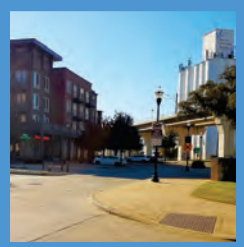
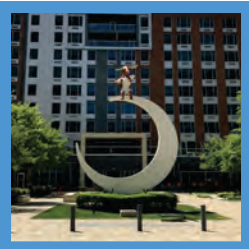
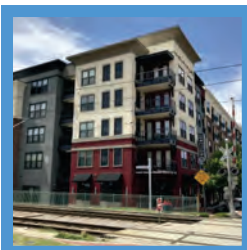


Dallas Area Rapid Transit Silver Line Corridor Transit-Oriented Development Plan Land Use Existing Conditions Report



North Central Texas
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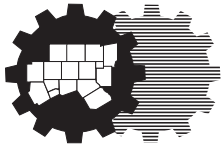
March 2025

What is NCTCOG?

The **North Central Texas Council of Governments** (NCTCOG) is a voluntary association of, by, and for **local governments** within the 16-county North Central Texas Region. The agency was established by state enabling legislation in 1966 to assist local governments in **planning** for common needs, **cooperating** for mutual benefit, and **coordinating** for sound regional development. Its purpose is to strengthen both the individual and collective power of local governments, and to help them recognize regional opportunities, resolve regional problems, eliminate unnecessary duplication, and make joint regional decisions – as well as to develop the means to implement those decisions.

North Central Texas is a 16-county **metropolitan region** centered around Dallas and Fort Worth. The region has a population of more than 7 million (which is larger than 38 states), and an area of approximately 12,800 square miles (which is larger than nine states). NCTCOG has 235 member governments, including all 16 counties, 170 cities, 20 independent school districts, and 29 special districts.

NCTCOG's **structure** is relatively simple. An elected or appointed public official from each member government makes up the **General Assembly** which annually elects NCTCOG's **Executive Board**. The Executive Board is composed of 17 locally elected officials and one ex-officio non-voting member of the legislature. The Executive Board is the policy-making body for all activities undertaken by NCTCOG, including program activities and decisions, regional plans, and fiscal and budgetary policies. The Board is supported by policy development, technical advisory and study **committees** – and a professional staff led by **R. Michael Eastland**, Executive Director.



NCTCOG's offices are located in Arlington in the Centerpoint Two Building at 616 Six Flags Drive (approximately one-half mile south of the main entrance to Six Flags Over Texas).

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NCTCOG's Department of Transportation

Since 1974 NCTCOG has served as the Metropolitan Planning Organization (MPO) for transportation for the Dallas-Fort Worth area. NCTCOG's Department of Transportation is responsible for the regional planning process for all modes of transportation. The department provides technical support and staff assistance to the Regional Transportation Council and its technical committees, which compose the MPO policy-making structure. In addition, the department provides technical assistance to the local governments of North Central Texas in planning, coordinating, and implementing transportation decisions.

Prepared in cooperation with the Federal Highway Administration, US Department of Transportation, and the Texas Department of Transportation.

The contents of this report reflect the views of the authors who are responsible for the opinions, findings, and conclusions presented herein. The contents do not necessarily reflect the views or policies of the Federal Highway Administration, the Federal Transit Administration, or the Texas Department of Transportation.

Dallas Area Rapid Transit Silver Line Corridor Transit-Oriented Development Plan Land Use Existing Conditions Report



Images courtesy of Dallas Area Rapid Transit, The University of Texas at Dallas, DFW International Airport, and NCTCOG Staff



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Silver Line Corridor Transit-Oriented Development Plan

Background

Transit-Oriented Development (TOD) is a key strategy supported by the North Central Texas Council of Governments (NCTCOG) to improve transportation and continue sustainable growth of the North Central Texas region. In 2021, the Federal Transit Administration (FTA) awarded NCTCOG \$1 million through the FTA TOD Planning Grant program to support land use planning with the new Silver Line rail corridor to increase future ridership and economic development. The Dallas Area Rapid Transit (DART) Silver Line is a new 26-mile regional rail service that will connect seven cities with three other rail lines and Dallas-Fort Worth International Airport (DFW Airport), providing a significant opportunity for TOD and increased mobility options.

In partnership with NCTCOG and DART, DFW Airport, The University of Texas at Dallas (UT Dallas), the Cities of Carrollton, Dallas, Richardson, Plano, and the Town of Addison, a strategic planning study funded by the FTA TOD grant for the nine DART Silver Line Station areas was launched. The study will advance TOD, multimodal travel, and ridership on the Silver Line by addressing three focus areas:

1. Routes to Rail Station Study: Identify pedestrian and bike infrastructure needs and recommend improvements to enhance connections to rail stations to support increased ridership.
2. Parking and Management Study: Collect data of parking use at existing developments to inform and promote regulatory changes supporting appropriate parking ratios and management for higher density TOD.
3. Corridor Job, Housing, Land Use Analysis: Study opportunities to increase jobs and housing access around corridor stations. This will test different land use scenarios in the regional travel model to determine ridership impacts and recommend future densities, uses, and related policies.



Introduction to Existing Land Use Conditions Summary

As the initial part of the job, housing, and land use analysis of the Silver Line Corridor TOD Plan, the Existing Land Use Conditions Report will review the current demographic, land use, regional transit ridership, and development policy context of the Silver Line station areas. Understanding these areas can help inform the next steps for advancing TOD, ridership, and more balanced jobs to housing on the corridor.

This report provides a high-level review of the existing conditions within a half-mile radius of nine Silver Line rail stations: DFW Airport North, Cypress Waters, Downtown Carrollton, Addison, Knoll Trail, UT Dallas, CityLine/Bush, 12th Street, and Shiloh Road, from west to east geographically. It examines demographics around each station area such as population density, income, employment, car ownership, and other factors. It also evaluates land use, housing context, zoning, and existing development plans. A literature review on ridership factors and insights from the NCTCOG 2022-2023 North Central Texas Regional Transit On-Board Survey (2022-2023 Transit Survey) are also included.

List of Appendices

- A. Demographics
- B. On-Board Transit Survey
- C. Land Use Maps
- D. Transit-Oriented Development Inventory
- E. Zoning Evaluation
- F. Transit-Oriented Development Area Plans

Literature on Ridership and TOD

The interplay between transportation, land use, and housing affordability has long been a subject of both policy and academic inquiry, as cities strive to create efficient, sustainable, affordable, and livable environments. In recent years, transit-oriented development has emerged as a strategic approach to enhance urban mobility and promote increased transit ridership while supporting sustainable land use. This literature review aims to examine bodies of research on the factors that affect transit ridership and how TOD and affordability impact transit ridership. Over 20 documents from academic and government sources were reviewed.

Major Findings

- Various external factors impact ridership, and many are outside the control of local government.
- TOD, affordable housing, and strategic land uses can each have an impact on ridership; many take longer to be realized than other factors.
- Many studies did not look at the jobs/housing balance exclusively on a transit corridor (most were more focused on city level geographies) but overall, employment and housing opportunities close to each other are likely to reduce vehicle miles traveled (VMT).

Transit Ridership Factors

External factors outside local government or transit agency control or influence like an auto-centric United States and socioeconomic forces often significantly effect transit ridership. Vehicle ownership, use, and fuel prices are much lower and more heavily subsidized compared with other highly developed countries.¹ Also outside of local government influence that impacts transit use are socioeconomic variables like household income. Higher-income households are less likely to use public transportation and drive more often, while lower-income households are more likely to use transit more frequently.^{2,3,4,5} The COVID-19 pandemic shift to working from home has had a significant impact on transit¹ as an alternative to traditional commuting, reducing the reliance on all commuting. Furthermore, the introduction of new technology, like ride-sharing companies, may also be causing a drop in ridership.¹ These are variables that transit agencies and local governments can do little to influence.

¹ Public Transportation Ridership: Implications of Recent Trends for Federal Policy. William J. Mallett. 2022 (<https://crsreports.congress.gov/product/pdf/R/R47302>)

² The Influence of Transit - Oriented Developments on Housing Cost and Ridership in Denver, Colorado, (<https://repository.gatech.edu/entities/publication/3a75c86b-169d-4613-823c-9a75e753c63e>)

³ Travel of TOD Residents in San Francisco Bay Area: Examining the Impacts of Affordable Housing (<https://escholarship.org/uc/item/1r20w0tv>)

⁴ Affordable Housing in Transit-Oriented Developments: Impacts on Driving and Policy Approaches (<https://dot.ca.gov/-/media/dot-media/programs/research-innovation-system-information/documents/f0016779-ca17-2983-finalreport.pdf>)

⁵ Is transit-oriented development affordable for low- and moderate-income households? (<https://www.sciencedirect.com/science/article/abs/pii/S026427512300584X#:~:text=As%20of%20July%202021%2C%20there,others%20as%20much%20as%2070%20%25.>)

Within the scope of transit agencies, transit service characteristics are often determining factors in ridership. Infrequent and slow transit is related to less ridership. Improvements like more station and vehicle amenities, transit frequency, service coverage, and connections among different modes to make them more convenient, faster, and reliable can increase ridership.^{6,7,8,9,10,11} For instance, when Sound Transit in Seattle increased transit services through dedicated right-of-way infrastructure, enhancing speed, safety, reliability, and a uniform payment system, bus ridership increased by 1.3 percent, and light rail ridership rose by 74 percent between 2014 and 2016.⁹

Ridership Impacts: TOD and Affordability

Implementing TOD strategies, density and walkable design has long been studied for its ridership impact. More closely aligned with the responsibility of cities, zoning and land use policies that favor dense, multimodal communities around transit stations can significantly increase ridership. Improving bike and pedestrian connectivity to transit stations by providing greater complete street connectivity and lessening the dominance of automobiles on roadways in urban areas helps increase ridership.^{8,9,11} Lastly, implementing more widespread parking management policies around station areas to discourage the use of personal vehicles encourages the shift to transit.^{6,7,12} Ultimately, a holistic approach that integrates these various strategies is essential for maximizing transit ridership.

Affordability of TOD has increasingly been a key topic around supporting ridership. Literature shows that increasing employment opportunities and affordable housing around transit grow ridership.^{6,11,13,14} Regions in the U.S. have found that residents in affordable and low/moderate rent areas use public transit more frequently.^{2,3,4,5} Additionally, transit users with lower household incomes use public transit more often for non-work trips like medical, grocery, or recreational

⁶ Transit Ridership Growth Study. Chicago Metropolitan Agency for Planning .2017.

(https://www.cmap.illinois.gov/documents/10180/0/Transit+Ridership+Growth+Study_final.pdf)

⁷ Move! That! Bus! Tactics for Transforming Transit in Two Years.NACTO.2022 (<https://nacto.org/wp-content/uploads/2022/08/MoveThatBus-FINAL.pdf>)

⁸ Simulating the effect of strategies to increase transit ridership by reallocating bus service: Two case studies – ScienceDirect. Gregory D. Erhardt, Vedant S. Goyal, Josephine Kressner, Simon J. Berrebi, Candace Brakewood, Kari E. Watkins,2024.

([https://www.sciencedirect.com/science/article/pii/S1077291X23000413#:~:text=We%20evaluate%20three%20strategies%20that,routes%20identified%20in%20strategy%20\(b\)](https://www.sciencedirect.com/science/article/pii/S1077291X23000413#:~:text=We%20evaluate%20three%20strategies%20that,routes%20identified%20in%20strategy%20(b)))

⁹ Analysis of Recent Public Transportation Ridership: Chapter 4 Transit Agency Strategies Transit Cooperative Research Program.2020.

(<https://nap.nationalacademies.org/catalog/25635/analysis-of-recent-public-transit-ridership-trends>)

¹⁰ The Factors Influencing Transit Ridership: A Review and Analysis of the Ridership Literature. Brain D. Taylor and Camille N.Y Fink .

(<http://www.reconnectingamerica.org/assets/Uploads/ridersipfactors.pdf>)

¹¹ The Relation Ship Between Rail Transit Ridership and Built Environment and Transport Systems. Szu-Han Chen. 2009.

(<https://dspace.mit.edu/handle/1721.1/82835>)

¹² Report on Methods to Increase the Use of Public Transit in Vermont. Vermont Agency of Transportation, Policy, Planning and Intermodal Development Division.2020. (<https://vtrans.vermont.gov/sites/aot/files/planning/documents/Section%2020%20Report-01-08-20%20FINAL.pdf>)

¹³ Factors influencing Light Rail Station Boarding in the United States. Michael Kuby *, Anthony Barranda, Christopher Upchurch.2003(UNT Library Access)

¹⁴ Jobs/housing balance and employer-based travel demand management program returns to scale: Evidence from Los Angeles Jiangping Zhou, Yin Wang, Lisa Schweitzer, 2012. (<https://www.sciencedirect.com/science/article/abs/pii/S0967070X11001314>)

trips.^{3,15} Affordable housing is often part of a more holistic equitable TOD strategy that not only supports ridership but also benefits families and businesses in transit station areas.^{16,17}

Jobs and Housing Balance

More jobs and people within the station catchment area expand ridership potential.^{6,7,10,12,13} It's also well-documented that residents who move or live near TOD and station areas typically decrease driving and increase public transit use.^{3,5,18} Employees who live closer to work are also more likely to choose alternative transportation options when available.¹⁴ In review of literature on jobs and housing balance, none could be found that focused on “balance” of jobs and housing on a transit corridor; most focused on larger geographic areas like city jurisdictions.

Literature Takeaways for Silver Line Corridor TOD Plan

Changes to land use and built environment design are not the only things that determine transportation choices. Broader national to local policies shape household travel. This does not mean that TOD and related land use practices are not important approaches. In fact, optimizing the land for transit use in rail station areas in the region is even more important to attract as many riders as possible. It also indicates considering the broader forces, like socioeconomics, should factor into land use policy, such as supporting affordable housing.

The Silver Line TOD study looks conceptually at the balance of jobs and housing opportunities in the corridor, however there is not a strong precedent for this in the literature. Regardless of achieving a numerical balance in jobs and housing, increasing both where possible is likely to promote more ridership and simultaneously result in economic growth for each city on the Silver Line.

¹⁵ Comparing the Travel Behavior of Affordable and Market-Rate Housing Residents in Transit Rich Neighbors of Denver Colorado (<https://www.sciencedirect.com/science/article/abs/pii/S2214367X18300541#:~:text=For%20Denver%2C%20Bardaka%20and%20Hershey,market%2Drate%20units%20use%20transit.>)

¹⁶ The City of Chicago Equitable Transit-Oriented Development (ETOD) Policy Plan. City of Chicago. (<https://www.chicago.gov/content/dam/city/sites/etod/Pdfs/ETOD-Full-Policy-Plan-with-Appendices-6-15-21.pdf>)

¹⁷ Equitable Transit-Oriented Development Policy Plan. City of Austin. 2023. (<https://publicinput.com/Customer/File/Full/97a3315a-15ce-4dd2-b94c-0633abc49671>)

¹⁸ Assessing the Travel Demand and Co-Benefit Impacts of Affordable Transit-Oriented Developments (https://www.urbandisplacement.org/wp-content/uploads/2021/08/assessing_travel_demand.pdf)

Demographics Methodology

This report uses U.S. Census Bureau’s American Community Survey (ACS) data geographies intersecting the Silver Line station areas’ half-mile radii as the primary source for most population characteristics. Its use of 2021 5-year ACS sample data which includes pre-2020 data (2021-2017) may limit insight into more recent post-pandemic trends. Additionally, NCTCOG has created and used parcel-based estimates of housing and commercial space for more geographic specificity of populations with station access. Existing Census ACS and parcel data will be compared to NCTCOG’s 2022-2023 Transit Survey. Finally, regional statistics or averages cited here come from Census estimates for the Dallas-Fort Worth-Arlington Metropolitan Statistical Area geographic level. **Table 1** below compares the main data sources used in this report. Some corridor-level statistics in this section exclude the DFW Airport North station area because it is 74 percent vacant land.

Table 1: Data Measures and Sources Summary

Data Measures	Source	Geography	Time Frame
Population Characteristics	U.S. Census Bureau’s American Community Survey (ACS)	Census Tract	2021 – 5-year estimates
Jobs	Longitudinal Employer-Household Dynamics Origin-Destination Employment Statistics (LODES) [a US Census product]	Census Blocks	2021
Population and Housing Totals	NCTCOG TOD Parcel Database	Property parcels	2024

Statistical Geography Options

While Census ACS geographies (tracts and block groups) offer the most insightful statistics based on continuous survey of the population, they may not offer the best focus on the transit station area. See **Figure 1** for illustration of Tract geographies compared to the station area half mile. NCTCOG has used two different approaches to improve spatial accuracy for TOD analysis.

First, Census ACS spatial data was processed using a custom ArcGIS tool to proportionally distribute or spatially average the Tract or Block group level data to a half-mile radius around each station. This method was chosen because it is likely to be more accurate at representing input geographies that do not fall completely inside a half-mile radius than a simple intersect selection. While Census tracts may not match the station area closely, they offer a larger selection of demographic variables and relatively small scale.

Second, a property parcel method was used because Census ACS data is an estimate based on surveys with sometimes large margins of error and is less reliable for total values at small geographies like station areas. To better understand density and access to a station, NCTCOG has created parcel-based estimates of total housing units and commercial building square feet at the half-mile radius. As seen in **Figure 2**, parcel-based data can more closely depict density at the station than other sources. However, Census ACS and NCTCOG Traffic Analysis Zone (TAZ) data are still used for other demographic characteristics where they are the best/only source available for a selected variable.

Figure 1: Example of Project Study Area Intersection with Census Tracts



Figure 2: Example of Project Study Area Intersection with Land Parcels



Parcel Data Methodology

The TOD parcel database is a geographic inventory of housing units and commercial space at the individual property level. It can be used to estimate the daily visitors and occupants within a half-mile radius around the DART Silver Line rail station. This was created by NCTCOG staff because other demographic data sources do not have the geographic detail to determine population density at the station area that reflects pedestrian access. This data represents conditions in 2024.

The database starts with Collin, Dallas, and Tarrant County’s property appraisal district data. Next, additional sources such as satellite imagery, NCTCOG 2020 Land Use data, NCTCOG development monitoring and other data were used to complete and update residential unit counts and/or commercial square footage. Using reported land use, building size (square feet and/or residential units), or local knowledge, an estimate for the number of people at each property is created.

The method for parcel data population/employment estimates was first developed for the FTA Pilot: DART Red Line and Blue Line Corridors Last Mile Connections Project (2020). The parcel’s population data only covers the half-mile radius around rail stations. It is not a full replacement for other data sources as it only provides three variables: total residential units, commercial building square feet, and a calculated number of people on that property at any given time. The NCTCOG Land Use categories are consistent with NCTCOG’s Regional Information Services 2020 Land Use dataset (except for Mixed Use which uses the 2015 Land Use data description). More information on the NCTCOG Land Use data can be found here: <https://data-nctcoggis.hub.arcgis.com/datasets/NCTCOGGIS::2020-land-use/about>

Parcel Population/Employment Estimation

After the size of the building and land use category for each property are edited and confirmed, they can be converted to a “people” calculation. “People” can be employees, residents, or visitors as fits each land use. The daily people estimate for each parcel are calculated using the land use category, the number of units, and/or building square footage. An example would be for an apartment building where we assume there are 1.8 people per multifamily unit, so a 253-unit apartment building would

have 455 people accessing it on an average day. **Table 2** lists the estimated number of people per housing or hotel unit and/or per 1,000 square feet of commercial space. Initial sources for the ratio of units/square feet to people come from various sources.^{19,20,21,22,23}

Table 2: Estimated Number of People per Land Use

NCTCOG LU	Description	Units	SQFT	People
111	Single Family	1	0	2.8
112	Multifamily	1	0	1.8
114	Group Quarters	1	0	1.3
121	Office	0	1000	3.0
122	Retail	0	1000	8.0
124	Hotel/Motel	1	0	1.1
125	Institutional/Semi Public	0	1000	5.0
126	Education	0	1000	12.0
131	Industrial	0	1000	1.0
143	Utilities	0	0	0.0
144	Airport			#
146	Runway	0	0	0.0
147	Venue			#
148	Railroad	0	0	0.0
149	Communication	0	0	0.0
151	Transit	0	0	0.0
160	Mixed Use*	1	1000	4.0
170	Parks/Recreation	0	0	1.0
174	Cemeteries	0	0	0.0
181	Flood Control	0	0	0.0
300	Vacant	0	0	0.0
309	Improved Acreage	0	0	0.0
401	Parking	0	0	0.0
501	Water Body Features	0	0	0.0
502	Small Water Bodies	0	0	0.0

*Not included in regional NCTCOG 2020 land use, specific to TOD parcel database.

#calculated by site-specific information

¹⁹ International Building Code 2015 - Section 1004 – Occupant Load, Table 1004.1.2Maximum floor area allowances per occupant https://up.codes/viewer/general/int_building_code_2015/chapter/10#1004

²⁰ U.S. Census 2000 Brief – Structural and Occupancy Characteristics of Housing: 2000, <https://www.census.gov/prod/2003pubs/c2kbr-32.pdf>

²¹ Methods used in NCTCOG 2040 Demographic forecast developed December 2006

²² In 2024 Retail (122), Institutional/semi-public (125), Education (126), and Mixed Use (160) land uses were updated floor space per worker data from the US Energy and Information Administration (EIA) through their Commercial Buildings Energy Consumption Survey (CBECS), (2018) Table B2

²³ Calibration based on spot checks against NCTCOG development monitoring data, LEHD, and other sources as needed.

Demographic Findings

Demographic data can reveal the possible likelihood of transit use and strategies supporting multimodal transportation needs. Exploring the current population characteristics also informs the discussion of balancing jobs and housing opportunities for future Silver Line rail commutes. Additional tables and charts on demographics summarized in this report are available in **Appendix A**. Background and additional information on NCTCOG’s 2022-2023 Transit Survey used in this report are available in **Appendix B**.

Resident Population

The estimated total population of the Silver Line corridor station areas today is 37,494 residents or about 8.50 people per acre (based on NCTCOG Parcel Data). The largest station area population is Knoll Trail (8,838) followed by CityLine/Bush (6,946) and Addison (5,764) as seen in **Figure 3**. Station area population densities range from 1.40 (Cypress Waters) to 21.40 people per acre (Knoll Trail) as seen in **Table 3**. The corridor overall is almost seven times denser than the region on average.

Figure 3: Population Estimates by Station Area

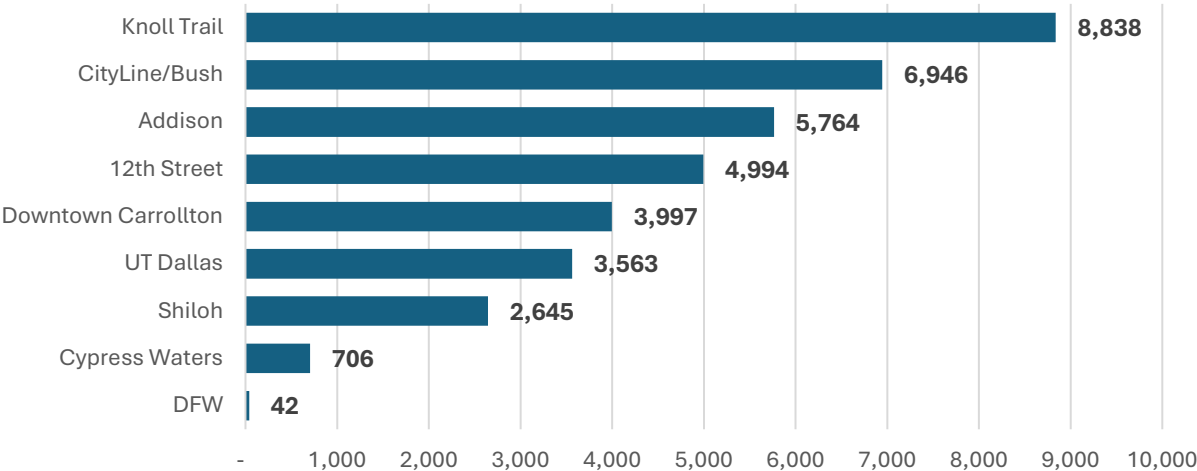


Table 3: Population Density by Station Area

Station Area	Density (per square mile)
Knoll Trail	21.40
CityLine/Bush	13.81
Addison	12.03
12th Street	9.93
Downtown Carrollton	7.95
UT Dallas	7.08
Shiloh Road	5.26
Cypress Waters	1.40
DFW Airport North	0.08
Corridor	8.50

Education

Approximately 50 percent of corridor residents have a bachelor's degree or higher. Percentages vary from station to station as seen in **Appendix A Figure A-1**. The percentage of residents around 12th Street, Downtown Carrollton, and Shiloh Road station areas that have bachelor's degree or higher is lower than the corridor average. Corridor residents are more educated than the average regional resident.

Race/Ethnicity

Fifty-five percent of corridor residents are White-only. CityLine/Bush, Knoll Trail, and UT Dallas are the most diverse as seen in **Appendix A Table A-4**. According to Census estimates, about 30 percent of corridor residents identify as Hispanic/Latino. Yet, according to **Appendix A Figure A-3**, 12th Street, Downtown Carrollton, and Shiloh Road stations are close to 50 percent or higher. Compared to NCTCOG's 2022-2023 Transit Survey, the Silver Line corridor overall is majority White, while regional transit riders are mostly a racial or ethnic minority. However, this is not true for some station areas such as Knoll Trail, UT Dallas, and CityLine/Bush that have less than 50 percent White population. Downtown Carrollton and Shiloh Road station areas are also more than 50 percent Hispanic ethnicity.

Age

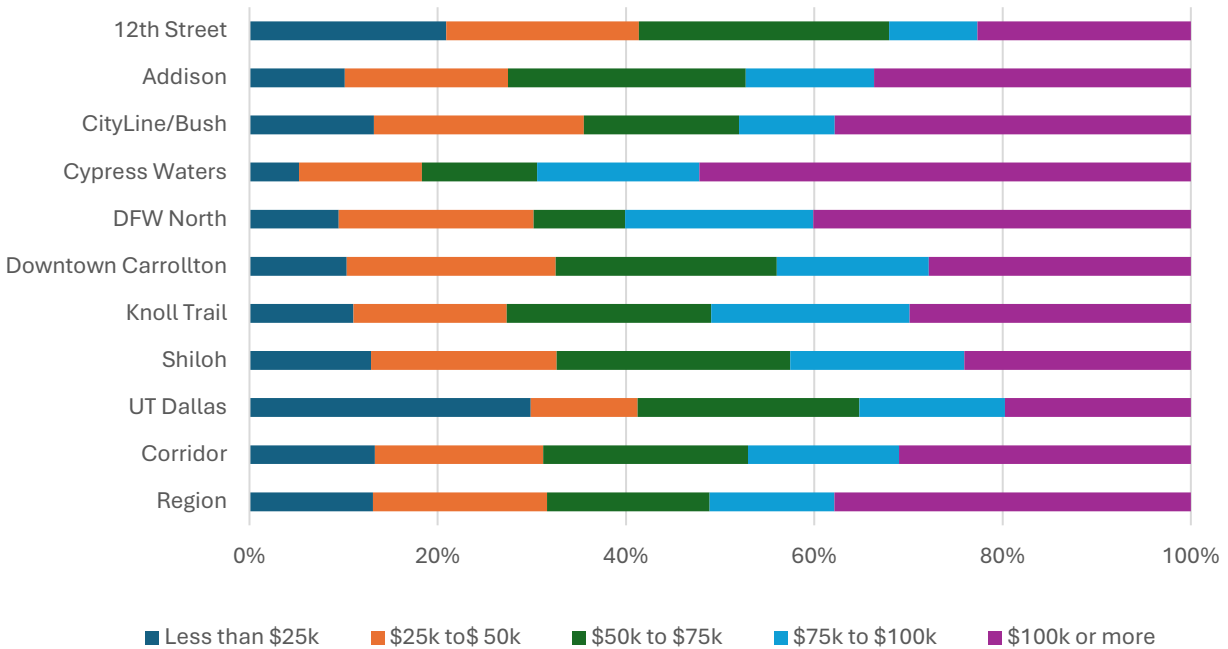
The Silver Line corridor population tends to be younger than the region with 58 percent of residents under the age of 34. As seen in **Appendix A Figure A-4**, approximately 75 percent of the population at UT Dallas station area is under 35, likely due to the university. Station area's median ages only range from 30 to 36 with an average age of 33. NCTCOG's 2022-2023 Transit Survey indicates approximately 67 percent of transit riders are between ages 20 and 44. The Silver Line corridor's existing population aged 20 to 44 is about 53 percent, which is much higher than the general North Texas region at only 35 percent in that age bracket.

Income

Household income patterns in the corridor vary as seen in **Figure 4**. Overall, 53 percent of station area households have an annual income of less than \$75,000. However, the average median household income is estimated at \$79,562. The UT Dallas station area has the lowest median household income at \$44,607 annually, while the neighborhoods of Coppell by the Cypress Waters station area have the highest at \$94,607. Overall, most corridor households have lower household incomes compared to the regional median household income of \$76,916. **Figure 4** shows a comparison of each station area by income brackets.

According to NCTCOG's 2022-2023 Transit Survey, 90 percent of all transit riders and 75 percent of commuter rail transit riders make less than the regional median income. This could mean some of the Silver Line stations have a higher propensity to ride transit based on trends related to household income. With 12th Street at 68 percent and UT Dallas at 65 percent below \$75,000, annual household income would be an example of station areas with a higher propensity for transit ridership.

Figure 4: Household Income by Station Area



Transportation and Commuting

This section covers Silver Line residents’ existing commuting behavior and car ownership rates. All data reported here is from the ACS 2021 5-year estimates and proportionally distributed to the half-mile radius of each Silver Line station.

Household Vehicles

About seven percent of corridor households are estimated to be zero-car households, while the regional rate is five percent. Only Cypress Waters and Downtown Carrollton are estimated to have rates lower than the region. UT Dallas is especially high, likely due to the student population, as seen in **Appendix A Figure A-12**. Data from NCTCOG’s 2022-2023 Transit Survey reports that 49 percent of riders come from households with no vehicles available.

Commute Mode

Sixty-eight percent of workers in the corridor are estimated to drive alone to work as seen in **Appendix A Figure A-13**. This trend is similar for every station except for UT Dallas, where only 49 percent are drive-alone commutes. Carpooling or working from home are the most common alternatives to driving alone at other station areas. While the Silver Line rail is not yet in operation, station areas with bus and light rail service averaged an estimated two percent commuting by transit, similar to North Texas’ regional estimate.

Travel Time to Work

The station-by-station average travel time to work along the corridor is between 15 and 30 minutes. The Shiloh Road station area has the longest average travel time at 25 minutes, while CityLine/Bush station area residents have the lowest at 19 minutes. See **Table 4** for travel time to work for all

stations. Based on Census ACS data, 53 percent of those commuting on public transit spend more than 35 minutes commuting and 26 percent spend more than an hour.

Table 4: Average Travel Time to Work

Name	Average Travel Time to Work (Minutes) ²⁴
Shiloh Road	25.1
Knoll Trail	24.7
Addison	24.1
12th Street	22.3
Downtown Carrollton	22.2
Cypress Waters	22.0
UT Dallas	19.7
CityLine/Bush	19.2
DFW Airport North	2.7
Corridor	22.3
Region	28.2

Transit Rider Profile Comparison

Using the data estimates from the existing Silver Line Census ACS and parcel data, a total comparison can be made with the 2022-2023 Transit Survey to estimate likely factors favoring future ridership as seen in **Table 5**. Residents of the Silver Line corridor have some characteristics that are favorable to transit and others differing from current regional transit riders.

Table 5: Summary Comparison of Existing Silver Line Residents to Regional Transit Riders

	Silver Line Corridor Residents (Census 5-yr 2021)	NCTCOG On-Board Transit Survey Riders
Education	Over 50% have a bachelor's degree or higher	[not evaluated]
Race/ Ethnicity	55% White	49% Black/African American
Age	53% are between 20 and 44 years old	67.7% are between 20 and 44 years old (largest age group to ride transit)
Income	< \$25,000: 13% \$25,000 to \$50,000: 19% \$50,000 to \$75,000: 22% >\$75,000: 47%	< \$ 25,000: 36% \$25,000 to \$50,000: 39% \$50,000 to \$75,000: 15% >\$75,000: 10%
Household Size	77.6% of households consist of 1 or 2 people	46.9% of households consist of 1 or 2 people
Zero-car households	7% are zero-car households.	49.2% reside in zero-car households
Commute Mode	68% drive alone, 2% use transit	N/A
Commute Time	~22 minutes on average	Over 35 minutes for the majority of riders (Census ACS data)

²⁴ Spatially weighted average travel time to work from tract-level geographies

Density: On average, the corridor population is more dense than the region with a much higher proportion of large multifamily buildings. This could be favorable to future transit use.

Education: Corridor residents are more likely to have higher education levels than the average North Texan. This was not evaluated in NCTCOG's 2022-2023 Transit Survey.

Race/Ethnicity: The Silver Line corridor, like the region, is estimated to be majority White and not Hispanic or Latino. This differs from existing transit riders that are mostly Black/African American.

Age: The Silver Line corridor is generally estimated to be younger than the region as a whole with the majority aged 20 to 44, very similar to the age range of most transit riders.

Income: The regional median income for the data analysis period was \$76,916. It's estimated 53 percent of the corridor households made below that amount while the 2022-2023 Transit Survey indicated 90 percent of riders made less.

Household Vehicles: Similar to the region at five percent, around seven percent of the Silver Line corridor households are estimated to not have access to a vehicle, while for regional transit riders, 49 percent of households do not have access to a vehicle for commuting.

Commute Mode: Like the region, most of the Silver Line corridor residents (68 percent) drive to work. Only two percent are estimated to use existing transit (bus and light rail) on the corridor.

Commute Time: The average regional resident spends approximately 28 minutes commuting while Silver Line corridor residents have a slightly shorter average of 22 minutes. Transit commutes are likely longer with a majority of riders estimated to spend over 35 minutes and 25 percent spending at least an hour commuting.

Jobs Findings

Analyzing jobs near transit can help inform ridership potential and TOD needs. This section will present data from Census ACS 2021 5-year estimate tables and the Longitudinal employer-household dynamics Origin-Destination Employment Statistics (LODES) 2021 work area profile proportionally distributed to half-mile radii of Silver Line stations. The LODES data source is provided as points at approximately the Census Block level which very closely corresponds to fit the station area half-mile radius.

Total Jobs (LODES)

There are an estimated 60,000 jobs within a half mile of Silver Line stations and about 120,000 if DFW Airport employees are included. **Table 6** indicates the total jobs per station area. The Knoll Trail and Addison station areas, which overlap each other, account for about 54 percent of jobs in the corridor. Corridor job density is about 25 times denser than the region overall. About 60 percent of workers in jobs along the corridor are between the ages of 30 and 54. Two-thirds of workers have completed some college or have a degree and about 38 percent have a bachelor's degree or higher. Approximately 73 percent of the corridor jobs pay greater than \$40,000 annually. About eight percent of jobs along the corridor pay less than \$15,000 annually.

Table 6: Total Jobs per Station Area

Station Area	Total Jobs
Addison	22,229
CityLine/Bush	10,674
Knoll Trail	9,981
Downtown Carrollton	6,932
12th Street	5,708
Shiloh Road	2,423
UT Dallas	1,076
Cypress Waters	820
DFW Airport North	52
Total	59,895

Job Industry Sectors (LODES)

Job industries in the corridor vary widely as seen in **Appendix A Table A-15**. The most prevalent North American Industry Classification System industry categories on the corridor are “*Finance and Insurance*”, “*Professional, Scientific, and Technical Services*”, and “*Health Care and Social Assistance*” at 49.3, 29.8, and 18.7 percent of jobs, respectively. “*Retail Trade*” sector is not a top three sector on the Silver Line corridor despite accounting for 10 percent of jobs in the region.

Dallas-Fort Worth International Airport

DFW Airport is the western anchor of the Silver Line. It is expected to be a major destination and origin for transit riders. It is also expected to be a major employment destination for riders on the Silver Line. About 60,000 of the 120,000 corridor employees work at the airport terminals, which include concessionaires, TSA agents, ramp workers, and more.²⁵ All Silver Line passengers arriving or

²⁵ Estimate provided by DFW Airport staff

departing at the airport terminal station have access to the rest of the terminals via SkyLink, the internal transit system within the airport, and other DFW Airport internal transportation services (bus, shuttle, etc.).

DFW Airport is a major employment magnet for the corridor with many daily commuters going to the airport for many different purposes. **Table 7** displays a series of common airport jobs and their corresponding average wages in the region.²⁶

Table 7: Common Airport Jobs

Jobs	Average Annual Wage
Food Service Workers	\$25,540
Custodians	\$28,840
Baggage Handlers	\$29,080
Transportation Security Screeners	\$46,030
Ticket Agents	\$48,990
Flight Attendants	\$63,070
Aircraft Mechanic	\$78,250
Air Traffic Controller	\$157,310
Pilots	\$221,720

It is possible that a greater need for affordable transportation could make some DFW Airport employees likely Silver Line transit commuters. Further comparisons of the jobs and housing opportunities in the corridor will be explored later in the existing conditions document.

²⁶ Average regional wages according to the US Department of Labor’s O*NET Online, <https://www.onetonline.org/>

Land Use and Development Trends

Significant development has already occurred around the Silver Line station areas. Some station areas are completely built out while others are vacant land opportunities for transit-oriented development. Examining the current land uses through housing trends, commercial trends, and existing TOD efforts can show the corridor's opportunities and challenges for increased TOD.

Land Use by Acreage Summary

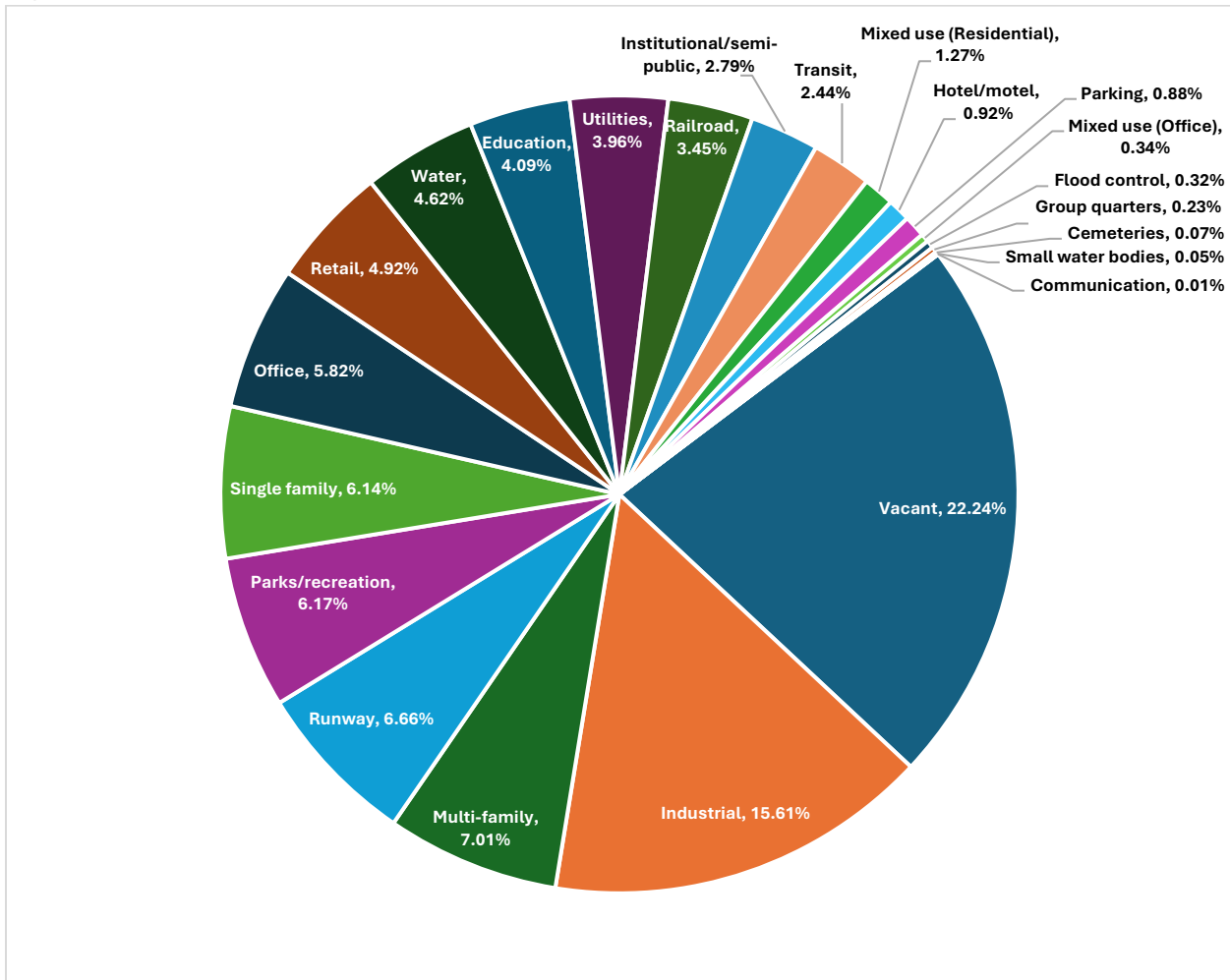
To illustrate overall land use, all properties on the corridor were classified according to the 2020 NCTCOG regional land use layer.²⁷ For the Silver Line corridor, NCTCOG conducted additional quality control on the 2020 layer around the station areas' half-mile radii. Staff analyzed satellite imagery and Google Street View™ to update recently developed land as needed. Land use classifications can be inherently challenging as various commercial uses can occupy a variety of building types and development trends are constantly changing. NCTCOG's land use classification on the Silver Line corridor represents the best effort but may contain minor inaccuracies or be outdated as properties take on new tenants/owners or change use.

