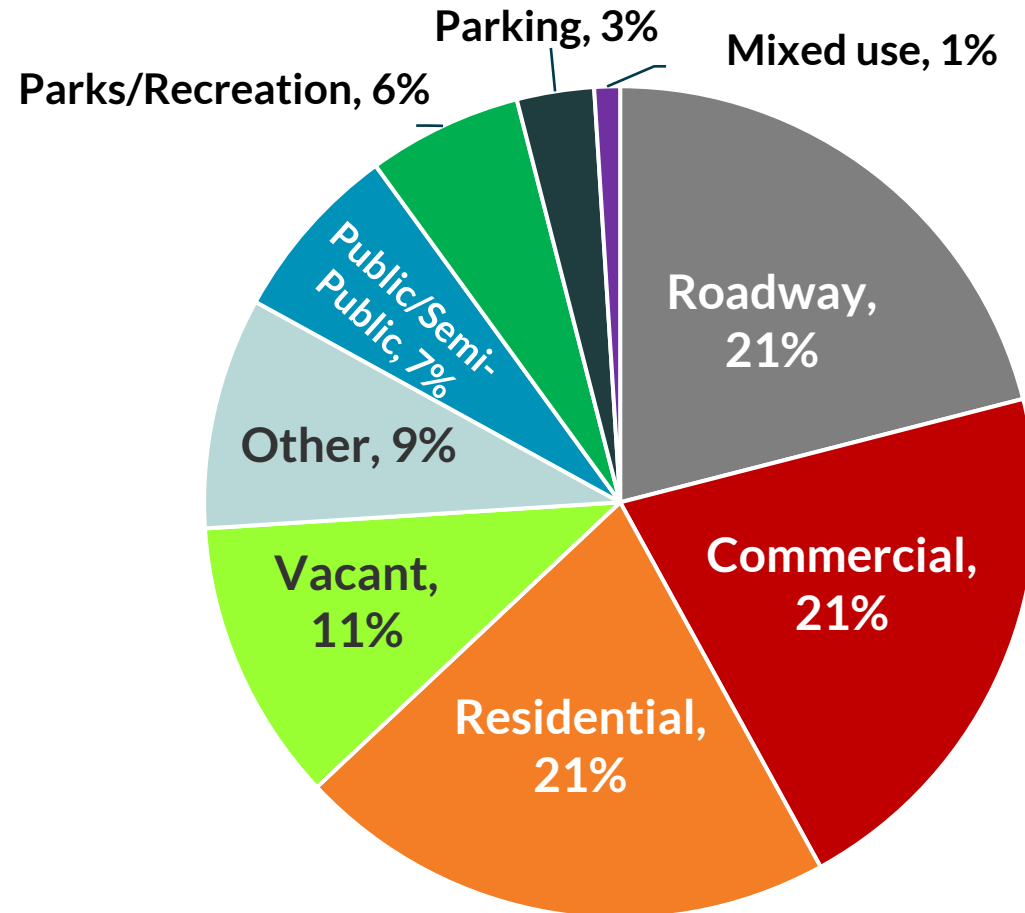


# Land Use



- **21%** is Interstates, Highways, and Other Roadways
- **Single family** is the most prominent residential land use at **14%**
- **11%** of land is Vacant

Land Use Distribution across the North Texas TOD Area



# Transit Destinations



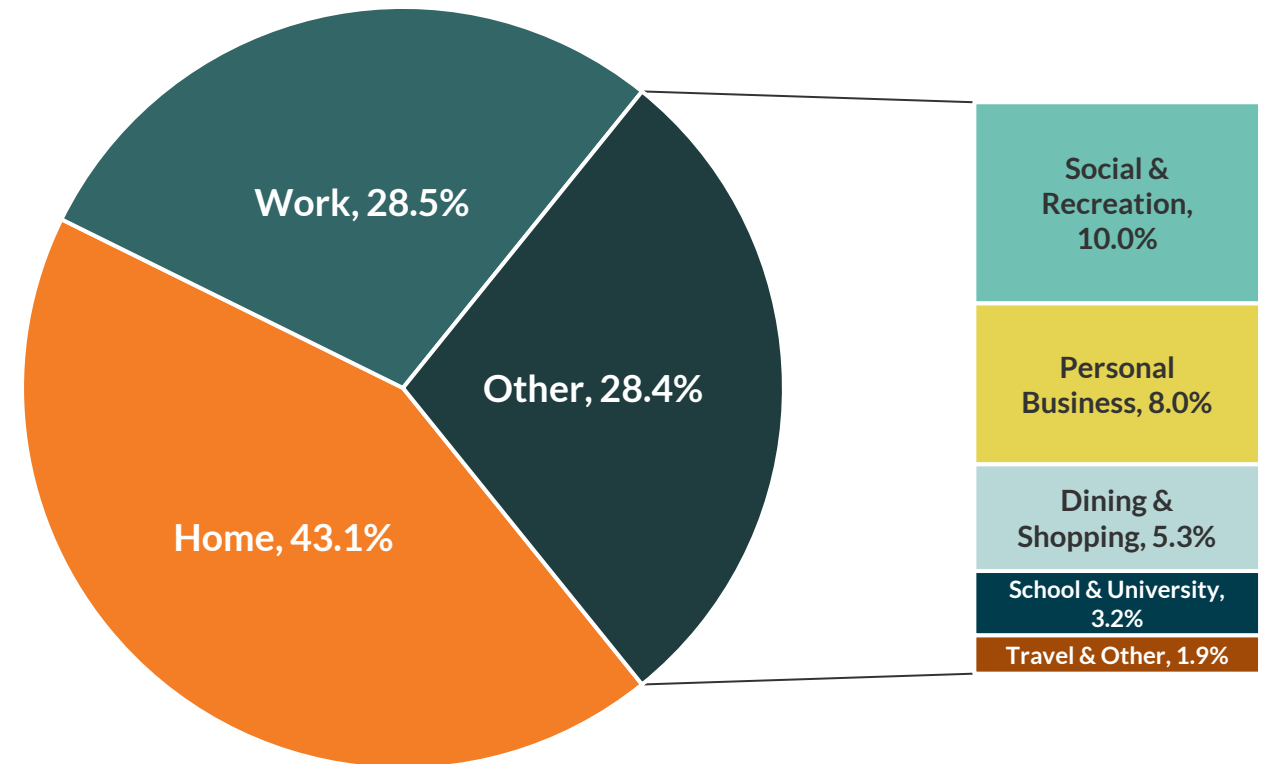
Transit riders just as likely to travel for work as other purposes

## Trip Locations Relative to Half-Mile

- When traveling **home**, more transit trips are **outside** the half-mile
- When going to **work**, more work destinations are **inside** the half-mile
- More **discretionary** (other) trip destinations are **inside** the half-mile

1: 2022-2023 North Central Texas Regional Transit On-Board Survey:  
<https://www.nctcog.org/trans/data/info/travel-surveys>

## Trip Purpose Distribution<sup>1</sup>



# Transit-Oriented Development DRAFT Progress Report

Action Measures

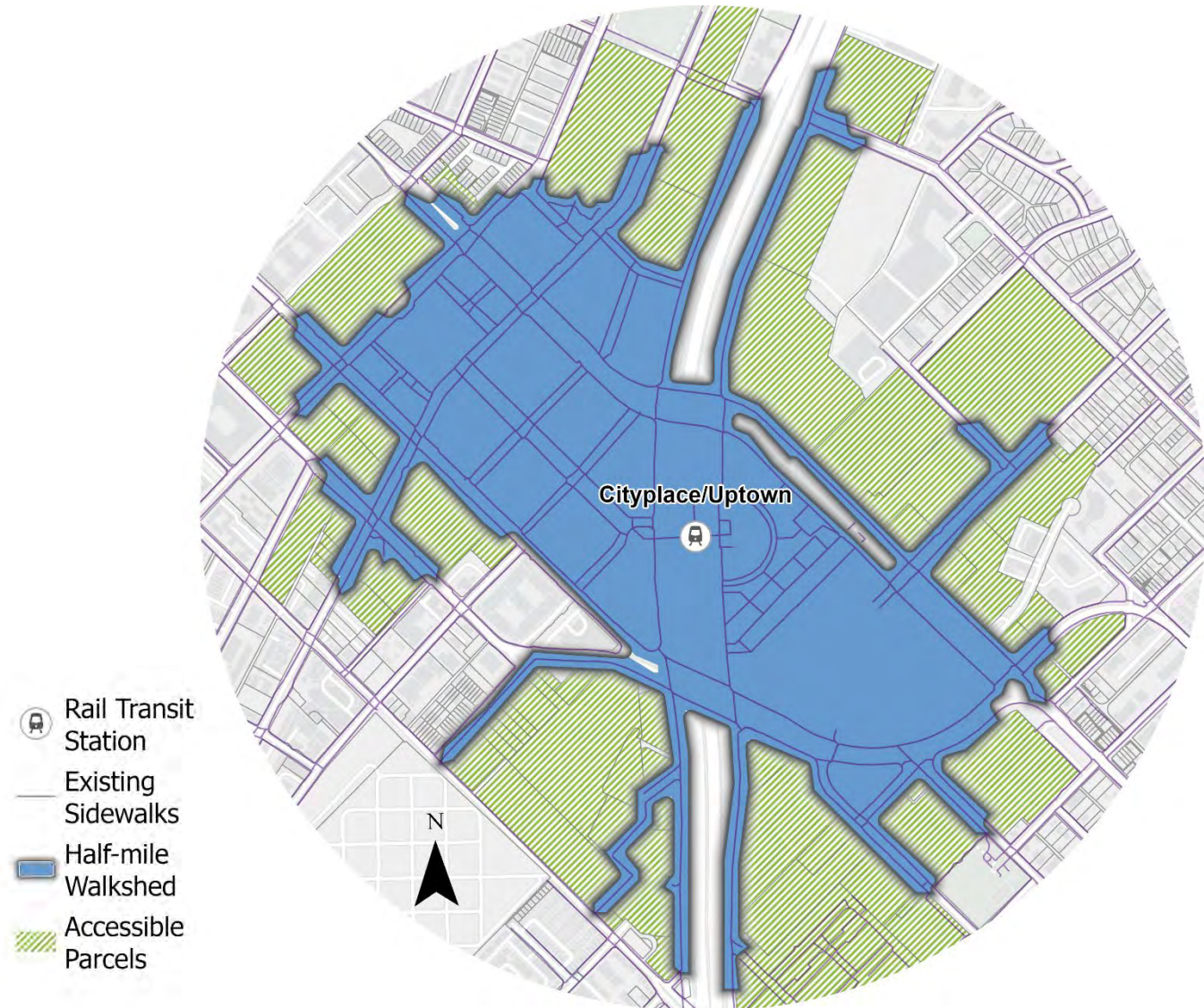


# Sidewalk Connectivity



In the half-mile TOD area for all stations, sidewalk access connects:

- **45%** of developable acreage
- **56%** of housing units



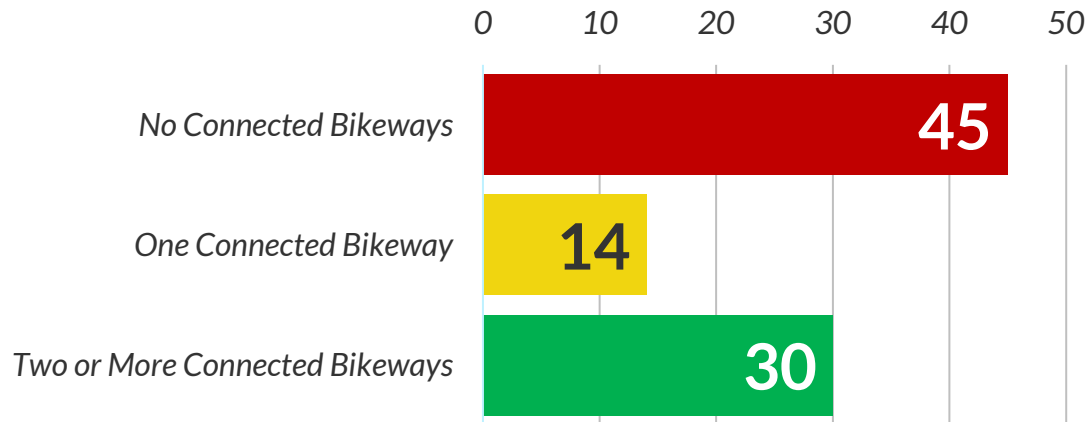
# Bicycle Facilities

## Action Measure

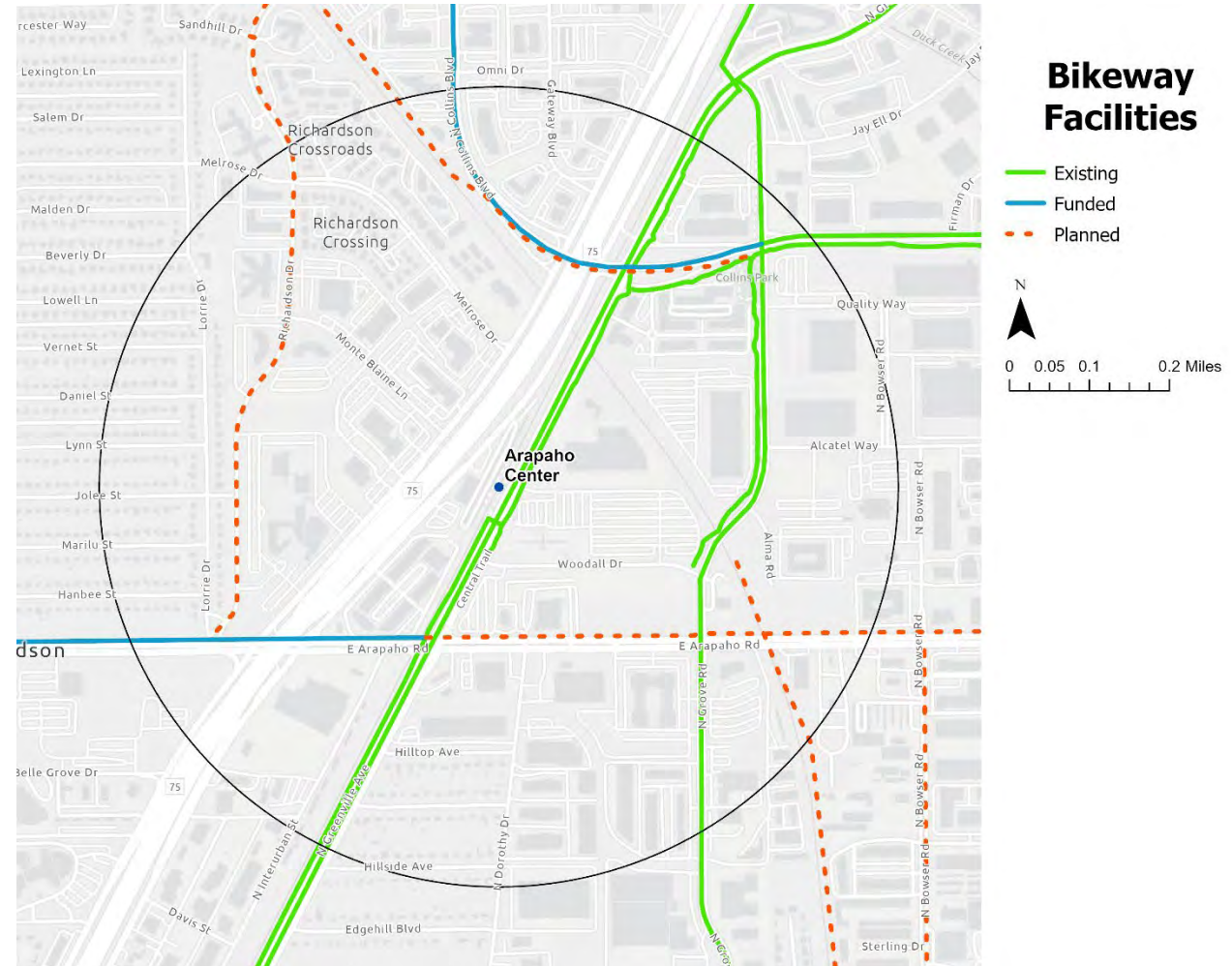


Only **50%** of stations have a **connected bike facility** (*on-street or off-street*).