Current Land Use Patterns

On the Silver Line corridor, the largest land use is vacant (22.24 percent), due to stations like DFW Airport North and Cypress Waters not yet being developed. Other large land use categories include Industrial (15.61 percent), Multifamily Residential (7.01 percent), and Runway (6.6 percent). The remaining 48.48 percent of parcel land is comprised of 19 different land use types as seen in **Figure 5**. Maps of each station area's half-mile radius land use classification are available in **Appendix C**.

²⁷ <https://data-nctcoggis.hub.arcgis.com/datasets/NCTCOGGIS::2020-land-use/about>

Figure 5: Silver Line Corridor Land Use Mix



Within each station area, land use varies significantly, with some areas dominated by specific types. DFW Airport North, Cypress Waters, and CityLine/Bush consist predominantly of vacant land. In contrast, 12th Street, Downtown Carrollton, and Shiloh Road are primarily characterized by industrial land uses, as shown in **Table 8**.

Table 8: Station Area Predominant Land Uses

Station Area	Land Use	Percent
12th Street	Industrial	40%
Addison	Airport Runway	22%
CityLine/Bush	Vacant	16%
Cypress Waters	Vacant	45%
DFW Airport North	Vacant	76%
Downtown Carrollton	Industrial	36%
Knoll Trail	Multifamily	38%
Shiloh Road	Industrial	52%
UT Dallas	Education	21%

Ideally, a perfect half-mile TOD radius has approximately 502 acres of land. However, due to highways, large roadways, rail lines, and water features, as seen in **Table 9** the Silver Line station areas have less land that can be developed.

Table 9: Total Developed or Redeveloped Land per Station Area

Station	Redeveloped/Developed Land (Total Acres)
Cypress Waters	418.2
12th Street *	415.7
Shiloh Road	414.1
DFW Airport North	403.9
UT Dallas	385.6
Downtown Carrollton	334.1
Knoll Trail*	329.9
Addison*	298.7
CityLine/Bush*	297

*Indicates half-mile radius overlap with another station.

To address overlapping station areas, local transportation or political boundaries were used. In the case of Addison and Knoll Trail station areas' overlap, the City of Dallas/Town of Addison boundary was used. For CityLine/Bush and 12th Street station areas' overlap, Plano Parkway is used to split up the land assigned to each station for analysis purposes.

Housing Characteristics

Housing is a key land use for evaluating commute trends and opportunities for equal access to the corridor. Housing occupancy, type, cost, and cost burden are the Census measures selected to show key trends for Silver Line stations. Additionally, a more geographically precise housing unit count and housing type data from the NCTCOG TOD Parcel Database will be used here.

Housing Units

Based on NCTCOG TOD Parcel Database, the Silver Line corridor has a total of 20,307 housing units with a density of 4.58 units per acre. This housing density is about seven times higher than the region overall. Addison, Knoll Trail, and CityLine/Bush account for almost 60 percent of the housing units on the corridor today with Knoll Trail having the highest number of housing units at 7,306 units. Cypress Waters has the lowest number of housing units at 252 units due to the amount of vacant land within the half-mile station radius. **Appendix A Table A-7** highlights the number of housing units across all station areas along the corridor.

Housing Occupancy

According to Census data, about 12 percent of the units in the corridor are vacant as seen in **Appendix A Table A-10**. The station area with the lowest vacancy rate is Cypress Waters (two percent) and the Addison station area has the highest vacancy rate (14 percent). The North Texas region was estimated to have an overall seven percent housing vacancy rate.

Housing Types

The NCTCOG Parcel data was used to track four types of housing on the corridor as seen in **Table 10**. Over 17,000 housing units of the total 20,307 are multifamily, including those in a mixed-use building. All station areas, except Cypress Waters and DFW Airport North, have at least 900 multifamily units. Cypress Waters is planning to add multifamily units in the future (see “Cypress Waters Development Master Plan” in the Station Area Plans **Appendix F**).

According to Census data, housing units in the corridor are primarily renter-occupied (80 percent) and 54 percent in large (20 or more units) buildings/complexes as seen in **Appendix A Table A-11**. This is different from housing in the region overall, which is primarily owner-occupied (60 percent) and single unit detached (63 percent).

Table 10: Housing Types along the Corridor (NCTCOG Parcel Data)

Land Use	Units	Percent of Total
Multifamily	12,654	65%
Mixed Use	5,117	26%
Single family	1,260	6%
Group quarters	580	3%

Housing Cost

Housing costs in the corridor vary substantially between station areas as seen in **Table 11**. Station areas like CityLine/Bush have higher rent than older station areas presumably due to newer housing units. The median gross rent for the corridor is \$1,453 a month. The median gross rent for the region between 2021-2017 was \$1,638. For Dallas and Collin Counties, median gross rent was \$1,597 and \$1,866 respectively. Of the owner-occupied homes on the corridor Census data indicates they were likely cheaper than the median regional home value at \$255,600.²⁸

Table 11: Median Monthly Housing Cost

Name	Median Owner-Occupied Home Value ²⁹	Median MOC* (w/ Mortgages) ²⁹	Median MOC (w/o Mortgages) ²⁹	Median Gross Rent ²⁹
12th Street	\$106,893	\$782	\$210	\$582
Addison	\$203,470	\$1,365	\$249	\$911
CityLine/Bush	\$50,188	\$354	\$110	\$2,525
Cypress Waters	\$101,242	\$664	\$291	\$799
DFW Airport North	\$13,902	\$69	\$34	\$74
Downtown Carrollton	\$149,683	\$1,199	\$394	\$894
Knoll Trail	\$219,157	\$1,547	\$1,305	\$1,551
Shiloh Road	\$151,099	\$1,117	\$373	\$912
UT Dallas	\$83,084	\$540	\$145	\$1,920

*MOC = Monthly Owner Cost

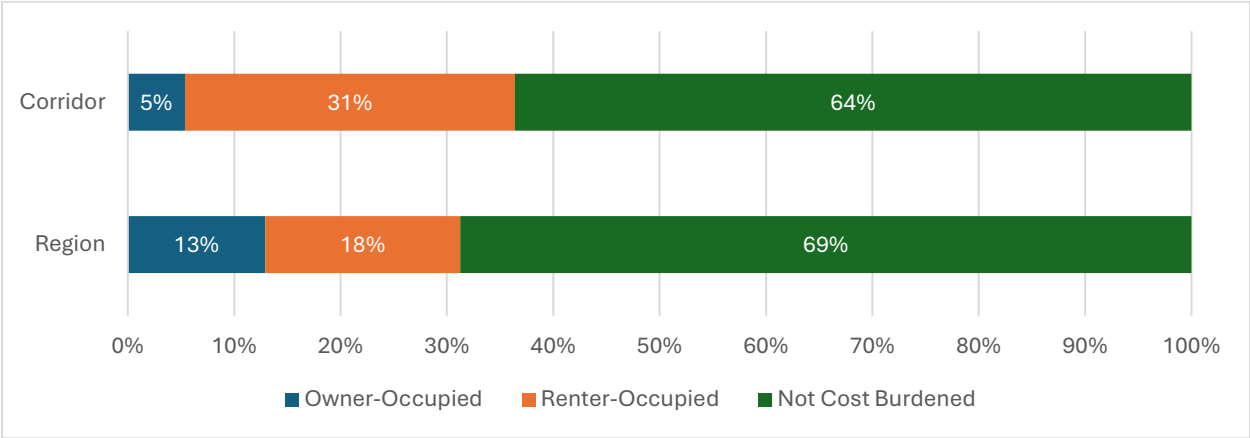
Housing Cost Burden

Housing affordability is a challenge for approximately 36 percent of households on the Silver Line corridor as seen in **Figure 6**. Cost burden is defined as spending greater than 30 percent of household income on housing costs. Almost 75 percent of cost-burdened renters make less than \$50,000 annually. To comfortably afford the corridor median rent of \$1,453, households need an annual income of \$58,120. Compared to the region, the corridor has more housing cost-burdened households, with renter-occupied units making up a much larger proportion. The UT Dallas station area has the highest percentage of housing cost burden overall (54 percent), likely due to the student population.

²⁸ Dallas-Fort Worth-Arlington, TX Metropolitan Statistical Area, 2021 ACS 5-year data

²⁹ Spatially weighted average median costs from tract-level geographies

Figure 6: Housing Cost Burden by Percent of Occupied Housing Units



Commercial Space

Based on NCTCOG parcel data, there is over 30 million square feet of commercial space within the Silver Line corridor as seen in **Table 12**. The Silver Line was formerly the freight rail line known as the Cotton Belt. This freight rail history has likely contributed to the high square footage of industrial buildings that still exist today. Office space, notably in the form of high-rise towers, is the second largest by building size on the corridor. Finally, while recent trends have added more mixed-use retail space, it has a long way to go to catch up with non-mixed use (and often auto-oriented) retail space.

Table 12: Commercial Space Around the Silver Line Corridor

Land Use	Building Sq. Ft.	Acres	Percent of Total Sq. Ft.
Industrial	12,021,845	884.5	38%
Office	8,470,073	329.7	27%
Education	2,709,720	231.6	9%
Retail	2,461,794	278.7	8%
Mixed use (Office with retail)	2,235,629	19.2	7%
Hotel/motel	1,664,108	52.4	5%
Institutional/semi-public	1,384,635	158.3	4%
Mixed use (Retail in Residential)	364,973	71.8	1%
Totals	31,312,777	2,026.1	

Transit-Oriented Development Projects

Since Dallas Area Rapid Transit’s acquisition of the former Cotton Belt corridor in 1990, local municipalities and developers have been building transit-oriented development. Some were built as long as 25 years ago, while other TOD’s have just been announced or are in the process of development. This indicates a market for TOD and what might be expected for ongoing development.

Current TOD Inventory

There are a total of 75 TODs on the Silver Line corridor today as identified by NCTCOG. These were found using NCTCOG’s North Texas TOD Inventory Methodology³⁰ which identifies development at the property or building level in the half-mile radius of rail transit stations. Potential TODs were identified through the following TOD characteristics:

- **Location:** The TOD is located within a half mile of regional rail stations.
- **Timing:** The development was constructed within the planning time frame for the transit project.
- **Form/Density:** The development has building placement with minimal setback and density is an overall urban- or pedestrian-friendly form upon initial observation.

Developments that may not meet TOD form and density requirements but are planned with published TOD intent have also been evaluated in the inventory. Additionally, older buildings that have been retrofitted from historic or existing structures to make them more transit-oriented are included.

The Silver Line stations with the most TODs are Addison and Knoll Trail with a total of 29 TODs followed by CityLine/Bush with 20 TODs as seen in **Table 13** and **Figure 7**. Many TODs, like those at CityLine/Bush, Downtown Carrollton, and Plano’s 12th Street stations were likely built for their existing DART light rail stations. Other TODs like Addison Circle were built in anticipation of the Silver Line’s construction. A full list of TODs on the Silver Line corridor can be found in **Appendix D**.

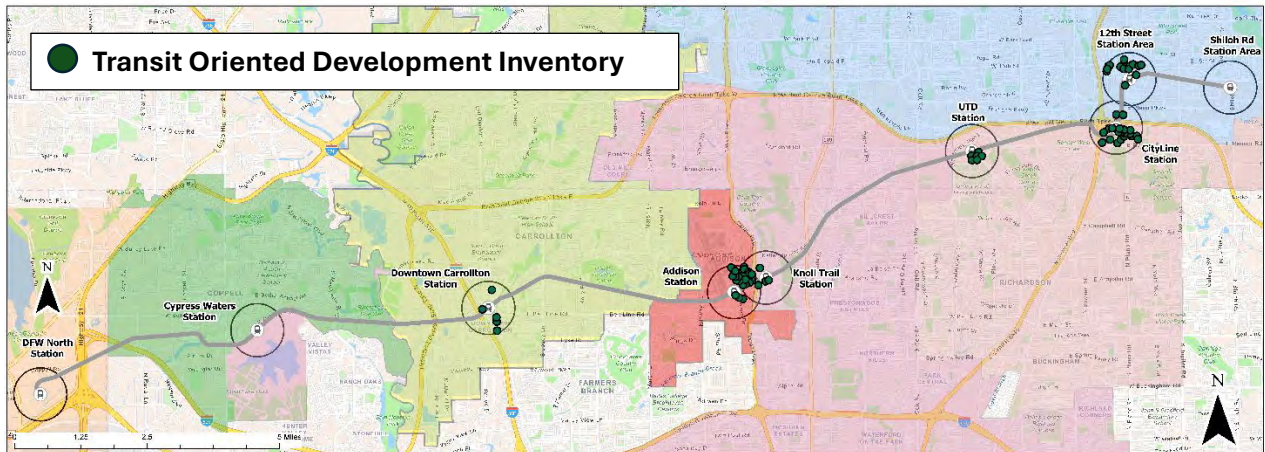
Table 13: Number of Transit-Oriented Developments Near Silver Line Stations

Station*	Number of TOD Developments
Addison	25
CityLine / Bush	20
12th Street	15
UT Dallas	6
Downtown Carrollton	5
Knoll Trail	4
Total	75

*Shiloh Road, Cypress Waters, and DFW Airport North are not currently listed as they have no existing TODs in the half-mile radius.

³⁰ [TOD_InventorySummary_Methodology.pdf \(nctcog.org\)](#)

Figure 7: Silver Line TOD Inventory Map



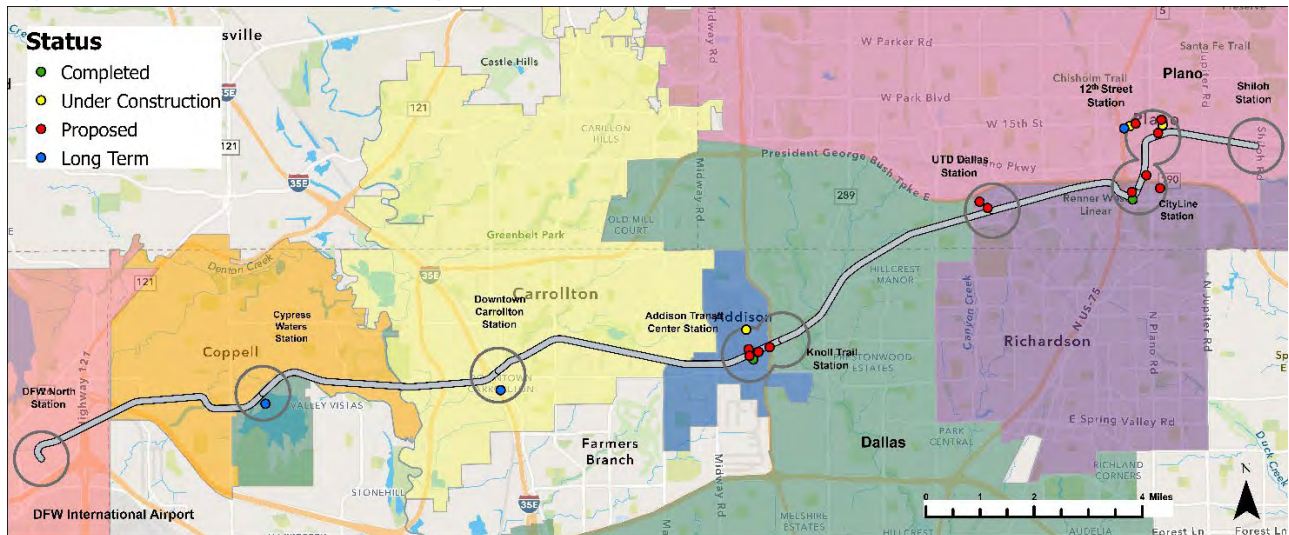
Planned/Proposed Transit-Oriented Development

There are currently 20 development projects underway along the Silver Line corridor:

- 12 are proposed (announced by developer/have zoning approval/detailed site plans are available)
- 3 are in long-term development (general plans show TOD at site)
- 3 are under construction
- 2 have been completed recently.

Most of this new development is concentrated around Addison Station and 12th Street Station in Plano, as illustrated in **Figure 8**. It should be noted that not all proposed long-term TOD projects reach final construction as initially designed but they do show developer interest in TOD.

Figure 8: Silver Line Planned/Proposed TOD



Jobs and Housing – Current Imbalance

Overall, the Silver Line corridor is job heavy with about five jobs for every housing unit and about three per resident (estimate includes jobs at DFW Airport). This is reflected by the corridor’s mostly commercial land uses; however, many recent and planned TOD projects are building more housing. Based on published developer plans and zoning approvals, NCTCOG estimates that approximately 6,500 housing units and over eight million square feet of additional commercial space will be built in the corridor station areas over the next several years; see **Table 14**. This does not include the land at DFW Airport North Station which is restricted to commercial only due to airport proximity.

Table 14: Estimated Units from Planned and Proposed Developments

Station Area	Housing Units	Commercial SQFT
Cypress Waters	2,905	6,407,000
CityLine/Bush	620	1,400,000
Addison	698	629,799
UT Dallas	1,646	72,600
12th Street	691	29,000
Totals	6,560	8,538,399

Balancing jobs and housing opportunities along the corridor is an ongoing challenge. The major job concentration on the west end of the corridor is at DFW Airport, which hosts approximately 60,000 jobs today. DFW Airport has also announced continued expansion, adding even more airport jobs. These jobs are likely labor-intensive opportunities with some professional office roles, mostly accessible through the airport’s employee shuttles, buses, and Skylink. With the future Silver Line connection, DFW Airport could be the biggest employer driving demand for additional housing along the corridor.

Many stations are constrained in ability to add significant jobs or housing. Today, the Addison/Knoll Trail Station area has an estimated housing concentration with over 10,000 units. Additionally, they also have an estimated 32,000 jobs. Plans are underway for the remaining vacant tracks to add a mix of uses but without major redevelopment, jobs and housing can’t be numerically balanced. Conversely, station areas with significant vacant land like Cypress Waters, UT Dallas, and CityLine/Bush have the most capacity to add new housing.

Today, there are approximately 20,307 housing units, and 119,895 jobs³¹ along the Silver Line corridor. The ratio of jobs to housing is 5.9 jobs per housing unit. To create a more balanced commuter situation, tens of thousands of housing units would need to be added. **Table 15** shows the current balance of jobs and housing along the corridor and compares them to the region which is conceptually balanced with 1.2 jobs per housing unit.

³¹ 59,895 estimate via LODES plus the 60,000 jobs at DFW Airport

Table 15: Jobs/Housing/Population Balance

Name	Jobs	Housing Units	J/H Ratio
Silver Line Corridor	119,895	20,307	5.9
Region	3,733,267 ¹	3,020,276 ²	1.2

1. LODES 2021, 11-County Metropolitan Statistical Area
2. Census ACS 2021, 11-County Metropolitan Statistical Area

Balance of jobs and housing is more than just total counts. Housing affordability is a challenge for some households (36 percent) on the Silver Line corridor. Households would need to earn an annual income of at least \$58,120 to comfortably afford the corridor’s median rent of \$1,453. Evaluating commuting likelihood for the biggest employment location, DFW Airport, the average annual wage for Food Service Workers, Custodians, Baggage Handlers, Transportation Security Screeners, and Ticket Agents at the airport do not meet this threshold according to the U.S. Department of Labor as seen in **Table 16**. Further discussion in this plan should evaluate the type of housing needed on the corridor in addition to the volume of units.

Table 16: DFW Airport Average Annual Job Wage

Jobs	Average Annual Wage
Food Service Workers	\$25,540
Custodians	\$28,840
Baggage Handlers	\$29,080
Transportation Security Screeners	\$46,030
Ticket Agents	\$48,990

Policy Context

Demographics and land use observed on the corridor are the result of many factors in and out of local government control. However, local governments and other stakeholders can set a path for TOD through plans, policies, and partnerships. This section will present those existing efforts along the corridor.

Tax Increment Finance/Public Improvement Districts

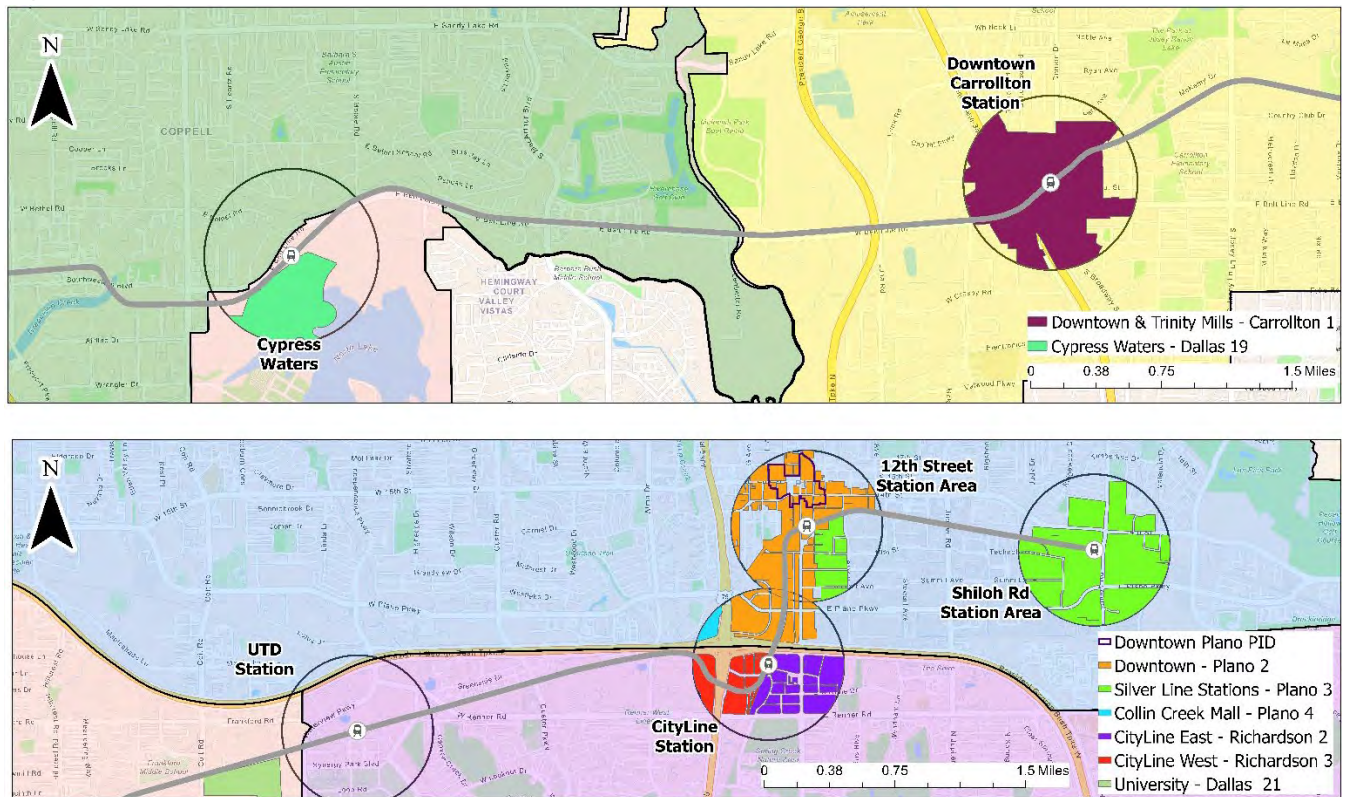
Value capture-based districts can be significant in catalyzing development. There are seven Tax Increment Reinvestment Zones (TIRZ) established within a half-mile radius of the Silver Line stations in Plano, Richardson, Dallas, and Carrollton. These zones cover a significant portion of five Silver Line station areas. DFW Airport North, Addison, Knoll Trail, and UT Dallas station areas do not have established TIRZs, although the UT Dallas station area is adjacent to Dallas' University TIRZ (University Center sub-district). **Table 17** lists the zones and the corresponding station areas.

Table 17: Silver Line Station Area TIRZ(s)

Station Area	TIRZ(s)
12th Street	Plano 2 (Downtown) Plano 3 (Silver Line stations)
Addison	None
Carrollton	Carrollton 1 (Downtown and Trinity Mills)
CityLine/Bush	Richardson 2 (East of rail line) Richardson 3 (West of rail line) Plano 2 (Downtown) Plano 3 (Silver Line stations) Plano 4 (Collin Creek Mall)
Cypress Waters	Dallas 21 (Cypress Waters)
DFW Airport North	None
Knoll Trail	None
Shiloh Road	Plano 3 (Silver Line stations)
UT Dallas	None

There is only one Public Improvement District (PID) on the Silver Line which is the Downtown Plano PID that overlaps the northern half of the 12th Street station area. See **Figure 9** for a map of station areas, TIRZs, and the Downtown Plano PID.

Figure 9: TIRZ and PID within Silver Line Station Areas' Half-Mile Radius



Zoning

Zoning that allows TOD is essential. Furthermore, its requirements and design standards are key to walkable environments. This evaluation of DART's Silver Line corridors for local zoning involves documenting how much of the station area is entitled already for TOD and how much may need to be updated to support transit.

Corridor Zoning Summary Methodology

To present a corridor-level summary and comparison, the zoning codes of the seven cities and DFW International Airport are categorized into a standard code group as seen in **Table 18**. This only includes current zoning within a half-mile radius of each Silver Line station area.

Table 18: Standard Zoning Code Group

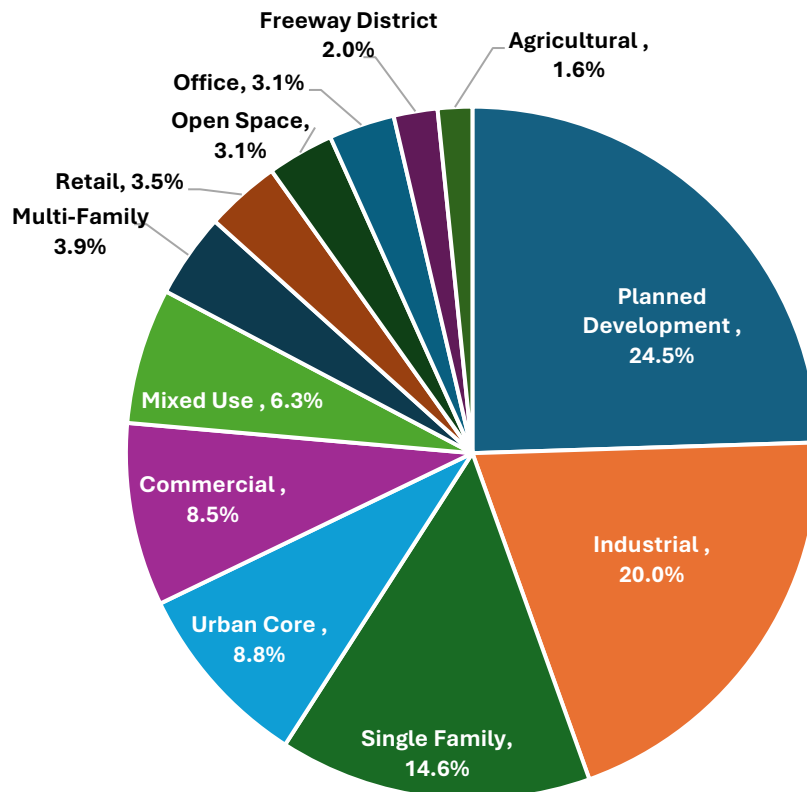
City Code	Standard Code	Description
Agricultural	Agricultural	Reserved for agricultural and its related activities.
Commercial Heavy Commercial Corridor Commercial Multiple Commercial Light Commercial Business Park	Commercial	Regulates the varying intensity, development features and operation of business-related activities such as retail stores, offices, restaurants and other services.
Freeway District	Freeway District	Designed to offer ample space for various uses that capitalize on the connectivity of a regional freeway network, allowing for high-intensity activities, primarily featuring offices, retail establishments, light industrial operations, commercial businesses, as well as hotels, motels, and restaurants located along current and planned freeways.
Light Industrial Research Technology	Industrial	Regulated the location and operations of manufacturing, production, assembly where housing and other industrial or development operations.
Mixed Use DFW Mixed Use	Mixed Use	Permits for the development of properties that allow for multiple uses within a single area.
Duplexes Town Homes Attached Homes Multifamily	Multifamily	The allowance to accommodate two or more households within a single structure.
Retail / Office Office	Office	Permits the building and uses related to housing the administrative function for commercial, professional, administrative, financial services.
Open Space / Parks / Flood Plain	Open Space	Intended to provide land for recreational use and the provisions of natural and/or open spaces.
PD -xx	Planned Development	An alternative to traditional district-based zoning by offering greater flexibility in development.
Local Retail Reginal Retail Community Retail	Retail	Regulates the varying intensity, development features and operation retail trade services such as stores, restaurants or supermarkets, bakers.
Single Family Residential Districts	Single Family	Regulates the varying intensity and development features accommodate single family detached dwelling units.
Transit Centers CBD	Urban Core	Regulates the varying intensity and development features and operation that allows for the building of a high density, mixes of uses , and pedestrian friendly environment.

Current Zoning Conditions

The current zoning around the Silver Line station areas is about one-fourth (24.5 percent) zoned for Planned Development (PD), 20.0 percent for industrial uses, 14.6 percent for single family housing, and 8.8 percent set for the urban core. The remaining 32.1 percent of land is comprised of eight different zoning types. See **Figure 10** for a breakdown of zoning in the corridor. This distribution highlights the dominance of Planned Developments along the Silver Line corridor, serving as an alternative to traditional by-right zoning for greater flexibility. PDs are more frequently involved in the

approval of mixed-use projects and are more adaptable to unique design criteria.³² Maps and individual evaluation of zoning per station area can be found in **Appendix E**.

Figure 10: Silver Line Corridor Current Zoning



There is notable variation in zoning among the nine Silver Line station areas. For example, the Shiloh Road station area (58.22 percent) and the 12th Street station area (34.24 percent) are predominantly zoned for Industrial uses. The UT Dallas station area reflects a mix of zoning, with 34.30 percent designated for single-family residential and nearly 25.79 percent for office space. Meanwhile in Downtown Carrollton, urban center zoning makes up 33.33 percent of the area. The CityLine, Knoll Trail, Cypress Waters, and Addison Transit Center stations, however, are primarily zoned as Planned Development Districts, offering more flexibility for development, as outlined in **Table 19**.

³² Zoning for Mixed-Use Development. Daniel R. Mandelker. Washington University in St. Louis School of Law. 2023

Table 19: Station Area Zoning Composition

	North DFW	Cypress Waters	Downtown Carrollton	Addison	Knoll Trail	UT Dallas	CityLine/ Bush	12th Street	Shiloh Road
Agricultural	-	0.39%	-	4.62%	7.45%	1.05%	-	-	-
Commercial	5.9%	0.10%	3.23%	7.63%	4.84%	3.03%	27.25%	17.51%	8.70%
Freeway District	-	-	18.13%	-	-	-	-	-	-
Industrial	10.8%	14.57%	14.36%	24.67%	-	5.78%	14.59%	34.24%*	58.22%*
Mixed Use	60.5%*	-	-	0.29%	2.69%	-	-	-	-
Multifamily	-	1.19%	1.04%	-	18.15%	-	0.06%	0.76%	13.21%
Office	-	0.05%	0.06%	-	-	25.79%	2.18%	0.59%	-
Open Space	22.7%	-	-	6.35%	0.54%	-	-	-	-
Planned Development	-	57.13%*	-	36.19%*	51.10%*	21.26%	51.66%*	-	-
Retail	-	-	2.80%	8.19%	3.12%	8.80%	0.92%	4.18%	2.33%
Single Family	0.1%	26.73%	26.98%	-	1.43%	34.30%*	3.35%	20.62%	17.48%
Urban Core	-	-	33.33%*	10.03%	10.69%	-	-	22.03%	-

*Those that are highlighted green represent the dominant zoning type within the station area

TOD Zoning District Inventory and Supportiveness Evaluation

Base zoning districts in a half-mile radius from each station including Addison, Carrollton, Coppell, Dallas, Grapevine, Plano, and Richardson were evaluated for likely TOD-supportive zoning elements. The review of base zoning codes looked for development intensity and scale. NCTCOG’s Sustainable Development Guidebook³³ outlines metrics by which to evaluate a development’s walkable design in zoning:

- Higher Density: The zoning district density standards, if present, encourage higher density (i.e., ≥ 15 dwelling units per acre, floor area ratio (FAR) ≥ 1).
- High Lot Coverage: Permissible lot coverages are high to foster compact growth (i.e., ≥ 59 percent).
- Greater Building Height: The minimum allowable height standards encourage transit-supportive densities (i.e., ≥ two stories minimum).
- Minimal Setbacks: Minimal setback requirements or built-to lines enable buildings to be close to the street (e.g., zero feet minimum setback from sidewalk).

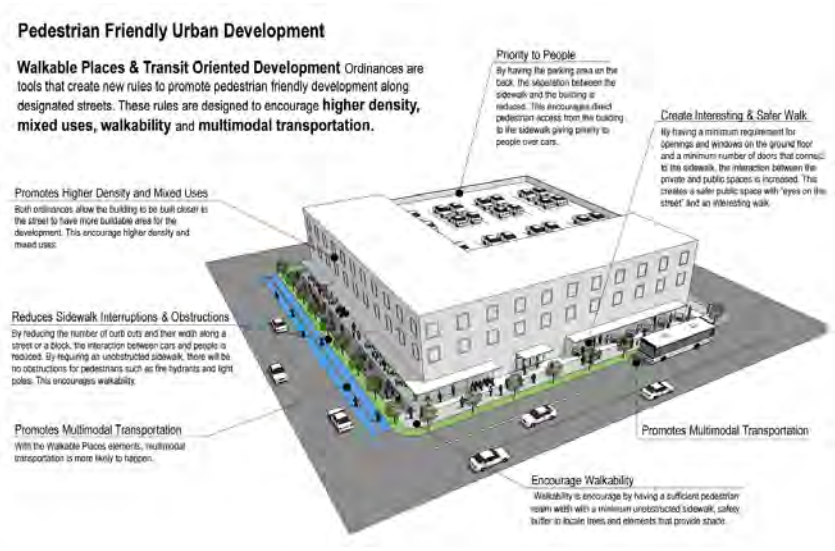
These four characteristics of TOD zoning focused on intensity and scale alone are not comprehensive. Other development rules like parking design and supply can give priority to the automobile. However, the core characteristics used here are frequently identifiable in zoning and usually indicate the TOD style of development that is allowed.

The classification of a base zoning district as likely TOD-supportive does not necessarily mean that TOD will exist there. This analysis looked at only where zoning would likely allow, but not require, development consistent with general TOD design or Pedestrian-Friendly Urban Development as seen in **Figure 11**. In this analysis, designations of “non-supportive” and “supportive” are estimates of the likelihood of TOD style projects being permitted by right. Planned unit development, also known as

³³ North Central Texas Council of Governments. (2016). North Texas Sustainable Zoning Guidebook. Retrieved on March 23, 2021 from https://www.nctcog.org/getmedia/4b65ba4e-fae5-4868-87cb-1aaa88a2b6de/Guidebook_FINAL_121316.pdf

planned development, may or may not be TOD. Where available the requirements of each PD were reviewed to determine supportiveness.

Figure 11: Pedestrian-Friendly Urban Development



City of Houston. Pedestrian Friendly Urban Development. https://www.houstontx.gov/planning/Commissions/committee_walkable-places.html

TOD Supportiveness Findings

For the overall DART Silver Line corridor, approximately 58 percent of all station area land is likely non-TOD supportive base zoning, while 42 percent is likely TOD supportive. This could be because the Silver Line corridor has a long history of being a freight and industrial corridor or generally auto-oriented prior to transit plans. Industrial, single-family, and some PD zoning typically do not allow the density and form of TOD. **Table 20** shows the range of acreage by station area found to be TOD-supportive by NCTCOG.

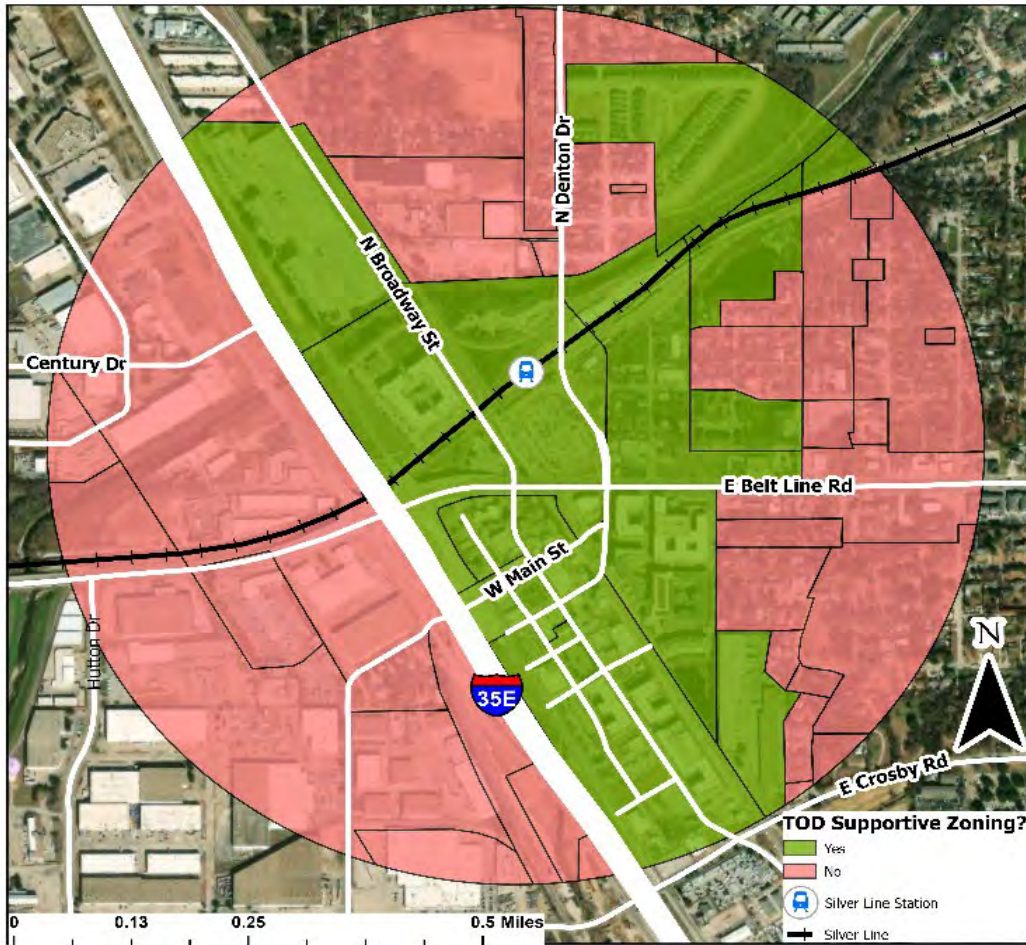
Table 20: Percentage of TOD Supportiveness for Each Silver Line Station Area

Station Area	Percent TOD Supportive Base Zoning Acres	Percent Non-TOD-Supportive Base Zoning Acres
Knoll Trail	66%	33%
DFW Airport North	61%	39%
CityLine/Bush	57%	43%
UT Dallas	51%	49%
Cypress Waters	48%	52%
Downtown Carrollton	38%	62%
Addison Transit Center *	33%	64%
12th Street	22%	78%
Shiloh Road	0%	100%

**The Addison Transit Center Station has a significant number of PDs that are not TOD-supportive as they are very site-specific/building-specific.*

An example of TOD-supportive base zoning can be seen at Downtown Carrollton Station in **Figure 12**. The Downtown Transit Center Zoning District takes up two-fifths of the station’s land area. The city’s code intends for the district to have a mix of residential, retail and office use in a pedestrian-friendly district that is “safe, comfortable and attractive by ensuring that buildings frame public spaces and incorporating elements like street trees, lighting, and awnings to encourage pedestrian activity and maintain or build upon the character reflected in Downtown Carrollton”. Maximum allowed height (more than three stories) is relatively high for the suburban context; high density and lot coverage are allowed with the Downtown Carrollton Station but are subject to city approval. Front yard setbacks, 0 to 6 feet, allow for a more urban walkable form in the Downtown Transit Center Zoning District.

Figure 12: Downtown Carrollton Station Area TOD Supportiveness



Planned unit development zoning, prevalent on the corridor, is sometimes used to support TOD. One planned development example, PD-4028 at the CityLine/Bush Station intends to “support the development of the Bush Central Station (CityLine/Bush Station) into a pedestrian-oriented, mixed-use urban development environment with convenient access to rail transit, shopping, employment, housing and regional retail services.” The planned development allows for a maximum density of 2,000 residential units and permits buildings with a height limit of 350 feet. Maximum lot coverage of 100 percent and setbacks from zero to five feet allow walkable urban form.

Other planned developments in the Silver Line corridor are used for things like auto-oriented land uses set in large parking lots. This underscores the unpredictability of PD zoning for future TOD support. Its possible future redevelopment could be a PD with TOD requirements or a PD with auto-oriented features. Area land use plans by cities can guide future zoning if their recommendations are followed by zoning administrators and related boards/committees.

Station Area Plans

The cities and stakeholders of the Silver Line corridor have been planning for TOD for over a decade. Station area planning has also increased now that the line is under construction. The six latest plans available with TOD-related content for each area listed west to east geographically are listed in **Table 21**. Summary paragraphs and links for all 17 plan reviews are available in **Appendix F**.

Table 21: Latest Area Plans by Station

Station	Plan Author	Station Area Plan(S)	Description
DFW Airport North	DFW Airport	DFW International Airport Land Use Plan	High-level map of future land use for all DFW Airport, not TOD-specific
Cypress Waters	Billingsley Company	Cypress Waters Master Plan (2020)	A map with full build out estimates for land owned by developer
Downtown Carrollton	City of Carrollton	Downtown Master Plan (In Progress)	Downtown focused plan with future vision and implementation recommendations
Addison	Town of Addison	Addison Circle Special Area Study (2018)	Specific to Town of Addison property with design concept for a TOD public/private partnership
Knoll Trail			
UT Dallas	UT Dallas	UTD Campus Master Plan Update (2018)	Long-term growth visions for UTD, not TOD-specific but has general future land use concepts
CityLine/ Bush			
12th Street Shiloh Road	City of Plano	Plano Silver Line Station Area Plan (In Progress)	TOD-focused plan covering future land use vision, public engagement, and implementation recommendations such as re-zoning

Local area plans for the Silver Line stations range from 2001 to 2024 in publication year. Not all had a TOD focus but each covers land use decisions. This summary looks at common trends in the plans based on TOD issues and best practices.

- Density and Mixed Use: Each existing area plan encourage mixed use and dense development on the Silver Line corridor. This is widely recognized in plans across time.
- Infrastructure Recommendations: Plans that specify what is needed on certain streets or sites to advance development are helpful. Some, but not all, have specific infrastructure recommendations such as needed pedestrian infrastructure.
- Parking: Managing parking efficiently was not a common theme. The Plano Study initial documents cover it and to a lesser extent the Addison Circle study mentioned parking.
- Mixed-Income Housing: Except for Plano, none of the plans offer recommendations related to affordable or mixed-income housing.

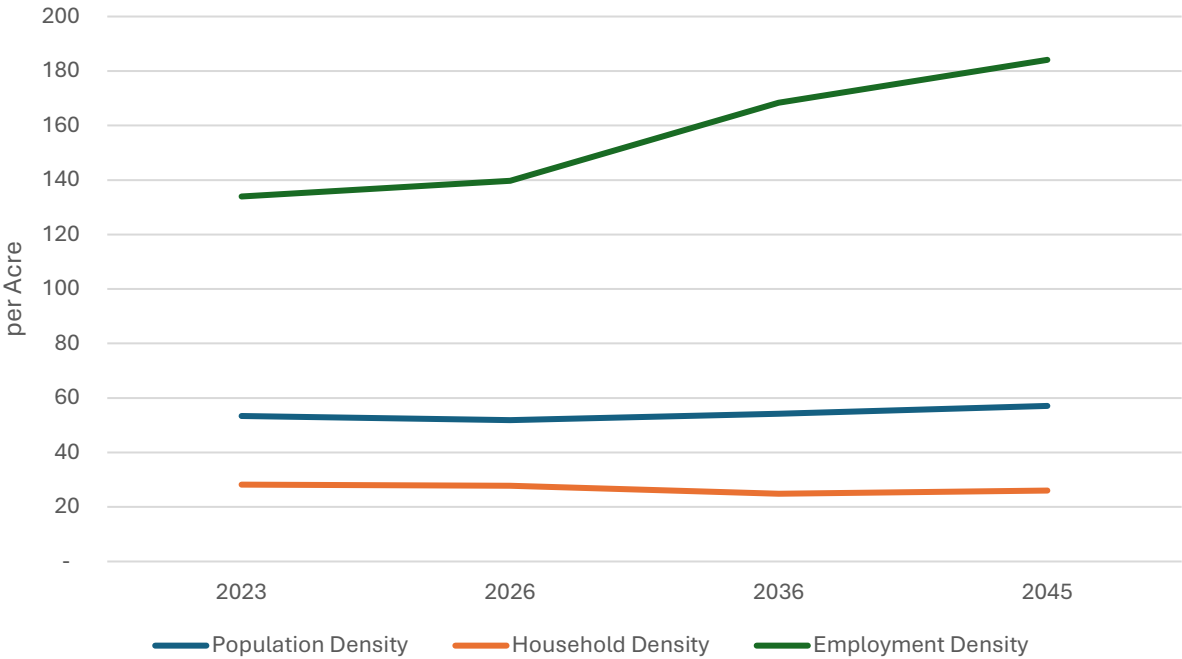
NCTCOG Forecast

In addition to the existing population, NCTCOG forecasts estimated growth as part of its long-range regional plan; the current plan is the Mobility 2045 Update. Every five years, the NCTCOG regional demographic forecast projects households, population, and jobs for a 25-year horizon. This data can be broken down to the Traffic Analysis Zone (TAZ) level (similar to Census Block groups). For this analysis, the TAZs were proportionally distributed to a half-mile radius of the Silver Line stations they intersected. More background on the NCTCOG Demographic Forecast can be found here: [Mobility 2045 Update Demographic Forecast \(By TAZ\) | NCTCOG OPEN DATA-Hub Site](#)

The summed population, household, and employment forecasts are presented as a projection for each Silver Line station. These geographies and corresponding demographics will be modified for the development scenarios and run through the NCTCOG Travel Model for the Silver Line TOD project.

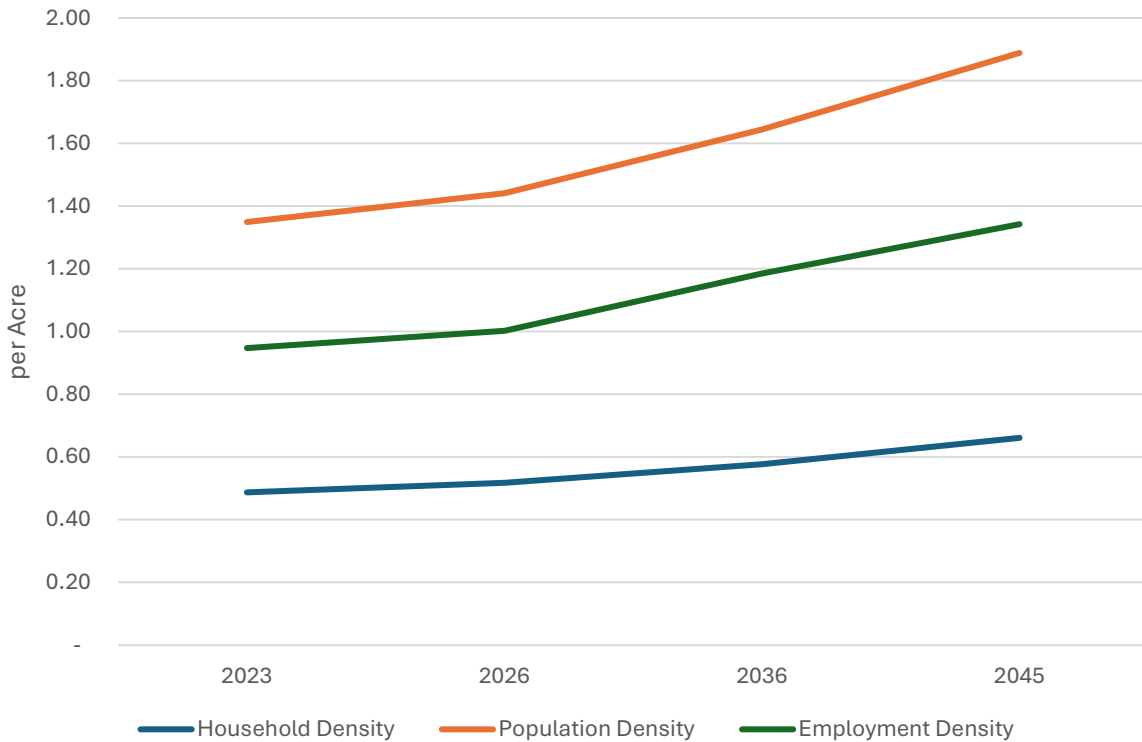
The current demographic forecast projects that the Silver Line will experience a four percent growth in population and a 34 percent growth in employment by 2045 resulting in almost 29,000 residents and over 92,000 jobs as seen in **Figure 13**. The CityLine/Bush and Downtown Carrollton station areas are modeled to experience the most in population growth, while CityLine/Bush and Addison station areas are forecasted to have the most job growth in the corridor by 2045.

Figure 13: Forecasted Corridor Densities



The forecasted densities in the corridor are much higher than those of the region overall as seen in **Figure 14**. However, faster growth is expected in the region compared to the corridor. The corridor population is expected to grow by seven percent by 2045 while the regional population is forecast to grow by 40 percent. Employment-wise, the corridor and region have more similar forecasts at 37 and 42 percent growth by 2045, respectively.

Figure 14: Forecasted Region Density



Station by station, Addison, CityLine/Bush, and Knoll Trail stand out for their higher 2045 population, household, and employment density forecasts. The graph in **Appendix A Figure A-14** shows that NCTCOG demographics project employment growth to far outpace household and population growth in the corridor for almost every station area.

Scenario Plan Next Steps

The NCTCOG 2045 Demographic Forecast is a modeled projection of growth created at the regional level that originates with a county-level focus. It did not include growth scenarios based on possible increases in density from local plans at a small scale. However, it is a starting point for the existing projection of future Silver Line ridership. It is also the source used for regional transit ridership forecasting. The current projection for Silver Line ridership in NCTCOG’s Mobility 2045 Update Demographic Forecast is 18,843 daily riders. Using growth scenarios from the Silver Line plan, alternative ridership projections will be made to see if ridership can be increased.

NCTCOG will use parcel data to project possible developments at the individual property level. The resulting growth can then be summed to the TAZ geographies of the Mobility 2045 Update Demographic Forecast and used for differing future ridership estimates.

Existing Conditions Main Takeaways

To inform future transit-oriented development on the DART Silver Line corridor, the existing context of current policy, population and the built environment factors around the stations have been evaluated for their impact on future ridership of commute trips (jobs/housing) on the corridor. Evaluated together, key takeaways are provided that can guide plan recommendations and final analysis.

Demographic Context for Transit

The current Silver Line corridor stations might be advantageous to transit riders due to their relatively high population density. The Silver Line corridor has an average density of 6.56 people per acre, almost five times denser than the region on average with a majority of corridor residents living in multifamily apartments. However, households along the corridor are relatively wealthier than the average North Texas transit rider household. Also, unlike transit riders, where 49 percent of households don't have a car, only seven percent of Silver Line station area's households are zero-car households.

Land Use and Jobs and Housing Balance

The Silver Line corridor has a higher housing density than the North Texas region with a much higher percent in the form of multifamily housing. However, the approximately 20,000 existing housing units don't balance the estimated 120,000 jobs accessible to the future transit corridor. Half of the jobs on the corridor are at DFW Airport. Several station areas are adding more housing but more than double the current housing supply is needed to balance jobs to housing. Furthermore, the character and type of housing matters to commute opportunities. Affordable housing may be needed to support workers. Current data indicates 36 percent of households in this corridor are cost-burdened, surpassing the regional average of 31 percent. Housing affordability was not discussed in many previous plans on the corridor, but literature and local transit data suggest it is increasingly important.

The corridor enjoys a commercial real estate market that is already building denser mixed-use projects. Numerous mixed-use housing and office developments are in progress with either announced plans or approved zoning. Major anchor destinations like DFW Airport, UT Dallas, and the CityLine State Farm campus are important assets to the corridor that have helped the market for growth. While industrial remains a large land use on the corridor, office and residential are trending towards a larger land use presence and most vacant land is planned for development.

Public Policy and Planning

Planning for TOD on the Silver Line (formerly Cotton Belt) was started decades before rail construction. Local governments and other stakeholders are currently pursuing more TOD through development partnerships, rezoning, and station area plans. While some TOD is already happening before rail service, there may still be room for increased public action to promote complete TOD build out. A summary of the current policy landscape on the Silver Line corridor is provided.

Incentives: Along the corridors there are seven Tax Increment Reinvestment Zones and one Public Improvement District. These public tools often significantly help catalyze transit-

oriented development. Other public/private partnerships are also happening with non-value capture funds such as development deals on public land at multiple Silver Line stations.

Zoning: Zoning within the nine Silver Line station areas varies but is increasingly dominated by Planned Development-type zoning. Overall, most land on the DART Silver Line corridor has non-TOD supportive base zoning, but it varies substantially by station area. Sixty-eight percent of the corridor land falls into “non-TOD supportive zoning” usually consisting of low density single-family or industrial zones. To get around this, Planned Development Zoning or Planned Unit Developments are being used to permit TOD in place of base zoning by most corridor cities.

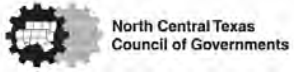
Plans: Due to the Silver Line corridor’s history as a freight and industrial corridor or generally auto-oriented land use, plans are needed to redevelop land. Most of the station areas have some form of land use and/or transportation plans which have guided ongoing development. Plans reviewed were published between 2001 to 2024. Not all plans address a complete set of built environment issues or have implementation recommendations.

Projects: The Silver Line corridor has already had 75 TOD projects developed. Some of these, such as Addison Circle, pre-date the Silver Line by over 20 years. At least a dozen TODs are in some stage of planning, funding, or construction including those with local government partnership with private sector developers.

Overall Summary

In summary, the Silver Line corridor has many elements favorable to continued TOD but areas of possible need or challenges to TOD have also been identified. With high density of housing and employment, the Silver Line may be a successful transit commuter line, but based on current household income and job type it is unclear if the most likely transit riders can afford to live on the corridor. There is also a large imbalance of jobs to housing in the corridor meaning significantly more housing units are needed to maximize transit commutes within the corridor.

Each city and private entity on the corridor have already shown that at some level they are ready to support TOD projects. Significant progress still must be made on rezoning and redeveloping land to expand TOD beyond the current scope. Fortunately, the real estate market and cities have responded in support of TOD. Further analysis of possible land use scenarios will be modeled by NCTCOG to determine a recommended path to more transit ridership.



Appendix A – Demographics

Table A-1: Summary of Data Sources and Focus Areas

Entity	Source	Table/Dataset	Geographic Level
US Census Bureau	American Community Survey 2021 5-year estimates	Table DP02 – Selected Social Characteristics	Census Tracts
		Table DP03 – Selected Economic Characteristics	Census Tracts
		Table DP04 – Selected Housing Characteristics	Census Tracts
		Table DP05 – ACS Demographics and Housing Estimates	Census Tracts
		Table B08301 – Means of Transportation to Work	Census Tracts
		Table S2401 – Occupation by Sex for the Civilian Employed Population 16 Years and Over	Census Tracts
	Table S2503 – Financial Characteristics	Census Tracts	
	Longitudinal Employer-Household Dynamics Origin-Destination Employment Statistics (LODES) 2021	Work Area Profile	Census Blocks
NCTCOG	Demographic Forecasts	2036 and 2045 forecast years	Traffic Analysis Zone (TAZ)
NCTCOG	TOD Parcel Population / Employment Database	Estimate of the daily visitors and occupants for all commercial and residential properties	Land Parcels

Total Population and Density

The total population of the Silver Line corridor based on North Central Texas Council of Governments' (NCTCOG) parcel data is estimated at 37,494 residents with a population density of about 8.5 people per acre. Population densities at the station area level range from 0.08 people per acre at DFW Airport North station (mostly vacant land) to 21.40 people per acre at Knoll Trail station. The corridor overall is almost seven times denser than the region on average.

Table A-2: Total Population by Station Area by Parcel

Station Area	Total Population	Density (per square mile)
Knoll Trail	8,838	21.40
CityLine/Bush	6,946	13.81
Addison	5,764	12.03
12th Street	4,994	9.93
Downtown Carrollton	3,997	7.95
UT Dallas	3,563	7.08
Shiloh Road	2,645	5.26
Cypress Waters	706	1.40
DFW North	42	0.08
Corridor	37,494	8.50

Education

Slightly over 50 percent of corridor residents have a bachelor’s degree or higher, a little more than a quarter of residents have completed some college or have an associate degree, and almost a quarter of residents have a high school diploma or less. Overall, educational attainment in the corridor is higher than the regional average. These percentages vary from station to station. The residents of the 12th Street, Downtown Carrollton, and Shiloh Road station areas are mostly without bachelor's degrees or higher. Downtown Carrollton residents, particularly, primarily have high school educations or less.

Figure A-1 Educational Attainment (American Community Survey (ACS) Data)

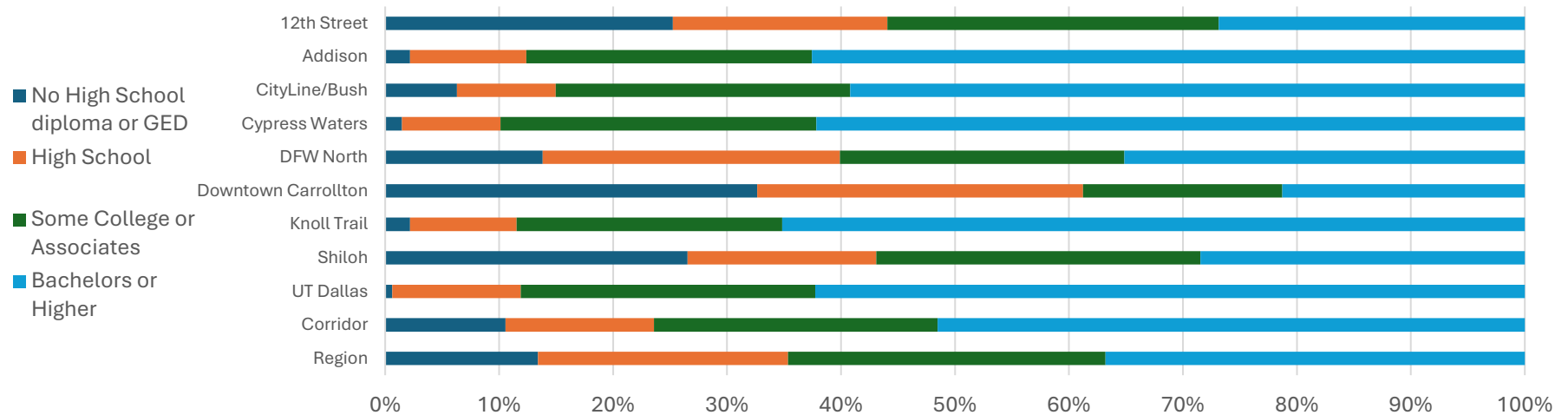


Table A-3 Educational Attainment (ACS Data)

Name	12th Street	Addison	CityLine/ Bush	Cypress Waters	DFW North	Downtown Carrollton	Knoll Trail	Shiloh Road	UT Dallas	Corridor	Region
No High School diploma or GED	25%	2%	6%	1%	14%	33%	2%	27%	1%	11%	13%
High School	19%	10%	9%	9%	26%	29%	9%	17%	11%	13%	22%
Some College or Associate’s	29%	25%	26%	28%	25%	17%	23%	28%	26%	25%	28%
Bachelor’s or Higher	27%	63%	59%	62%	35%	21%	65%	28%	62%	52%	37%

Silver Line Race and Ethnicity Composition

Over 50 percent of corridor residents are White-only but Black/African American, Asian, and those of two or more races are also common. While it varies station by station, on the corridor-level, about 30 percent of residents are Hispanic/Latino. The Downtown Carrollton station area varies the most from the corridor rate with 71 percent Hispanic/Latino residents.

The corridor has a slightly higher rate of minority residents, and a virtually equal rate of Hispanic/Latino residents compared to the region. At the station area level, four have higher percentages of minority residents and five have higher rates of Hispanic/Latino residents. The Downtown Carrollton station area has over twice the regional rate of Hispanic/Latino residents while CityLine/Bush and Cypress Waters have over twice the regional rate of Asian residents. UT Dallas has the highest disparity with over 3.5 times the regional rate of Asian residents.

Table A-4 Race Composition (ACS Data)

	12th Street	Addison	CityLine/ Bush	Cypress Waters	DFW North	Downtown Carrollton	Knoll Trail	Shiloh Road	UT Dallas	Corridor	Region
White	60%	55%	48%	65%	76%	74%	49%	58%	49%	55%	61%
Black or African American	14%	19%	11%	6%	2%	4%	30%	9%	13%	15%	16%
American Indian and Alaska Native	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	1%
Asian	4%	9%	18%	19%	8%	5%	8%	10%	30%	13%	7%
Native Hawaiian and Other Pacific Islander	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Hispanic/Latino	49%	21%	15%	19%	33%	71%	15%	53%	15%	30%	29%
Non-Hispanic/Latino	51%	79%	85%	81%	67%	29%	85%	47%	85%	70%	71%
Some Other Race	9%	7%	11%	2%	8%	9%	6%	3%	2%	6%	7%
Two or More Races	13%	8%	12%	8%	6%	6%	7%	20%	6%	10%	9%

Figure A-2 Race Composition (ACS Data)

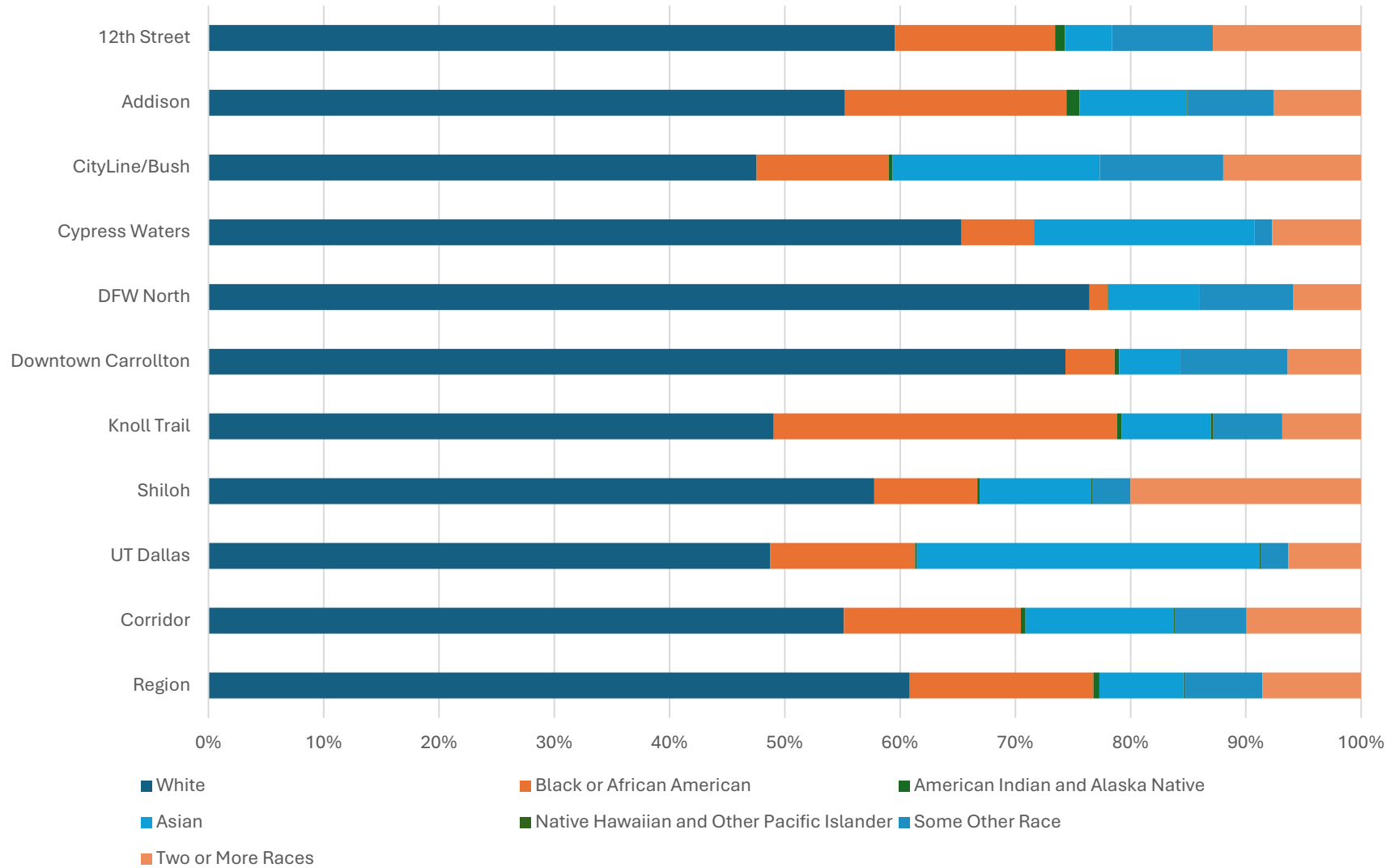
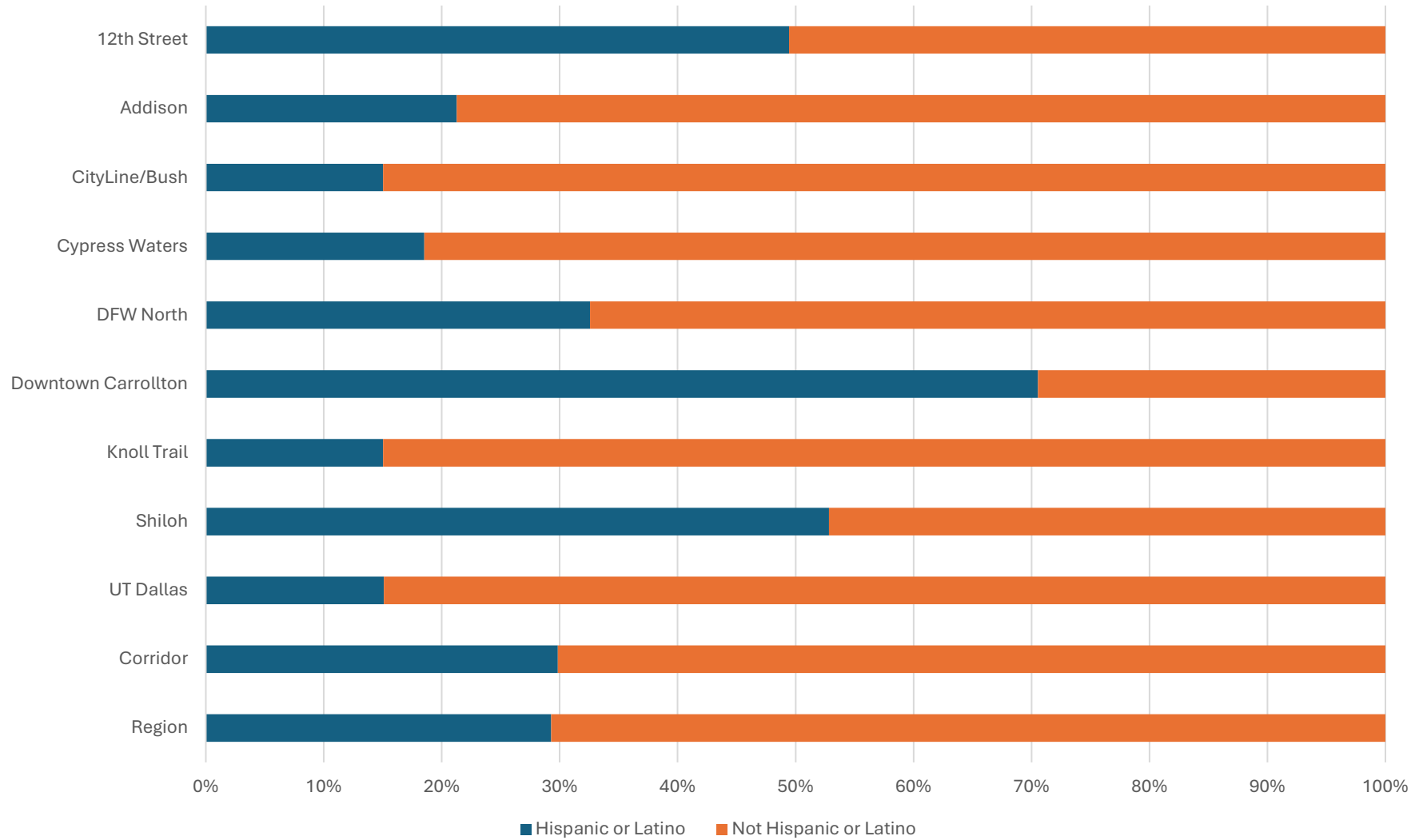


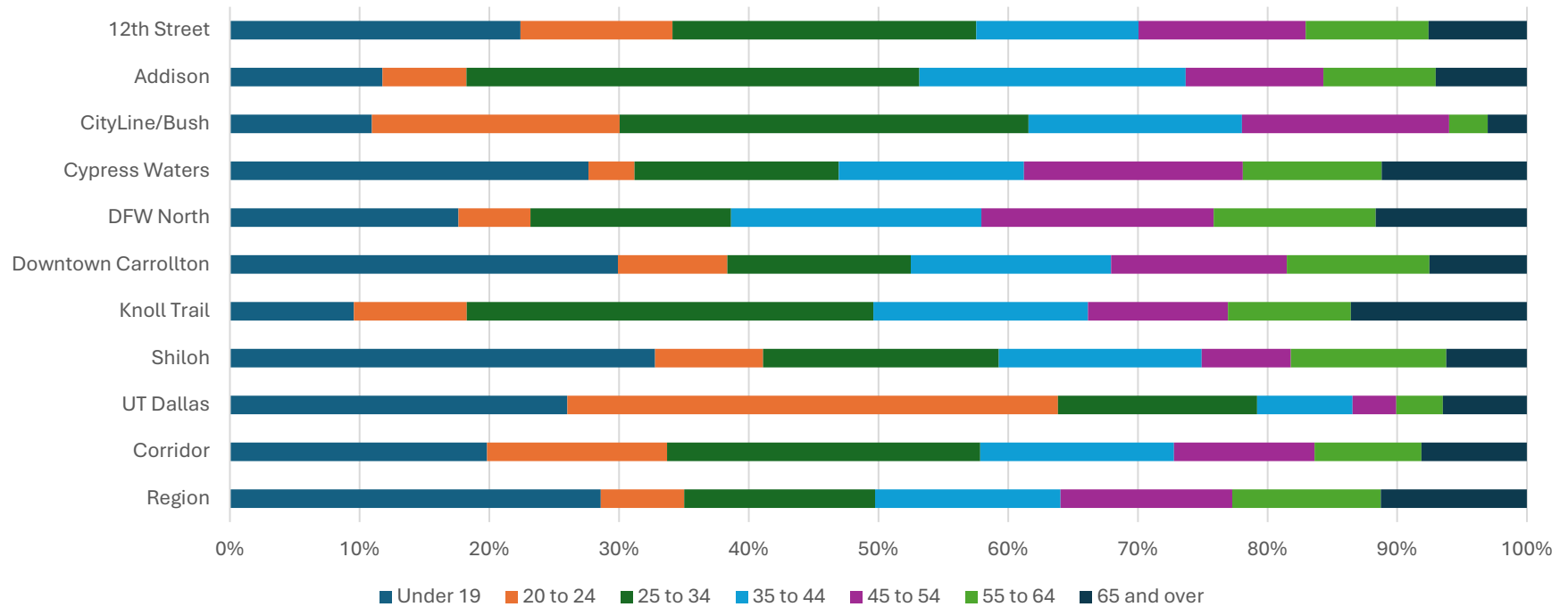
Figure A-3 Ethnicity (ACS Data)



Age

Most residents of the corridor are between the ages of 0 and 34. This is also the case for most station areas. Most station areas also have very few 20- to 24-year-old residents. A notable exception is UT Dallas, which skews much younger than the rest of the stations and the region (over six times higher) likely due to the college student population. CityLine/Bush and 12th Street station areas also skew slightly younger than other station areas. The Knoll Trail and Cypress Waters station areas have the highest percentage of residents aged 65 and up. Both are above the regional percentage. Median ages at station areas range from about 30.5 at 12th Street and UT Dallas stations to almost 36.4 at Cypress Waters.¹

Figure A-4 Age (ACS)



¹Spatially weighted average median age from tract-level geographies.

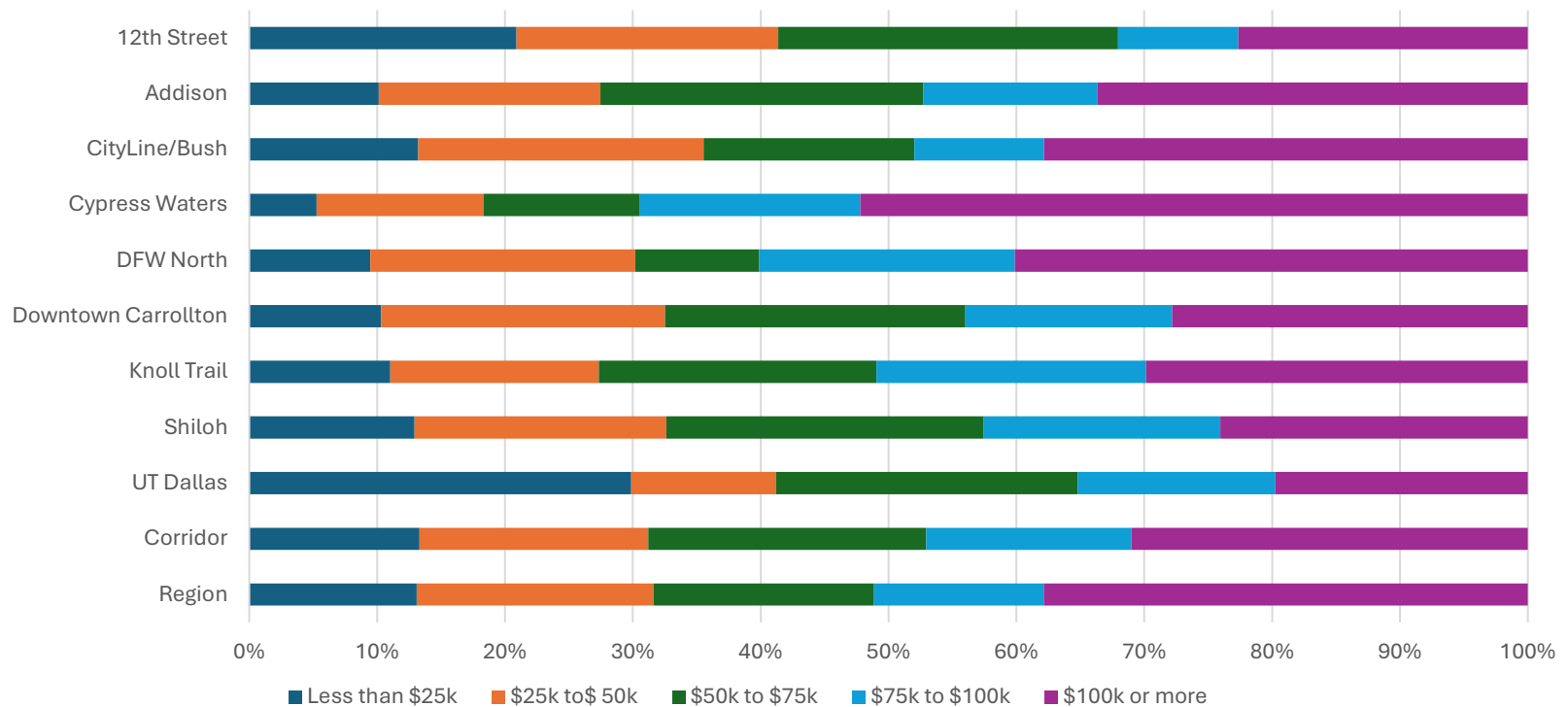
Table A-5 Station Area Median Age (ACS Data)

Name	Median Age ¹
12th Street	30.5
Addison	35.8
CityLine/Bush	31.8
Cypress Waters	36.4
DFW North	6.1
Downtown Carrollton	33.3
Knoll Trail	35.8
Shiloh Road	31.8
UT Dallas	30.5
Corridor	33.3
Region	35.2

Income

Household income patterns in the corridor vary widely but overall, about 38 percent of station area households make between \$50,000 and \$100,000 annually compared to 31 percent at a regional level. About 31 and 32 percent of households at the corridor and regional levels, respectively, make less than \$50,000. Thirty-one percent of households in the corridor make over \$100,000 while 38 percent reach this bracket regionally. The CityLine/Bush station area has the highest household and per capita incomes.² The lowest household and per capita incomes are found at the 12th Street station area.² Overall, the corridor has slightly lower household incomes compared to the region but a higher per capita income.²

Figure A-5 Household Income (ACS Data)



² Weighted average median, average, and per capita incomes from tract-level geographies.