Number of Stations with Bikeway Facilities



\*Excludes "paved shoulders" and "shared lane marking" facilities. Only includes "existing" or "funded" facilities.

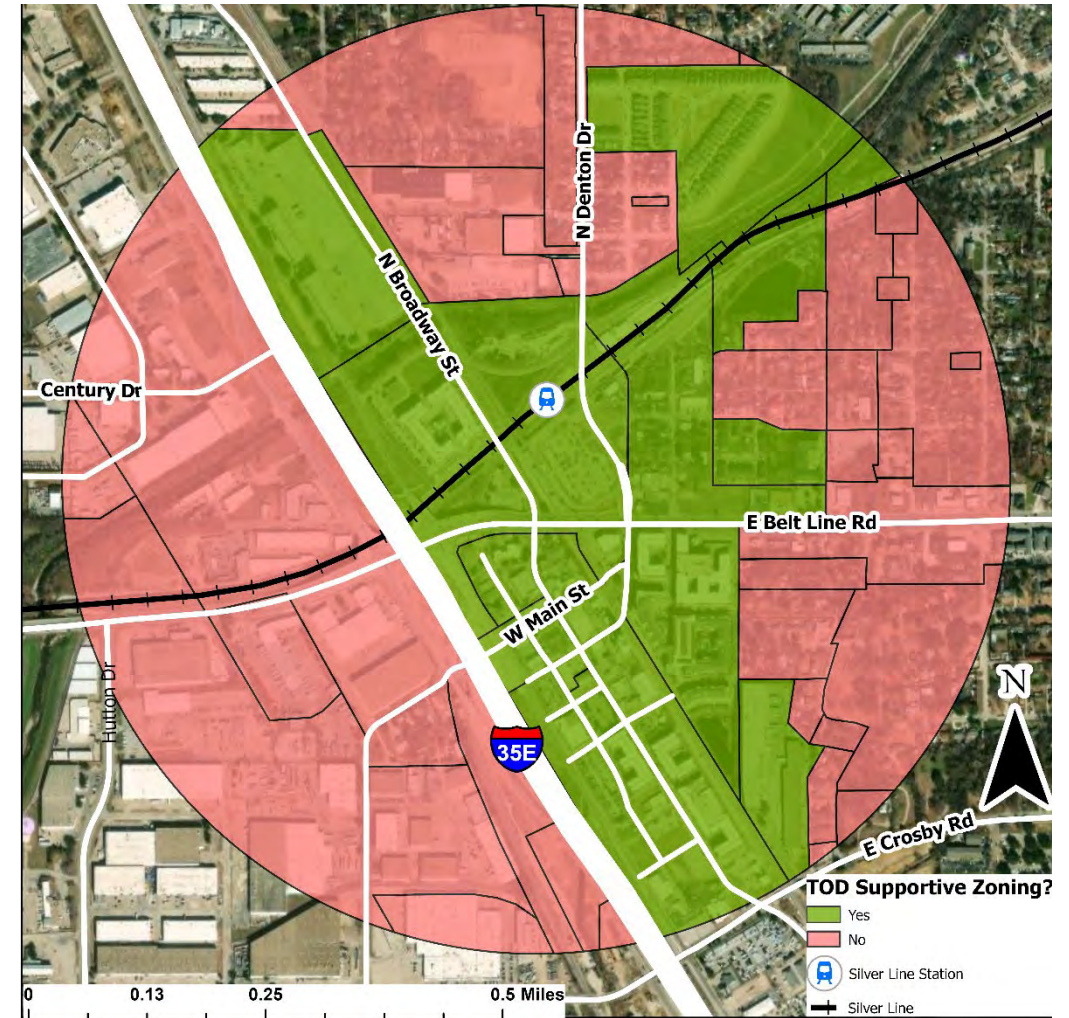




# Zoning

- **34%** of station area land has zoning that will support TOD.
- **27%** is Planned Development (PD) zoning (most PD zoning is not TOD supportive).
- **22%** is zoned for single family.

## Action Measure



# Incentives/Partnerships

## Action Measure



- **180+** completed/under construction/planned projects across **52** stations.
- Over **\$2 billion** worth of incentives\*

### Common tools:

- Tax increment finance
- 380 agreement grants
- Tax abatements
- Public/private partnerships (P3) to redevelop public land

*\*Not all cities have responded to information request or provided equally comparable data. Data for projects from 2000 to 2037*



Harvest Hall, a P3 in Grapevine



# Summary

North Texas has made progress over the past 30 years with TOD:

- ✓ Economic Development
- ✓ Walkability
- ✓ Ridership

Focus areas for increased progress:

**Sidewalks** – address gaps around stations

**Bicycle facilities** – add connections to bike networks at stations

**Zoning** – Re-zone properties near stations for TOD by-right

**Incentives/Partnerships** – Continue and expand economic incentives and partnerships

**Planning** – Create and update plans for TOD (key to zoning and active transportation improvement identification)



# Next Steps

This report is a draft for city/transit agency review. Explore the report and data here: [www.NCTCOG.org/TOD](http://www.NCTCOG.org/TOD)

## Review request:

**Data accuracy** – did we accurately depict things like development and zoning at your stations?

**Other issues** – anything you think we missed or need to add?

## Review Timeline

- NCTCOG to post additional material in early April
- NCTCOG available for meetings with city/transit staff throughout April/May
- Email comments to NCTCOG by [6/5/26](#)



# CONTACT US



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# **DART TOD Initiatives**

## **Coordinated Land Use and Transportation Planning Task Force**

**March 25, 2026**

**Pam Thompson  
Economic Development Manager  
Real Estate & Economic Development  
DART**



# Outline

- Economic impact
- Current development near light rail and bus service
- Future projects and opportunities
- Inventory of prospective TOD sites



**Economic Impact**

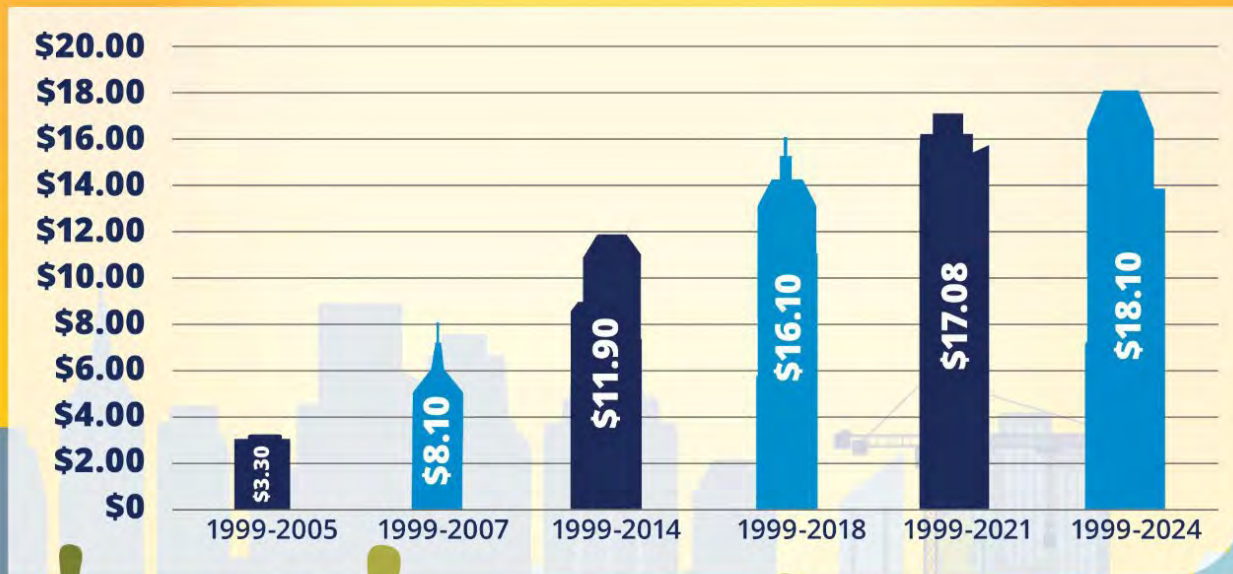
# UNT Economic Impact Study

1999-2024

## \$18.1 BILLION IN DIRECT ECONOMIC IMPACT

Transit offers quality-of-life benefits that translate into sustained investment in transit-oriented development that continues long after rail stations are built.

CUMULATIVE ECONOMIC IMPACT OF DART LIGHT RAIL STATIONS (\$ BILLIONS)



# UNT Economic Impact Study

2022-2024

## DART DRIVES INVESTMENT

The DART System promotes development, creating revenue streams that continue to add value to cities' economies long after stations open.

### BY THE NUMBERS:

#### TRANSIT-ORIENTED DEVELOPMENT

**37** PROJECTS

within ¼ mile of DART light rail stations (2022-2024)

**\$1.02** BILLION  
DIRECT ECONOMIC IMPACT

**\$1.93** BILLION  
TOTAL ECONOMIC IMPACT

#### HOW IT HELPS:

- Provides connectivity and multimodal access in a rapidly changing landscape
- Facilitates transit accessibility while enhancing regional economic well-being
- Creates more lifestyle options

#### JOBS AND WAGES

**9,422** TOTAL NEW JOBS

**\$724.2** MILLION IN WAGES

In 2022-2024, DART put North Texans to work.

#### HOW IT HELPS:

- Steady employment for North Texas families
- Increased local economic activity
- Financial freedom for project employees

#### RENT PREMIUMS

**10%** RENT PREMIUMS for residential properties

**12.6%** RENT PREMIUMS for commercial properties

Properties close to a DART rail station command a higher rental price.

#### HOW IT HELPS:

- Developers are incentivized to locate projects near stations
- Businesses move to our region due to proximity to transit
- Transit-accessible destinations see increased traffic

#### COMMUNITY INVESTMENT

**\$51.5** MILLION STATE & LOCAL FUNDS

**\$199.5** MILLION TOTAL TAX REVENUE

New transit-oriented development generates substantial, transformative tax revenue.

#### HOW IT HELPS:

- More funds to support North Texas schools, emergency services, healthcare programs, and other community services
- Increased support for cultural programs and the arts
- Neighborhood revitalization and infrastructure improvements



DART not only transports people from point A to point B. It powers an economic engine that helps create fantastic spaces, adding value to our communities, enhancing the rider experience, and fostering a sustainable, thriving region.

[www.dart.org/TOD](http://www.dart.org/TOD)



# AECOM - Affordability

## AFFORDABILITY SPOTLIGHT ADDISON TO PLANO

COST SAVINGS WHEN  
COMMUTING VIA DART

**\$6,770**/yr

OR

**1,750**

CUPS OF  
STARBUCKS  
COFFEE

**75**

TICKETS TO  
SIX FLAGS  
OVER TEXAS

**400**

TICKETS TO  
THE TEXAS  
STATE FAIR

**DRIVE ROUTE**  
via Pres. George  
Bush Turnpike

**DURATION**  
20 minutes

**COST\***  
\$690 – \$810/mo  
\$8,280 – \$9,720/yr

ADDISON

DART SILVER LINE

**DART ROUTE**  
Silver Line + Red Line

**DURATION**  
33 minutes

**COST**  
\$126/mo  
\$1,512/yr

PLANO

DART  
RED  
LINE

N

0 0.5 1 mi

\*Toll Fees: TollTag \$120 | Zip Cash \$245

\*Calculated using the federal mileage rate of \$0.725 per mile



**Policies, Guidelines,  
Planning, and Incentives**

# DART TOD Policy

## Goals

Enhance **quality of life, transit ridership, DART property value, and economic vitality**

## Strategies

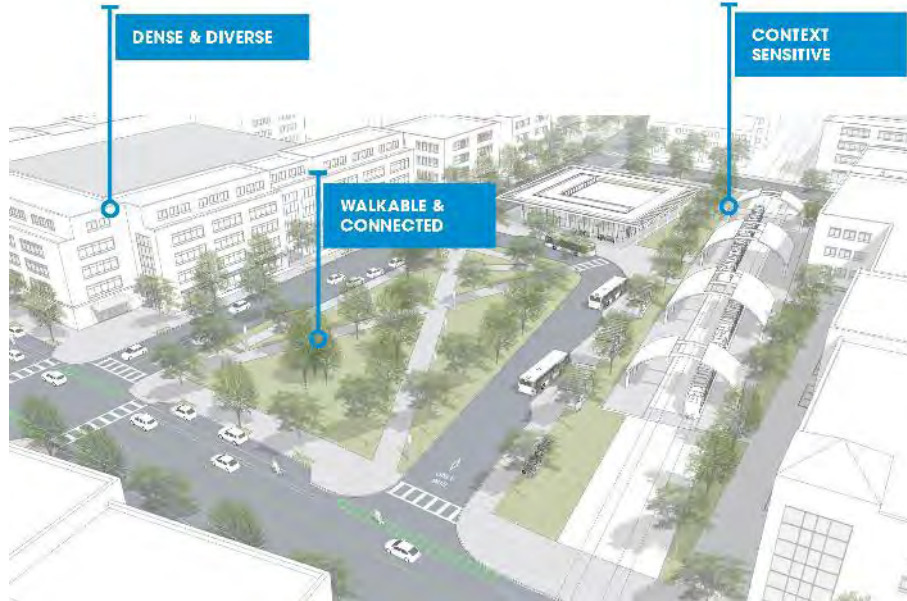
- **Foster cooperative relationships** with other governmental entities, local communities, and the private sector...
- **Coordinate the development of livable communities...**
- Enhance the future value of planned DART facilities for TOD through...**use of underutilized parking spaces...**[and] design of transit facility elements
- Encourage **direct connections, including pedestrian and alternative modes, to transit stops and stations from surrounding development...**
- Achieve development objectives, **member city housing goals, and financial benefit to DART**