Table A-6 Median and Average Income (ACS Data)

Name	Median Household Income	Average Household Income	Average Per Capita Income
12th Street	\$57,368	\$75,276	\$32,680
Addison	\$77,403	\$89,364	\$52,427
CityLine/Bush	\$72,534	\$91,500	\$50,162
Cypress Waters	\$94,607	\$115,621	\$53,152
DFW North	\$12,533	\$15,933	\$7,150
Downtown Carrollton	\$70,076	\$93,278	\$42,543
Knoll Trail	\$78,916	\$100,176	\$62,912
Shiloh Road	\$69,644	\$92,864	\$35,273
UT Dallas	\$44,607	\$58,848	\$26,122
Corridor	\$70,562	\$89,704	\$44,095
Region	\$76,916	\$105,647	\$38,609

Housing

Data reported in this section will be a mix of ACS 2021 5-year estimates (which uses pre-2020 data) pertaining to occupancy, cost, and cost burden and NCTCOG’s Parcel Data to determine the number of housing units and housing types proportionally distributed to half-mile radii of Silver Line stations.

Housing Units

The corridor station areas hold about 20,307 housing units. The housing unit density for the corridor is units per acre (excluding DFW North), which is about five times higher than the region overall. Three of the station areas, Addison, CityLine/Bush, and Knoll Trail, have housing unit densities higher than the corridor average. Knoll Trail, specifically, has a housing unit density over 2.5 times higher than the corridor average and accounts for more units than any other station area. All stations, except for DFW North, have higher densities than the region overall.

Table A-7 Total Housing Units (NCTCOG Parcel Data)

Station Area	Number of Housing Units
Knoll Trail	7,306
CityLine/Bush	3,859
Addison	3,639
12th Street	2,636
Downtown Carrollton	2,036
UT Dallas	1,964
Shiloh Road	1,336
Cypress Waters	252
DFW North	15
Corridor	20,307

Table A-8 Total Housing Units Density (NCTCOG Parcel Data)

Station Area	Density of Housing Units Per Acre
Knoll Trail	14.53
CityLine/Bush	7.68
Addison	7.24
12th Street	5.24
Downtown Carrollton	4.05
UT Dallas	3.91
Shiloh Road	2.66
Cypress Waters	0.50
DFW North	0.03
Corridor Average	4.61

Table A-9 Housing Units by Type (NCTCOG Parcel Data)

Station	Single Family	Multifamily	Mixed Use	Education/ Group Quarters	Total
DFW North	15	0	0	0	15
Cypress Waters	252	0	0	0	252
Carrollton	332	500	1,204	0	2,036
Addison	0	1,739	1,463	0	3,202
Knoll Trail	7	4,669	0	331	5,007
UT Dallas	28	956	284	696	1,964
CityLine	0	2,659	1,200	0	3,859
12th Street	320	1,221	966	129	2,636
Shiloh Road	306	910	0	120	1,336
Total	1,260	12,654	5,117	1,276	20,307

Housing Occupancy

About 12 percent of the units in the corridor are vacant. The station area with the lowest vacancy rate is Cypress Waters (two percent) and the Addison station area has the highest vacancy rate (14 percent).

Table A-10 Housing Occupancy (ACS Data)

Station Area	Occupied Housing Units	Vacant Housing Units
12th Street	94%	6%
Addison	86%	14%
CityLine/Bush	87%	13%
Cypress Waters	98%	2%
DFW North	93%	7%
Downtown Carrollton	95%	5%
Knoll Trail	86%	14%
Shiloh Road	94%	6%
UT Dallas	86%	14%
Corridor	88%	12%
Region	93%	7%

Housing units in the corridor are primarily renter-occupied (80 percent) and in large (20 or more units) buildings/complexes (54 percent). The CityLine/Bush station area has the highest percentage of renter-occupied units (95 percent) while Cypress Waters currently has the lowest percentage (45 percent). CityLine/Bush and Addison station areas have the highest proportions of large buildings/complexes at 82 and 71 percent, respectively. These types are starkly different from housing in the region overall, which is primarily owner-occupied (60 percent) and single unit detached (63 percent).

Table A-11 Owner-Occupied vs Renter-Occupied (ACS Data)

Station Area	Owner Occupied	Renter Occupied
12th Street	33%	67%
Addison	8%	92%
CityLine/Bush	5%	95%
Cypress Waters	55%	45%
DFW North	34%	66%
Downtown Carrollton	46%	54%
Knoll Trail	15%	85%
Shiloh Road	36%	64%
UT Dallas	11%	89%
Corridor	20%	80%
Region	60%	40%

Figure A-6 Housing Types at Station Areas (ACS Data)

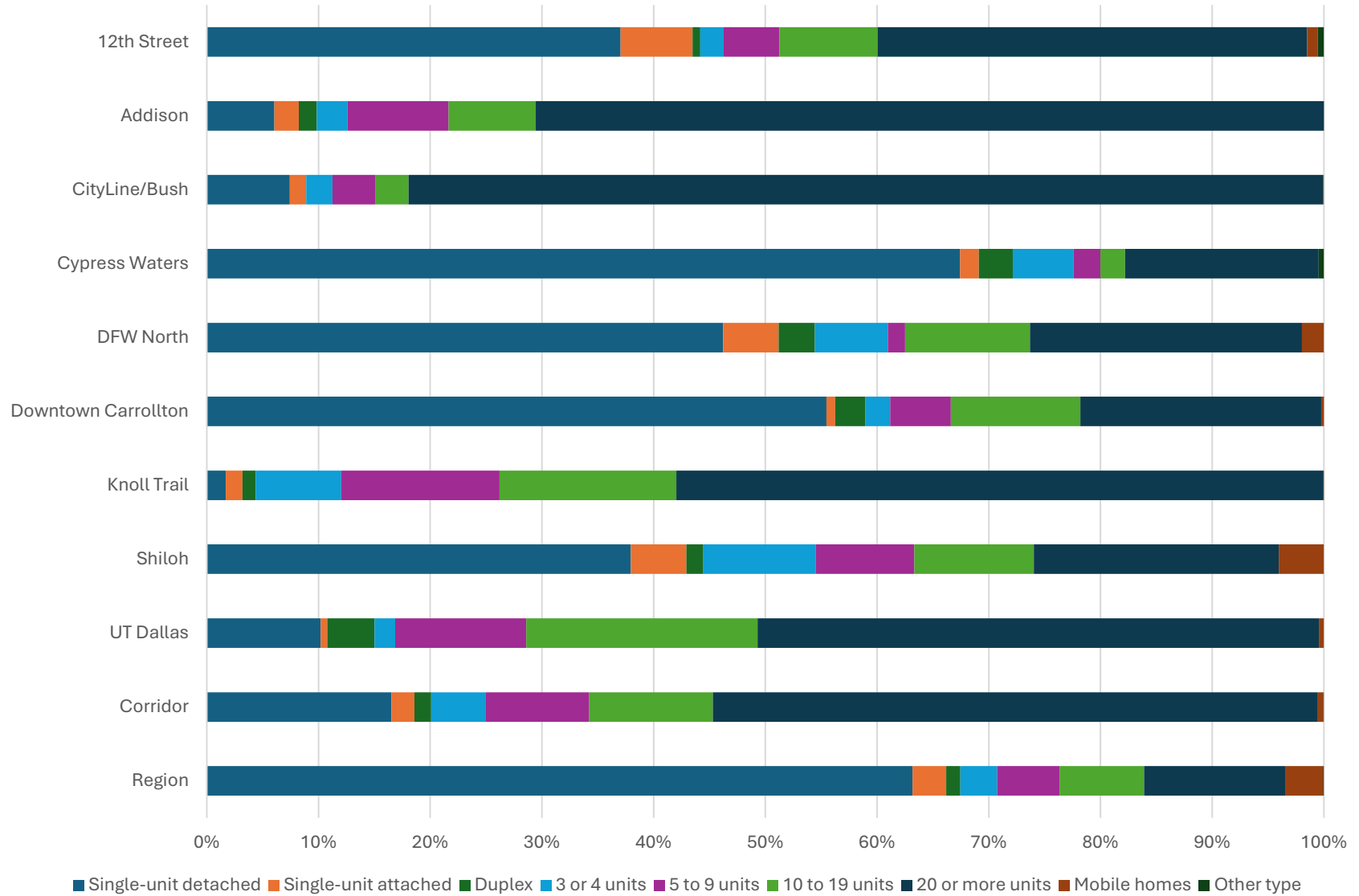


Table A-12 Housing Types at Station Areas

Name	12th Street	Addison	CityLine/Bush	Cypress Waters	DFW North	Downtown Carrollton	Knoll Trail	Shiloh Road	UT Dallas	Corridor	Region
Estimate Total Housing Units (HUs)	808	2,298	2,474	642	99	945	4,517	1,140	1239	13,275	2,899,352
Estimate 1 unit detached HU	299	139	184	433	46	524	77	433	126	2,193.	1,831,586
Estimate 1 unit attached HU	52	50	36	11	5	7	68	57	7	275	87,195
Estimate 2-unit HUs	6	37	1	19	3	26	52	17	52	197	37,139
Estimate 3- or 4-unit HUs	17	64	58	35	7	21	347	115	23	651	95,128
Estimate 5- to-9-unit HUs	40	207	95	15	2	51	640	100	145	1,226.	162,207
Estimate 10- to-19-unit HUs	71	179	73	14	11	110	715	122	256	1,467.	219,617
Estimate 20 or more units HUs	311	1,621	2,025	111	24	204	2,617	250	622	7,191	367,536
Estimate mobile homes	8	0	2	0	2	2	1	46	6	64.	96,598
Estimate other HU type	5	0	0	3	0	0	0	0	0	7.6	2,346

Housing Cost

Housing costs in the corridor vary substantially between station areas. Monthly costs for owner-occupied housing units with a mortgage in the corridor are mostly concentrated between \$1,000 and \$1,500. Monthly costs for owner-occupied units without a mortgage are slightly lower and slightly more concentrated with 52 percent of units \$800-\$1,000 and 87 percent of units above \$400. Renter-occupied units are more concentrated and more expensive in the corridor. About 89 percent of the Silver Line corridor has a monthly gross rent range of \$1,000 and \$2,500 per month in rent.

Figure A-7 Monthly Ownership Cost for Units with Mortgages (ACS Data)

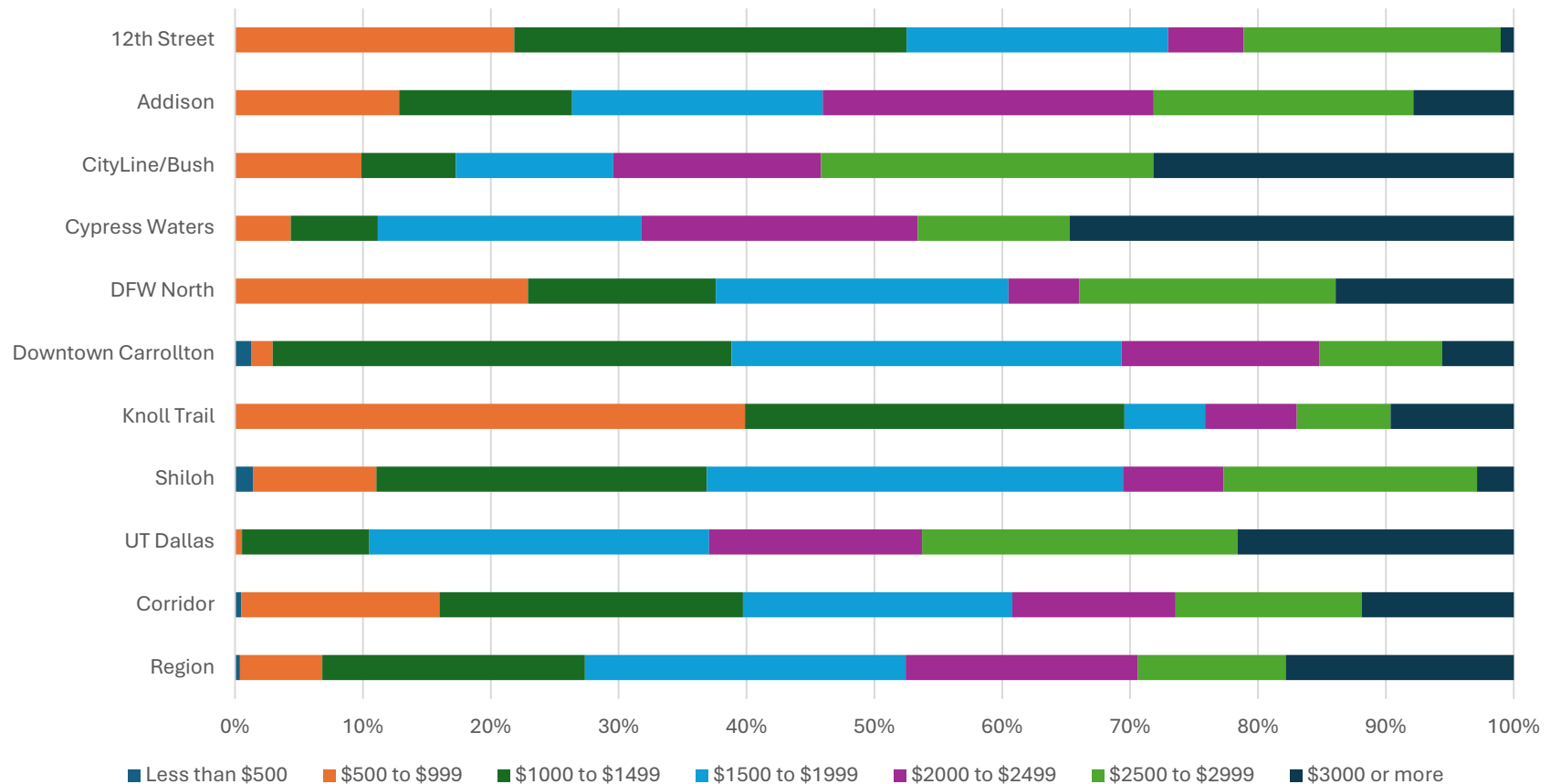


Figure A-8 Monthly Ownership Cost for Units without Mortgages (ACS Data)

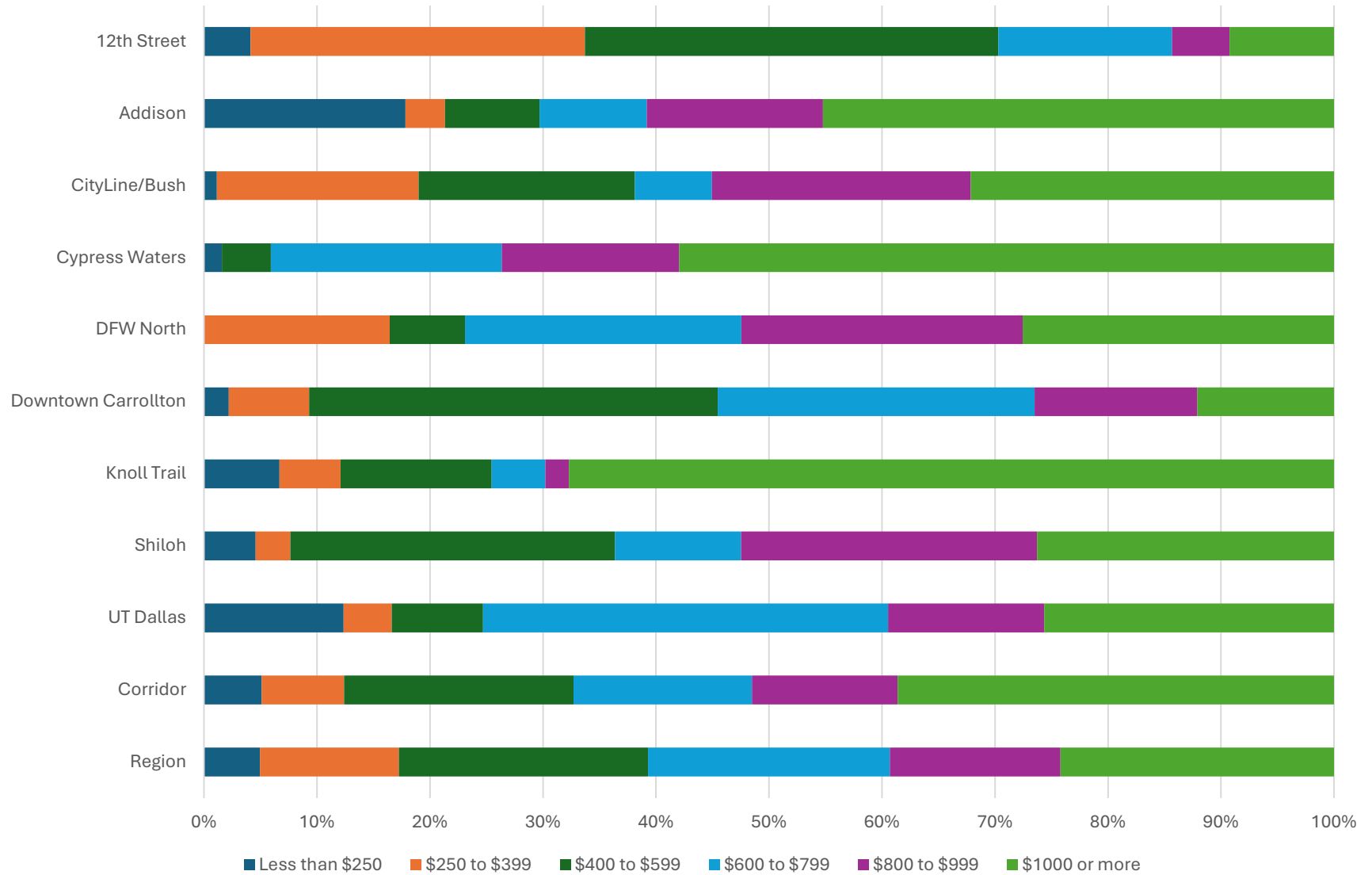
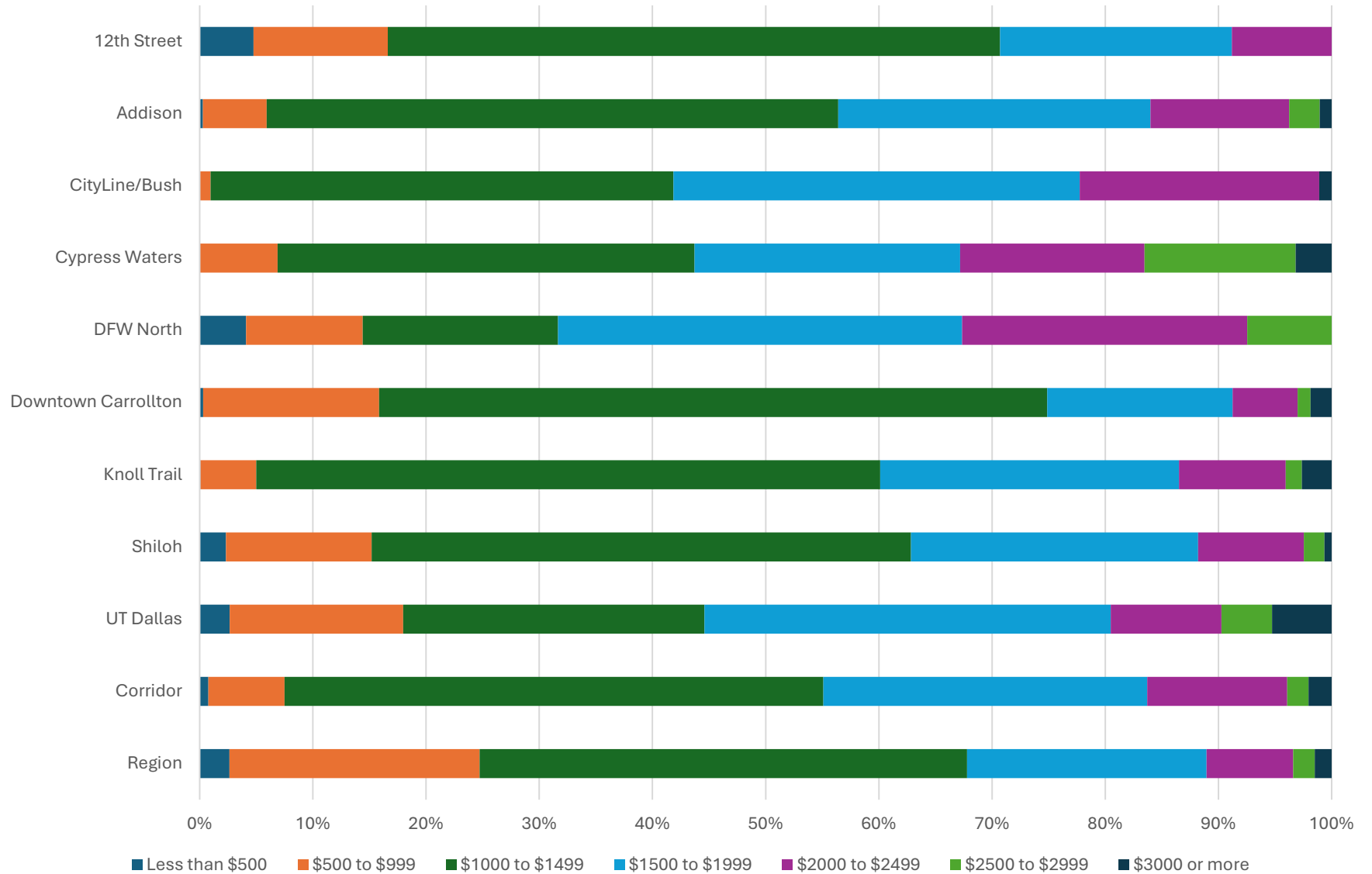


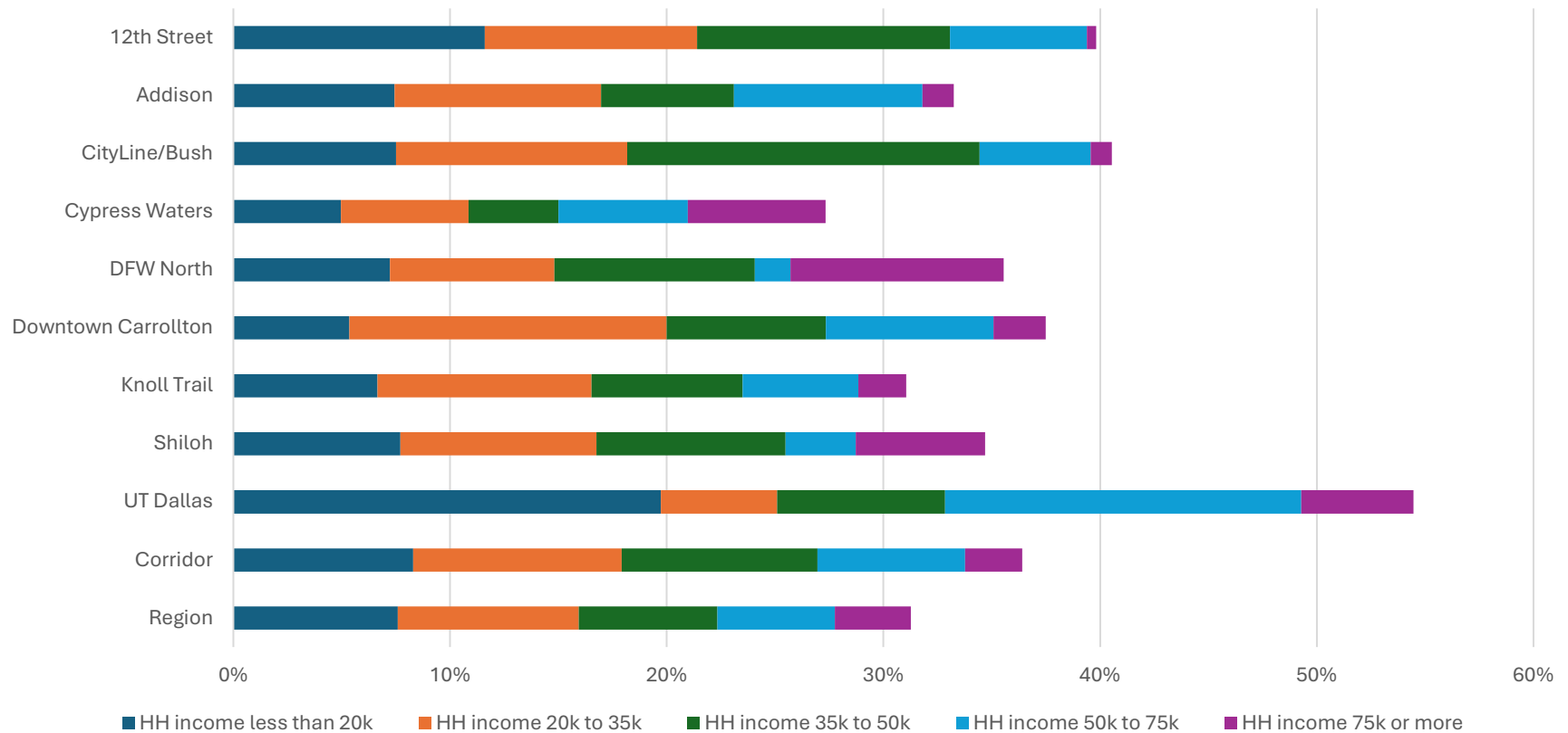
Figure A-9 Monthly Gross Rent (ACS Data)



Housing Cost Burden

About 36 percent of all households in the corridor are housing-cost-burdened (spend greater than 30 percent of their income on housing costs) regardless of household income. Compared to the region, the corridor is more housing-cost-burdened, with renter-occupied units making up a larger (31 percent) proportion. The UT Dallas station area has the highest percentage of housing cost-burden overall (54 percent), likely due to the student population. Additionally, most housing-cost-burdened households in the corridor earn less than \$50,000 annually.

Figure A-10 Housing Cost Burden by Income (ACS Data)



Jobs

The Longitudinal Employer Household Dynamics Origin-Destination Employment Statistics (LODES) 2021 work area profile for all jobs was downloaded from the Census to determine the what job industry sector and worker occupations were located in within the half mile radii of the Silver line stations area.

There are an estimated 59,895 jobs within a half mile of Silver Line stations and about 60,000 Dallas-Fort Worth International Airport employees are included. The Knoll Trail and Addison (overlapping) station areas account for about 54 percent of jobs in the corridor. Corridor job density is about 10 times denser than the region overall.

Table A-13 Total Jobs and Density (LODES)

Station Area	Total Jobs	Jobs per Acre
12 th Street	5,708	11.35
Addison	22,229	46.41
CityLine/Bush	10,674	21.22
Cypress Waters	820	1.63
DFW North	52	0.10
Downtown Carrollton	6,932	13.78
Knoll Trail	9,981	24.17
Shiloh Road	2,423	4.82
UT Dallas	1,076	2.14
Corridor	59,895	13.58

LODES also provides demographics on workers including age, education, and wages. About 61 percent of workers in corridor jobs are between the ages of 30 and 54. Two-thirds of workers have completed some college or have a degree. About 38 percent have a bachelor's degree or higher. Most earnings (73 percent) for jobs in the corridor pay greater than \$40,000 per year. About eight percent of jobs pay less than \$15,000 annually.

Job Industry Sectors

Job industries in the corridor vary widely. *Finance and Insurance* and *Professional, Scientific, and Technical Services* make up 49.3 and 29.8 percent of jobs, respectively. *Healthcare and Social Assistance* is the third highest industry sector in the corridor, making up 18.7 percent of jobs. Notably, the *Retail Trade* sector is not in the top three sectors in any of the station areas or the corridor despite being the second largest job sector in the region.

About 85 percent of jobs in the CityLine/Bush Station area are in *Real Estate and Rental and Leasing*. The *Educational Services* sector makes up 60 percent of jobs in the UT Dallas and Downtown Carrollton station areas. About 30 percent of jobs in the Shiloh Road station area are in the *Manufacturing* sector.

Table A-14 Job Industry Sectors (Parcel Data/LODES Data)

Station	Highest Concentration	Second Highest Concentration	Third Highest Concentration
12th Street	Public Administration (21.46%)	Construction (15.5%)	Arts, Entertainment, and Recreation (10.49%)
Addison	Professional, Scientific, and Technical Services (23.98%)	Health Care and Social Assistance (21.30%)	Finance and Insurance (11.9%)
CityLine/Bush	Real Estate and Rental and Leasing (85.13%)	Accommodation and Food Services (3.13%)	Administrative and Support and Waste Management and Remediation Services (2.11%)
Cypress Waters	Manufacturing (41.9%)	Construction (7.93%)	Administrative and Support and Waste Management and Remediation Services (5.98%)
DFW North	Accommodation and Food Services (75.0%)	Transportation and Warehousing (25.0%)	-
Downtown Carrollton	Educational Services (60.78%)	Wholesale Trade (6.82%)	Administrative and Support and Waste Management and Remediation Services (6.61%)
Knoll Trail	Finance and Insurance (29.72%)	Professional, Scientific, and Technical Services (23.08%)	Wholesale Trade (11.35%)
Shiloh Road	Manufacturing (30.4%)	Retail Trade (15.48%)	Information (14.98 %)
UT Dallas	Management of Companies and Enterprises (30.20%)	Transportation Warehousing (25.46%)	Health Care and Social Assistance (17.75%)
Corridor	Finance and Insurance (49.3%)	Professional, Scientific, and Technical Services (29.8%)	Health Care and Social Assistance (18.7%)
Region	Health Care and Social Assistance (11.6%)	Retail Trade (10.6%)	Professional, Scientific, and Technical Services (8.6%)

Worker Occupations

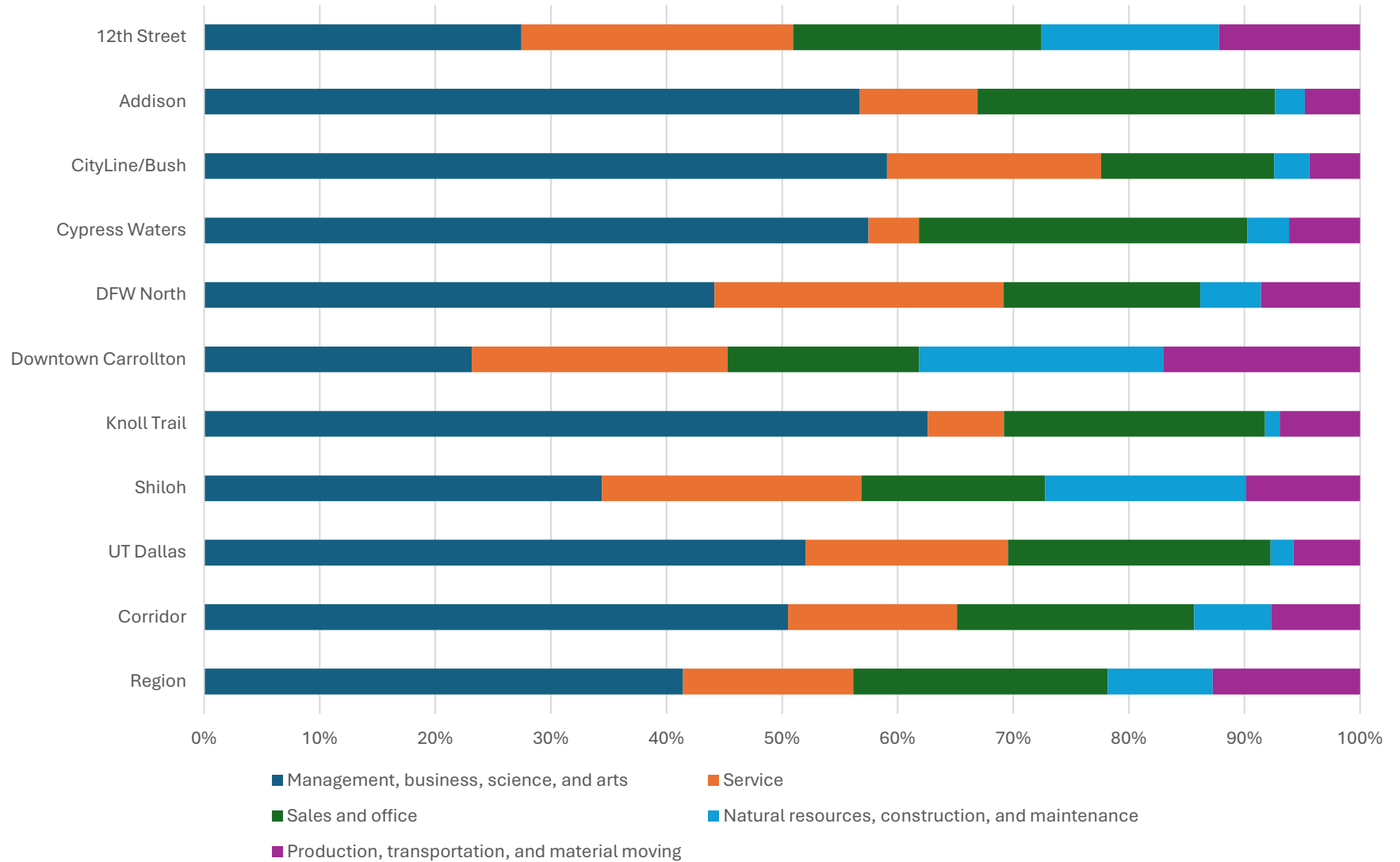
Data reported in this section were collected from ACS 2021 5-year estimate tables (which uses pre-2020 data). It will differ from LODES data used in the above section. Occupations of corridor residents are primarily classified in the *Management, Business, Science, and Arts* occupation category.³ This is heavily influenced by the large number of workers in the Knoll Trail, CityLine/Bush, Addison, and Cypress Waters station areas that are employed in those jobs. On the corridor overall, *Sales and Office* occupations are the second most common, but this is true for only four of the individual station areas. The second most common occupation category for the other station areas was *Service* occupations. Station areas with high *Service* occupation rates were often a result of a concentration of *Food Preparation and Serving*-related occupations and/or *Building and Ground Cleaning and Maintenance* occupations.

Table A-15 Workers Occupation (Total) (ACS Data)

	12th Street	Addison	CityLine/ Bush	Cypress Waters	DFW North	Downtown Carrollton	Knoll Trail	Shiloh Road	UT Dallas
Management, Business, Science and Arts	289	1,374	1,684	523	62	346	2,717	611	834
Sales and Office	234	623	427	259	24	248	980	282	364
Service	256	247	528	40	24	331	286	398	281
Production, Transportation and Material Moving	133	116	125	56	12	254	302	175	93
Natural Resources, Construction and Maintenance	167	62	87	33	7	316	55	309	31

³ For more information about Occupation types, see: <https://usa.ipums.org/usa/volii/occ2018.shtml>

Figure A-11 Workers Occupation (Percentage) (ACS Data)



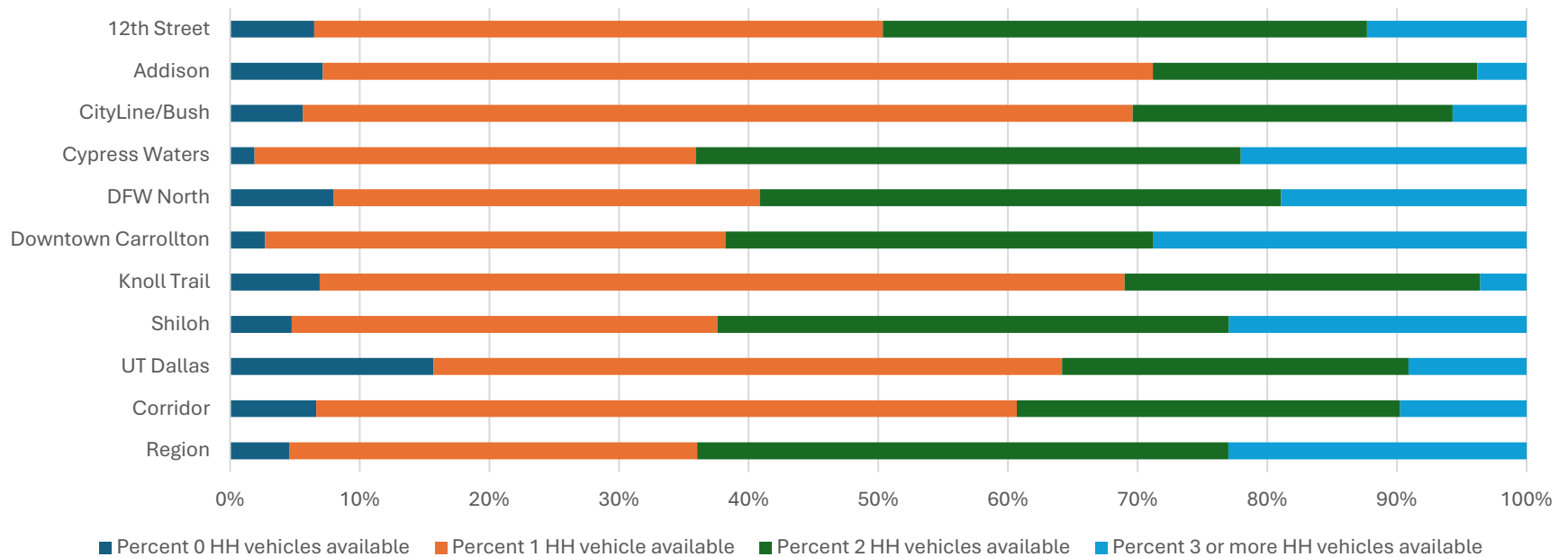
Transportation

All data reported in this section were collected from the ACS 2021 5-year estimates and proportionally distributed to a half-mile radii of Silver Line stations. Statistics pertaining to household vehicles, commute modes, and travel time to work are presented.

Household Vehicles

About seven percent of corridor households are zero-car households, slightly higher than the regional rate of five percent. All station areas, except for Cypress Waters and Downtown Carrollton, have higher rates of zero-car households than the region overall. UT Dallas is especially high (16 percent), likely due to the student population. Most station area households have one or two vehicles available. Several station areas also have three vehicle (or more) household rates near or over 20 percent.

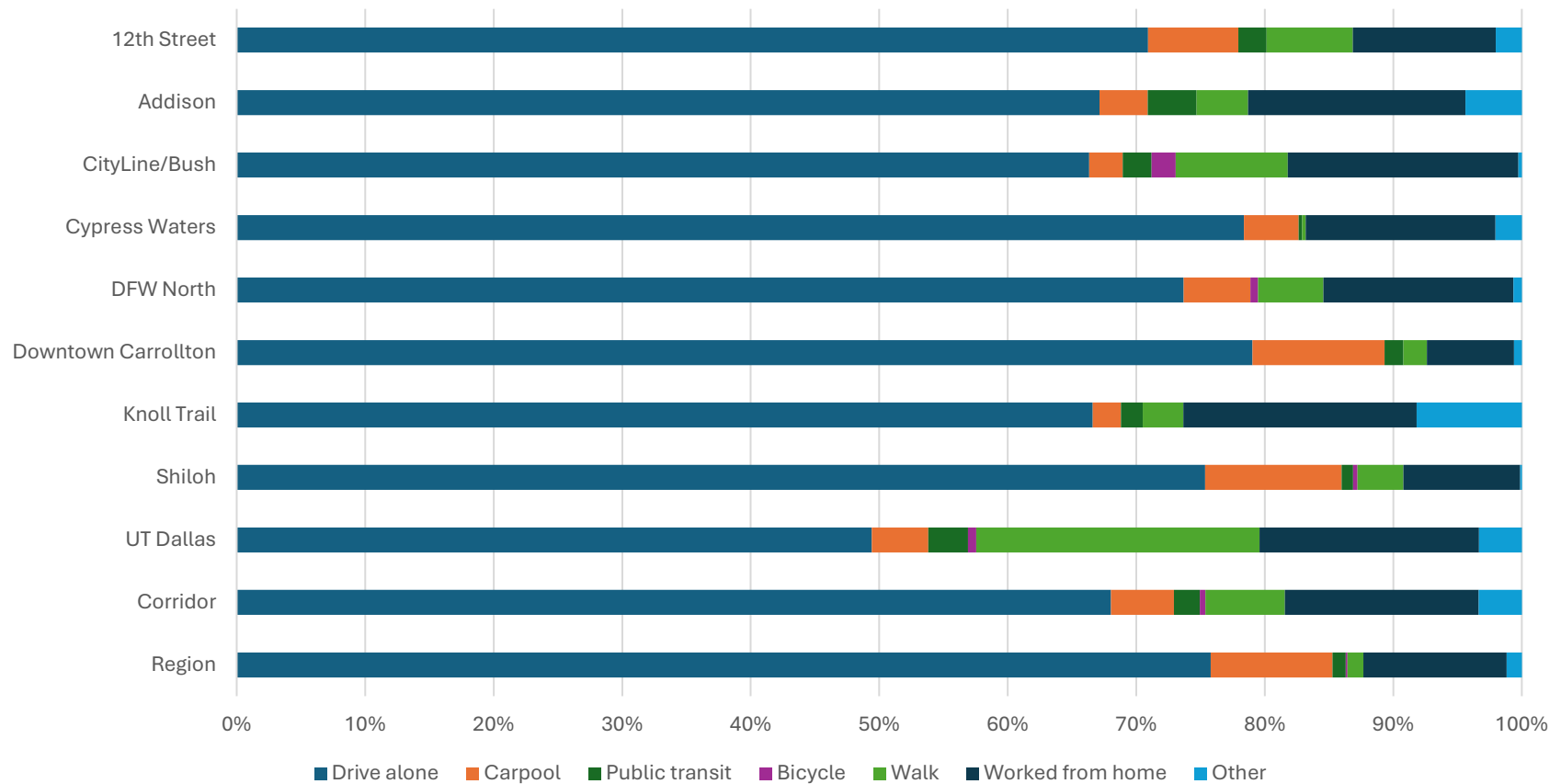
Figure A-12 Household Vehicles (ACS Data)



Commute Mode

Most workers in the corridor drive alone to work. This is true for every station area except for UT Dallas, where only 49 percent of commuters drive alone to work. The second most common commute mode is working from home. This is also true for all station areas, except for Shiloh Road, Downtown Carrollton, and UT Dallas. In the former two, two-person carpools are the second most common mode while walking is the second most common in the latter.

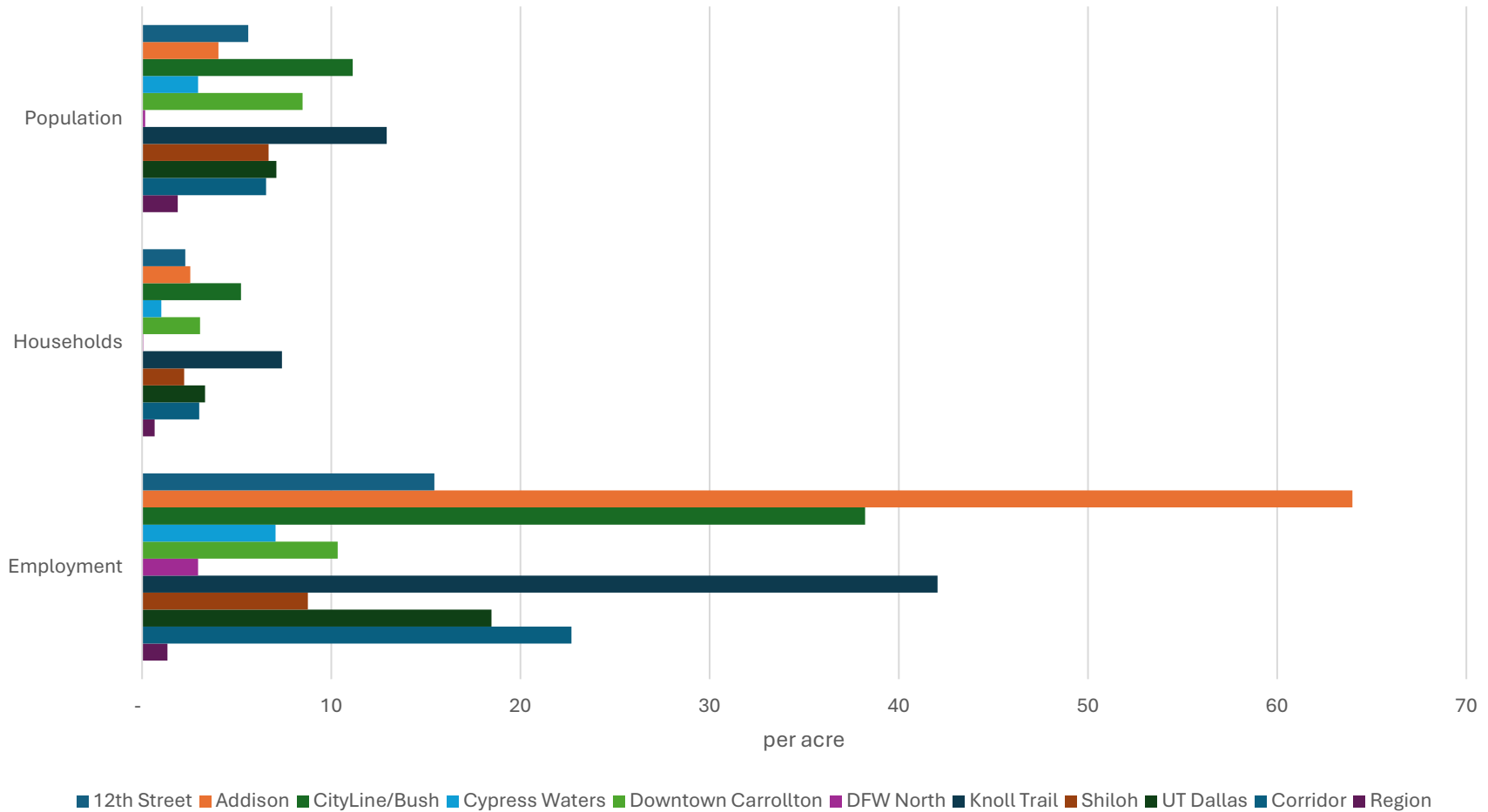
Figure A-13 Commute Mode (ACS Data)



NCTCOG Forecast

The NCTCOG Travel Demand Model uses Traffic Analysis Zone forecasted population, household, and employment. Current forecast demographics show 2045 projections of density per station.

Figure A-14 Projected Silver Line Station Densities 2045



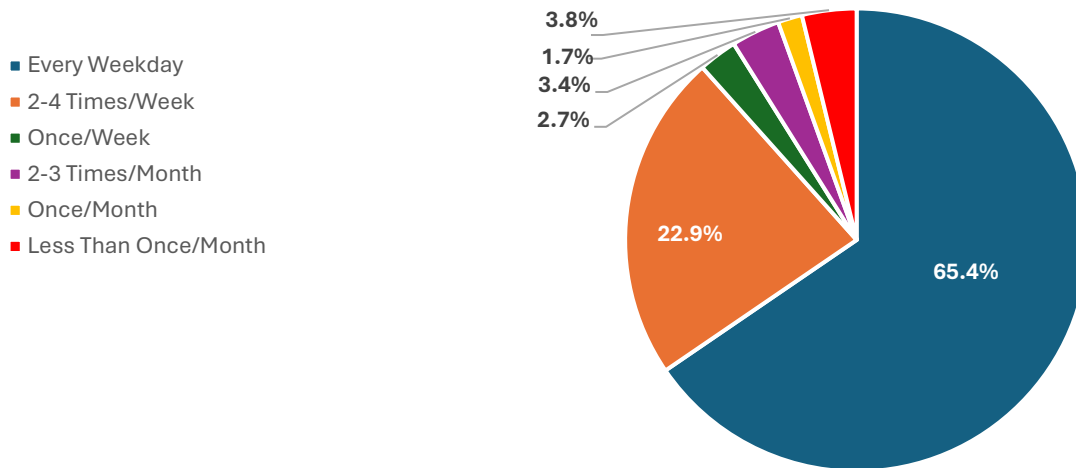
Appendix B – On-Board Transit Survey

Appendix B – On-Board Transit Survey

The North Central Texas Council of Governments (NCTCOG) and regional transit agencies¹ partnered to develop the 2022-2023 North Central Texas Regional Transit On-Board Survey (2022-2023 Transit Survey). This survey offers insights into weekday transit passenger travel patterns and decisions, aiding transit agencies in their planning process and improving NCTCOG’s regional travel model. This Appendix to the Silver Line Corridor Transit-Oriented Development (TOD) Plan only covers a small amount of information from the survey. To accurately represent the routes, certain data records are weighted to ensure they collectively align with the ridership for the corresponding route, direction, and time of day. For more information and details see the NCTCOG website: <https://www.nctcog.org/trans/data/info/travel-surveys>

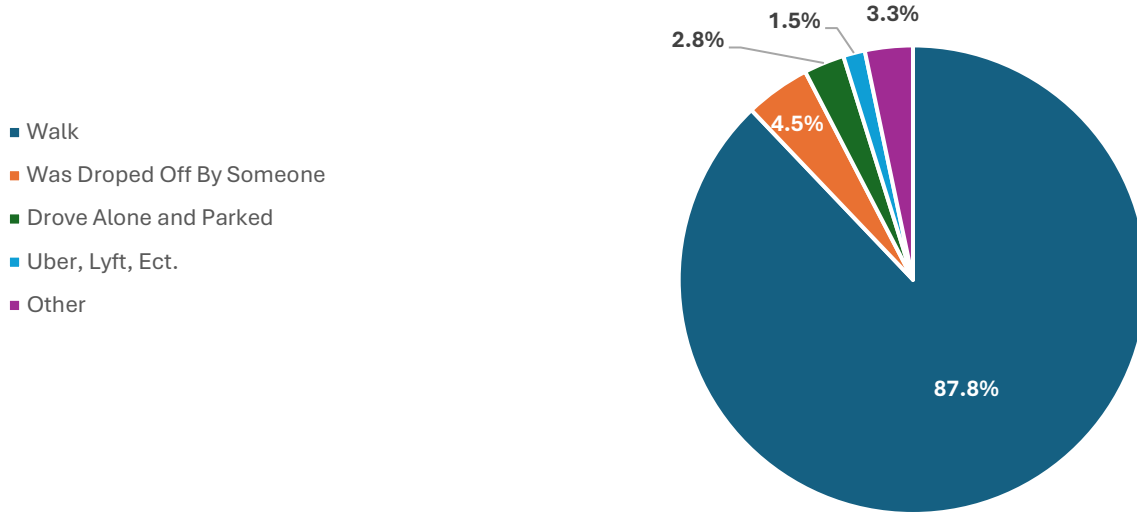
This survey is based on 32,976 completed passenger intercept surveys, revealing that 65.4 percent of surveyed riders took used transit every weekday as seen in **Figure B-1**. The second largest group of transit users (22.9 percent) use public transit two to four times per week. When asked about their access mode to a transit stop nearly all respondents surveyed indicated that they walked to access transit, while the second largest group reported being dropped off by someone, as shown in **Figure B-2**

Figure B-1 How often do you use transit ?



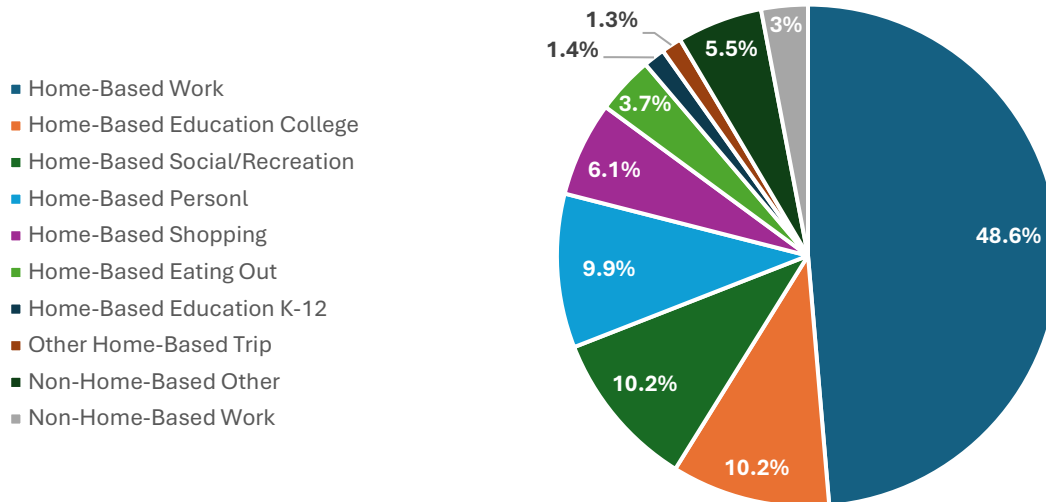
¹ Regional Transit Agencies include:
 1. Dallas Area Rapid Transit (DART)
 2. Denton County Transportation Authority (DCTA)
 3. Trinity Metro
 4. Arlington Via

Figure B-2 Access Mode



Additionally, when asked about the purpose of their trips, nearly half (48.6 percent) of surveyed riders indicated they were making a home-based work trip. The second largest trip purposes were home-based education and home-based social/recreation, accounting for 20 percent of trips, as shown in **Figure B-3**. Furthermore, 91.5 percent of trips involved home as either the origin or destination.

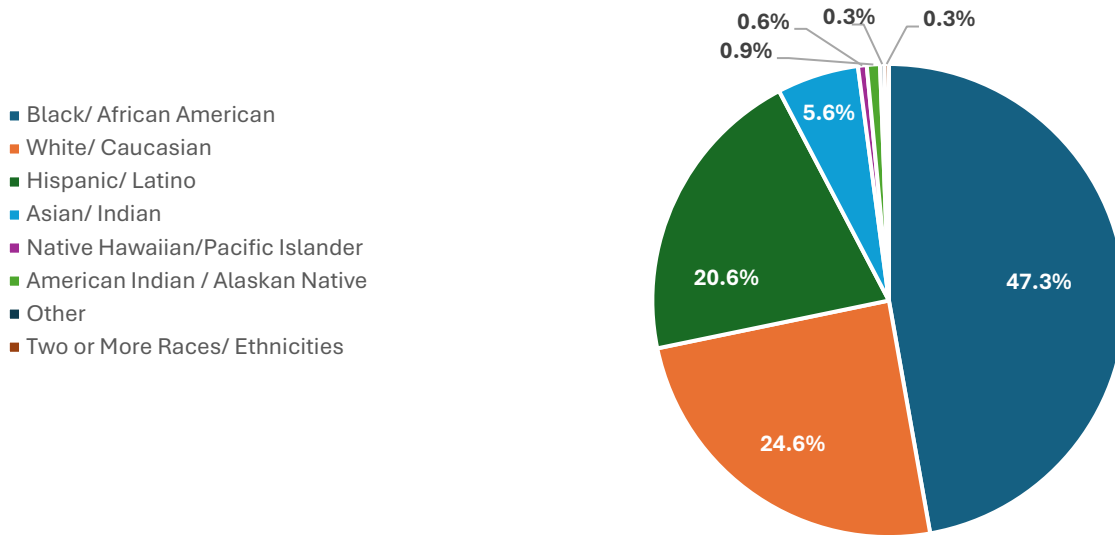
Figure B-3 Trip Purpose



When asked about their race/ethnicity, approximately half (47.3 percent) of the riders responded Black or African American, followed by 24.6 percent who are White or Caucasian, and 20.6 percent who are Hispanic or Latino, as seen in **Figure B-4 and Table B-1**. Additionally, an analysis of the relationship between household income levels and transit type revealed that half (50.1 percent) of transit riders across all modes have a household income of less than \$33,000 per year. When broken down by commuter rail and light rail, commuter rail riders tend to be more middle-income, with most riders (41.9 percent) earning between \$33,000 and \$75,000 per year. In comparison, light rail riders are evenly split between those earning under \$33,000 per year and those earning between \$33,000

and \$75,000 per year, as seen in **Table B-2**. A further detailed breakdown of transit ridership by type and income is provided in **Tables B-4 and B-6**.

Figure B-4 Ethnicity/Race (Percent Weighted Value)



**Table B-1: 2022-23 Transit Survey - Origin-Destination;
Race/Ethnicity Regional Total**

Race / Ethnicity	Riders (Weighted)	%Riders (Weighted)
Black/African American Only	80,584	46.6%
White/Caucasian Only	40,386	23.3%
Hispanic/Latino Only	32,673	18.9%
Asian/Indian Only	9,446	5.5%
Two or More Races	7,557	4.4%
American Indian / Alaska Native Only	1,031	0.6%
Refused/No Answer	539	0.3%
Native Hawaiian / Pacific Islander Only	532	0.3%
Other	345	0.2%

Table B-2 Household Income by Transit Type (Weighted)

Income	Under \$ 33,000	\$33,000 -\$75,000	Over \$75,000
Regional Total (All Modes)			
Weight	72,447.29	58,176.8	14,0139.35
Percent Weight	50.1 %	40.2 %	9.7 %
Commuter Rail (TexRail, A-Train, Trinity Railway Express)			
Weight	1,484.42	1,854.07	1,083.7
Percent Weight	33.6 %	41.9 %	24.5 %
Light Rail			
Weight	21,853.55	21,906.95	6,944.06
Percent Weight	43.1 %	43.2 %	13.7 %

When comparing transit rider data from the 2022-23 Transit Survey with the Silver Line corridor residents, it is evident that the Silver Line corridor tends to have higher incomes. Nearly half (47 percent) of Silver Line corridor residents earn over \$75,000 per year, whereas most transit riders earn less than \$50,000 per year. This income disparity is also reflected in car ownership. Only seven percent of Silver Line corridor residents reside in a zero-car household, meaning they are less dependent on public transit. In contrast, 49.2 percent of transit riders reside in a zero-car household, increasing their reliance on transit. Most Silver Line corridor households currently consist of more than one or two people (77.6 percent). Conversely only 46.9 percent of current transit riders live in a household consisting of one or two people as seen in **Table B-3**.

Table B-3 How does the Silver Line Compare to the 2022-23 Transit Survey

	Silver Line Corridor Residents (Census 2021 ACS 5-yr Estimates)	On-Board Transit Survey Riders
Income	< \$25,000: 13% \$25,000 to \$50,000: 19% \$50,000 to \$75,000: 22 % >\$75,000: 47%	< \$ 25,000 : 36% \$25,000 to \$50,000: 39% \$50,000 to \$75,000: 15% >\$75,000: 10%
Household Size	77.6% of households consist of 1 or 2 people	46.9 % of households consist of 1 or 2 people
Zero car-households Households	7% are zero car households.	49.2 % reside in zero car households
Age	53% are between 20 and 44 years old.	67.7% are between 20 and 44 years old. (largest age group to ride transit)

**Table B-4: 2022-2023 North Central Texas Regional Transit Onboard Origin-Destination Survey
Household Income – Regional Total**

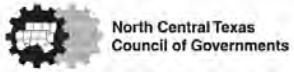
Household Income	Riders	% Riders	Riders by Income Bracket	% Riders by income Bracket
Less than \$15,000	25,256.79	17.5%	72,447.29	50.1%
\$15,000 - \$19,999	8,668.53	6.0%		
\$20,000 - \$21,999	9,903.27	6.8%		
\$22,000 - \$24,999	8,731.43	6.0%		
\$25,000 - \$27,999	8,838.75	6.1%		
\$28,000 - \$32,999	11,048.52	7.6%		
\$33,000 - \$34,999	10,602.89	7.3%	58,176.80	40.2%
\$35,000 - \$39,999	10,094.69	7.0%		
\$40,000 - \$44,999	8,789.17	6.1%		
\$45,000 - \$49,999	7,195.39	5.0%		
\$50,000 - \$54,999	6,477.42	4.5%		
\$55,000 - \$59,999	5,433.58	3.8%		
\$60,000 - \$64,999	4,678.74	3.2%		
\$65,000 - \$74,999	4,904.91	3.4%		
\$75,000 - \$79,999	4,692.13	3.2%	14,039.35	9.7%
\$80,000 - \$99,999	4,277.98	3.0%		
\$100,000 - \$149,999	3,265.22	2.3%		
\$150,000 or more	1,804.03	1.2%		
TOTAL	144,663.44	100.0%	144,663.44	100.0%

**Table B-5: 2022-2023 North Central Texas Regional Transit Onboard Origin-Destination Survey
Household Income – Commuter Rail**

Household Income- Commuter Rail	Riders	% Riders	Riders by Income Bracket	% Riders by income Bracket
Less than \$15,000	580.60	13.1%	1,484.42	33.6%
\$15,000 - \$19,999	93.12	2.1%		
\$20,000 - \$21,999	155.88	3.5%		
\$22,000 - \$24,999	168.64	3.8%		
\$25,000 - \$27,999	229.38	5.2%		
\$28,000 - \$32,999	256.80	5.8%		
\$33,000 - \$34,999	286.45	6.5%	1,854.07	41.9%
\$35,000 - \$39,999	241.91	5.5%		
\$40,000 - \$44,999	291.93	6.6%		
\$45,000 - \$49,999	188.52	4.3%		
\$50,000 - \$54,999	150.09	3.4%		
\$55,000 - \$59,999	276.71	6.3%		
\$60,000 - \$64,999	111.86	2.5%		
\$65,000 - \$74,999	306.60	6.9%		
\$75,000 - \$79,999	255.43	5.8%	1,083.72	24.5%
\$80,000 - \$99,999	385.82	8.7%		
\$100,000 - \$149,999	283.83	6.4%		
\$150,000 or more	158.63	3.6%		
TOTAL	4,422.21	100.0%	4,422.21	100%

**Table B-6: 2022-2023 North Central Texas Regional Transit Onboard Origin-Destination Survey
Household Income – Light Rail**

Household Income - Light Rail	Riders	% Riders	Riders by Income Bracket	% Riders by income Bracket
Less than \$15,000	6,381.14	12.6%	21,853.55	43.1%
\$15,000 - \$19,999	2,518.11	5.0%		
\$20,000 - \$21,999	3,453.75	6.8%		
\$22,000 - \$24,999	3,060.49	6.0%		
\$25,000 - \$27,999	2,984.62	5.9%		
\$28,000 - \$32,999	3,455.44	6.8%		
\$33,000 - \$34,999	3,470.98	6.8%	21,906.95	43.2%
\$35,000 - \$39,999	3,895.83	7.7%		
\$40,000 - \$44,999	3,032.15	6.0%		
\$45,000 - \$49,999	2,820.85	5.6%		
\$50,000 - \$54,999	2,560.82	5.1%		
\$55,000 - \$59,999	2,142.05	4.2%		
\$60,000 - \$64,999	1,938.26	3.8%		
\$65,000 - \$74,999	2,046.00	4.0%		
\$75,000 - \$79,999	2,065.50	4.1%	6,944.06	13.7%
\$80,000 - \$99,999	1,895.03	3.7%		
\$100,000 - \$149,999	1,829.02	3.6%		
\$150,000 or more	1,154.51	2.3%		
TOTAL	50,704.56	100.0%	50,704.56	100.00%



Appendix C – Silver Line Station Area Land Use Maps

Figure C-1 DFW Airport North Station Area Land Use

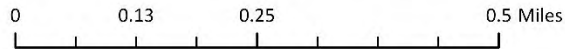
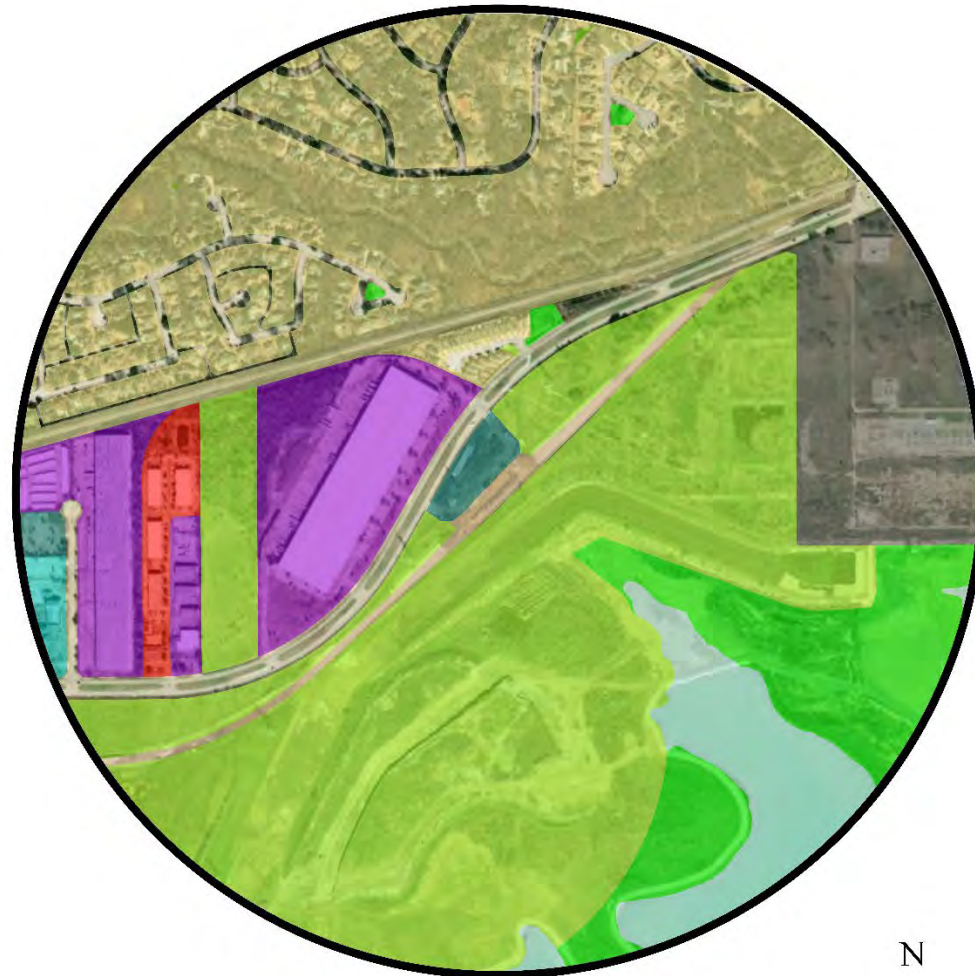


Figure C-2 Cypress Waters Station Area Land Use

- | | |
|----------------------------|---------------------|
| Residential | Airport |
| Single Family | Airport |
| Multi Family | Runway |
| Mobile Home | Dedicated |
| Commercial | Parks / Recreation |
| Office | Landfill |
| Retail | Cemeteries |
| Hotel / Motel | Flood Control |
| Venue | Undeveloped |
| Industrial | Vacant |
| Industrial | Residential Acreage |
| Institutional | Improved acreage |
| Group Quarters | Parking |
| Institutional / Semipublic | Water |
| Education | Water |
| Infrastructure | Small Water Bodies |
| Utilities | Mixed Use |
| Railroad | Mixed Use |
| Communication | |
| Transit | |



0 0.13 0.25 0.5 Miles



Figure C-3 Downtown Carrollton Station Area Land Use

- | | |
|----------------------------|---------------------|
| Residential | Airport |
| Single Family | Airport |
| Multi Family | Runway |
| Mobile Home | |
| Commercial | Dedicated |
| Office | Parks / Recreation |
| Retail | Landfill |
| Hotel / Motel | Cemeteries |
| Venue | Flood Control |
| Industrial | Undeveloped |
| Industrial | Vacant |
| Institutional | Residential Acreage |
| Group Quarters | Improved acreage |
| Institutional / Semipublic | Parking |
| Education | Water |
| Infrastructure | Water |
| Utilities | Small Water Bodies |
| Railroad | Mixed Use |
| Communication | Mixed Use |
| Transit | |

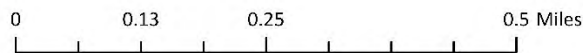


Figure C-4 Addison Transit Station Area Land Use

Residential

- Single Family
- Multi Family
- Mobile Home

Commercial

- Office
- Retail
- Hotel / Motel
- Venue

Industrial

- Industrial

Institutional

- Group Quarters
- Institutional / Semipublic
- Education

Infrastructure

- Utilities
- Railroad
- Communication
- Transit

Airport

- Airport
- Runway

Dedicated

- Parks / Recreation
- Landfill
- Cemeteries
- Flood Control

Undeveloped

- Vacant
- Residential Acreage
- Improved acreage
- Parking

Water

- Water
- Small Water Bodies

Mixed Use

- Mixed Use

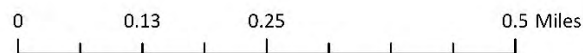
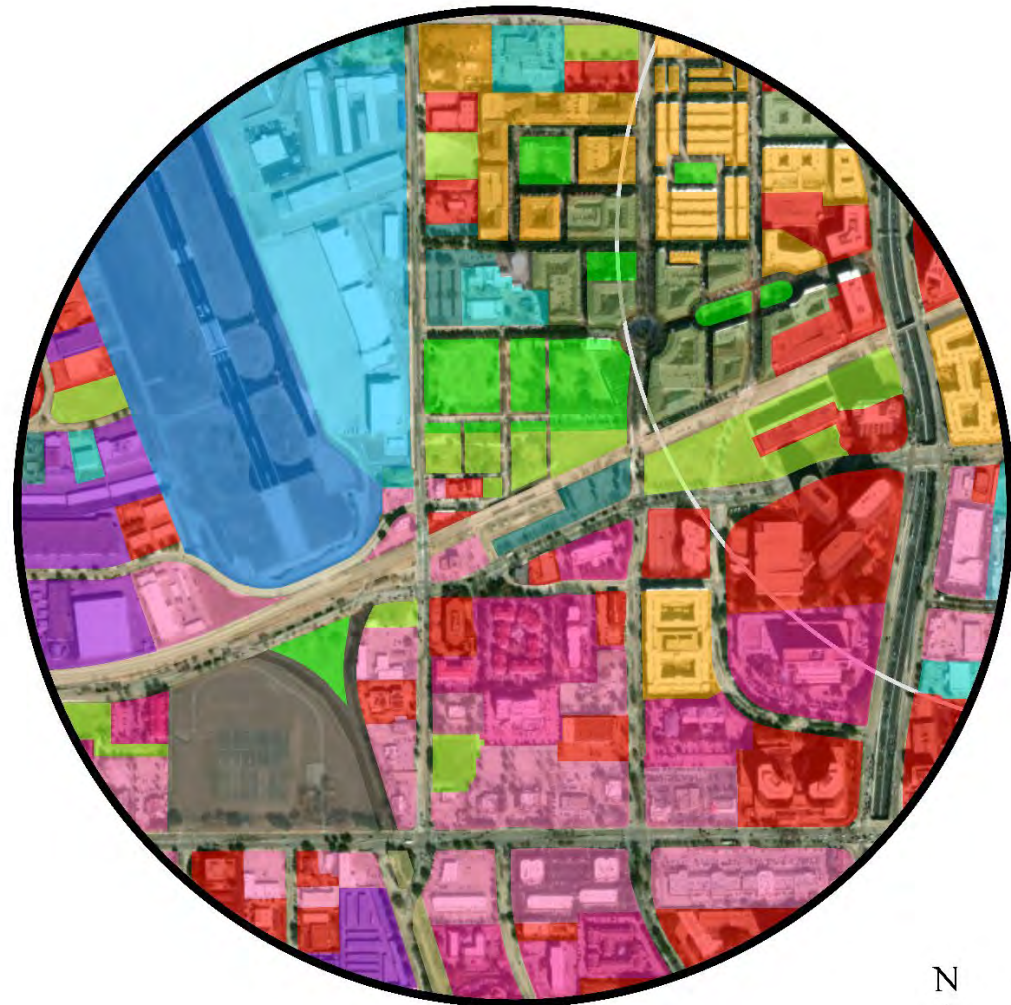


Figure C-5 Knoll Station Area Land Use

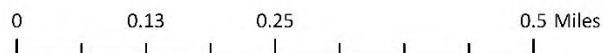
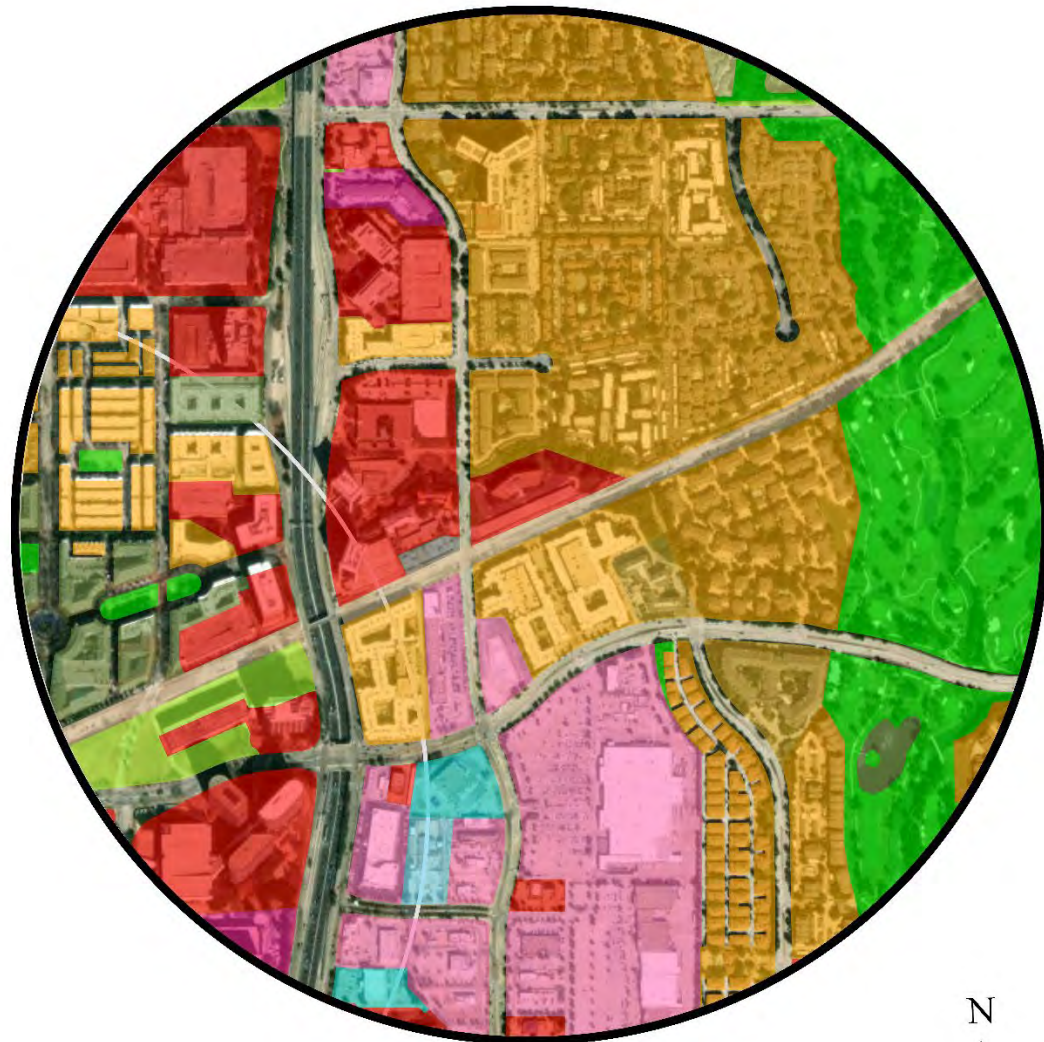


Figure C-6 University of Texas at Dallas Land Use

- | | |
|----------------------------|---------------------|
| Residential | Transit |
| Single Family | Airport |
| Multi Family | Airport |
| Mobile Home | Runway |
| Commercial | Dedicated |
| Office | Parks / Recreation |
| Retail | Landfill |
| Hotel / Motel | Cemeteries |
| Venue | Flood Control |
| Industrial | Undeveloped |
| Industrial | Vacant |
| Institutional | Residential Acreage |
| Group Quarters | Improved acreage |
| Institutional / Semipublic | Parking |
| Education | Water |
| Infrastructure | Water |
| Utilities | Small Water Bodies |
| Railroad | Mixed Use |
| Communication | Mixed Use |

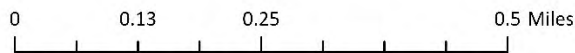


Figure C-7 CityLine/Bush Station Area Land Use

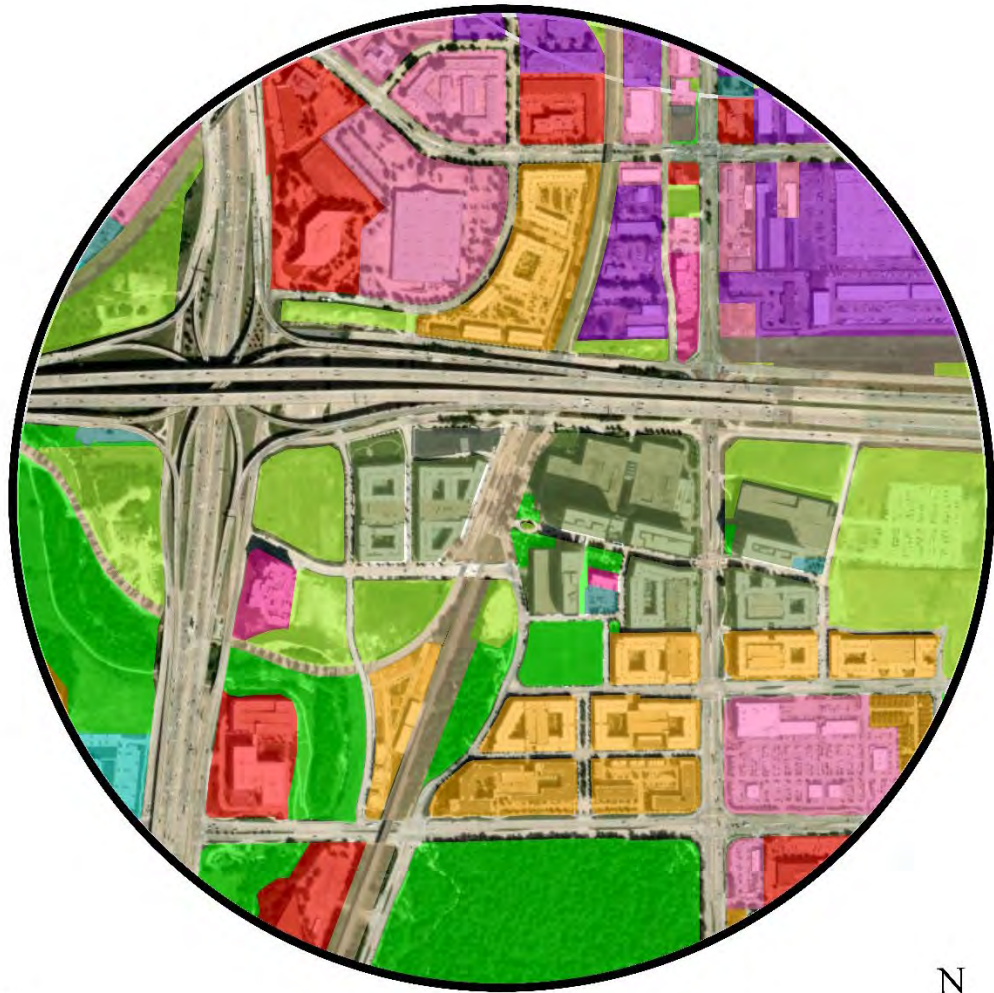
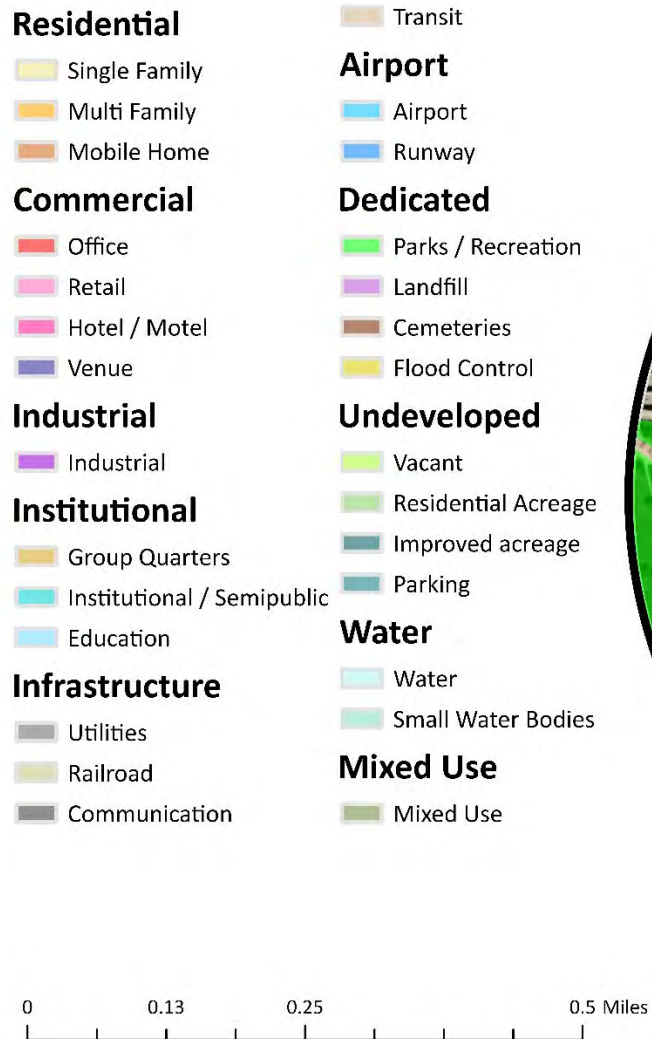