Transit Oriented Development Policy		Exhibit 1
<p><b>Section 3. Goals</b> DART recognizes that Transit Oriented Development can be a means to accomplish the following goals:</p> <p>3.1 Enhance the quality of life through the coordinated development of accessible pedestrian and non-motorized environments at transit stops and stations.</p> <p>3.2 Increase transit ridership through the coordinated planning of land use and quality development projects on and around DART station properties and along DART transit routes and corridors.</p> <p>3.3 Enhance the value of DART real property and other assets by designing transit facility access, and circulation to accommodate future TOD while maintaining accessibility and visibility to transit.</p> <p>3.4 Contribute to the on-going economic vitality of service area cities while expanding opportunities for a broad range of housing and employment options serving increasingly diversified populations.</p>	<p>in the DART service area early on in the development process to enhance multi-modal access to and from DART stops and stations and ensure appropriate transit supportive uses.</p> <p>4.3 DART seeks to enhance the future value of planned DART facilities for TOD through one or more of the following:</p> <ul style="list-style-type: none"><li>a. strategic acquisition of property and/or use of underutilized parking spaces to capture potential TOD opportunities;</li><li>b. early design of transit facility elements such as, parking, circulation, and access;</li><li>c. platform and infrastructure placement and orientation, in anticipation of reallocating surface parking spaces to incorporate eventual transit oriented uses. When feasible, these spaces should be integrated into TOD through the use of shared parking structures designed for alternative future uses.</li></ul> <p>4.4 DART seeks to encourage direct connections, including pedestrian and alternative modes, to transit stops and stations from surrounding development. Projects shall be consistent with City/Community TOD policies and plans.</p> <p>4.5 DART seeks to use the appropriate method of disposing of DART real property for Transit Oriented Development projects to achieve specific development objectives, incorporate service area cities' housing goals, and demonstrate a financial benefit to DART.</p>	
<p><b>Section 4. TOD Strategies</b></p> <p>4.1 DART seeks to foster cooperative relationships with other governmental entities, local communities, and the private sector for the development of comprehensive development plans, station area plans, innovative approaches to parking, property acquisition and disposition, and development of financial strategies and tools such as assessment districts, tax increment finance districts, or improvement districts, any of which may be located on and off DART property.</p>		
<p>4.2 DART seeks to coordinate the development of livable communities at or around DART transit facilities through planning efforts with other governmental entities and communities</p>	<p><b>Section 5. Implementation Process</b></p> <p>The President/Executive Director or his designee shall develop written procedures necessary to fully implement this Policy.</p>	

<https://www.dart.org/docs/default-source/tod-docs/darttodpolicy.pdf>

# TOD Design Guidelines



People within a half-mile radius are 5 times as likely to walk to a major transit stop than others.

—TRANSIT-ORIENTED DEVELOPMENT: FACTORS AND ELEMENTS OF SUCCESS, CENTER FOR TRANSIT ORIENTED DEVELOPMENT

## Walkable & Connected

- TODs encourage walking, provide pedestrian-friendly streetscapes and public spaces, and offer a variety of mobility options

## Dense & Diverse

- Diverse uses and demographics in a TOD help increase market resiliency, reduce auto dependence, and leverage public investment in transportation and transit infrastructure

## Context Sensitive

- Designed to fit the scale of surrounding neighborhoods, while creating a “place” through community building, economic development, and neighborhood improvement

# Economic Development Tools

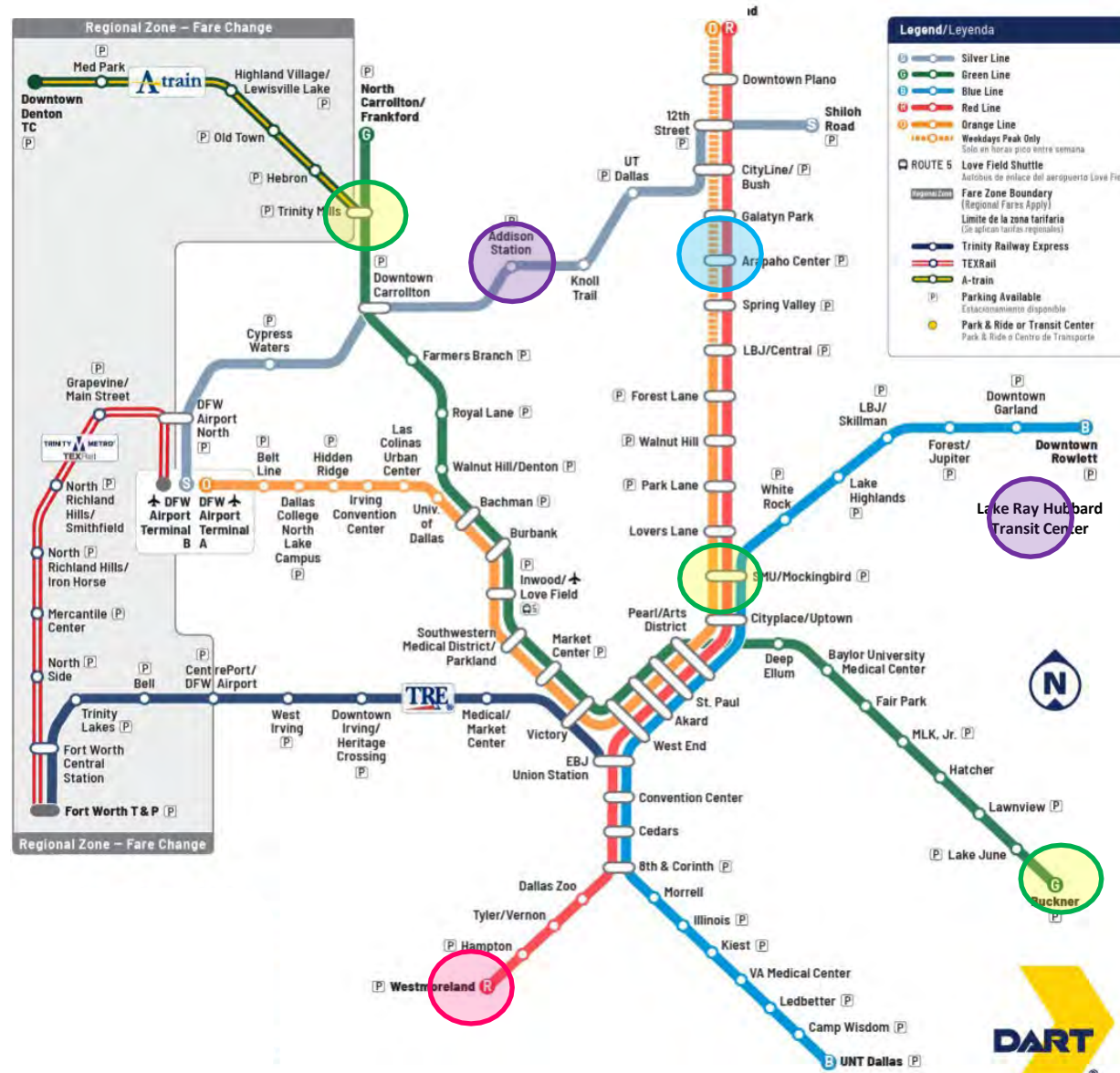
- Funding
  - Federal grants, tax increment financing, local grants, City participation in infrastructure, etc.
- Process
  - Planning and pre-development discussions
  - Documents, such as a memorandum of understanding (MOU) or an interlocal agreement (ILA) laying out the broad elements between the City and DART
  - Master development agreement and/or ground leases
  - Pre-construction, construction, and occupancy
  - Look back – lessons learned, process improvements, etc.



**Transit-Oriented  
Development at DART  
Facilities**

# Current DART TOD Projects

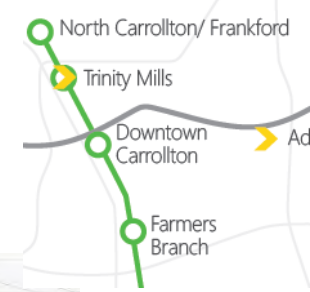
- Under Construction
- Pre-development
- RFP process
- Future RFP





# Trinity Mills Station Carrollton

# Trinity Mills Station TOD

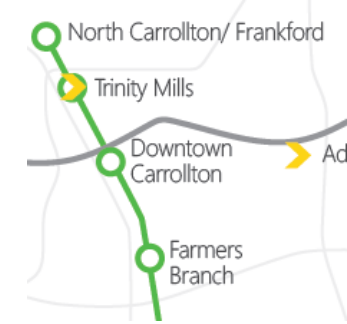


# Trinity Mills Station TOD

## EVIVA Trinity Mills Station

436 residential units

10,000 sf retail space



# Buckner Station Dallas



# Palladium Buckner Station



## Timeline

- December 2021 – DART and City of Dallas signed MOU
- 2022-2023 - City-led RFP process with DART's involvement
- November 2024 - New zoning approved
- January 28, 2025 - DHFC allocated bonds
- July 17, 2025 - Closing
- August 4, 2025 - Construction started



# Palladium Buckner Station



## Timeline

- August 4, 2025 - Construction started
- August 18, 2025 – official groundbreaking



# Palladium Buckner Station



## Timeline

- Fall 2026 – Pre-leasing starts
- Spring 2027 – First units delivered

## Mix: 304 apartments

- 244 at 60% AMI
- 60 at 140% AMI





# SMU/Mockingbird Dallas



# Mockingbird Station - 1997



# Mockingbird Station TOD



## Timeline

### 2016-2018

DART released RFP  
TCC selected as developer

### 2019-2020

Signed development agreement  
Submitted City funding application

### 2021-2022

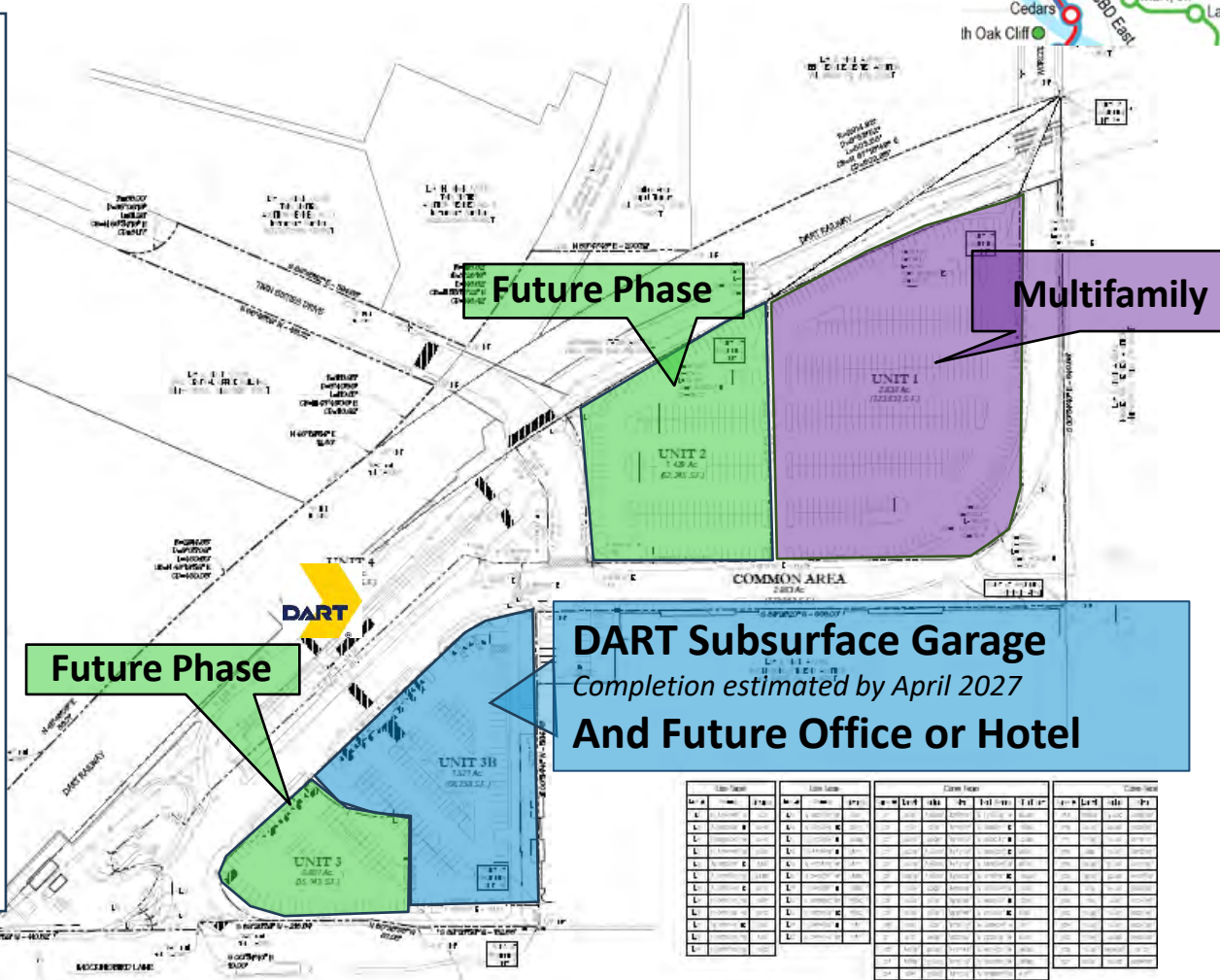
Received City TIF approval  
Received NCTCOG approval

### 2023-2024

Design garage  
Navigate market conditions

### 2025 (December)

Construction underway



**DART Subsurface Garage**  
Completion estimated by April 2027  
**And Future Office or Hotel**

Unit	Area	Use	Notes
Unit 1	2,237 Ac.	Multifamily	
Unit 2	1,428 Ac.	Future Phase	
Unit 3	2,237 Ac.	Future Phase	
Common Area	2,237 Ac.	Office/Hotel	