Figure C-8 12th Steet Station Area Land Use

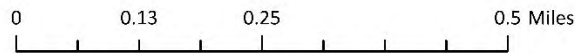
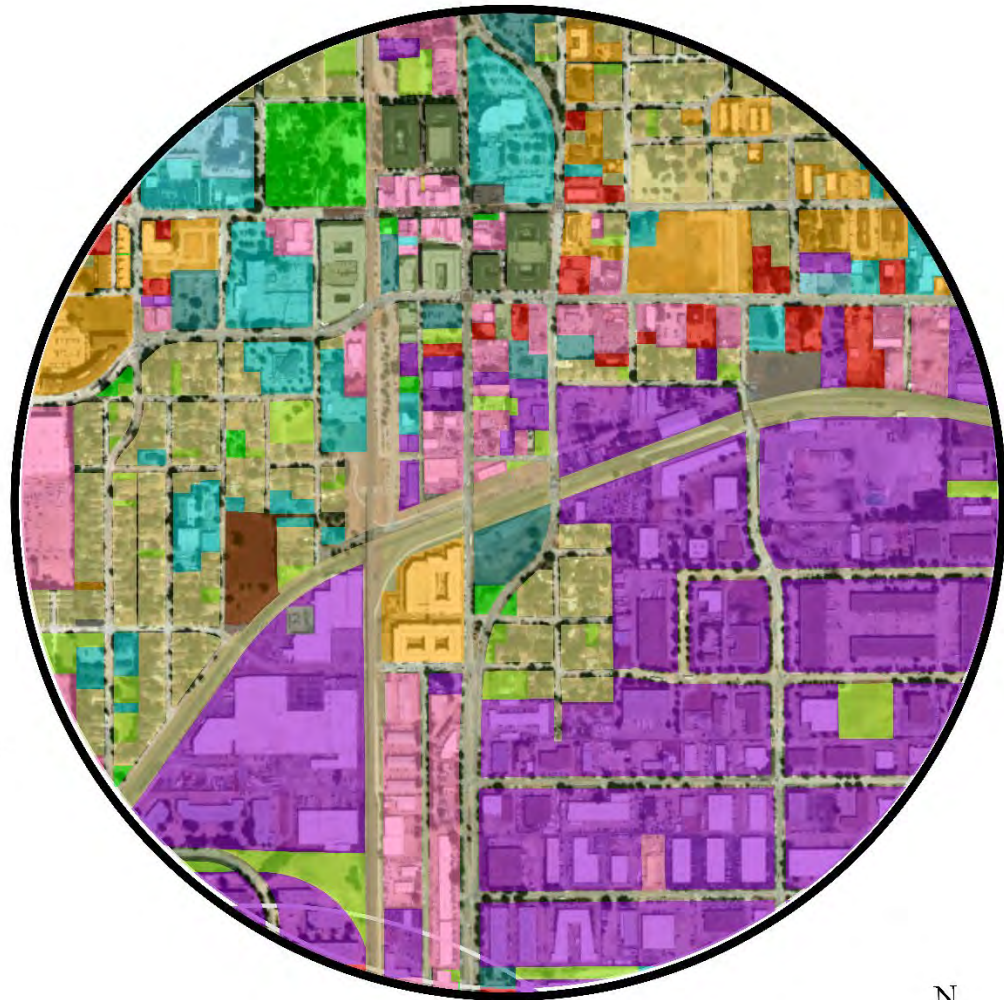
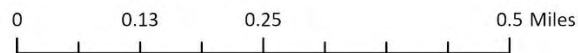
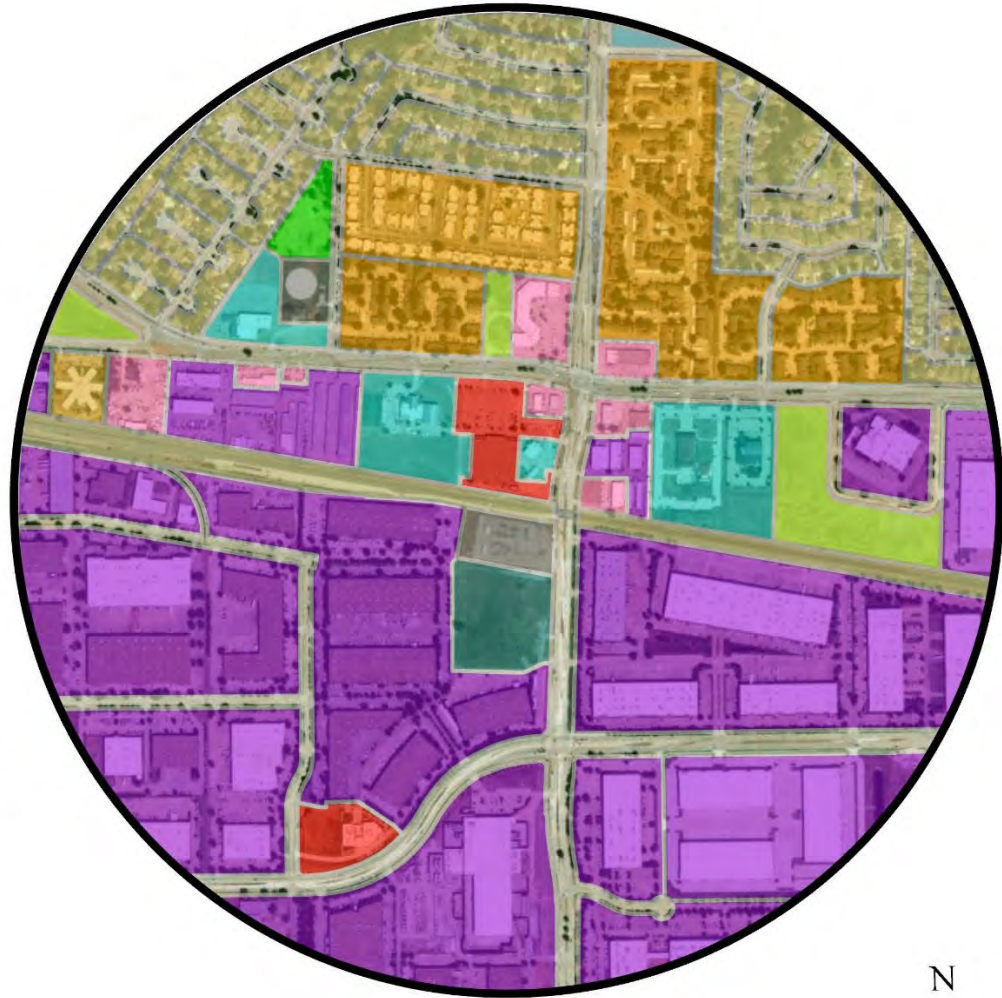
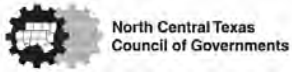


Figure C-9 Shiloh Road Station Area Land Use





Appendix D – Silver Line Transit-Oriented Development Inventory, Evaluation, and Proposed/Planned Transit-Oriented Developments

Figure D-1 Silver Line Existing Transit-Oriented Development (TOD) Inventory

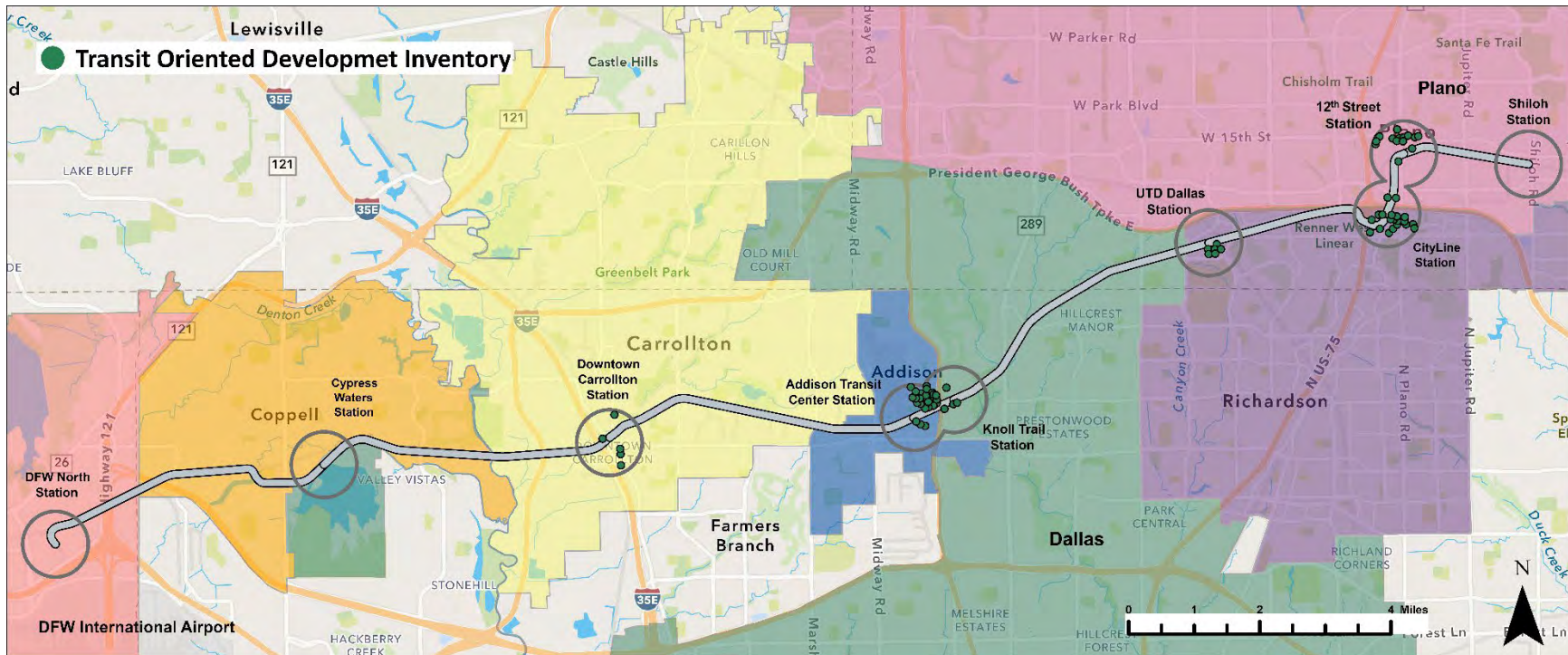


Table D-1 Number of Existing TOD Developments Near Silver Line Stations

Station	Number of TOD Developments
Downtown Carrollton	5
Addison	25
Knoll Trail	4
UT Dallas	6
CityLine/Bush	20
12th Street	15
Total	75

Table D-2 Existing TOD Development Evaluation

All seven scores were totaled to provide a “TOD Score,” where a score of 21 would indicate a development meeting the national TOD definition.

Name	Sub-Class	Class	TOD Land Use	Address	Dev-Status	Is MXU	Completed	Station	Line	Articulation	Street Scape	Entrances	Setback	Parking	Site Ped Connections	Density	TOD Score
The Standard at CityLine	Multifamily	Residential	Apartment	1125 E Renner Rd, Richardson 75082	E	N	2015	CityLine/Bush	R,O,S	2	2	2	2	3	3	3	17
3400 at CityLine	Office	Commercial	Office	3400 N Central Expy Richardson 75080	E	N	2016	CityLine/Bush	R,O,S	3	1	2	2	3	2	2	15
CityLine Park	Multifamily	Residential	Apartment	1130 CityLine Dr Richardson 75082	E	N	2019	CityLine/Bush	R,O,S	3	3	3	3	3	3	3	21
Windsor CityLine	Multifamily	Residential	Apartment	1250 Hunt St Richardson 75082	E	Y	2016	CityLine/Bush	R,O,S	2	2	2	3	3	3	3	18
The Lyla	Multifamily	Residential	Apartment	3521 Wilshire Way Richardson 75082	E	N	2019	CityLine/Bush	R,O,S	2	2	2	2	3	3	3	17
The Riley	Multifamily	Residential	Apartment	3551 Wilshire Way Richardson 75082	E	N	2017	CityLine/Bush	R,O,S	2	3	2	2	3	3	3	18
Anthem CityLine	Multifamily	Residential	Apartment	1250 State St Richardson 75082	E	Y	2016	CityLine/Bush	R,O,S	3	3	2	2	3	3	3	19
Aloft Hotel	Lodge	Commercial	Hotel	1160 State St Richardson 75082	E	N	2016	CityLine/Bush	R,O,S	3	3	3	3	3	3	3	21
One CityLine	Office	Commercial	Office	1150 State St Richardson 75082	E	Y	2015	CityLine/Bush	R,O,S	3	3	3	3	3	3	3	21
Four CityLine	Office	Commercial	Office	1415 State St Richardson 75082	E	N	2016	CityLine/Bush	R,O,S	3	3	3	3	2	3	3	20
Three CityLine	Office	Commercial	Office	1251 State St Richardson 75082	E	Y	2014	CityLine/Bush	R,O,S	3	3	3	3	3	3	3	21
Two CityLine	Office	Commercial	Office	1201 State St Richardson 75082	E	Y	2014	CityLine/Bush	R,O,S	3	3	3	3	3	3	3	21
Alexan Crossing	Multifamily	Residential	Apartment	120 W CityLine Dr Richardson 75082	E	Y	2017	CityLine/Bush	R,O,S	3	3	3	3	3	3	3	21
Alexan Central	Multifamily	Residential	Apartment	110 W CityLine Dr Richardson 75082	E	Y	2017	CityLine/Bush	R,O,S	3	3	3	3	3	3	3	21
Aura One90	Multifamily	Residential	Apartment	680 Executive Dr Plano 75074	E	N	2016	CityLine/Bush	R,O,S	2	2	1	2	3	3	2	15

Silver Line Corridor Transit-Oriented Development Plan
Existing Land Use Conditions Report

Name	Sub-Class	Class	TOD Land Use	Address	Dev-Status	Is MXU	Completed	Station	Line	Articulation	Street Scape	Entrances	Setback	Parking	Site Ped Connections	Density	TOD Score
Junction 15	Multifamily	Residential	Apartment	930 E 15th St Plano 75074	E	Y	2013	12th Street	R,O,S	3	2	3	3	3	3	3	20
Morada Plano	Multifamily	Residential	Apartment	1009 14th St Plano 75074	UC	Y	2019	12th Street	R,O,S	3	3	3	3	3	3	3	21
15th St Village	Multifamily	Residential	Townhome	1440 Clarinet Ln Plano 75074	E	N	2004	12th Street	R,O,S	2	2	3	2	3	3	2	17
15th St Village	Multifamily	Residential	Condominium	800 E 15th St Plano 75074	E	N	2005	12th Street	R,O,S	1	2	1	3	2	3	3	15
Bel Air K Station	Multifamily	Residential	Apartment	1013 15th Pl Plano 75074	E	Y	2001	12th Street	R,O,S	2	3	2	3	3	3	3	19
Lexington Park at Rice Field	Multifamily	Residential	Townhome	1608 Carpenter Dr Plano 75074	UC	N	2018	12th Street	R,O,S	2	1	3	3	3	3	3	18
Urban Rio	Service	Commercial	Restaurant	1000 14th St #100 Plano 75074	E	Y	2012	12th Street	R,O,S	3	2	3	3	2	2	3	18
Bel Air Downtown	Multifamily	Residential	Apartment	1410 K Ave Plano 75074	E	Y	2002	12th Street	R,O,S	3	3	3	3	3	3	3	21
Patriot Park Apartments	Multifamily	Residential	Apartment	701 13th/14th Connector Plano 75074	E	N	2021	12th Street	R,O,S	2	1	2	3	2	3	3	16
Urban Core	Service	Commercial	Restaurant	1104 14th St Plano 75074	E	Y	2019	12th Street	R,O,S	3	2	2	3	3	3	3	19
At Fifteenth	Multifamily	Residential	Apartment	1200 E 15th St Plano 75074	E	N	2021	12th Street	R,O,S	3	3	3	3	3	3	2	20
Drury Plaza Hotel	Lodge	Commercial	Hotel	165 W CityLine Dr Richardson 75082	E	N	2021	CityLine/Bush	R,O,S	2	2	2	2	3	2	3	16
The Register	Multifamily	Residential	Apartment	3520 Wilshire Wy Richardson 75082	E	N	2021	CityLine/Bush	R,O,S	3	3	2	3	3	3	3	20
Union at Carrollton Square	Multifamily	Residential	Apartment	1111 S Main St Carrollton 75006	E	Y	2012	Downtown Carrollton	G,S	3	3	3	3	3	3	2	20
The Switchyard	Multifamily	Residential	Apartment	1199 N Broadway St Carrollton 75006	E	Y	2018	Downtown Carrollton	G,S	3	3	2	3	2	2	3	18
Lux on Main	Multifamily	Residential	Apartment	1011 S Main St Carrollton 75006	E	Y	2018	Downtown Carrollton	G,S	3	3	3	3	3	3	3	21
Olympus on Broadway	Multifamily	Residential	Apartment	1415 S Broadway St Carrollton 75006	E	Y	2019	Downtown Carrollton	G,S	3	3	3	3	3	3	3	21
Thomas Place	Multifamily	Residential	Townhome	1025 Thomas Place Carrollton 75006	E	N	2021	Downtown Carrollton	G,S	3	3	3	2	3	2	2	18

Name	Sub-Class	Class	TOD Land Use	Address	Dev-Status	Is MXU	Completed	Station	Line	Articulation	Street Scap	Entrances	Setback	Parking	Site Ped Connections	Density	TOD Score
Ferro	Multifamily	Residential	Apartment	1005 11th St Plano 75074	E	N	2023	12th Street Station	R,O,S	3	2	2	3	3	3	3	19
The Emory Downtown Plano	Multifamily	Residential	Apartment	1345 14th St Plano 75074	UC	Y	2024	12th Street	R,O,S	3	3	3	3	3	3	3	21
The Commons at Spring Creek	Multifamily	Residential	Town Homes	3428 Centre Line Dr Richardson 75080	E	N	2024	CityLine/Bush	R,O,S	3	3	2	3	2	3	2	18
Northside Plus Building 13	Multifamily	Residential	Apartment	850 Cecil Dr Richardson 75080	E	N	2021	UTD	S	3	3	3	3	2	3	3	20
Northside Building 5/6	Multifamily	Residential	Apartment	3000 Northside Blvd Richardson 75080	E	N	2018	UTD	S	3	3	3	3	2	3	3	20
Northside Building 9	Multifamily	Residential	Apartment	3100 Northside Blvd Richardson 75080	E	N	2018	UTD	S	3	3	3	3	3	3	3	21
Northside Building 12	Multifamily	Residential	Apartment	750 Synergy Park Blvd Richardson 75080	E	N	2020	UTD	S	3	3	3	3	2	3	3	20
Northside Apartments	Multifamily	Residential	Apartment	3000 Northside Blvd Richardson 75080	E	Y	2017	UTD	S	3	3	3	2	2	3	3	19
Northside Building 2	Multifamily	Residential	Apartment	3000 Northside Blvd Richardson 75080	E	Y	2017	UTD	S	3	3	3	2	1	3	3	18
Aura NorthLine	Multifamily	Residential		533 J Pl Plano 75074	A	N	2025	CityLine/Bush	R,O,S	0	0	0	0	0	0	0	0
5151 Apartments	Multifamily	Residential	Apartment	5151 Bent Tree Forest Dr Dallas 75248	E	N	2017	Knoll Trail	S	3	2	3	2	3	2	3	18
IMT Prestonwood	Multifamily	Residential	Apartment	15480 Dallas Pkwy Dallas 75248	E	N	2018	Knoll Trail	S	3	3	1	3	3	2	3	18
Berkshire Auburn Apartments	Multifamily	Residential	Apartment	5515 Arapaho Rd Dallas 75248	E	N	2017	Knoll Trail	S	3	2	2	2	3	3	3	18
Berkshire Amber Apartments	Multifamily	Residential	Apartment	5519 Arapaho Rd Dallas 75248	E	N	2016	Knoll Trail	S	3	2	2	2	3	3	3	18
Railside Lofts	Multifamily	Residential	Apartment	E. 13th St Plano 75074	A	Y	2027	Downtown Plano	R,O,S	0	0	0	0	0	0	0	0
AMLi Addison	Multifamily	Residential	Apartment	15250 Quorum Dr Addison 75001	E	N	2020	Addison	S	3	3	3	3	3	3	3	21
Western International	Office	Commercial	Office	15275 Quorum Dr Addison 75001	E	N	2019	Addison	S	3	3	2	3	2	3	1	17

Name	Sub-Class	Class	TOD Land Use	Address	Dev-Status	Is MXU	Completed	Station	Line	Articulation	Street Scape	Entrances	Setback	Parking	Site Ped Connections	Density	TOD Score
MMA Addison Circle	Multifamily	Commercial	Mixed Use	5009 Addison Cir Addison 75001	E	Y	2003	Addison	S	3	3	3	3	3	3	3	21
Aventura Condominiums	Multifamily	Residential	Condominiums	5055 Addison Cir Addison 75001	E	N	2003	Addison	S	3	3	3	3	3	3	3	21
Cortland Addison Circle Building 1	Multifamily	Residential	Mixed Use	15777 Quorum Dr Addison 75001	E	Y	2009	Addison	S	3	3	3	3	3	3	3	21
Townhomes of District A	Multifamily	Residential	Townhomes	5018 Parkview Pl Addison 75001	E	N	2008	Addison	S	3	3	3	3	3	3	3	21
Meridian Square Condos	Multifamily	Residential	Condominiums	5005 Meridian Ln Addison 75001	E	N	2021	Addison	S	3	3	3	3	3	3	3	21
Meridian Square	Multifamily	Residential	Townhomes	5026 Meridian Ln Addison 75001	E	N	2015	Addison	S	3	3	3	3	3	3	3	21
Allegro Addison Circle II	Multifamily	Residential	Apartment	15750 Allegro Pl Addison 75001	E	Y	2009	Addison	S	3	3	3	3	3	3	3	21
Allegro Addison Circle I	Multifamily	Residential	Apartment	15750 Spectrum Dr Addison 75001	E	N	2009	Addison	S	3	3	3	3	3	3	3	21
Addison Circle One	Office	Commercial	Apartment	15601 Dallas Pkwy Addison 75001	E	N	1999	Addison	S	3	3	3	3	2	2	3	20
Two Addison Circle	Office	Commercial	Office	15725 Dallas Pkwy Addison 75001	E	N	2009	Addison	S	3	3	3	3	3	3	3	21
Jefferson Addison Heights	Multifamily	Residential	Apartment	4800 Airport Pkwy Addison 75001	UC	N	0	Addison	S	0	0	0	0	0	0	0	0
One Addison Place	Office	Commercial	Office	4900 Arapaho Rd Addison 75001	UC	Y	0	Addison	S	0	0	0	0	0	0	0	0
Residence at CityLine	Single Family	Residential	Single Family	Foxboro Dr & E CityLine Dr Richardson 75082	E	N	2019	CityLine/Bush	R,O,S	3	3	2	3	3	3	1	18
The Emory - Town Homes	Multifamily	Residential	Townhomes	1400 E 15th St Plano 75074	UC	N	0	12th Street	R,O,S	0	0	0	0	0	0	0	0
Park on 14th Street	Multifamily	Residential	Apartment	1321 G Ave Plano 75074	UC	N	0	12th Street	R,O,S	0	0	0	0	0	0	0	0
MAA Addison Circle Building 8	Multifamily	Residential	Mixed Use	5060 Addison Circle Addison 75001	E	Y	2003	Addison	S	3	3	3	3	3	3	3	21
MAA Addison Circle Building 7	Multifamily	Residential	Mixed Use	15505 Lewis Place Addison 75001	E	Y	2003	Addison	S	3	3	3	3	3	3	3	21
MAA Addison Circle Building 6	Multifamily	Residential	Mixed Use	15575 Lewis Place Addison 75001	E	Y	2003	Addison	S	3	3	3	3	3	3	3	21
MAA Addison Circle Building 4	Multifamily	Residential	Mixed Use	5035 Addison Circle Addison 75001	E	Y	2003	Addison	S	3	3	3	3	3	3	3	21

Name	Sub-Class	Class	TOD Land Use	Address	Dev-Status	Is MXU	Completed	Station	Line	Articulation	Street Scape	Entrances	Setback	Parking	Site Ped Connections	Density	TOD Score
MAA Addison Circle Building 1	Multifamily	Residential	Mixed Use	15610 Witt Place Addison 75001	E	Y	2001	Addison	S	3	3	3	3	3	3	3	21
MAA Addison Circle Building 2	Multifamily	Residential	Mixed Use	15625 Witt Place Addison 75001	E	Y	2001	Addison	S	3	3	3	3	3	3	3	21
MAA Addison Circle Building 3	Multifamily	Residential	Mixed Use	4981 Morris Ave Addison 75001	E	Y	2003	Addison	S	3	3	3	3	3	3	3	21
MAA Addison Circle Building 9	Multifamily	Residential	Apartment	4901 Morris Ave Addison 75001	E	N	2003	Addison	S	3	3	3	3	3	3	3	21
MAA Addison Circle Building 10	Multifamily	Residential	Apartment	4851 Morris Ave Addison 75001	E	N	2003	Addison	S	3	3	3	3	3	3	3	21
Courtland Addison Circle Building 2/3/4	Multifamily	Residential	Apartment	15779 Quorum Dr Addison 75001	E	N	2009	Addison	S	3	3	3	3	3	3	3	21
Allegro Addison Phase II	Multifamily	Residential	Apartment	15750 Allegro Pl Addison 75001	E	N	2013	Addison	S	3	3	3	3	3	3	3	21
MAA Addison Circle Building 1	Multifamily	Residential	Mixed Use	15610 Witt Place Addison 75001	E	Y	2001	Addison	S	3	3	3	3	3	3	3	21
MAA Addison Circle Building 2	Multifamily	Residential	Mixed Use	15625 Witt Place Addison 75001	E	Y	2001	Addison	S	3	3	3	3	3	3	3	21
MAA Addison Circle Building 3	Multifamily	Residential	Mixed Use	4981 Morris Ave Addison 75001	E	Y	2003	Addison	S	3	3	3	3	3	3	3	21
MAA Addison Circle Building 9	Multifamily	Residential	Apartment	4901 Morris Ave Addison 75001	E	N	2003	Addison	S	3	3	3	3	3	3	3	21
MAA Addison Circle Building 10	Multifamily	Residential	Apartment	4851 Morris Ave Addison 75001	E	N	2003	Addison	S	3	3	3	3	3	3	3	21
Courtland Addison Circle Building 2/3/4	Multifamily	Residential	Apartment	15779 Quorum Dr Addison 75001	E	N	2009	Addison	S	3	3	3	3	3	3	3	21
Allegro Addison Phase II	Multifamily	Residential	Apartment	15750 Allegro Pl Addison 75001	E	N	2013	Addison	S	3	3	3	3	3	3	3	21

Figure D-2 Silver Line TOD Proposed/Planned TOD

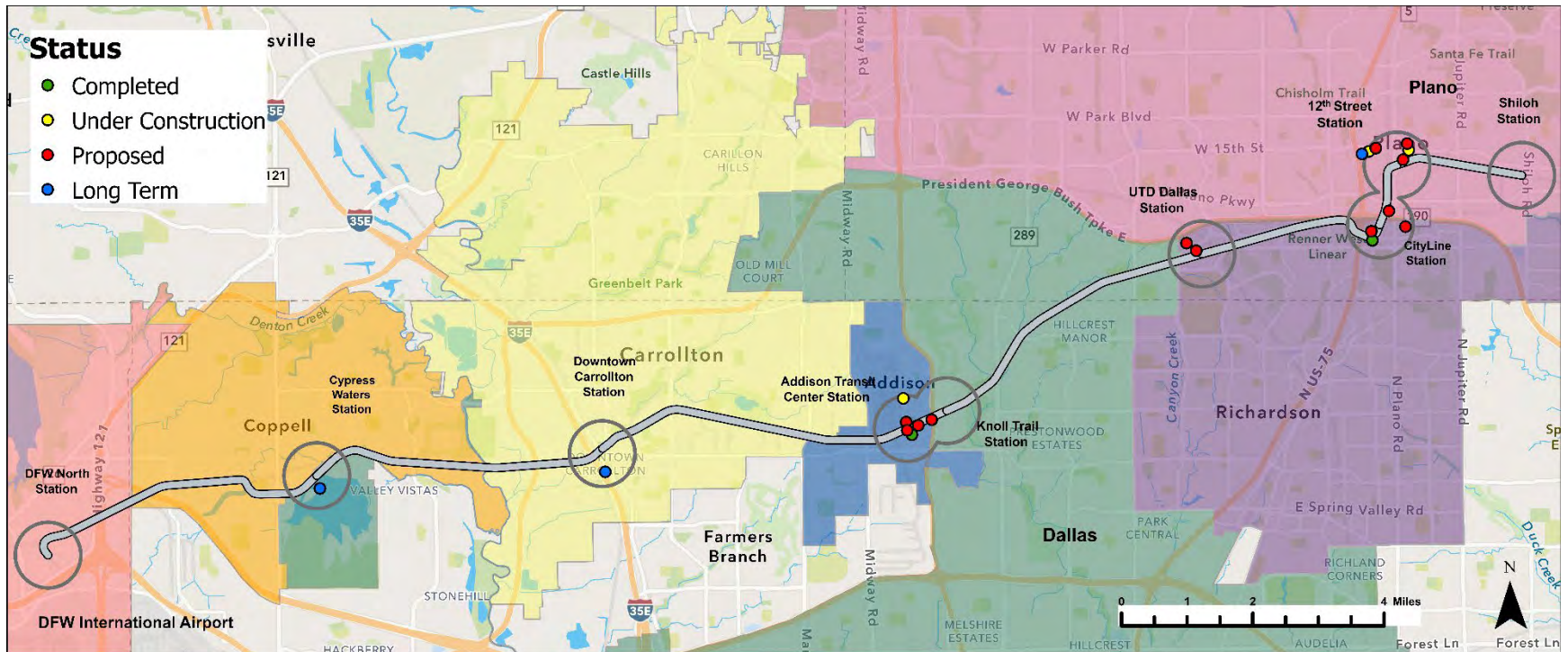


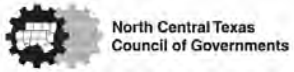
Table D-3 Proposed Silver Line TOD Proposed/ Planned TOD

Development Name	City	Station	Status	Description
One Addison Place	Addison	Addison Circle	Completed	38,266 SQFT, 5-story Office Building
Jefferson Addison Hights	Addison	Addison Circle	Under Construction	5-story multifamily building with 287 units with 7 live/work units and parking garage.
Arapaho Station Tower	Addison	Addison Circle	Proposed*	11-story, 264,299 SQFT office tower with a parking garage
Addison Silver Line TOD	Addison	Addison Circle	Proposed*	<ul style="list-style-type: none"> • 15-, 7- and 5-story multifamily tower with 290 units and parking garage • 7-story multifamily podium with 400 units and parking garage • 160,000 SQFT office building with 650 space parking garages. • 18,00 SQFT retail/restaurant/entertainment node between the office tower and multifamily tower
Redevelopment of Van Hyundai lots	Carrollton	Downtown Carrollton	Long-Term	Van Hyundai property at 1301 S IH 35E (6th Ave and Vandergriff Drive) is being demolished to make room for an additional 135 parking spaces in Downtown Carrollton with the future intent of develop this area to mixed-use development.
Future Mixed Use	Dallas	Cypress Waters	Long-Term	Cypress Waters when fully built could include office, retail, and multifamily land uses. The street grid uses a pedestrian-friendly block pattern including connected trails.
Aura North Line	Plano	12th Street	Proposed	5-story midrise multifamily building with 325 units with parking garage.
15th Street Townhomes	Plano	12th Street	Proposed	49 single-family residence attached units and 13 common area lots on 2.0 acres located on the southwest corner of 15th St. and H Ave.
Park on 14th Street	Plano	12th Street	Under Construction	62 multifamily residence units on one lot of 1.5 acres located on the southwest corner of 14th St. and G Ave.
Patriot Park II	Plano	12th Street	Long-Term	129 multifamily residence units on one lot on 2.4 acres located on the south side of 14th St.

Development Name	City	Station	Status	Description
Rail Side	Plano	12th Street	Proposed	270 multifamily units, 31 single-family residence attached lots, and retail on 5.5 acres located at the northeast corner of M Ave and 14th St.
The Emory	Plano	12th Street	Under Construction	Midrise multifamily building with 270 units and 50 urban town homes for sale.
12th Street Single-Family Home	Plano	12th Street	Proposed	26 new single-family homes on the corner of M Ave and 15th St.
Plano Parkway and Executive Drive	Plano	12th Street	Proposed	502 midrise multifamily, 33 attached single-family units, open space, office space and hotel development.
CityLine 5, 6, 7	Richardson	CityLine	Proposed	18-story office tower at 513,000 SQFT 13-story office tower at 356,000 SQFT 15-story office tower at 507,000 SQFT
CityLine East Planned Development (PD) District	Richardson	CityLine	Long Term	Allow for the increase of allowable units in the CityLine East PD from 1,925 to 3,100 for future residential development.
The Commons of Spring Creek	Richardson	CityLine	Completed	58 townhomes adjacent to CityLine
Lantower CityLine	Richardson	CityLine	Proposed	5-story multifamily building with 295 units with a 452-space parking garage.
Points at Waterview PD 4472	Richardson	UT Dallas	Proposed	New 36-acre mixed use development near UTD with a maximum allowable 4,000 residential units, 500,000 SQFT of office space, 40,00 SQFT of retail and two hotels

Proposed: Information on what is being built such as site plans, size (SQFT., number of units) is available, development timeline is more near-term.

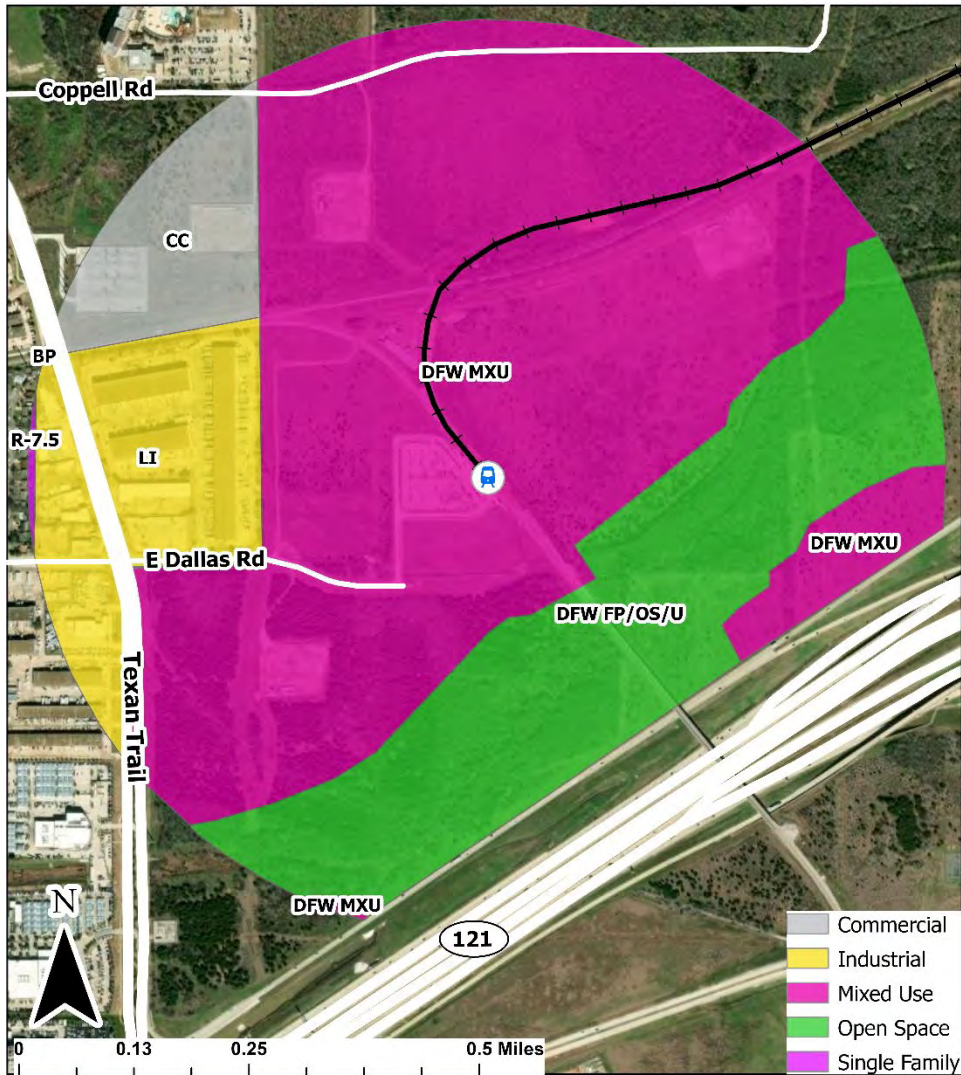
Long-term: General idea of redevelopment but details are not specified yet.