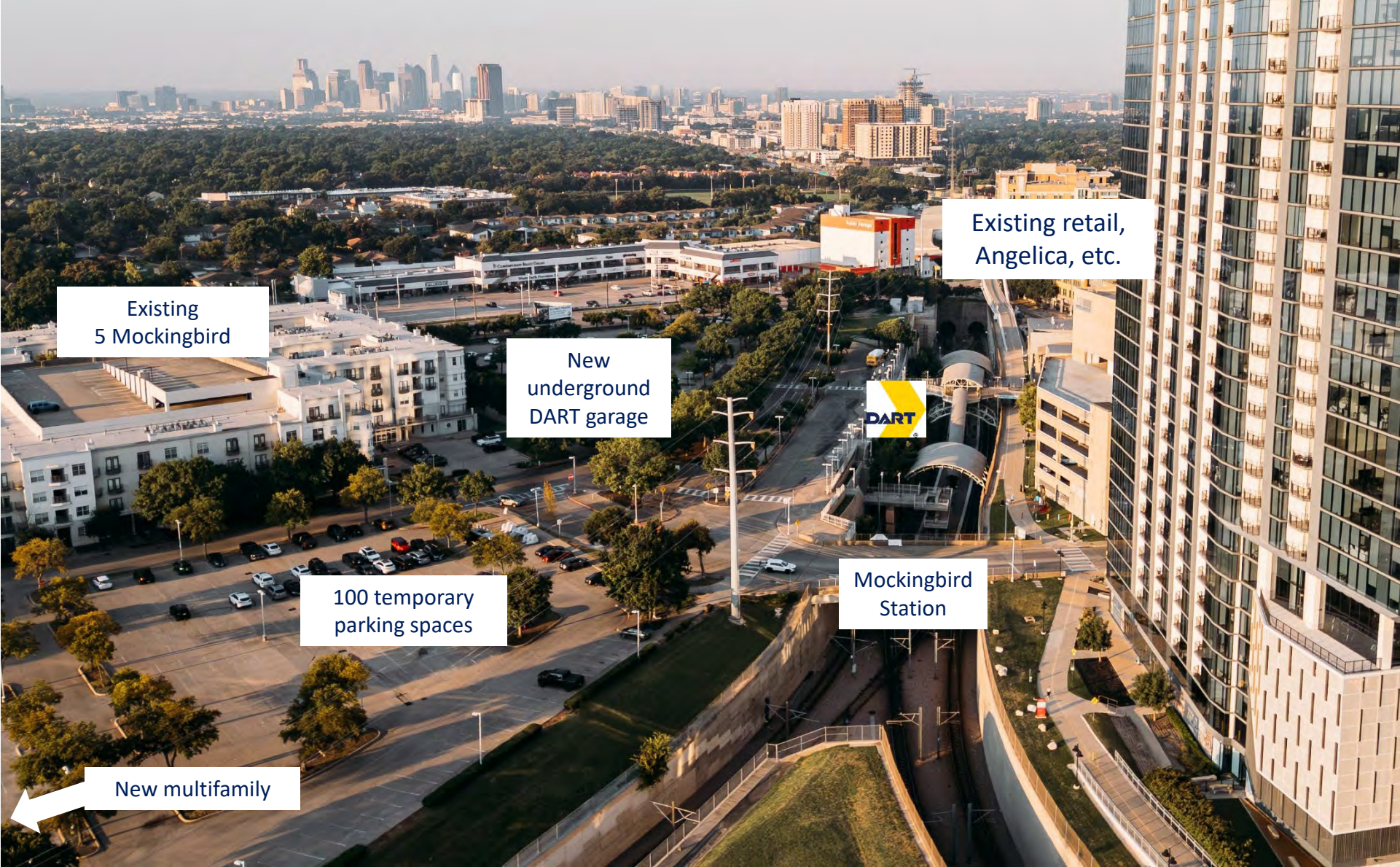


# Mockingbird Station - 2025

16 acres / 712 parking spaces / 29% usage



# Mockingbird Station - 2025



Existing  
5 Mockingbird

New  
underground  
DART garage

Existing retail,  
Angela, etc.

100 temporary  
parking spaces

Mockingbird  
Station

New multifamily

# Mockingbird Station - 2026

Multifamily construction (394 units)



March 3, 2026

# Mockingbird Station - 2026

500-space DART customer garage



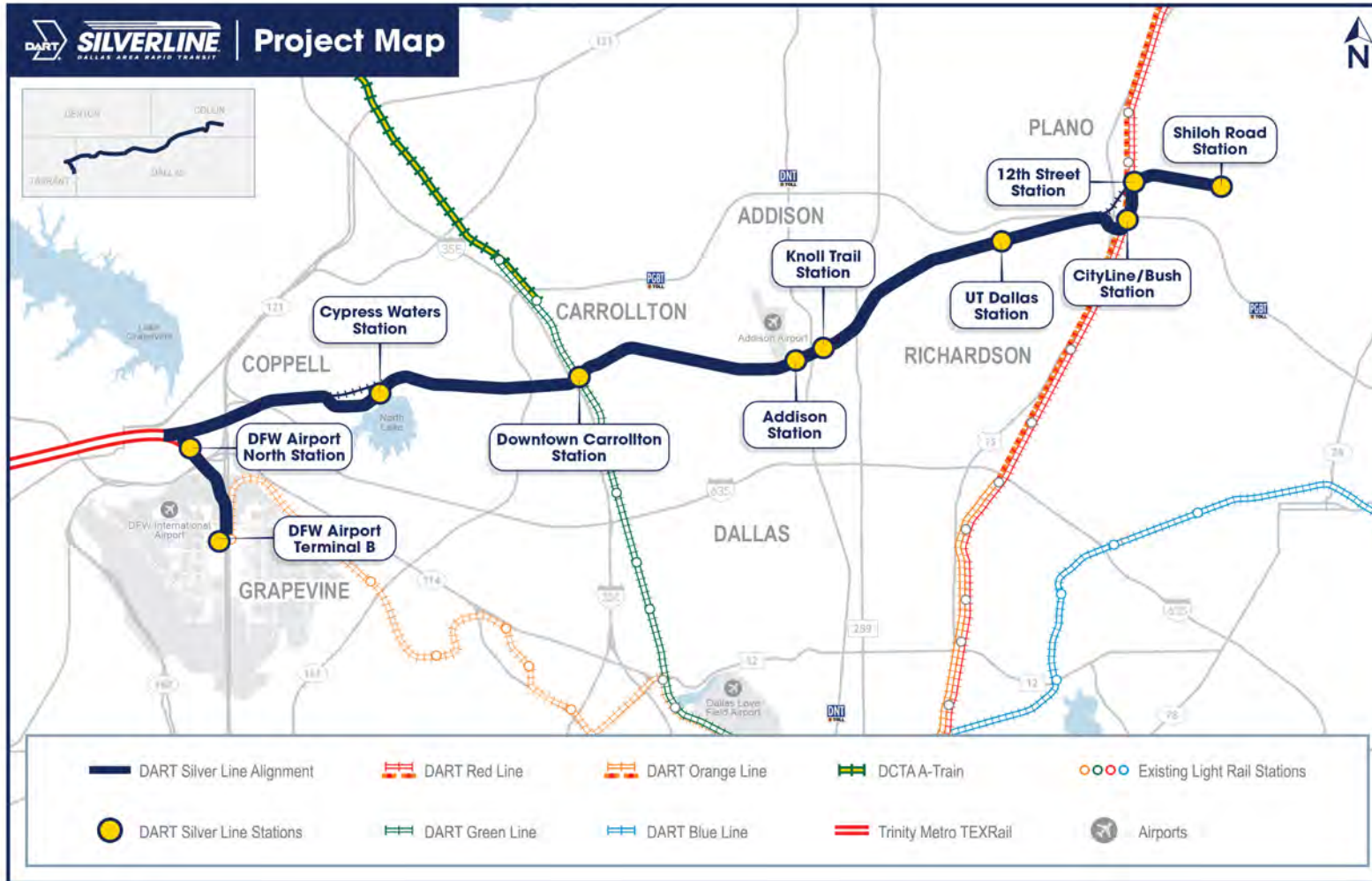
March 3, 2026



# Addison Station Addison



# Silver Line (2025)



**26-MILE ALIGNMENT SERVING 7 CITIES**

ADDISON • CARROLLTON • COPPELL • DALLAS • GRAPEVINE • PLANO • RICHARDSON



# Addison 2001



Addison Circle development

Thrust Flight  
American Flyers

Addison Circle Park



Former Prestonwood Mall



# Addison 2025



Addison Circle development

Thrust Flight

American Flyers

Addison Circle Park

Addison Station

Knoll Trail Station

SILVERLINE  
DALLAS AREA RAPID TRANSIT

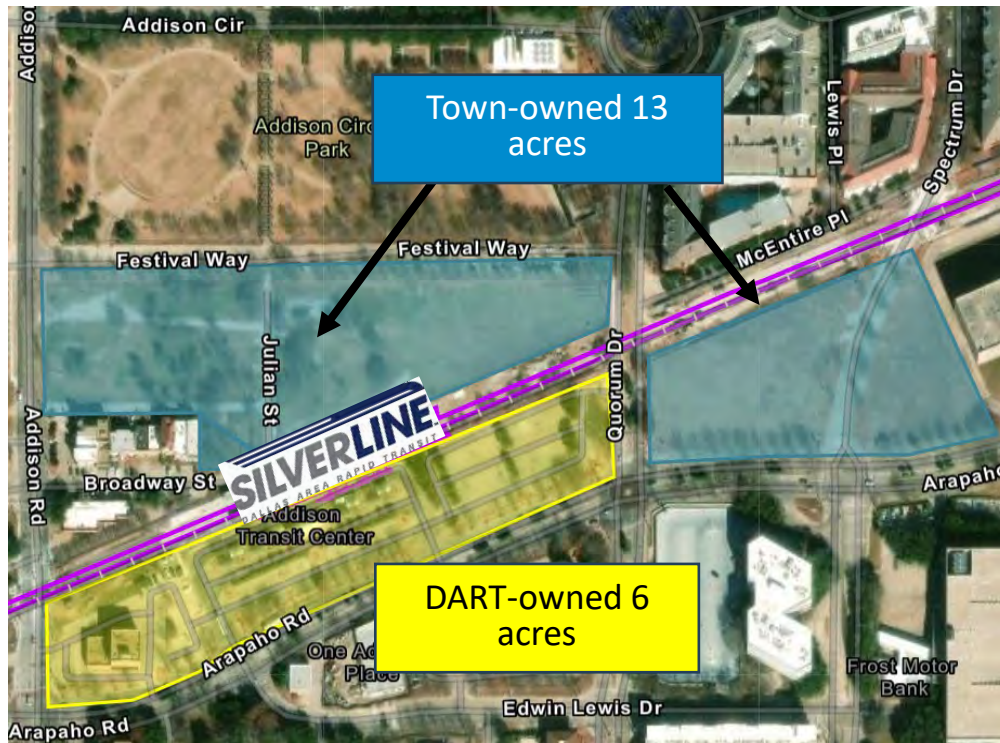
Prestonwood Town Center



# Addison Station Proposed TOD



# Addison Station Proposed TOD





# Future Opportunities

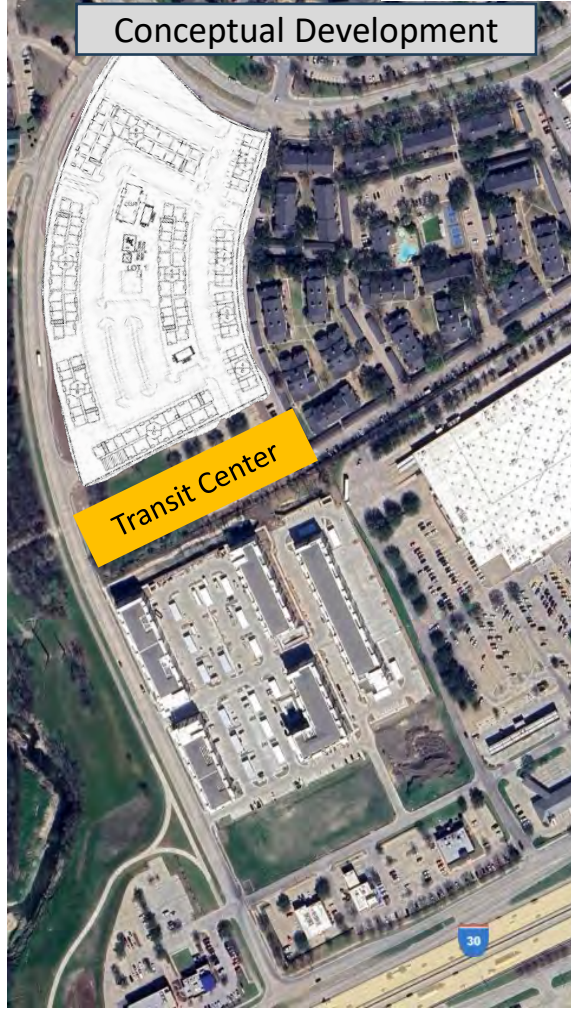
# Westmoreland Station TOD



Station Name	City	Address	Size (Acres)	Rail/Bus	Walk Score	TIF District	Parking Spaces Provided	Average Usage
Westmoreland Station	Dallas	2646 S Westmoreland	15.21	LRT/Bus	62	None	672	41%