Appendix E – Silver Line Zoning Evaluation

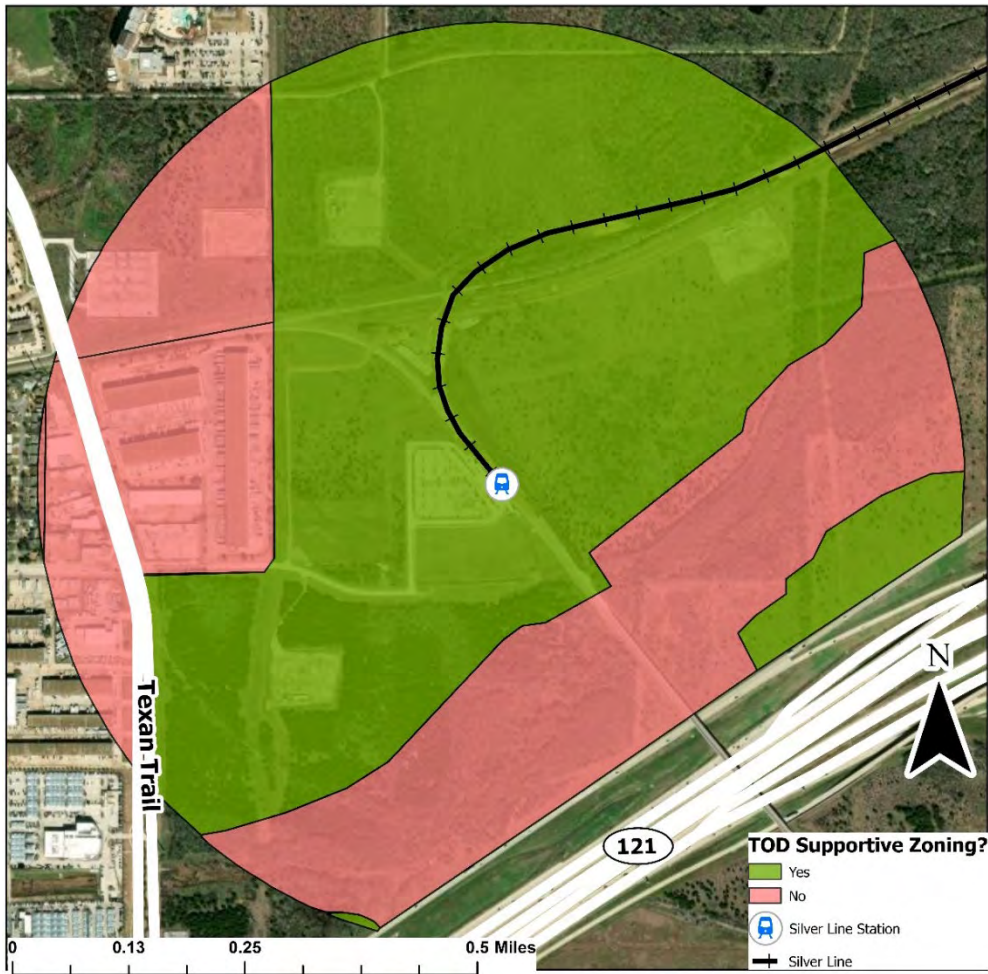
Figure E-1 DFW Airport North

DFW Airport North Station Area Zoning



DFW Airport North Station Area Zoning Composition		
Standard Zoning	Total Acres	Percentages
Commercial	25.9	5.87%
Industrial	47.6	10.80%
Mixed Use	266.7	60.52%
Open Space	99.9	22.66%
Single Family	0.6	0.14%

DFW Airport North Station Area TOD Supportiveness



DFW Airport North Station Area TOD Supportiveness		
Standard Zoning	Total Acres	Percentages
Yes	268	61%
No	174	39%

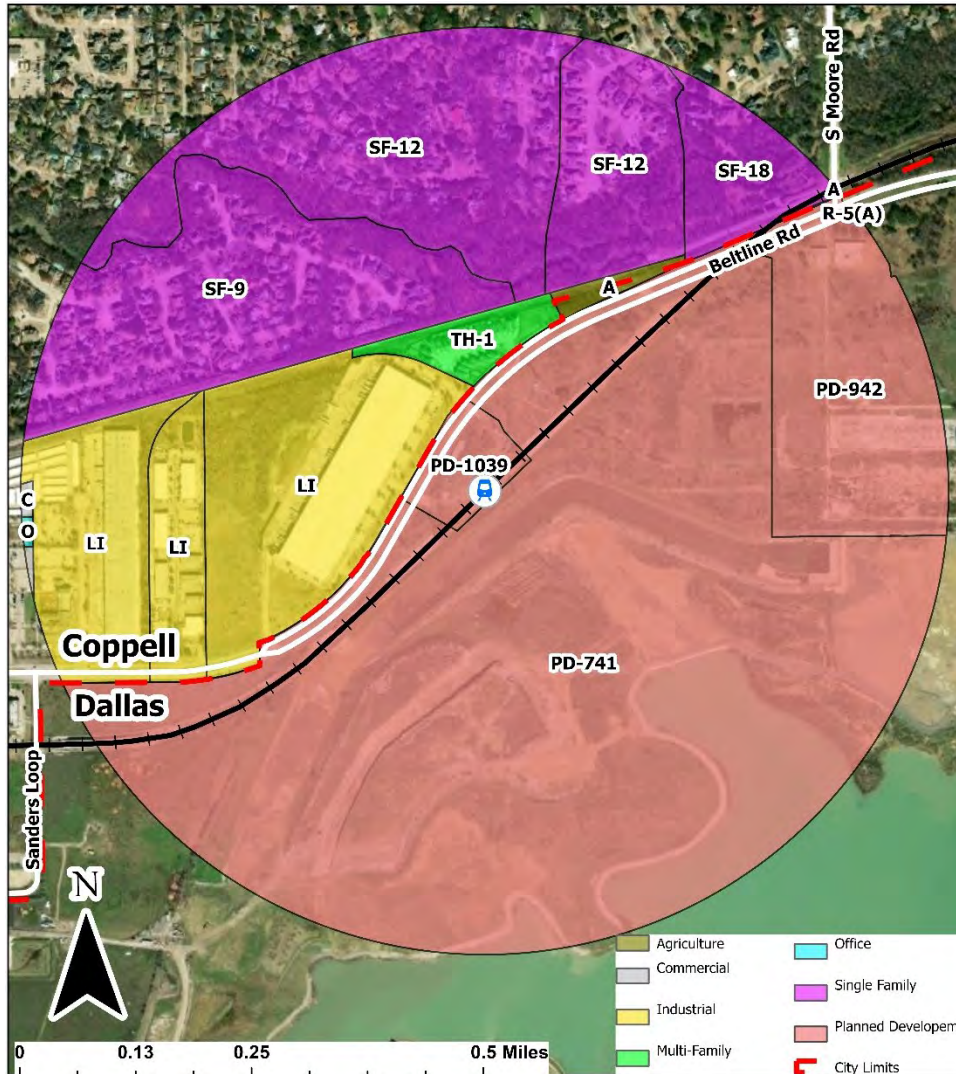
Table E-1 DFW Airport North Station TOD Supportiveness Evaluation

City	Zoning Code	Zoning Code	Max Density	Max Lot Coverage	Max Height	Min Setback	TOD Supportiveness
Grapevine	BP	Business Park	-	60%	50 ft	30 ft	No
Grapevine	CC	Community Commercial		60%	50 ft	25 ft	No
Grapevine	LI	Light Industrial	-	50%	50ft	30ft	No
Grapevine	R-7.5	Single Family Residential	4	40%	35ft	30ft	No
DFW International Airport	DFW MXU*	Mixed Use Commercial	-	-	-	-	Yes
DFW International Airport	DW OS/U/FP	Open Space/ Undevelopable/ Floodplain	-	-	-	-	No – Reserved for Open Space/ Floodplain / Undeveloped

*Per DFW Land Use Plan DFW Mixed Used Commercial as a 936 gross acre transit-oriented development for retail, entertainment, hotel and corporate commercial.

Figure E-2 Cypress Waters

Cypress Waters Station Area Zoning



Cypress Waters Zoning Composition		
Standard Zoning	Total Acres	Percentages
Agriculture	1.9	0.39%
Commercial	0.5	0.10%
Industrial	73.3	14.57%
Office	0.2	0.05%
Single Family	134.4	26.73%
Multifamily	6.0	1.19%
Planned Development	287.4	57.13%

Zoning Districts

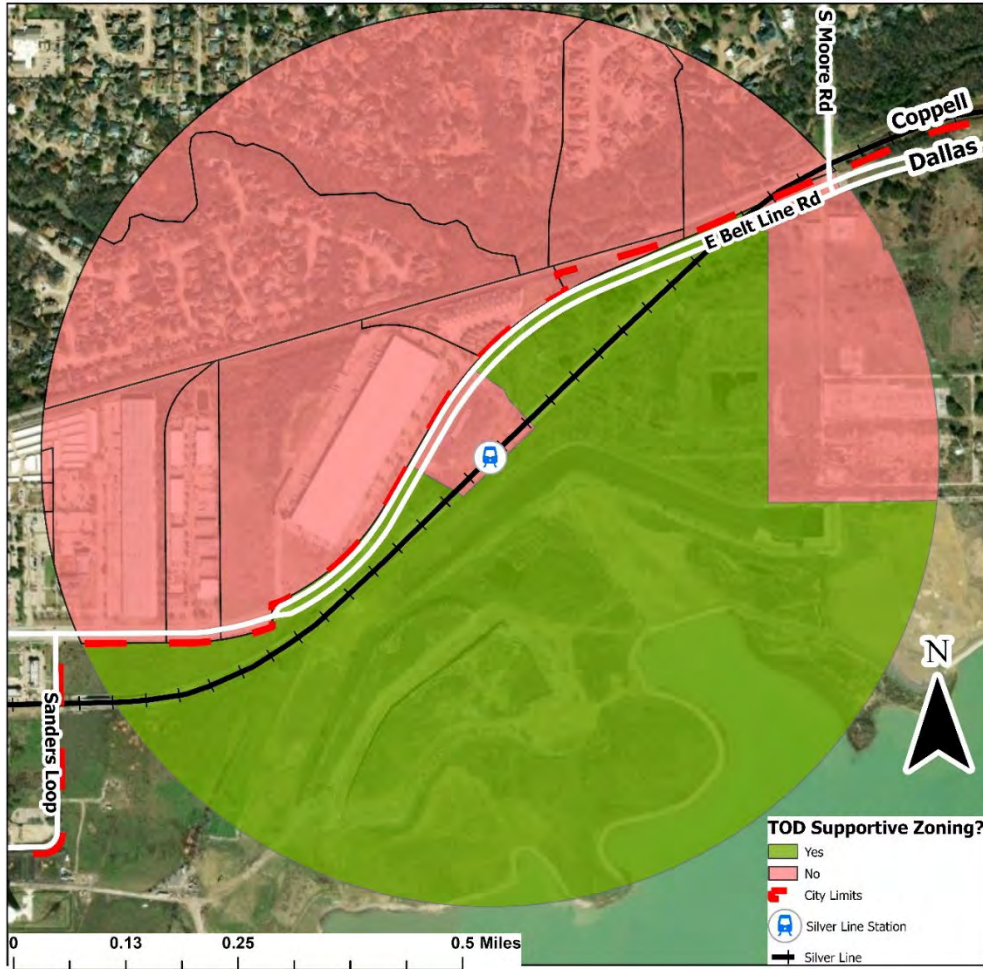
Dallas

- R-5(A) – Single Family
- PD-741 – Planned Development 741
- PD-942 – Planned Development 942
- PD-1039 – Planned Development 1039

Coppel

- A – Agricultural
- C – Commercial
- LI – Light Industrial
- O – Office
- SF-9 – Single Family
- SF-12 – Single Family
- SF-18 – Single Family
- TH-1 – Townhome

Cypress Waters TOD Station Area TOD Supportiveness



Cypress Water Station Area TOD Supportiveness		
Standard Zoning	Total Acres	Percentages
Yes	244	48%
No	260	52%

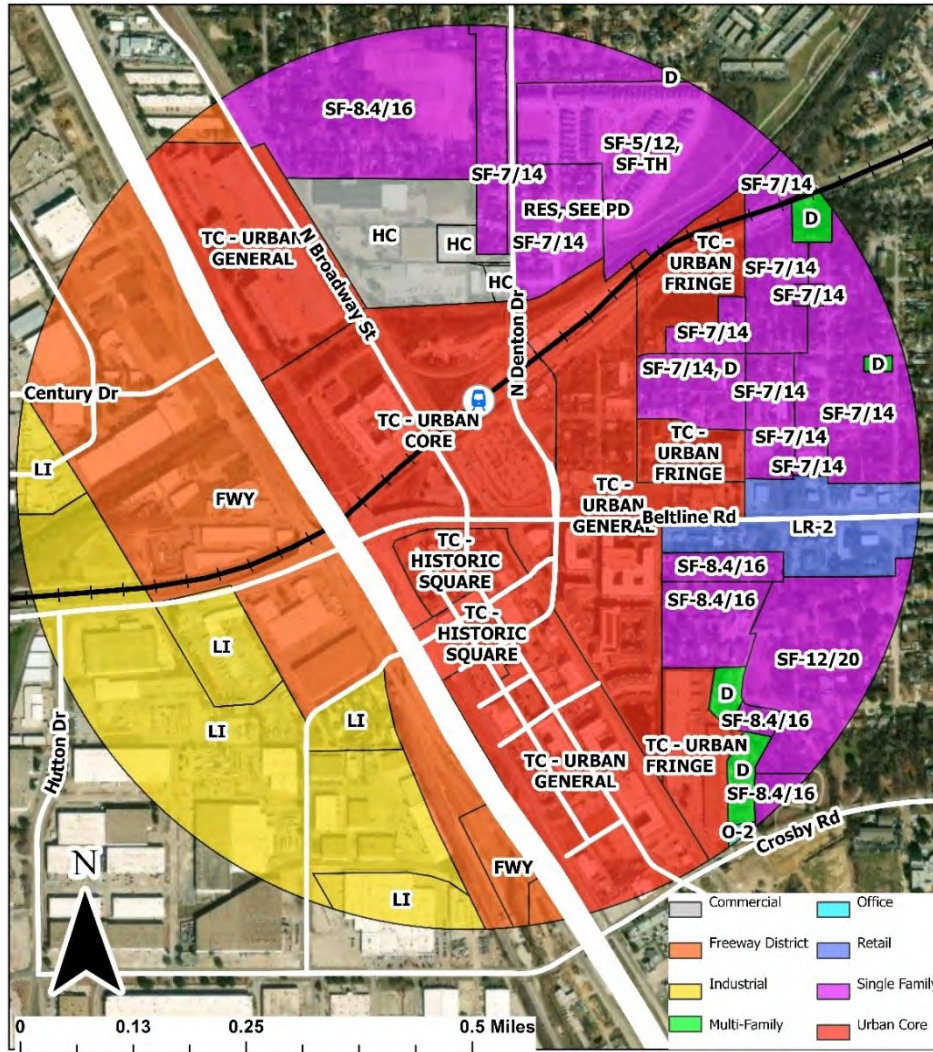
Table E-2 Cypress Waters Area TOD Supportiveness Evaluation

City	Zoning Code	Zoning Code	Max Density	Max Lot Coverage	Max Height	Min Setback	TOD Supportiveness
Dallas	PD-741	Planned Development 741	10,000 Units	90%	70 ft	5 ft	Yes
Dallas	PD-942	Planned Development 942	2*	10% for res. 25% for non-res.	24 ft	20 ft	No
Dallas	PD-1039	Planned Development 1039	2*	10% for res. 25% for non-res.	24 ft	20 ft	This is the DART Silver Line Station
Coppell	A	Agriculture	1	10%	35 ft	40 ft	No
Coppell	C	Commercial	1:1	40%	2½ stories; 35 ft	30 ft w/ no parking 60 ft w/ parking	No
Coppell	LI	Light Industrial	2:1	50% 60% with parking structure	None but if close to residential 35 ft max	30 ft w/ no parking 60 ft w/ parking	No
Coppell	SF-9	Single Family	2*	35%	2½ stories; 35 ft	25 ft	No
Coppell	SF-12	Single Family	2*	35%	2½ stories; 35 ft	30 ft	No
Coppell	SF-18	Single Family	2*	25%	2 stories; 35 ft	30 ft	No
Coppell	TH-1	Townhome	2*	70%	2½ stories; 35 ft	25 ft	No
Coppell	O	Office	1:1	50% 60% with parking structure	115 ft but if close to residential 35 ft max	30 ft w/ no parking 60 ft w/ parking	No

*Assumed this includes single family unit plus accessory unit.

Figure E-3 Downtown Carrollton

Downtown Carrollton Station Area Zoning



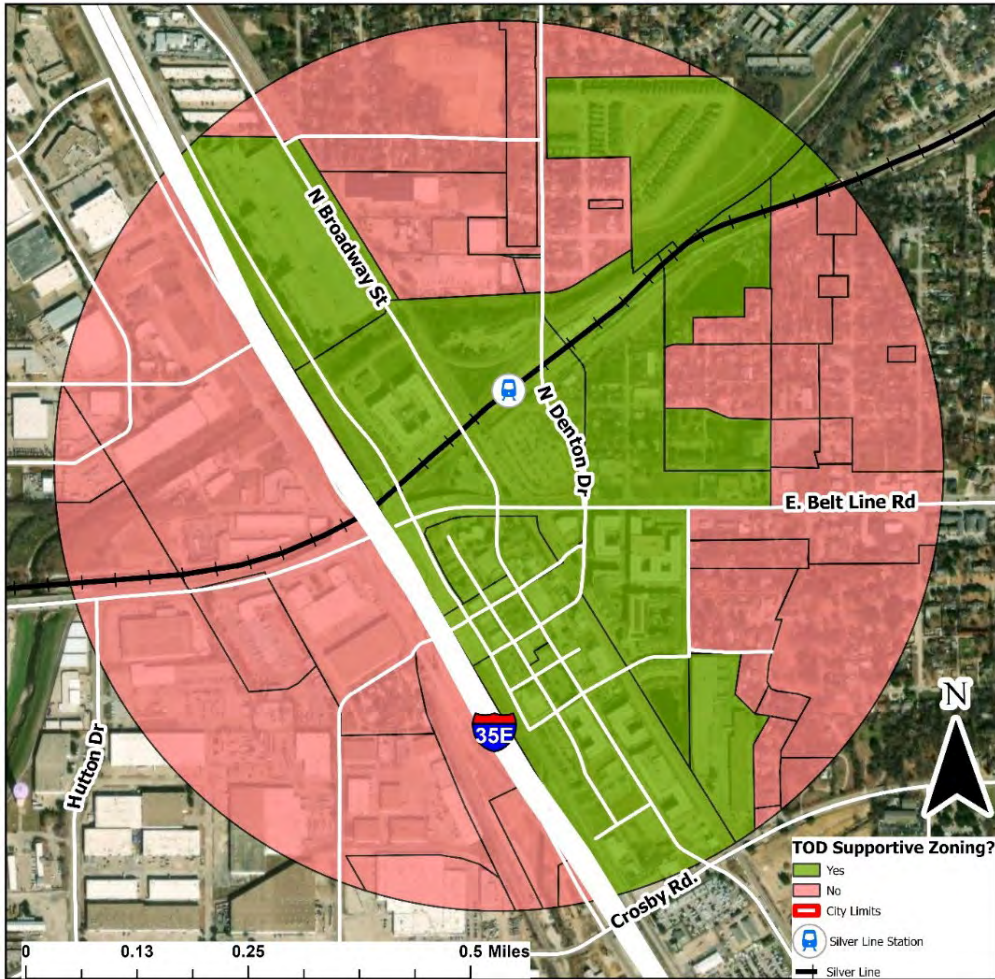
Downtown Carrollton Station Area Zoning Composition		
Standard Zoning	Total Acres	Percentages
Commercial	16.2	3.2%
Freeway District	91.2	18.1%
Industrial	72.2	14.4%
Multifamily	5.2	1.0%
Office	0.3	0.1%
Retail	14.1	2.8%
Single Family	135.7	27.0%
Urban Center	167.6	33.3%

Zoning Districts

Carrollton

- D – Duplex
- HC – Heavy Commercial
- FWY – Freeway District
- LI – Light Industrial
- O-2 – Office
- LR-2 – Light Retail
- Res, See PD- Single Family
- SF-TH – Townhomes
- SF-5/12 – Single Family
- SF-7/14 – Single Family
- SF-8.4/16 – Single Family
- SF-12/20 – Single Family
- TC-Historic Square – Transit Center Historic Square
- TC-Urban Core – Transit Center Urban Core
- TC-Urban Fringe – Transit Center Urban Fringe
- TC-Urban General – Transit Center Urban General

Downtown Carrollton Station Area Zoning



Downtown Carrollton Station Area TOD Supportiveness		
Standard Zoning	Total Acres	Percentages
Yes	190	38%
No	312	62%

Table E-3 Downtown Carrollton Area TOD Supportiveness Evaluation

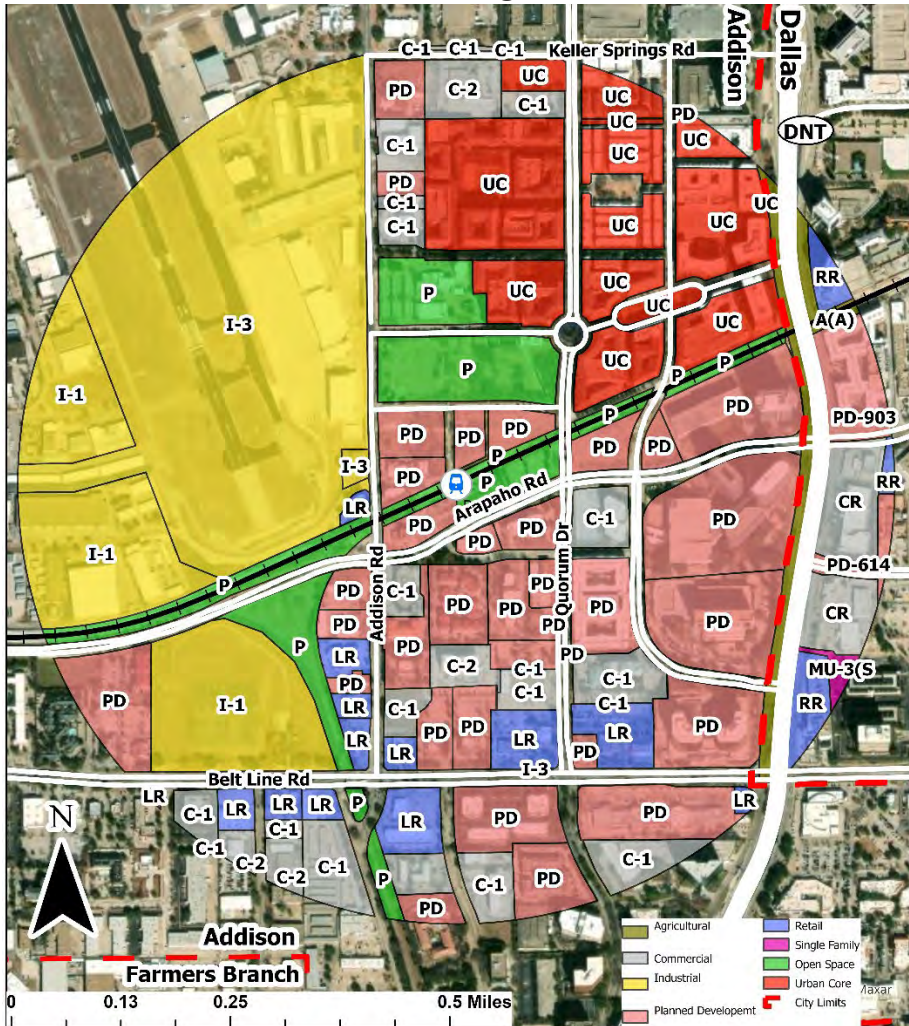
City	Zoning Code	Zoning Code	Max Density	Max Lot Coverage	Max Height	Min Setback	TOD Supportiveness
Carrollton	D	Duplex	2	45%	2½ stories; 36 ft	25 ft	No
Carrollton	FWY	Freeway District	-	65%	75 ft	25 ft	No
Carrollton	HC	Heavy Commercial	4:1	65%	75 ft	50 ft	No
Carrollton	LI	Light Industrial	4:1	65%	75 ft	50 ft	No
Carrollton	LR-2	Light Retail	.80:1	40%	2 stories; 25 ft	50 ft	No
Carrollton	O-2	Office	.80:1	40%	2 stories; 25 ft	50 ft	No
Carrollton	RES (PD-092)	Single Family	2*	45%	36 ft	25 ft #	No
Carrollton	SF-12/20	Single Family	2*	45%	36 ft	35 ft	No
Carrollton	SF-5/12	Single Family	2*	55%	36 ft	20 ft	No
Carrollton	SF-TH	Townhomes	2*	45%	2½ stories; 36 ft	20 ft	Yes
Carrollton	SF-7/14	Single Family	2*	45%	36 ft	25 ft	No
Carrollton	SF-7/14 D (PD -1975) A1^	Single Family	2	45%	36 ft	25 ft	No
Carrollton	SF-7/14 D (PD -1975) A2^	Single Family	2*	45%	36 ft	25 ft	No
Carrollton	SF-8.4/16	Single Family	2*	45%	36 ft	25 ft	No
Carrollton	TC-Historic Square	Transit Center Historic Square	-	-	3 stories	3 ft	Yes
Carrollton	TC-Urban Core	Transit Center Urban Core	-	-	Unlimited	6 ft	Yes
Carrollton	TC-Urban Fringe	Transit Center Urban Fringe	-	-	4 stories	6 ft	Yes
Carrollton	TC-Urban General	Transit Center Urban General	-	-	6 stories	0 ft	Yes

^ With special use permit duplexes are allowed to be developed.

Per PD 092 provides two lots with special sizes and setbacks in the single-family zoning in lieu of SF-7/14.

Figure E-4 Addison Transit Station

Addison Transit Station Area Zoning



Addison Transit Station Area Zoning Composition		
Standard Zoning	Total Acres	Percentages
Agriculture	13.5	3.1%
Commercial	46.7	10.6%
Industrial	139.8	31.9%
Mixed Use	1.0	0.2%
Open Space	41.9	9.5%
Planned Development	106.7	24.3%
Retail	34.9	7.9%
Urban Core	54.6	12.4%

Zoning Districts

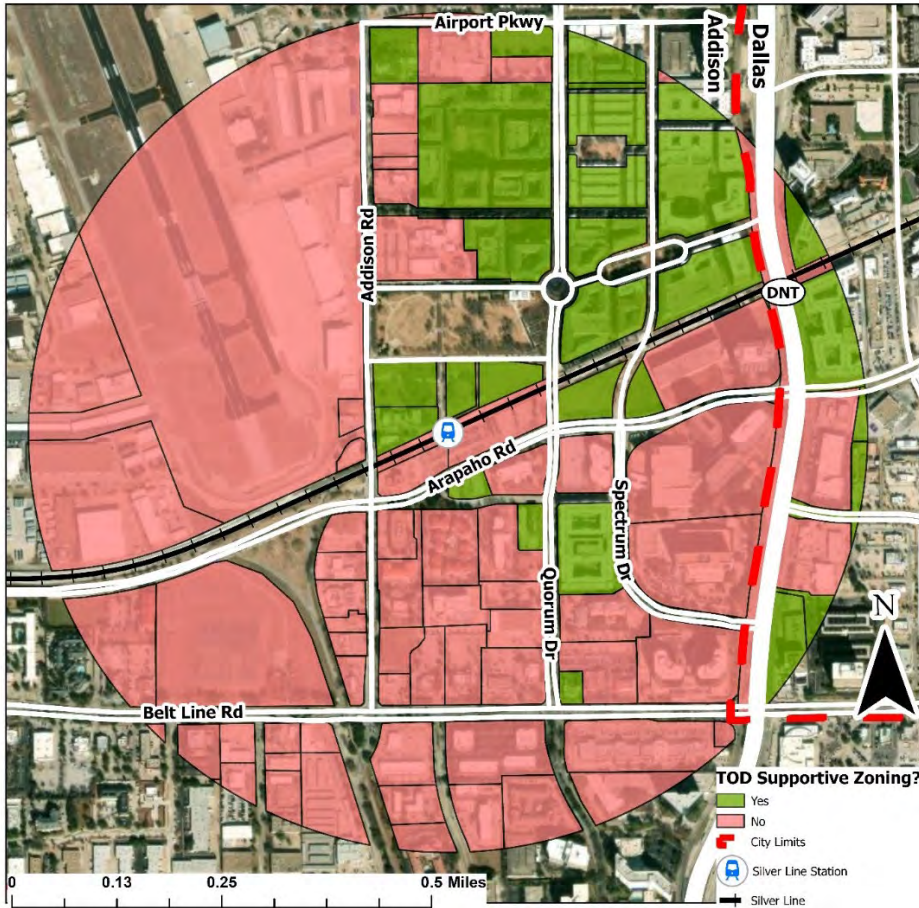
Addison

- C-1 – Commercial
- C-2 – Commercial
- I-1 – Industrial
- I-3 – Industrial
- LR – Light Rail
- P – Parks /Open Space
- PD – Planned Development
- UC – Urban Center

Dallas

- A(A) – Agriculture
- CR – Community Retail
- MU-3 – Mixed Use
- PD-614 – Planged Development-614
- PD-903 – Planned Development-903

Addison Transit Station Area TOD Supportiveness



Addison Transit Station Area TOD Supportiveness		
Standard Zoning	Total Acres	Percentages
Yes	185	31%
No	333	64%

Table E-4 Addison Transit Station Area TOD Supportiveness Evaluation

City	Zoning Code	Zoning Code	Max Density	Max Lot Coverage	Max Height	Min Setback	TOD Supportiveness
Addison	C-1	Commercial	-	-	6 stories	25 ft	No
Addison	C-2	Commercial	-	-	6 stories	25 ft	No
Addison	I-1	Industrial	-	-	6 stories	25 ft	No
Addison	I-3	Industrial	-	-	6 stories	25 ft	No
Addison	LR	Light Retail	-	-	2½ stories; 29 ft	25 ft	No
Addison	P	Park/Open Space	-	20%	none	20 ft	No
Addison	PD-002-20	Planned Development-002-20	-	-	6 stories	25 ft	No
Addison	PD-004-001	Planned Development -004-001	-	-	2½ stories	20 ft	No
Addison	PD-005-014	Planned Development -005-014	-	-	6 stories	25 ft	No
Addison	PD-001-002	Planned Development-001-002	-	-	2½ stories	25 ft	No
Addison	PD-089-015	Planned Development -089-015	-	-	45 ft	25 ft	No
Addison	PD-601	Planned Development-601	-	50%	117 ft	125 ft from Dallas Pkwy 25 ft from major access drive	No
Addison	PD-017-006	Planned Development -017-006	1.78:1	85* + %	92 ^ ft	5-10 ft	Yes
Addison	PD-018-032	Planned Development -018-032	1.78:1	90+* %	92^ ft	5-10 ft	Yes
Addison	PD-094-076	Planned Development -094-076	-	-	6 stories	25 ft	No
Addison	PD-092-066	Planned Development -092-066	-	-	6 stories	25 ft	No
Addison	PD-093-008	Planned Development -093-008	-	-	6 stories	25 ft	No

City	Zoning Code	Zoning Code	Max Density	Max Lot Coverage	Max Height	Min Setback	TOD Supportiveness
Addison	PD Townhomes/Condo	Planned Development Town Homes/Condo	18 units/acre	50%	-	25 ft	Yes
Addison	UC Rowhouse	Urban Center – Rowhouse	1.78:1	65%	42 ft	5-10 ft	Yes
Addison	UC Townhome/Condo	Urban Center – Townhome/Condo	1.78:1	65%	42 ft	40 ft from public ROW	Yes
Addison	UC Multifamily	Urban Center – Multifamily	1.78:1	85+* %	92^ ft	5-10 ft	Yes
Addison	UC Hotel	Urban Center – Hotel	1.78:1	85+* %	92^ ft	5-10 ft	Yes
Addison	UC Retail	Urban Center – Retail	1.78:1	85+* %	92^ ft	5-10 ft	Yes
Addison	UC Office	Urban Center – Office	1.78:1	90+* %	92^ ft	5-10 ft	Yes
Addison	UC Mixed Use w/ residential	Urban Center – Mixed Use w/ residential	1.78:1	85+* %	92^ ft	5-10 ft	Yes
Addison	UC Mixed Use w/out Residential	Urban Center – Mixed Use w/out Residential	1.78:1	90+* %	92^ ft	5-10 ft	Yes
Addison	UC Civic	Urban Center – Civic	1.78:1	none	-	5-10ft	Yes
Addison	UC Commercial Subdistrict	Urban Center – Subdistrict	-	-	92 ft	10 ft	Yes

*The area of a porch or arcade fronting a public street is not included in the calculation of lot coverage.

+The area of an above grade parking structure is included in the calculations of lot coverage.

^No building shall exceed 50 feet in height unless the additional height is set back from the setback line/build-to line one additional foot for each two feet of height above the 50-foot limit.

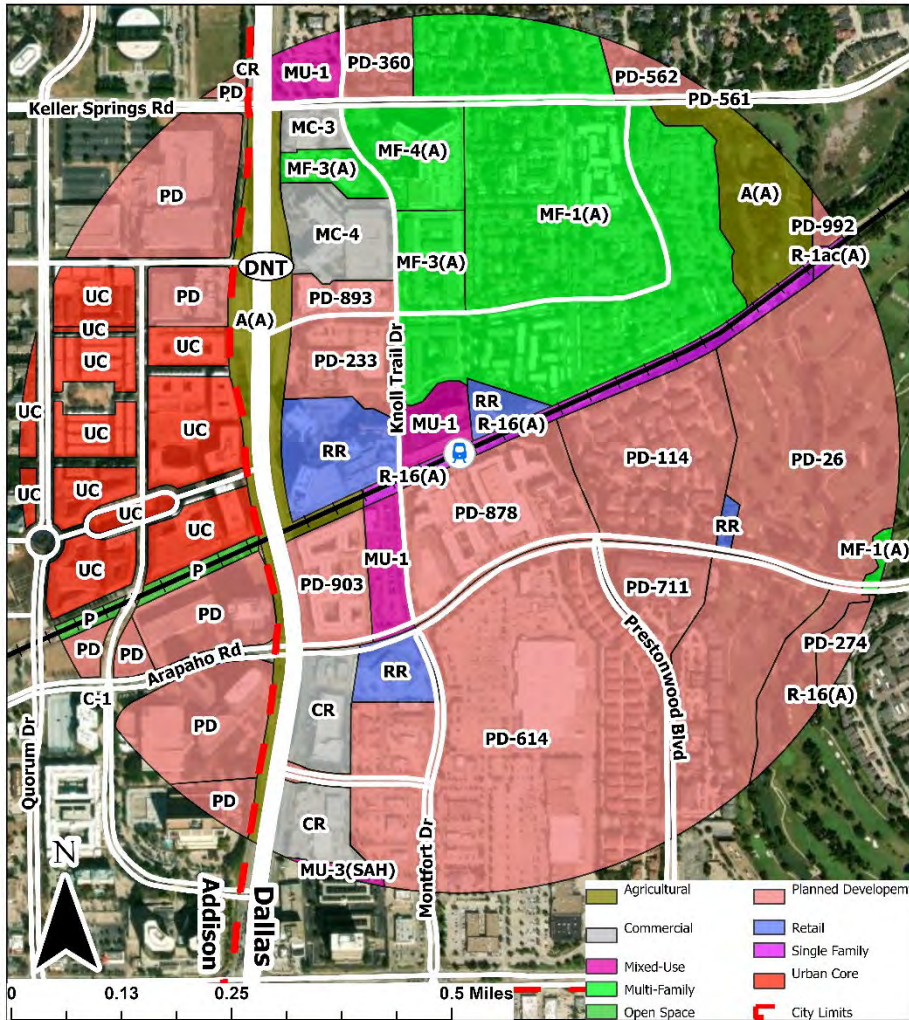
Table E- 5 Addison Circle Area TOD Supportiveness Evaluation by NCTCOG’s TOD Design Criteria

A select few plan developments around the Addison transit station area are site-specific. To evaluate their TOD supportiveness NCTCOG’s TOD Design Criteria was utilized. Each criteria was scored separately such that buildings may have good setbacks but at the same time score low for density. All seven scores were totaled to provide a “TOD Score,” where a score close to 21 would indicate a development meeting the national definition of TOD.