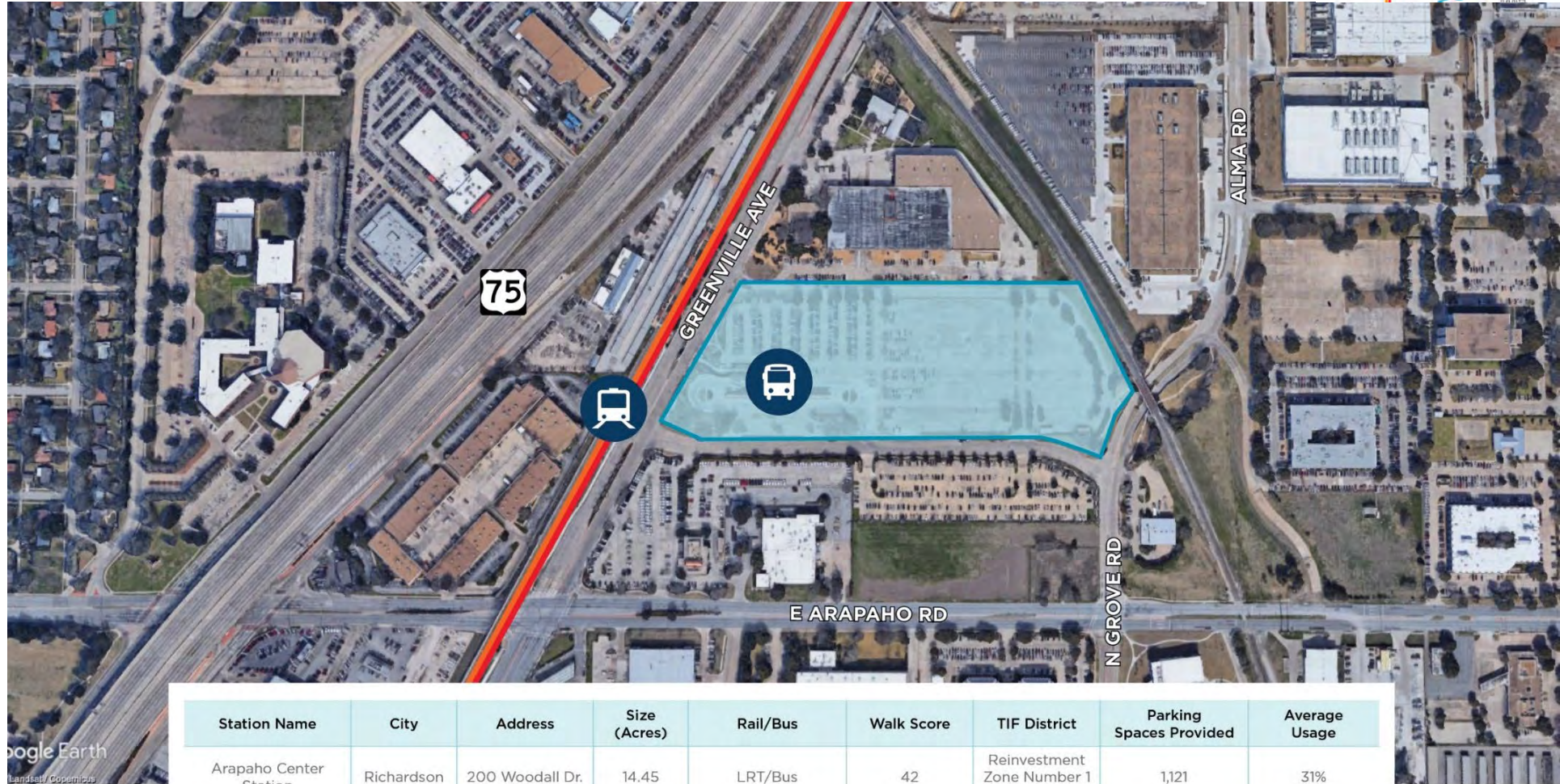


# Lake Ray Hubbard TC



**Economic Development Fueled by Bus**

# Arapaho Station



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%



# Inventory

# Inventory of DART TOD Sites

## Site Attributes




Criteria	Source Notes	Study Area	Unit
Size	DART	Site	Acres
Walkability Score	Walk Score	Site	#
Parking Utilization (%)	DART	Site	%
Vehicular Accessibility and Visibility	DART; Google Streetview	Site	
Daily Ridership (12-month average for weekdays)	DART	Site	#

## Development Readiness

Criteria	Source Notes	Study Area	Unit
New Development Nearby	CoStar	1/2 mile radius	Square Feet (SF)
Tax Increment Reinvestment Zones	Respective City Economic Development Websites	Site	
Zoning Classification	Respective City Websites	Site	
Commercial and Residential Uses Allowed	Respective City Websites	Site	
Development Impediments*	Respective City and Appraisal Websites; DART	Site	

*\*Note: Development impediments include federal funding on the site, parcel size, easements, lack of infrastructure, access to adjoining parcels, potential for flooding, etc.*

Development readiness of each site is represented by a score of low, medium, or high. At the top of each TOD site map, the following symbology identifies the development readiness of the site:

Level of Development Readiness	Symbology
Low Development Readiness	
Medium Development Readiness	
High Development Readiness	

## Market Character

Criteria	Source Notes	Study Area	Unit
Residential Opportunity Gap	ACS (2022)	1/2 mile radius	#
Change in Population	ACS (2010-2022)	1/2 mile radius	%
Change in Employment	ACS (2010-2022)	1/2 mile radius	%
Change in Millennial Cohort	ACS (2010-2022)	1/2 mile radius	%
Change in Empty Nester Cohort	ACS (2010-2022)	1/2 mile radius	%
Change in Households	ACS (2010-2022)	1/2 mile radius	%
Share of Households Lacking Vehicle Access	ACS (2022)	1/2 mile radius	%
Market Rent - Office	CoStar (2023)	1/2 mile radius or submarket (if lack of data)	\$/ Per Square Foot (PSF)
Market Rent - Multi-Family	CoStar (2023)	1/2 mile radius or submarket (if lack of data)	\$/ Unit
Market Rent - Retail	CoStar (2023)	1/2 mile radius or submarket (if lack of data)	\$/ PSF

*Note: The American Community Survey (ACS) is collected at the census block and tract levels where available.*

# Inventory of DART TOD Sites

City	Station	Agreements			Development Readiness		
		UC	MDA	ILA	High	Medium	Low
<b>Addison</b>	<b>Addison</b>		X	X	X		
<b>Carrollton</b>	Downtown Carrollton				X		
	North Carrollton-Frankford					X	
	<b>Trinity Mills (west)</b>	X	X	X	X		
	Trinity Mills (east)					X	
<b>Farmers Branch</b>	Farmers Branch					X	
<b>Garland</b>	Downtown Garland				X		
	Forest/Jupiter					X	
	Lake Ray Hubbard Bus			X	X		
	South Garland Bus			X	X		
<b>Glenn Heights</b>	Glenn Heights Bus					X	
<b>Irving</b>	Downtown Irving/Heritage					X	
	North Irving Bus					X	
<b>Plano</b>	Jack Hatchell Bus						X
	Northwest Plano Bus					X	
	Parker Road				X		
<b>Richardson</b>	Arapaho Center			X	X		
	Spring Valley					X	
<b>Rowlett</b>	Downtown Rowlett						X



# Inventory of DART TOD Sites

City	Station	Agreements			Development Readiness		
		UC	MDA	ILA	High	Medium	Low
Dallas	8th & Corinth				X		
	Bachman						
	<b>Buckner</b>	X	X				
	Camp Wisdom					X	
	CBD East Bus					X	
	Cedars						X
	Forest Lane					X	
	Hampton				X		
	Illinois						X
	Inwood/Love Field				X		
	Kiest					X	
	Lake June				X		
	Lawnview						X
	LBJ/Central					X	
	LBJ/Skillman				X		
	Ledbetter					X	
	Market Center					X	
MLK, Jr.					X		
North Oak Cliff (E. Jefferson NRV)					X		



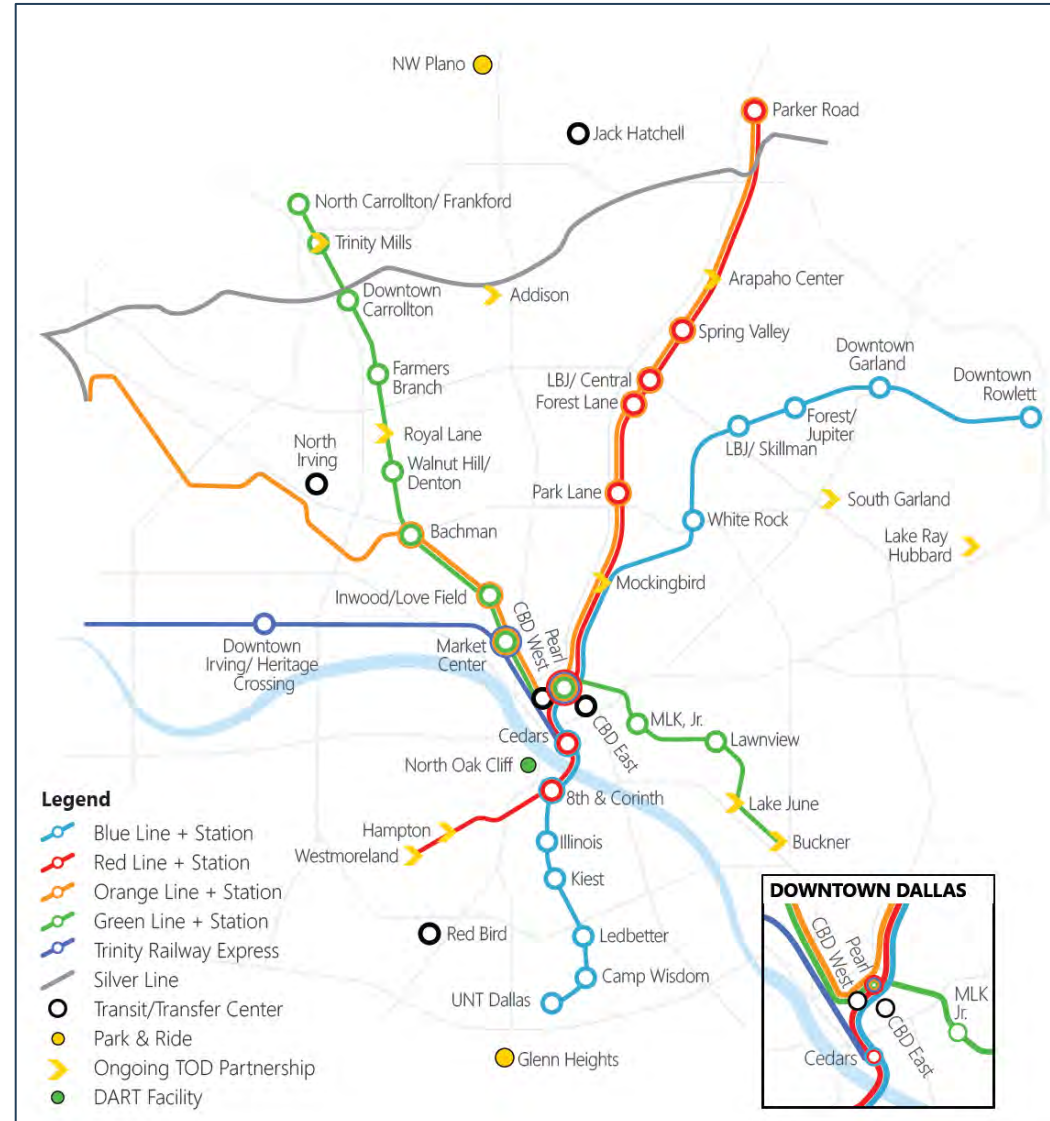
# Inventory of DART TOD Sites

City	Station	Agreements			Development Readiness		
		UC	MDA	ILA	High	Medium	Low
Dallas	Park Lane					X	
	Pearl/Arts District				X		
	Red Bird Bus						X
	Royal Lane				X		
	<b>SMU/Mockingbird</b>	X	X				
	UNT Dallas					X	
	Walnut Hill/Denton						X
	Westmoreland				X		
	White Rock						X

# Current and Potential TOD Projects

TOD homepage, inventory,  
and policy available at:

[www.dart.org/TOD](http://www.dart.org/TOD)



**Pam Thompson**  
**Economic Development Manager**  
[pthompson@dart.org](mailto:pthompson@dart.org)

**Check out our TOD page:**



*let's go.*



**DART.org**



# Old Town Lewisville Transit-Oriented Development

Austin Frith, VP of Planning and Development

March 25, 2026

# Agency Overview

**DCTA**



# DCTA Overview



Established Under Texas Transportation Code Chapter 460 (2002)

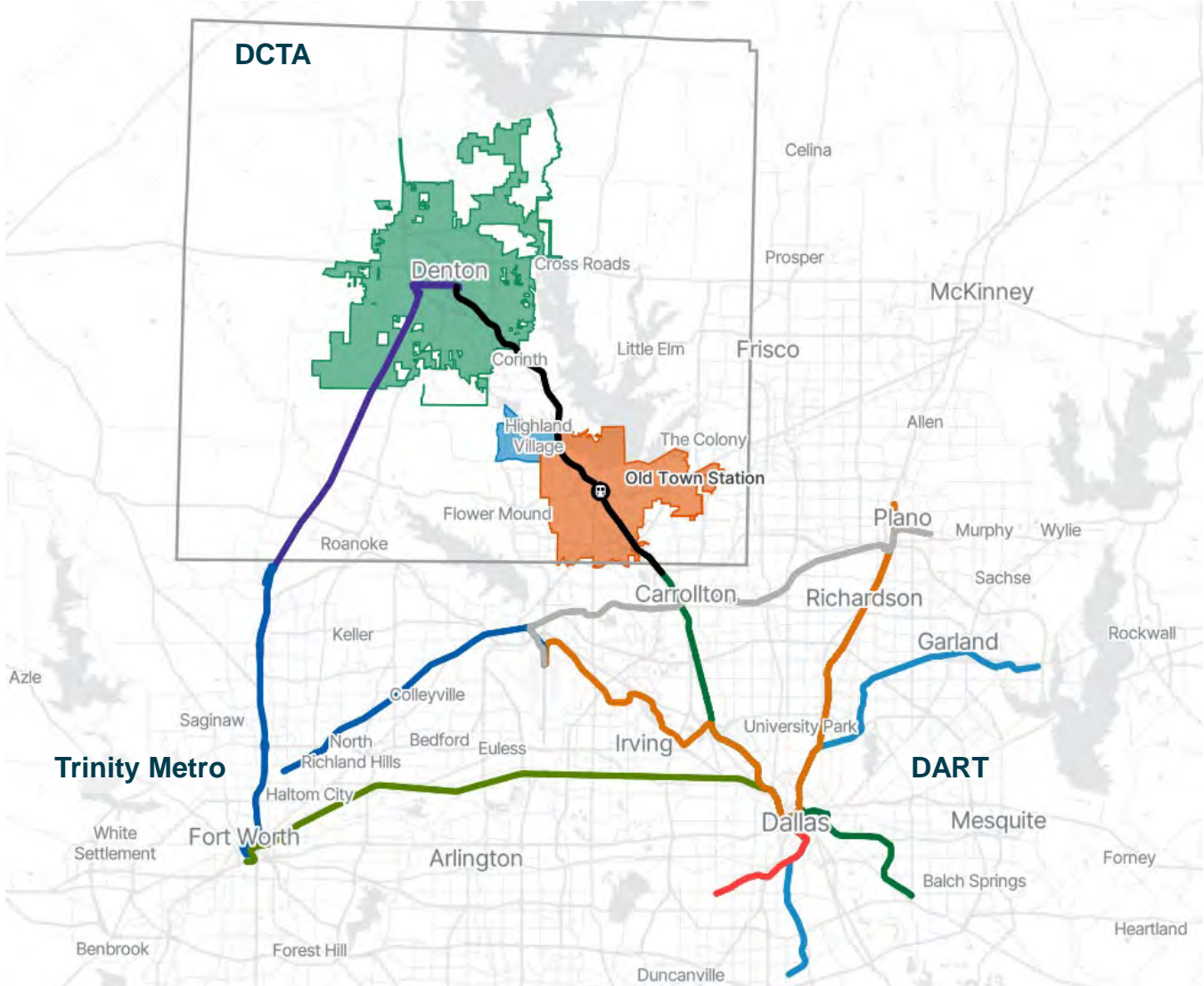
Supported by 1/2¢ Sales Tax from Denton, Highland Village, and Lewisville

DCTA Began Bus Service (October 2005)  
A-train Began Revenue Service (June 2011)  
GoZone Began Service (September 2021)

Board of Directors (Appointed)  
5 Voting Members & 6 Non-Voting, Advisory Members



# Member City Boundaries



## Vision Statement

DCTA is driving a better future for Denton County by providing innovative mobility options, supporting the region's economic growth, creating community engagement, and promoting sustainable transportation.

## Mission Statement

Getting people where they need and want to go for work, play, and life.



# Ridership Performance

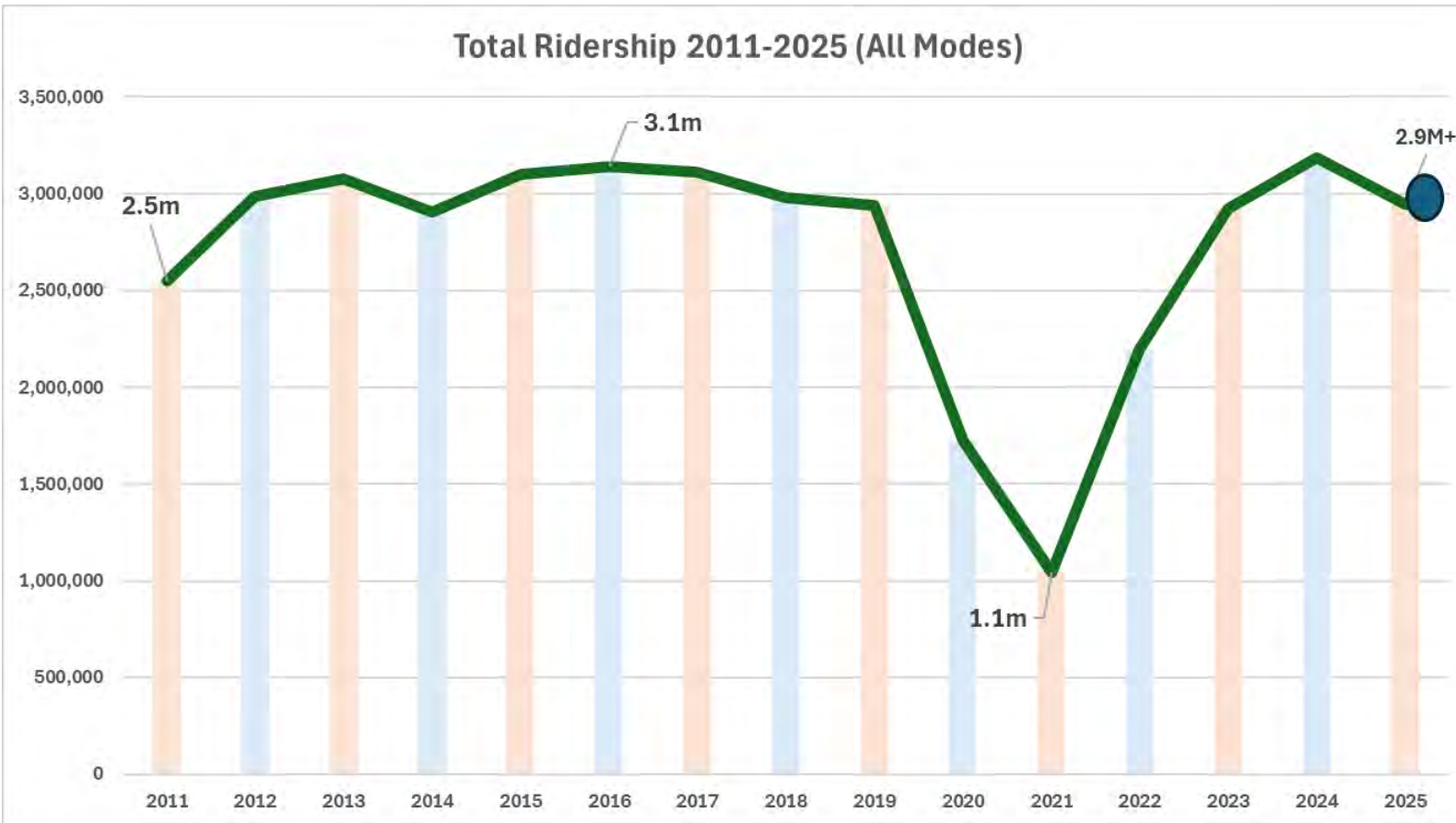
## FY25 Ridership Performance by Mode

	2024	2025	Change
UNT	1,567,710	1,202,321	-23.3%
Connect	216,098	342,841	58.7%
Non-Connect	2,502	2,429	-2.9%
A-Train	261,426	277,028	6.0%
GoZone	863,073	832,407	-3.6%
Access	25,327	31,912	23.4%
Vanpool	253,236	258,542	2.0%
<b>TOTAL</b>	<b>3,189,372</b>	<b>2,947,480</b>	<b>-7.6%</b>
<b>Non-UNT Total</b>	<b>1,621,662</b>	<b>1,745,159</b>	<b>7.6%</b>

## A-train Ridership and Growth by Year

Fiscal Year	Ridership	% Growth
2021	113,440	
2022	175,637	55%
2023	225,235	28%
2024	261,426	16%
2025	277,028	6%

Total Ridership 2011-2025 (All Modes)

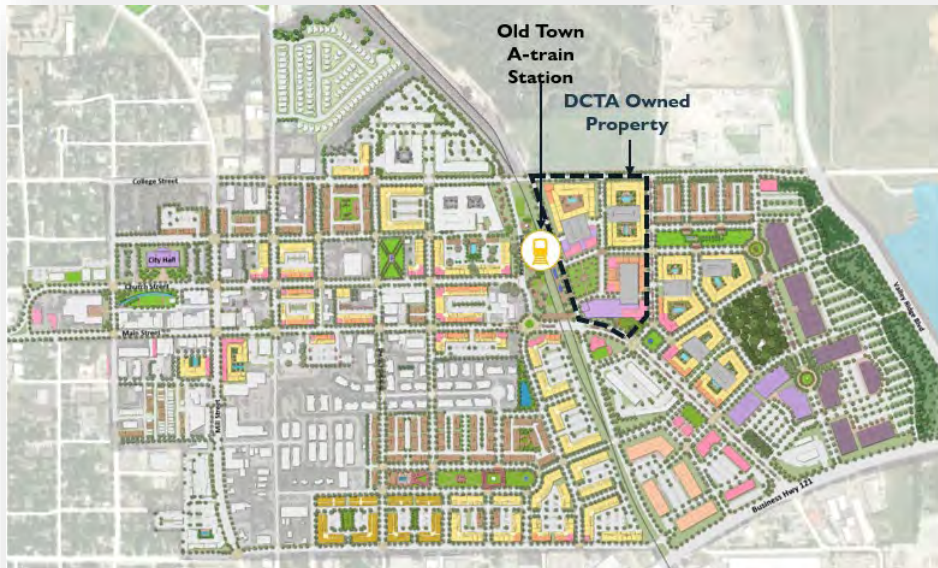


# Our TOD Journey



## City of Lewisville's TOD Planning

- Old Town Master Plan – June 2003
- Old Town Lewisville TOD Master Plan – April 2010
  - Updated September 2017
  - **Updated October 2023**



## Master Plan

Illustrative Build-Out Plan

### Historic Old Town

- Expands the historic and walkable core west of rail and includes new small open spaces

### Transit-Oriented Development

- Creates Transit-Oriented Development around station with DCTA HQ and related office, housing, and restaurants

### Innovation District

- Creates a mixed-use Innovation District east of rail that offers employment, restaurants, housing, and environmental / green focus

### New Community

- Creates a new mixed-density community along Purnell



Adopted October 16, 2023



# Recent Investments in Old Town



City Hall – credit: City of Lewisville



Deck on Main – credit: City of Lewisville



Prairie House Restaurant – credit: Prairie House / Lewisville Live



Wayne Ferguson Plaza – credit: City of Lewisville



Main & Mil Mixed-Use Development – credit: Sunridge Management / Main & Mill



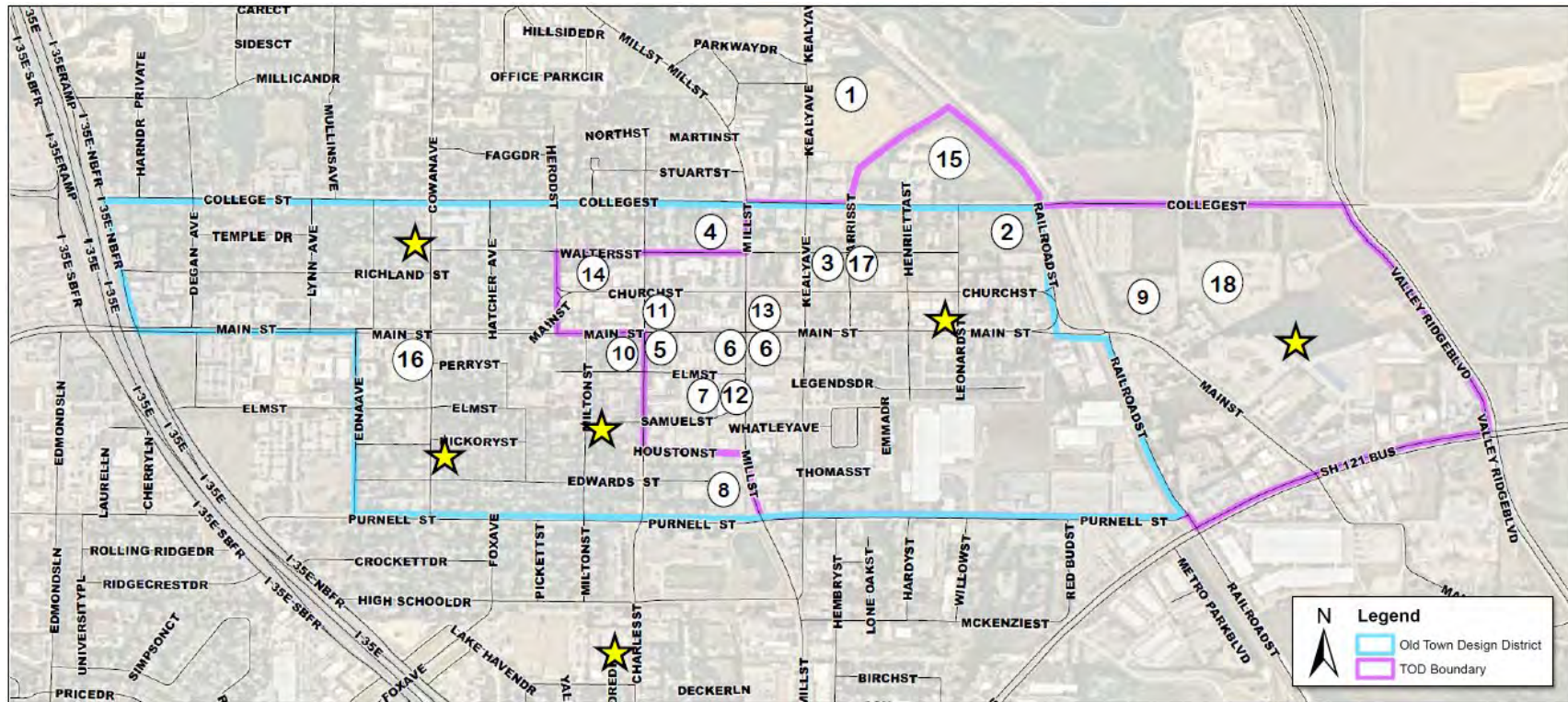
The Mill Old Town – credit: City of Lewisville



Elite Residence Townhomes – credit: Elite Residence / City of Lewisville



# Old Town Development Activity

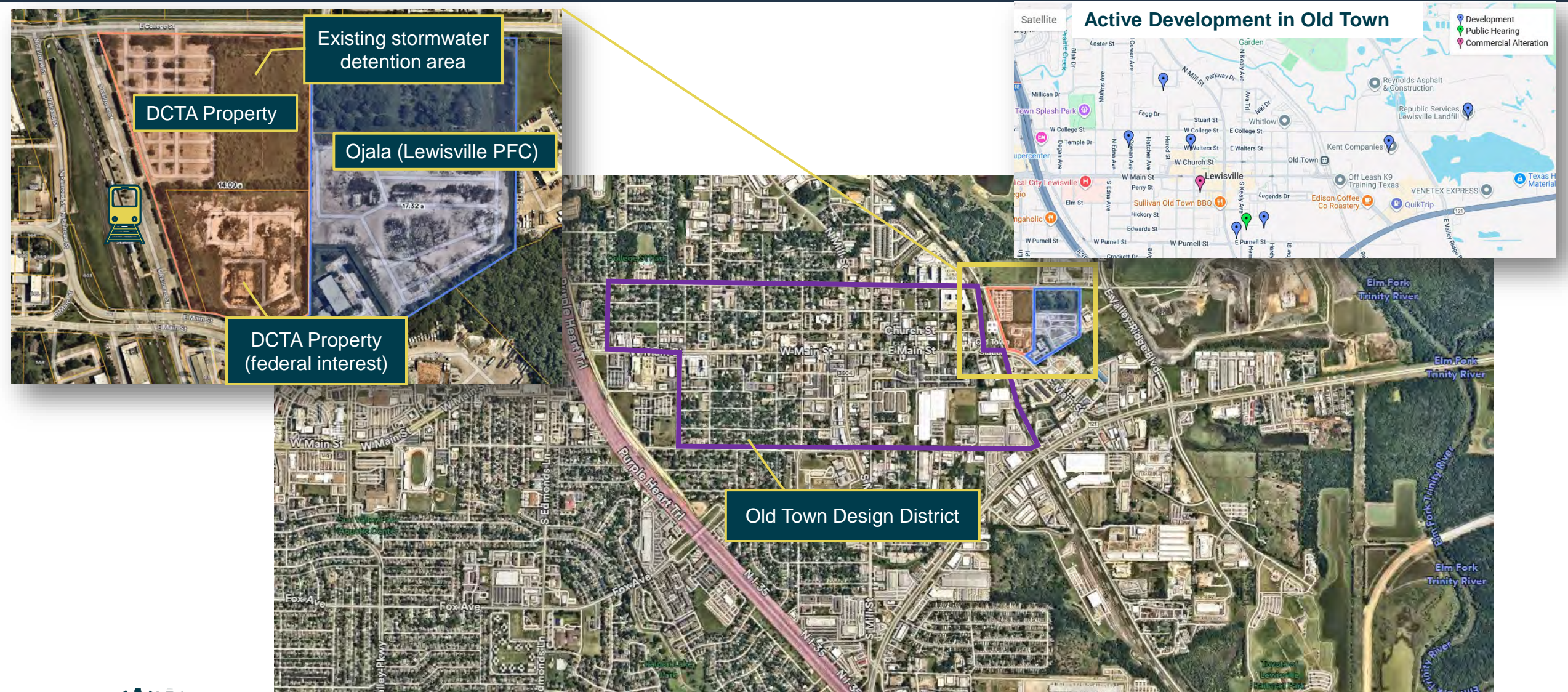


- 1. **Legacy Pointe** — Single Family, 97 Units (Complete)
- 2. **Station at Old Town (Aura)** — Multi-Family, 286 Units (Complete)
- 3. **Harris 4 Townhouses** — 4 for-sale townhomes (Complete)
- 4. **Walters Street Brownstones** — 19 unit Townhouse development, Ph II (Complete)
- 5. **170 W. Main** — 3 story mixed-use residential, office, retail/restaurant (Complete)
- 6. **Main and Mill Lofts** — Multi-Family, 203 Units, Mixed-use restaurant/retail (Complete)
- 7. **South Village** — 91 residential units (single family, townhomes, condos), 8,000 sf retail (Complete)
- 8. **Mill at Old Town** — Redevelopment to 213 unit urban apartment (Complete)
- 9. **DCTA Project** — Master plan includes a mixed use development (Proposed)
- 10. **Buffalo Hirsch** — City owned Property—tap house, brewery, beer garden (Complete)
- 11. **Deck on Main** — 3 story restaurant/retail, office, event space (Under Construction)
- 12. **Sullivan BBQ** — BBQ and bodega (Complete)
- 13. **Sparrow Collective** — 9,000 sf retail/marketplace, office, event space (Complete)
- 14. **3 Restaurants** — Seven Mile Café; D’Nonna; Baja Cantina (Complete)
- 15. **Whitlow (Old Town Station)** — 4-5 story Multi-Family, 420 units, retail along College St. (Complete)
- 16. **Aura Main Street** — Multi-Family, 325 Units (Complete)
- 17. **Harris 7 Townhomes** — 7 For Sale Townhomes (Under Construction)
- 18. **The Standard at Old Town** — Affordable housing project including 600 Multi-Family units (Under Construction)

**Upcoming townhome and condo projects**



# Old Town Lewisville Station



## Revised Program for DCTA-Owned Property as Part of the Old Town Master Plan

Block No.	Area (Acres)	Building No.	Proposed Program	Footprint Area (Sq. Ft.)	No. of Floors (#)	Total Area (Sq. Ft.)	# of Units (Residential Dwelling Units or Parking Spaces)
A	5.2	i	DCTA Office and Flex Office Space	48,600	3	145,800	N/A
			Ground Floor Retail/Restaurant	48,600	1	48,600	N/A
		ii	Shared Parking for Block A	39,000	3	117,000	360
		iii	Live/Work Units or Senior Housing	22,000	4	88,000	88
			Corner Retail	8,000	1	8,000	N/A
iv	Park	47,200	N/A	47,200	N/A		
B	4	i	Workforce/Multifamily Residential	60,000	4	240,000	240
		ii	Residential Parking Garage	24,000	3	72,000	222
C	4.1	i	Workforce/Multifamily Residential or Office	60,355	4	241,420	241
			Retail (Ground Floor)	30,370	1	30,370	N/A
		ii	Office	30,370	3	91,110	N/A
		iii	Shared Parking for Block C	40,400	3	121,200	373

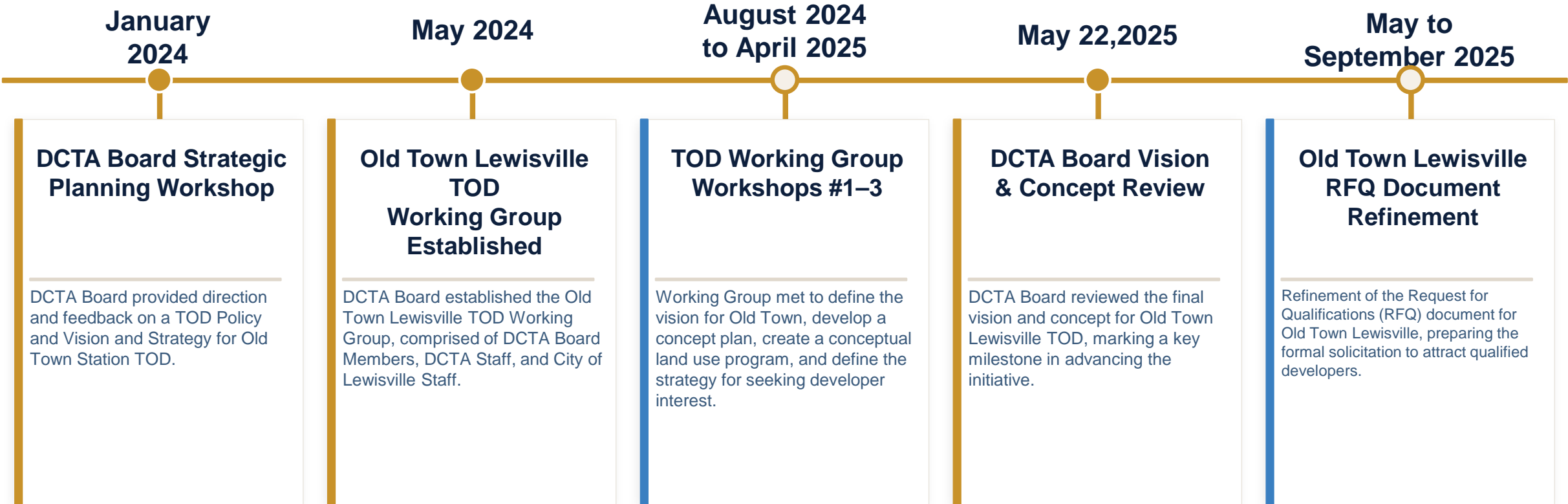


### Potential infrastructure upgrades:

- Roadway Connections
- Sidewalks
- Bicycle Facilities
- Streetscape
- Water, Sewer, Electricity

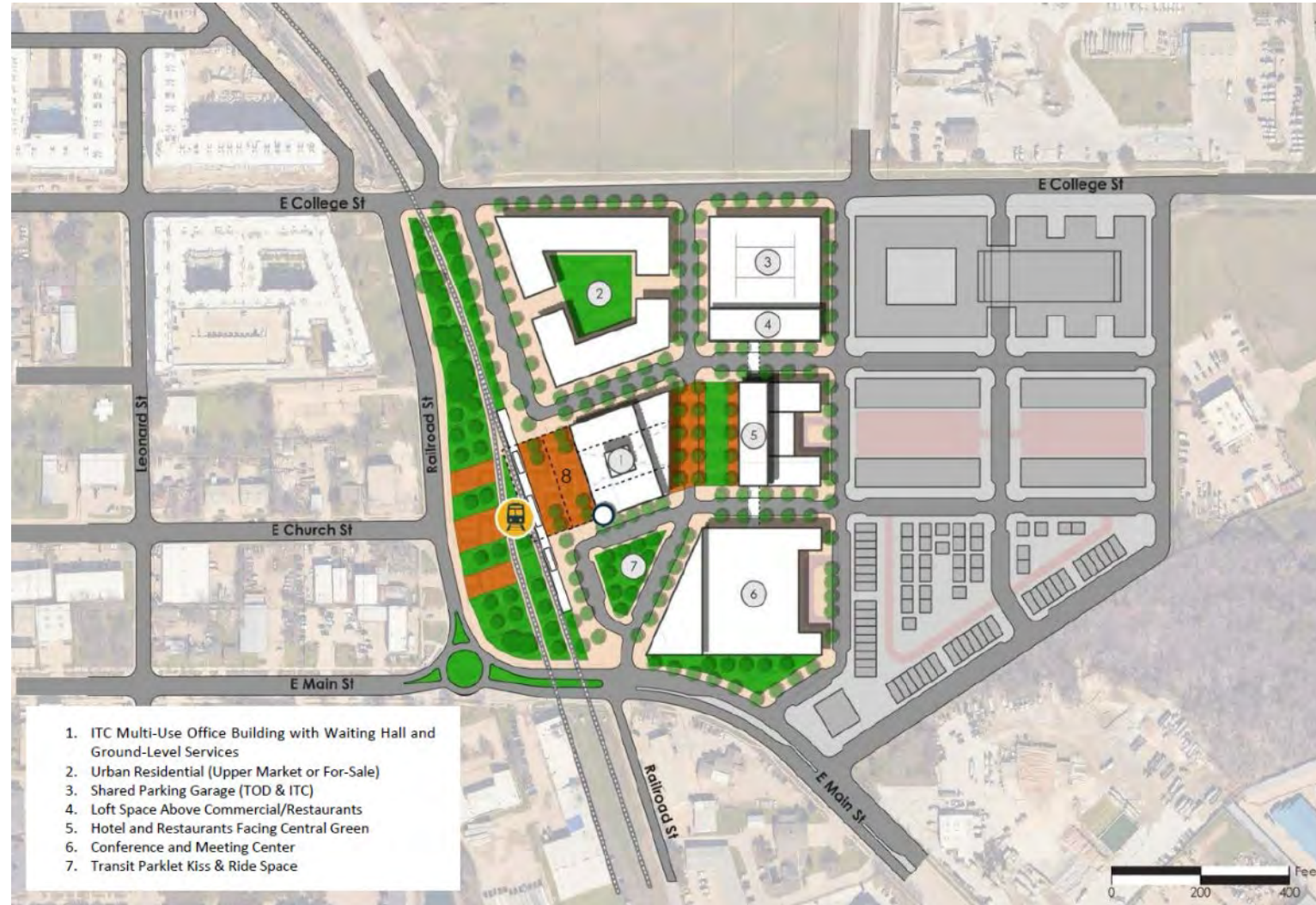


# Gaining Momentum



## Mixed-use Walkable Transit-Oriented District (TOD)

- Anchored by DCTA Intermodal Transit Center (ITC) and related infrastructure
- Featuring a covered plaza connecting platform to the ITC, a kiss & ride pocket park, and a central open space within the TOD
- Accentuated by 4 additional land parcels for mixed-use development



# Old Town Vision

## Illustrative Vision for the Old Town TOD:

- Blend of uses that create a regional destination
- Looking to the Market to propose uses, but presently envisioned as restaurants, small office, hotel, conference, residential and shared parking



Portland Union Station  
Credit: Amtrak



Mixed-Use Transit Building Precedent  
Grapevine Main Station  
Credit: City of Grapevine



Transit Waiting Hall Precedent  
Grapevine Main. Credit: Architexas



Transit Canopy and Plaza Precedent Lille  
Flandres Station. Credit: Seat61



Kiss & Ride Parklet Precedent  
Montrose Street Pocket Park Belgrave Train  
Credit: Victoria Infrastructure Delivery Authority



Central Gathering Space  
Credit: UOL Group



Urban Streetscape  
Credit: HART



Activity from Daytime to Evening  
Credit: CNU



Creative Outdoor Dining  
Credit: Prima Boston



# RFQ Scope of Work (Base Scope)

## Respondent Engaged to Perform Fee Development of DCTA ITC and Related Improvements

1. Manage the turn-key development process for all improvements including fit-out
2. Provide schedule and budget management
3. Deliver regular updates to DCTA and the City

*The design and construction of this scope will follow FTA, DCTA and the City of Lewisville contracting and procurement requirements.*

Milestone	Anticipated Timeframe
Contracting with Respondent	~ 3 months
Pre-Development (programming, agreements, entitlements)	~ 3 months
Project Design & Permitting	~ 13 months
Construction Pricing & Contracting	~ 5 months
Construction and Fit Out	~ 18 months
<b>Total Delivery Timeline</b>	<b>~ 42 months</b>



## First Right of Refusal for Private Development in a Public/Private Format

1. First Right of Refusal to enter into agreement with DCTA to acquire surplus land at fair market value
2. Communicate approach and abilities to achieve DCTA's stated Vision in Statement of Qualifications
3. Communicate schedule, input process, and development plan for all uses in Statement of Qualifications
4. The development of associated infrastructure, open space and shared parking garage may be negotiated between Developer, City and County.

*The development of remaining public infrastructure, park space, and shared parking garage may be negotiated between the Selected Respondent, DCTA, City of Lewisville, and/or County dependent on conveyance of TOD property.*



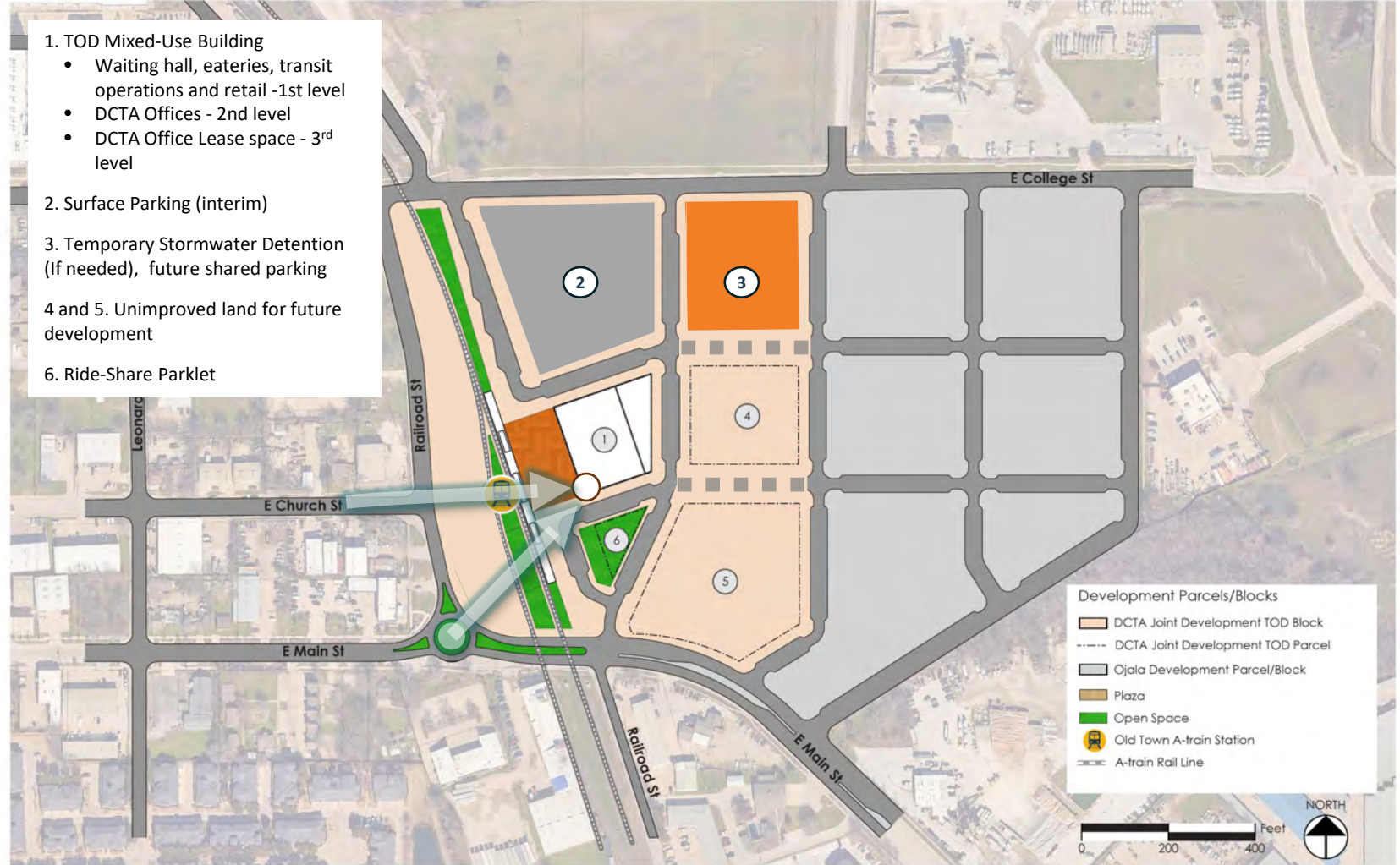
# Anticipated Improvement of Base Scope

Mixed-Use DCTA ITC & Related Infrastructure	
Description	Total
Transit Waiting Hall	
DCTA Mixed-Use (ITC/Office) Building and Fit-Out	
Min. Street and Infrastructure for DCTA HQ Building	
Platform Connection, Bus Bays, Kiss and Ride	
<b>Total for DCTA Office Building and Minimum Infrastructure</b>	<b>\$28M - 38.4M</b>

\*All costs conceptual until hard pricing is obtained

## A portion of the ITC construction shall be paid using fed grants

Streets and infrastructure may be funded by the City of Lewisville. Should the City only fund a portion, DCTA will fund the remaining amount or amend the scope.



# RFQ Milestones

**01** Sept 22, 2025 **KICKOFF**

## RFQ Released

Official release of the RFQ to prospective respondents

**02** Nov 20, 2025 **DEADLINE**

## Initial Submittal Deadline

Original deadline for receipt of all RFQ submissions

**03** Jan 30, 2026 **EXTENDED**

## Extended Submittal Deadline

Deadline extended to allow additional respondents to submit

**04** Ongoing 2026 **IN PROGRESS**

## Evaluation Committee Reviews

Comprehensive review of all submitted qualifications by committee

**05** Spring 2026 **UPCOMING**

## Shortlist & Interviews

Shortlist recommendation issued; interviews held with selectees

**06** Summer 2026 **FINAL**

## Final Recommendation

Evaluation committee issues its final selection recommendation





# ***WHAT IS THE METROPOLITAN TRANSPORTATION PLAN?***



A blueprint for the region's transportation system



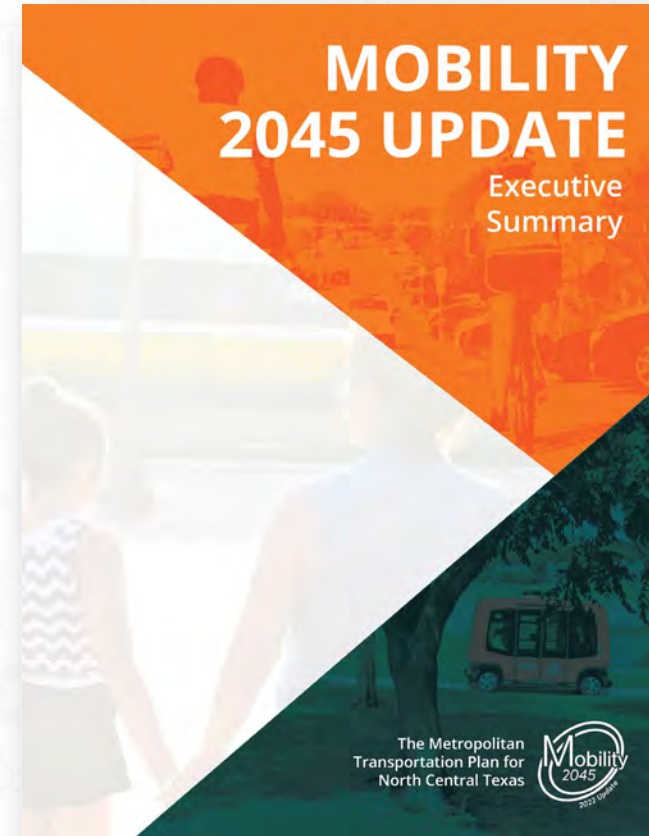
Responds to the region's goals



Guides expenditure of federal and state funds



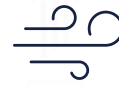
Recommends programs, policies, and projects



# ***MTP POLICY BUNDLE***



Set of 20 policies from the MTP



Advances regional priorities like safety, air quality, transit



Voluntary participation



Rewards qualifying entities with TDCs

# ***TRANSPORTATION DEVELOPMENT CREDITS***



Toll road investment ~ a decade ago incentivized by federal government



Regional pot of TDCs available for use in the Policy Bundle Program



Substitute for required local match for federal projects



Frees up local cash to use for other priorities

# ***WHY APPLY FOR THE POLICY BUNDLE?***



Frees up local funds that would have gone to match federal projects, so the local funds can be used for other local priorities.



# ***HISTORY***

**2016 | Round 1** • 11 awardees

**2017 | Round 2** • 15 awardees

**2018 | Round 3** • 14 awardees

**2020 | Round 4** • 22 awardees

**2023 | Round 5** • 16 awardees

**2026 | Round 6** • *Opened on March 23*

Evolution over time from documenting actions already taken to encouraging outcome-based implementation

Biennial program:

Round 6 =  
***30 million TDCs*** over  
two-year period

# *POLICY BUNDLE APPLICATION PROCESS*

# ROUND 6 TIMELINE

## Key Dates

Item	Date
Round 6 Opens	March 23, 2026
Early Deadline for Applications	April 27, 2026
Final Deadline for Applications	May 26, 2026
Applicant Scoring	June to July
STTC - Awards (Information)	July 24, 2026
RTC - Awards (Information)	August 13, 2026
STTC - Awards (Action)	August 28, 2026
RTC - Awards (Action)	September 10, 2026
Round 6 TDC Available for Use	October 1, 2026

← The early deadline allows you to submit if you're unsure, and NCTCOG staff will review. Additional documentation can be submitted by the final deadline if needed.

# ***RULES***

---

- One application accepted per entity
- You must apply each round if interested, even if you've been awarded in the past
- TDCs awarded must be used within two fiscal years of RTC approval of awards
- Eligible projects that can utilize TDCs are new federal projects which are eligible for federal roadway or air quality funds

# ***PROCESS & CHANGES FOR ROUND 6***

**1**

DOCUMENT COMPLETED ACTIONS

The policies included in Round 6 were updated as part of the Mobility 2050 planning process.

**2**

SCORING: POLICY + TRANSIT POINTS

Scoring: TDCs are allocated by points for policies and transit participation. There are multiple points available for most policies.

**3**

TDCS AWARDED

# TRANSIT AUTHORITY SCORING



6 policies  
needed to  
qualify

Transit Authority Size	Maximum TDC Award
Small (DCTA)	1,000,000
Medium (Trinity Metro)	1,500,000
Large (DART)	2,500,000

*Cities and transit authorities scored separately from each other.*

Total Possible TDCs:  
5,000,000



Unallocated awards from  
this pot become available  
to cities

# ***CITY SCORING: TRANSIT PARTICIPATION AS A FACTOR***

Effort Score

## ***Policy Points***

The more you do, the more you earn, as before

+

## ***Transit Points***

Stepped point allocation reflecting level of transit commitment

and

## ***Population Factor***

Scores account for proportional benefits, as before

***Adjustment factor for TDC distribution***

Total Possible TDCs:  
25,000,000<sup>†</sup>

=

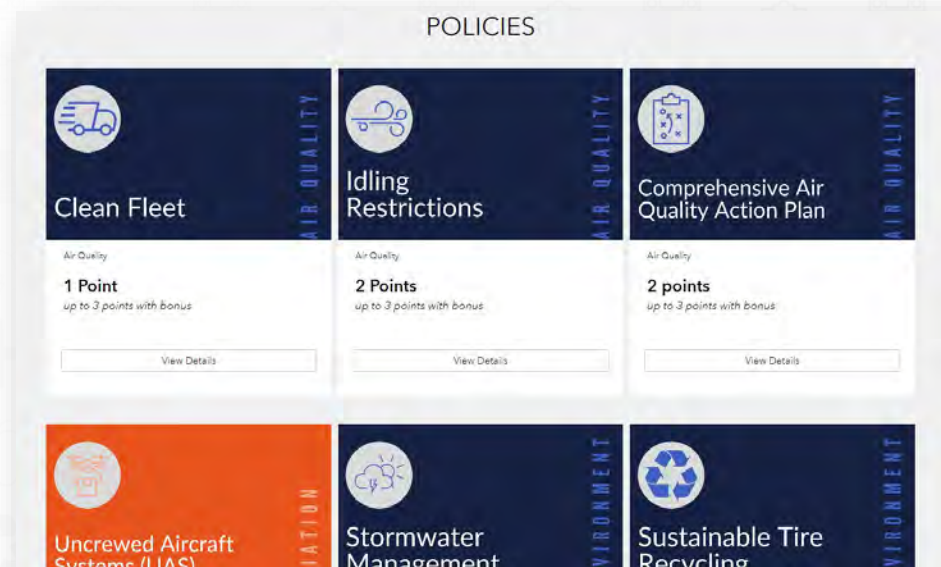


Total ranges per applicant,  
500,000 to 5,000,000  
according to ranked scores

<sup>†</sup> Or more, depending on the utilization of transit authority TDCs

# GETTING STARTED

- 1 Request an application on our website ([www.nctcog.org/policybundle](http://www.nctcog.org/policybundle))
- 2 A link to the online application will be emailed to you
- 3 Download list of policies on website or view [Policy Explorer](#)
- 4 Gather documentation
- 5 Submit application



# ***POLICY LIST – CITY ELIGIBILITY***

## **Air Quality & Environment**

- Clean Fleet
- Tire Recycling
- Idling Restrictions
- Stormwater
- Air Quality Improvement Plan

## **Technology & Innovation**

- ITS Integration
- Advanced Air Mobility
- Uncrewed Aircraft Systems

## **Safety & Multimodal Transportation**

- Roadway Safety
- Transit Partnerships
- Railroad Safety
- Traffic Incident Management
- Asset Management
- Regional Trip Reduction
- Cities Providing Transit

## **Land Use & Development**

- School Access & Siting
- Street Connectivity
- Freight-Oriented Development
- Land Use Strategies
- Parking Management
- Strategic Density

# ***POLICY LIST – TRANSIT AUTHORITY ELIGIBILITY***

## **Air Quality & Environment**

- Clean Fleet
- Tire Recycling
- Idling Restrictions
- Stormwater
- Air Quality Improvement Plan

## **Technology & Innovation**

- ITS Integration
- Advanced Air Mobility
- Uncrewed Aircraft Systems

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- Roadway Safety
- Transit Partnerships
- Railroad Safety
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- Regional Trip Reduction
- Cities Providing Transit

## **Land Use & Development**

- School Access & Siting
- Street Connectivity
- Freight-Oriented Development
- Land Use Strategies
- Parking Management
- Strategic Density

# ***POLICY SCORING ELEMENTS***



Items required to qualify for the policy




Bonus points available once required items submitted



Any of the options chosen will qualify for the policy

# EXAMPLES

 **Land Use Strategies**

**Staff Contact**  
Travis Liska  
[tliska@nctcog.org](mailto:tliska@nctcog.org)  
(817) 704-2512

**Resources**

- [Land Use/Transportation Task Force](#)
- [Sustainable Zoning Guidebook](#)

Land Use Details

Land Use Points



## Documentation and Points


One required element for this policy. Documentation must include all criteria to receive points.

 **Required** **3 points**

Submit documentation of:

- form based design concepts
- allowance of greater density (properties developed at a floor to area ratio of 1 or greater)
- allowance of mixing of residential and commercial land uses
- streetscape standards set in code supporting pedestrians

**Maximum Possible Points:** **3**

 **Parking Management**

**Staff Contact**  
Travis Liska  
[tliska@nctcog.org](mailto:tliska@nctcog.org)  
(817) 704-2512

**Resources**


- [NCTCOG Parking Management](#)

Parking Details


Parking Points - Cities

Parking Points - Transit Authc >




 **Required** **2 points**

**Zoning:** City has existing ordinances permitting a reduction in minimum required parking off street spaces through zero minimum required parking off street spaces and/or allowances for reductions in multiple zoning districts in the city, such as shared parking.

 **Bonus Option 1** **+1 point**

**Studies:** City performed a parking study for at least one area in the last 5-years.

 **Bonus Option 2** **+1 point**

**Management:** City adopts smart parking management policies to reduce excessive traffic circulation and set standards for supply ratios.

# ***CONTACT US***

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Principal Transportation Planner

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**(817) 704-5608**



**[www.nctcog.org/policybundle](http://www.nctcog.org/policybundle)**



**[mobilityplan@nctcog.org](mailto:mobilityplan@nctcog.org)**



**Skylar Staffaroni**

Transportation Planner III

**[sstaffaroni@nctcog.org](mailto:sstaffaroni@nctcog.org)**

**(817) 608-2301**

# ***CITY SCORING: TRANSIT POINTS***

<i><b>Transit Status</b></i>	<i><b>Example City</b></i>	<i><b>Points</b></i>
None		0
Contract Service (Other than Transit Authority)		Earn points in policy list
Local Government Corporation (LGC) (Small Amount)/ Small Contract with Authority	Frisco	10
LGC 3/8 Cent	Grapevine	30
1/2 Cent Cities	Fort Worth, Denton	40
Full Transit (1 Cent Cities)	Dallas	60

# ***CITIES PROVIDING TRANSIT ON THEIR OWN (MAXIMUM 10 POINTS; APPLY IN POLICY BUNDLE)***

<b>Service Level</b>	<b>Points</b>
Qualified Person Only Service (Elderly, Disabled, etc.)	5
General Access Contract Service (Third-Party)	10

# CONTACT US



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