City	Zoning Code	Façade and Architecture	Streetscapes	Entrances	Setbacks	Parking Design	Connectivity and Side-walks	Density	TOD Score	TOD Supportive
Addison	PD01-002	1	1	1	1	1	2	1	8	No
Addison	PD-004-001	2	2	1	1	1	2	1	10	No
Addison	PD- 004-048	1	2	1	1	1	2	2	10	No
Addison	PD-000-39	1	2	1	1	1	2	2	10	No
Addison	PD-005-014/015-15	1	1	1	1	1	1	1	7	No
Addison	PD-083-007	1	1	1	1	3	2	3	12	No
Addison	PD-084-010	2	1	1	1	1	1	3	10	No
Addison	PD-084-067/091-043	3	3	2	3	2	3	2	18	Yes
Addison	PD-084-097/97-32	2	3	2	1	1	3	2	14	No
Addison	PD-084-100/95-12	2	1	2	1	1	2	2	11	No
Addison	PD-084-100/97-026	2	1	2	1	2	2	2	12	No
Addison	PD-084-103	2	2	2	1	1	2	1	11	No
Addison	PD-086-023	1	1	1	1	1	1	1	7	No
Addison	PD 89-015	1	1	1	1	1	2	2	9	No
Addison	PD-091-014	1	1	1	1	1	2	1	8	No
Addison	PD-091-025	2	2	2	2	1	2	1	12	No
Addison	PD-092-066/006-03	1	1	1	1	1	1	1	7	No
Addison	PD -093-008/25	1	2	1	1	1	2	1	9	No
Addison	PD -093-009/	1	2	1	1	1	2	1	9	No
Addison	PD-094-076	1	1	1	1	1	2	2	9	No
Addison	PD-094-011	2	1	1	1	2	2	2	11	No
Addison	PD-095-011	1	1	1	1	1	2	3	10	No
Addison	PD-688/089-0198	-	-	-	-	-	-	-	-	Vacant Land
Addison	PD-739-198/096-042	2	2	1	1	1	3	3	13	No

Figure E-5 Knoll Trail Station

Knoll Trail Station Area Zoning



Knoll Road Station Area Zoning Composition		
Standard Zoning	Total Acres	Percentages
Agriculture	35.6	7.4%
Commercial	13.1	2.7%
Multifamily	93.7	19.4%
Mixed Use	13.1	2.7%
Open Space	2.6	0.5%
Planned Development	251.4	52.2%
Single Family	7.4	1.5%
Retail	27.7	5.7%
Urban Center	37.2	7.7%

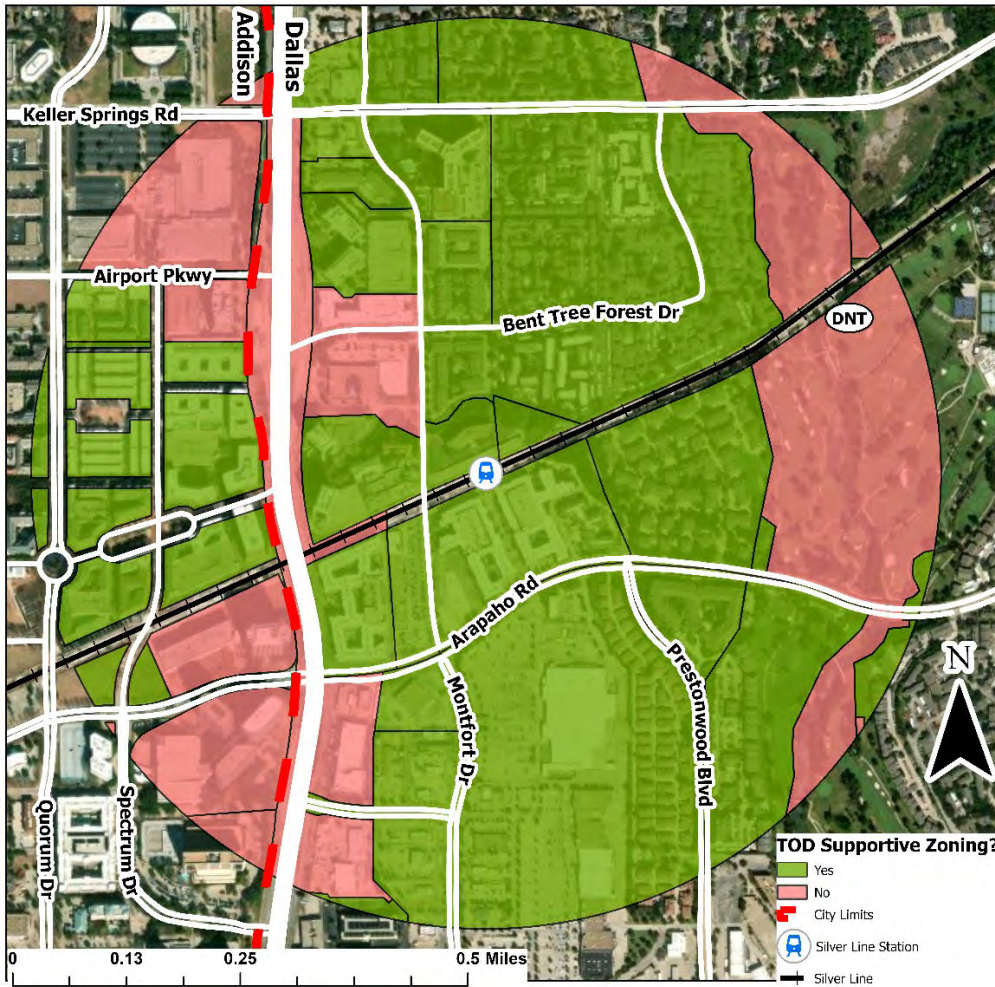
Zoning Districts

Addison

- C-1 – Commercial
- P – Parks /Open Space
- PD – Planned Development
- UC – Urban Center

- A(A) – Agriculture
- CR- Community Retail
- MC-3 – Multiple Commercial-3
- MC-4 – Multiple Commercial-4
- MF-1(A) – Multifamily-1
- MF-3(A) – Multifamily-3
- MF-4(a) – Multifamily-4
- MU-1 – Mixed Use
- PD-x - Planned Development
- RR – Regional Retail
- R-16(A) – Single Family
- R-1ac(A) – Single Family

Knoll Trail Station Area TOD Supporting



Knoll Road Station Area TOD Supportiveness		
Standard Zoning	Total Acres	Percentages
Yes	343	67%
No	169	33%

Table E-6 Knoll Trail Station Area TOD Supportiveness Evaluation

City	Zoning Code	Zoning Code	Max Density	Max Lot Coverage	Max Building Height	Min Setbacks	TOD Supportiveness
Dallas	A(A)	Agriculture	none	10% residential uses 25% nonresidential uses	24 ft	50 ft	No
Dallas	CR	Community Retail	0.5:1 – office use 0.75 - all uses combined	60%	54 ft	15 ft	No
Dallas	MC-3	Multiple Commercial-3	Look at tables at the end of Table E-6	80%	115 ft	15 ft	Yes
Dallas	MC-4	Multiple Commercial-4	Look at tables at the end of Table E-6	80%	135 ft	15 ft	Yes
Dallas	MF-1(A)	Multifamily-1	None	60% residential use 25% nonresidential uses	36 ft	15 ft	Yes
Dallas	MF-3(A)	Multifamily-3	90 units per net acre	60%	90 ft	15 ft	Yes
Dallas	MF-4(A)	Multifamily-4	160 units per net acre	80%	240 ft	15 ft	Yes
Dallas	MU-1	Mixed Use-1	25 units per net acre	80%	120 ft	15 ft	Yes
Dallas	MU-3 (SAH)	Mixed Use-3	No max if 20% is Affordable Housing	80%	270 ft	15 ft	Yes
Dallas	PD-26 Tract I (SC)	Planned Development- 26	0.50:1	80%	45 ft	15 ft	No
Dallas	PD-114	Planned Development- 114	480 units	80%	240 ft	15 ft	Yes
Dallas	PD-233	Planned Development- 233	-	60%	210 ft	30 ft	No
Dallas	PD-274	Planned Development- 274	354 units	60%	40 ft	15 ft	Yes
Dallas	PD-360	Planned Development- 360	23.9 units/acre	60%	36 ft	15 ft	Yes
Dallas	PD-562 Tract II	Planned Development- 562 Tract II	54 SF units	50%	36 ft	20 ft	No

City	Zoning Code	Zoning Code	Max Density	Max Lot Coverage	Max Building Height	Min Setbacks	TOD Supportiveness
Dallas	PD-562 Trac VI	Planned Development-562 Tract VI	9 SF units	80%	36 ft	5 ft	No
Dallas	PD-614	Planned Development-614	15 units/acre	80%	12 stories 180 ft	0 ft for res. 15 ft for other uses	Yes
Dallas	PD -711	Planned Development-711	134 units	80%	230 ft	15 ft	Yes
Dallas	PD-893	Planned Development-893	276 units	75%	75 ft	DNT: 15 ft Forest Trail: 20 ft. Knoll Trail Drive: 25 ft	Yes
Dallas	PD-878 Sub. A	Planned Development-878 Sub A.	No	70%	32 ft	10 ft	Yes
Dallas	PD-878 Sub. B	Planned Development-878 Sub B.	350 units	70%	75 ft	10 ft	Yes
Dallas	PD-878 Sub. C	Planned Development-878 Sub C.	350 units	70%	75 ft	10 ft	Yes
Dallas	PD-878 Sub. D	Planned Development-878 Sub D.	125 units	70%	62 ft	10 ft	Yes
Dallas	PD-903	Planned Development-903	-	80%	80 ft	5 ft	Yes
Dallas	R-16(A)	Single Family	1	40%	30 ft	35 ft	No
Dallas	R-1 ac(A)	Single Family	2*	40%	36 ft	40 ft	No
Dallas	RR	Regional Retail	1.5:1	80%	70 ft	15 ft	Yes

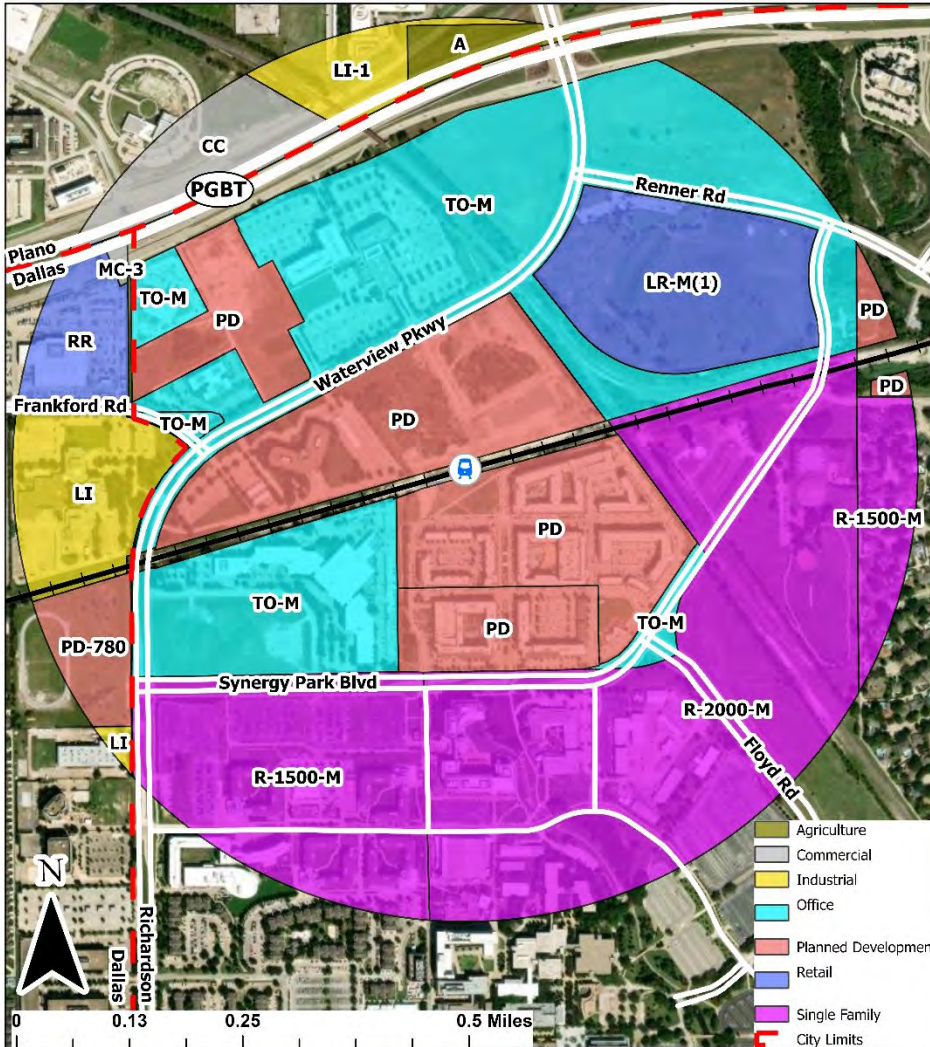
*Assumed this includes single family unit plus accessory unit

MAXIMUM FLOOR AREA RATIO IN THE MC-3 DISTRICT			
Use Categories	Base (No MCP)	MCP with Mix of 2 Categories	MCP with Mix of 3 Categories
Lodging	1.2	1.3	1.3
Office	1.2	1.3	1.3
Retail and personal service	0.6	0.6	0.6
TOTAL DEVELOPMENT	1.2	1.35	1.5

MAXIMUM FLOOR AREA RATIO IN THE MC-4 DISTRICT			
Use Categories	Base (No MCP)	MCP with Mix of 2 Categories	MCP with Mix of 3 Categories
Lodging	1.6	1.7	1.7
Office	1.6	1.7	1.7
Retail and personal service	0.75	0.75	0.75
TOTAL DEVELOPMENT	1.6	1.8	2.0

Figure E-6 University of Texas at Dallas

University of Texas at Dallas Station Area Zoning



UTD Station Area Zoning Composition		
Standard Zoning	Total Acres	Percentages
Agriculture	5.0	1.1%
Commercial	14.5	3.0%
Industrial	27.7	5.8%
Office	123.5	25.8%
Planned Development	101.8	21.3%
Retail	42.1	8.8%
Single Family	164.2	34.3%

Zoning Districts

Dallas

- LI – Light Rail
- RR – Regional Retail
- MC-3 – Multiple Commercial
- PD x – Planned Development x

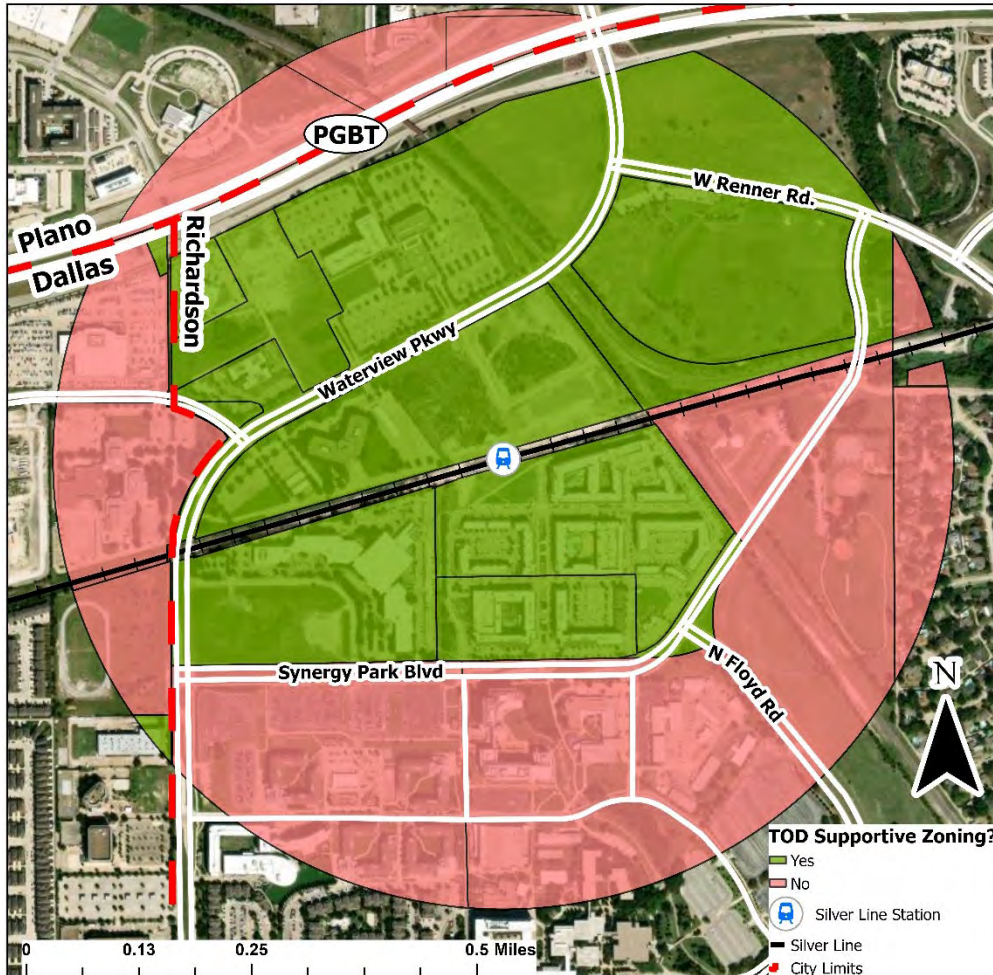
Plano

- A – Agriculture
- CC – Corridor Commercial
- LI-1 – Light Industrial-1

Richardson

- LR-M(1) – Light Retail
- R-1500-M – Single Family
- R-2000-M – Single Family
- TO-M – Office
- PD – Planned Development

University of Texas at Dallas Station Area TOD Supportiveness



UTD Station Area TOD Supportiveness		
Standard Zoning	Total Acres	Percentages
Yes	245	51%
No	233	49%

Table E-7 University of Texas at Dallas TOD Supportiveness Evaluation

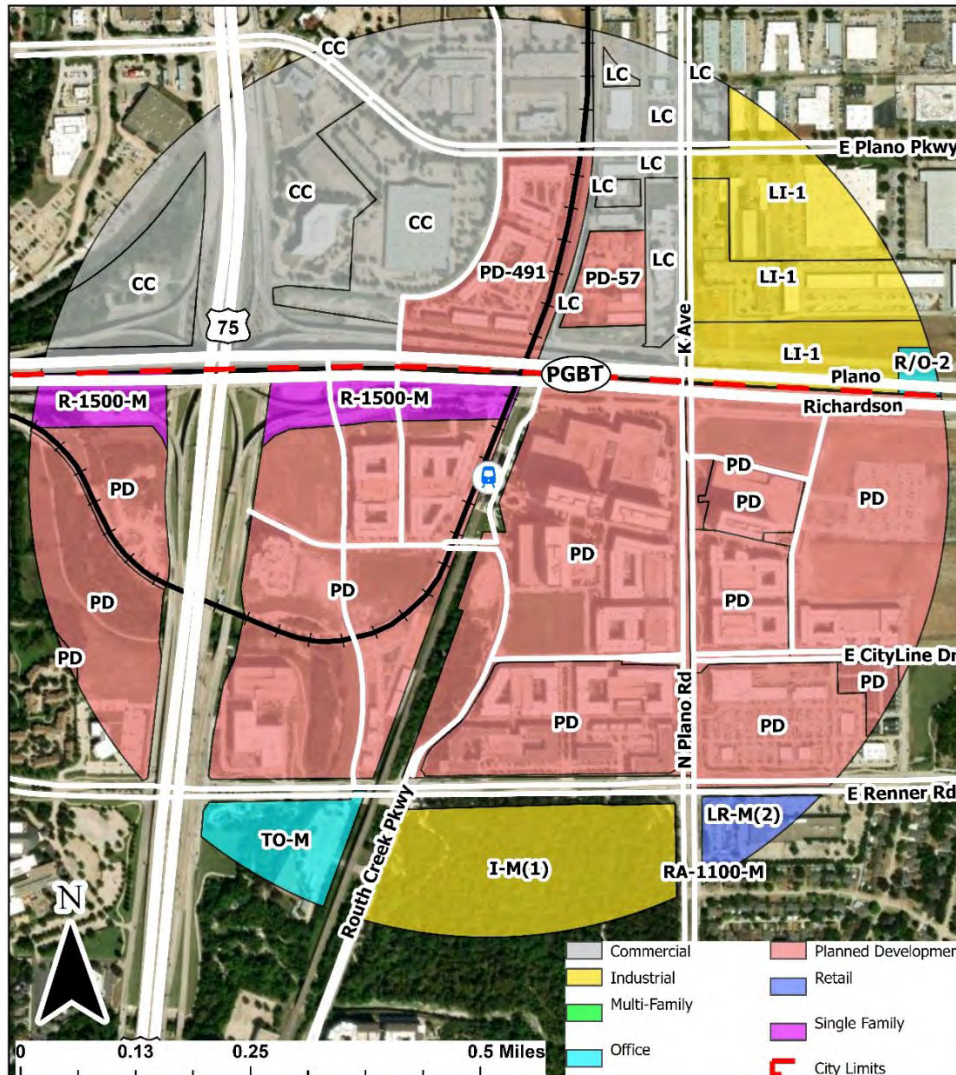
City	Zoning Code	Zoning Code	Max Density	Max Lot Coverage	Max Building Height	Min Setbacks	TOD Supportive
Plano	CC	Community Commercial	1:1	50%, 70% if parking structure	20 stories, 325 ft	50 ft	No
Plano	LI-1	Light Industrial	1:1	50%	None	50 ft but may be reduced to 30 ft on a Type F or smaller thoroughfare provided: -Parking and driving are prohibited between the building face and the street. -Building height is limited to 1 story within 50 ft of the front property line.	No
Plano	A	Agriculture	2*	20%, + 10% for accessory building	3 story; 45 ft	40 ft	No
Dallas	MC-3	Multiple Commercial	1.5:1	80%	115 ft max	15 ft min	Yes
Dallas	RR	Regional Retail	.5:1-Office use 1.50:1-Other Use	80%	70 ft max	15 ft min	No
Dallas	PD-780	Planned Development-780	NA	Tract 1: 25% Tract 2: 30%	Tract 1: 72 ft Tract 2: 80 ft	15 ft min	No
Dallas	LI	Light Industrial	.50:1 – retail .75:1 – combined office and retail 1:1 – combined all uses	80%	70 ft	15 ft	Yes
Richardson	TO-M	Office	0.75:1	-	130 ft	100 ft	No
Richardson	PD-2586	Planned Development-2586	1.5:1	50%	20 story	100 ft	No
Richardson	PD-2588	Planned Development-2588	1.5:1	50%	20 story	100 ft	No

City	Zoning Code	Zoning Code	Max Density	Max Lot Coverage	Max Building Height	Min Setbacks	TOD Supportive
Richardson	PD-4444 Sub-A1	Planned Development-4444 Sub- A1	171 units	65%	68 ft	50 ft on Frankford Rd 100 ft on PGBT & Waterview Pkwy	Yes
Richardson	PD-4444 Sub-A2	Planned Development-4444 Sub- A2	340 units	65%	68 ft	50 ft on Frankford Rd 100 ft on PGBT & Waterview Pkwy	Yes
Richardson	PD-4472	Planned Development-4475	4,000 units	100%	250 ft	30 ft	Yes
Richardson	PD-4035	Planned Development-4035	400 units	80%	70 ft	20 ft	Yes
Richardson	PD-4192	Planned Development-4792	2,000 units	85%	S. of Silver Line: 80 ft N. of Silver Line: 250 ft	0 ft	Yes
Richardson	LR-M(1)	Light Retail	0.5:1	-	2 stories; 40 ft max	40 ft min	No
Richardson	R-1500-M	Single Family	1 unit/9,000 SQFT	40% max	2 stories; 40 ft max	30 ft min	No
Richardson	R-2000-M	Single Family	1 unit/ 14,000 SQFT	45% max	2 stories: 40 ft max	30 ft min	No

*Assumed for single family lots with accessory dwelling unit.

Figure E-7 CityLine/Bush

CityLine/Bush Station Area Zoning



CityLine/Bush Station Area Zoning Composition		
Standard Zoning	Total Acres	Percentages
Commercial	123.2	27.25%
Industrial	65.9	14.59%
Multifamily	0.3	0.06%
Office	9.9	2.18%
Planned Development	233.6	51.66%
Retail	4.2	0.92%
Single Family	15.1	3.35%

Zoning Districts

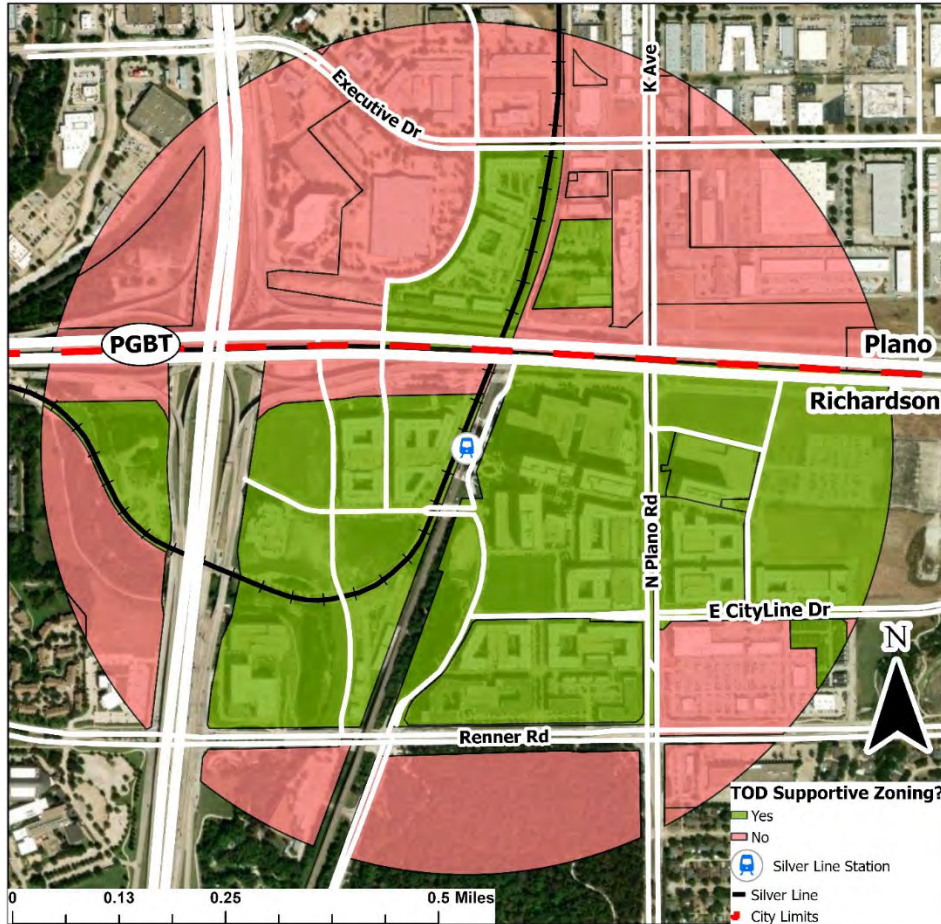
Richardson

- I-M(1) – Industrial
- TO-M – Single Family
- RA-1100-M – Attached Home
- R-1500-M – Single Family

Plano

- CC – Corridor Commercial
- LI-1 – Light Industrial-1
- LC – Light Commercial
- PD-491 – Planned Development-491
- PD-57 – Planned Development-57

CityLine/Bush Station Area TOD Supportiveness



CityLine/Bush Station Area TOD Supportiveness		
Standard Zoning	Total Acres	Percentages
Yes	256	57%
No	197	43%

Table E-8 CityLine/Bush Station Area TOD Supportiveness Evaluation

City	Zoning Code	Zoning Code	Max Density	Max Lot Coverage	Max Building Height	Min Setbacks	TOD Supportive
Plano	CC	Corridor Commercial	1:1	50%, 60% w/ parking structure	20 Story, 325 ft	50 ft	No
Plano	LC	Light Commercial	0.8:1	40%	2 story, 35 ft	50 ft	No
Plano	LI-1	Light Industry-1	1:1	50%	none	50 ft but may be reduced to 30 ft on a Type F or smaller thoroughfare provided: -Parking and driving are prohibited between the building face and the street. -Building height is limited to 1 story within 50 ft of the front property line.	No
Plano	R	Retail	0.6:1	30%	2 story, 35 ft	50 ft	No
Plano	O-2	Office	1:1	50%	none	50 ft	No
Plano	PD-58 CC Tract 1	Planned Development-58 CC Tract 1	501 units 2:1	50% 70% w/ parking structure	5 ft; 70 ft	30 ft	Yes
Plano	PD-58 CC Tract 2	Planned Development-58 CC Tract 2	33 SF attached units	-	-	15 ft	Yes

City	Zoning Code	Zoning Code	Max Density	Max Lot Coverage	Max Building Height	Min Setbacks	TOD Supportive
Plano	PD-491 CC	Planned Development-491 CC	1.75:1 100 units	50% 70% w/ parking structure	5f t; 70 ft	None	Yes
Plano	PD-57 CC	Planned Development-57 CC	1.75:1 325 units	50% 70% w/ parking structure	20 story. 325 ft	15 ft	Yes
Plano	PD-465 LC	Planned Development-465 LC	1:1	50% 70% w/ parking structure	4 story. 65 ft	15 ft	Yes
Richardson	PD-4165	Planned Development-4165	1 unit	80%	55 ft	10 ft	Yes
Richardson	PD-4169	Planned Development-4169	-	-	-	-	N/A
Richardson	PD-4049/ 4234 (7.1.1 / 7.2.1)	Planned Development-4049 /4234 (7.1.1 / 7.2.1)	30units/acre 1,925 units max	90%	350 ft	0 ft	Yes
Richardson	PD-3893 Parcel E-1	Planned Development-3893 Parcel E-1	30 units/acre; 1,925 units max	100%	300 ft m	PGBT: 60 ft Plano Road: 20 ft City Line Drive: 20 ft All other streets 10 ft	Yes
Richardson	PD-3893 Parcel E-2	Planned Development-3893 Parcel E-2	.06:1	-	65 ft	Renner Road: 40 ft min Plano Road: 20 ft min City Line Drive: 20 ft min All other streets: 10 ft min	No
Richardson	PD-3893 Parcel E-3	Planned Development-3893 Parcel E-3	1.5:1	-	300 ft	PGBT: 60 ft. Wyndham Road: 20 ft Infocom Drive: 20 ft All other streets: 20 ft	No

City	Zoning Code	Zoning Code	Max Density	Max Lot Coverage	Max Building Height	Min Setbacks	TOD Supportive
Richardson	PD-3893 Parcel E-4	Planned Development-3893 Parcel E-4	.75:1	-	65 ft	Renner Road: 60 ft Wyndham Road: 20 ft Infocom Drive: 20 ft All other streets: 20 ft	No
Richardson	PD-3805 TOD Freeway Highrise	Planned Development-3805 TOD Freeway Highrise	1250 units max	100%	120 ft	0 ft PGBT: 15 ft	Yes
Richardson	PD-3805 Urban Neighborhood	Planned Development-3805 Urban Neighborhood	-	100%	36 ft	0 ft	Yes
Richardson	PD-3806 7.2 MUZ	Planned Development-3806 7.2 MUZ	2,000 units max	100%	255 ft	Type A: 5 ft Type B: 0 ft	Yes
Richardson	PD-3806 7.3 MUZ	Planned Development-3806 7.3 MUZ	2,000 units max	100%	100 ft	Type A: 5 ft Type B : 0 ft	Yes
Richardson	PD-4028 7.1 TCZ	Planned Development-4028 7.1 TCZ	2,000 units max	100%	350 ft	Type A & B: 0 ft	Yes
Richardson	PD-4080 7.1 TCZ (TOD Core)	Planned Development-4080 7.1 TCZ (TOD Core)	1,250 units max	100%	80 ft	0 ft	Yes
Richardson	PD-4080 7.2 TCZ TOD mixed use	Planned Development-4080 7.2 TCZ TOD mixed use	-	100%	70 ft	0 ft	Yes

City	Zoning Code	Zoning Code	Max Density	Max Lot Coverage	Max Building Height	Min Setbacks	TOD Supportive
Richardson	PD-4080 7.3 TCZ Arterial MXU	Planned Development-4080 7.3 TCZ Arterial MXU	-	100%	300 ft	0 ft	Yes
Richardson	PD-4080 7.4 TCZ TOD Freeway Hi-rise	Planned Development-4080 7.4 TCZ TOD Freeway hi-rise	1,250 units max	100%	300 ft	0 ft	Yes
Richardson	PD-4080 7.5 TCZ TOD mid- rise	Planned Development-4080 7.5 TCZ TOD mid- rise	125 units Max	100%	180 ft max	0 ft min	Yes
Richardson	PD-4222	Planned Development-4222	0.5:1	-	50 ft	W. Property Line: 50 ft S. Property Line: 60 ft E. Property Line: 80 ft N. Property Line: 25 ft	No
Richardson	PD-2588	Planned Development-2588	1.5:1	50%	20 story	100 ft	No
Richardson	R-1500-M	Single Family	2*	40%	2 story; 40 ft	30 ft	No
Richardson	RA-1100-M	Single Family	6^	75%	55 ft	10 ft	No
Richardson	I-M(1)	Industrial	.75:1	-	75 ft	40 ft [#]	No
Richardson	LR-M(2)	Light Retail	.50:1	-	50 ft.	40 ft [#]	No
Richardson	TO-M	Office	.75:1	-	50 ft	100 ft [#]	No

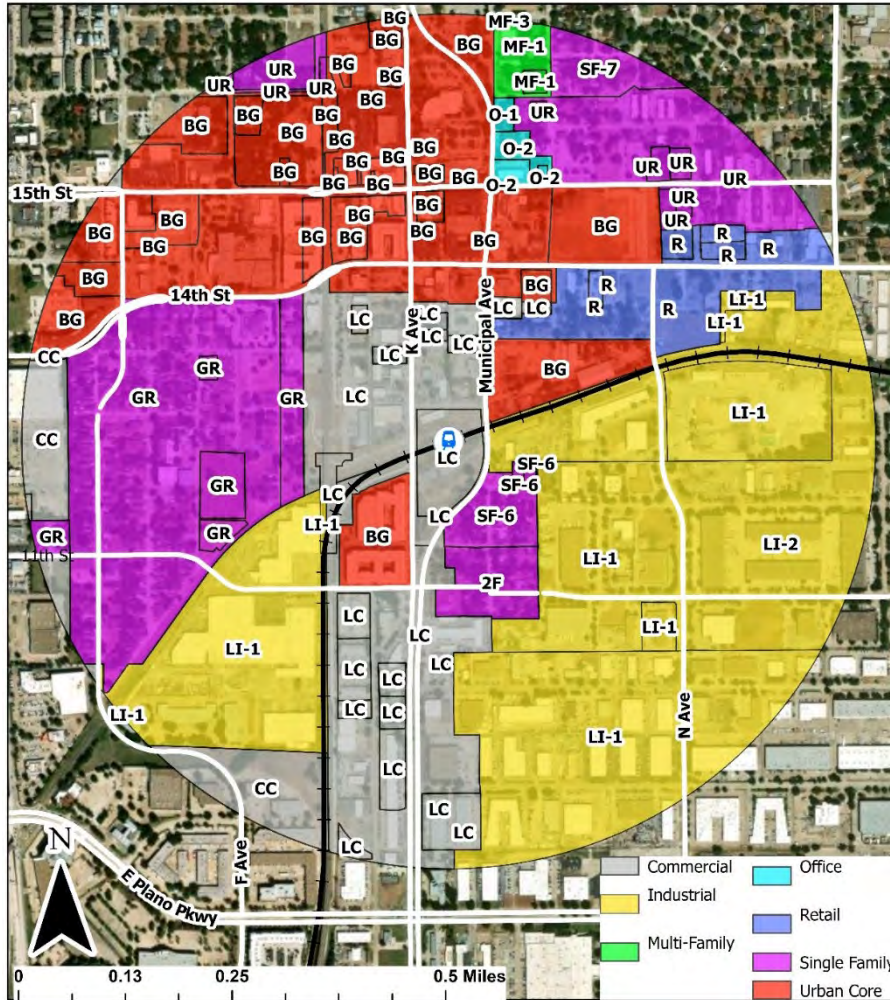
^Assumed for attached townhomes per building

*Assumed for single family lots with accessory dwelling unit

#(2 ft of additional setback = 1 ft of additional height (8 story limit)

Figure E-8 12th Street

12th Street Station Area Zoning

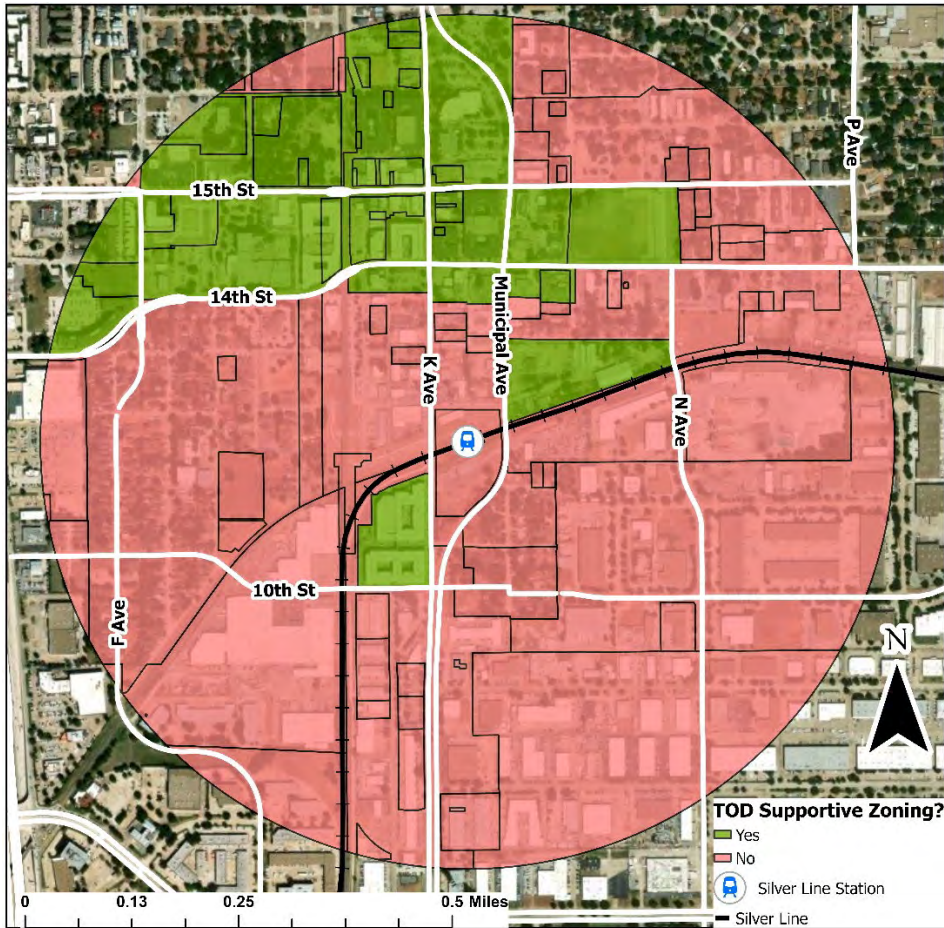


12th Street Station Area Zoning Composition		
Standard Zoning	Total Acres	Percentages
Commercial	88.1	17.5%
Industrial	172.2	34.2%
Multifamily	3.8	0.8%
Office	3.0	0.6%
Retail	21.0	4.2%
Single Family	103.7	20.6%
Urban Center	110.8	22.0%

Zoning Districts

- 2F – Two Family Residence
- BG- Downtown Business/Government
- CC –Corridor Commercial
- GR – General Residential
- LC – Light Commercial
- LI-1 – Light Industrial-1
- LI-2 – Light Industrial-2
- MF-1 – Multifamily Residence-1
- MF-3 – Multifamily Residence-3
- O-1 – Neighborhoods Office
- O-2 – General Office
- R- Retail
- SF-6 – Single Family Residence-6
- SF-7– Single Family Residence-7
- UR – Urban Residential

12th Street Station Area TOD Supportiveness



12th Street Station Area TOD Supportiveness		
Standard Zoning	Total Acres	Percentages
Yes	111	22%
No	392	78%

Table E-9 12th Street Area TOD Supportiveness Evaluation

City	Zoning Code	Zoning Code	Max Density	Max Lot Coverage	Max Building Height	Min Setbacks	TOD Supportive	
Plano	2F	Two Family Residence	3^	45% max total for principal and accessory building	2 story, 35 ft	30 ft min	No	
Plano	BG	Com. MF	Downtown Business/ Government	40 units/acre	None	4 story	None except as provided in Sec.15.800 and Sec. 13.500.2	Yes
		SFA	Downtown Business/ Government	40 units/acre	100%	3 story, 50 ft	None	Yes
Plano	CC	Corridor Commercial	1:1	50% max, 70% if structured parking is included	20 story, not to exceed 325 ft	50 ft min	No	
Plano	GR	SF	General Residential Single Family	2*	50% max includes % permitted for main structure and 10% additional coverage for accessory building	1 story, 20 ft (up to 50% of attic floor area may be used as second floor living space)	Garage Facing: 20 ft. min All other: 10 ft min	No
		2F	General Residential Two-Family Residence	3^				No
Plano	LC	Light Commercial	0.8:1	40% max	2 story: 35 ft	50 ft min	No	
Plano	LI-1	Light Industrial -1	0.8:1	50% max	None	50 ft but may be reduced to 30 ft on a Type F or smaller thoroughfare provided: -Parking and driving are prohibited between the building face and the street. -Building height is limited to 1 story within 50 ft of the front property line.	No	

City	Zoning Code	Zoning Code	Max Density	Max Lot Coverage	Max Building Height	Min Setbacks	TOD Supportive	
Plano	LI-2	Light Industrial-2	2:1	50% max	None	50 ft but may be reduced to 30 ft on a Type F or smaller thoroughfare provided: -Parking and driving are prohibited between the building face and the street. -Building height is limited to 1 story within 50 ft of the front property line.	No	
Plano	MF-1	Multifamily-1	12 units/acre	35% max, 10% additional coverage permitted for accessory building	3 story, 40 ft max	24 ft min (1 & 2 stories) 100 ft min (3 stories)	No	
Plano	MF-3	Multifamily-2	21.5 units/acre	35% max, 10% additional coverage permitted for accessory building	3 story, 35- 45 ft max	24 ft min (1 & 2 stories) 100 ft min (3 stories)	No	
Plano	O-1	Office-1	0.6:1	30% max	2 story 35 ft max	50 ft min	No	
Plano	O-2	Office-2	1:1	50% max, plus 30% max for accessory building and structures	None	50 ft min	No	
Plano	PD-2-MF-3	Planned Development-2 MF-3	48 units – MF-3 standard max 130 units RH standard	35%	3 story; 35 ft	24 ft min (1 & 2 stories) 100 ft min (3 stories)	No	
Plano	PD-7 BG	Planned Development-7 BG	Same as Downtown Business/Government (BG) zoning district					Yes
Plano	PD-53 UR	Planned Development-53 UR	2*	60% max, includes accessory buildings	3 story, 38 ft fronting N Avenue or 15th Street	10 ft	No	
Plano	PD-58 CC Track 1	Planned Development-58 CC Track 1	501 units 2:1	-	5 story; 70ft	30 ft	Yes	

City	Zoning Code	Zoning Code	Max Density	Max Lot Coverage	Max Building Height	Min Setbacks	TOD Supportive	
Plano	PD-58 CC Track 2	Planned Development-58 CC Track 2	33 SF + 260 Units	-	5 story; 70ft	15 ft	Yes	
Plano	PD-63 BG	Planned Development-63 BG	390 units	100%	5 story; 65 ft	none	Yes	
Plano	PD-123 BG	Planned Development-123 BG	Same as Downtown Business/Government (BG) zoning district					Yes
Plano	PD-133 BG MF	Planned Development-133 BG MF	270 units	None	5 story; 70 ft	none	Yes	
Plano	PD-133 BG SFA	Planned Development-133 BG SFA	40 units/acres		2 story; 35ft	15 ft	Yes	
Plano	PD-179 BG Track 1	Planned Development-179 BG Track 1	<14 units	Same existing Downtown Business/Government (BG) Single Family Attached zoning district			Yes	
Plano	PD-179 BG Track 2	Planned Development-179 BG Track 2	61 units	None	3 story, 50 ft	None	Yes	
Plano	PD-197 BG SFA	Planned Development-97 BG SFA	40 units/acre	100%	4 story; 60 ft	None	Yes	
Plano	PD-219 GR	Planned Development-219 GR	2^	50%	Res: 1 story; 30 ft Non-Res: 2 story; 35 ft	20 ft on E Ave None on 11th street All other 10 F	No	
Plano	PD-369 LC	Planned Development-369 LC	.80:1	40%	2 story	25 ft	No	

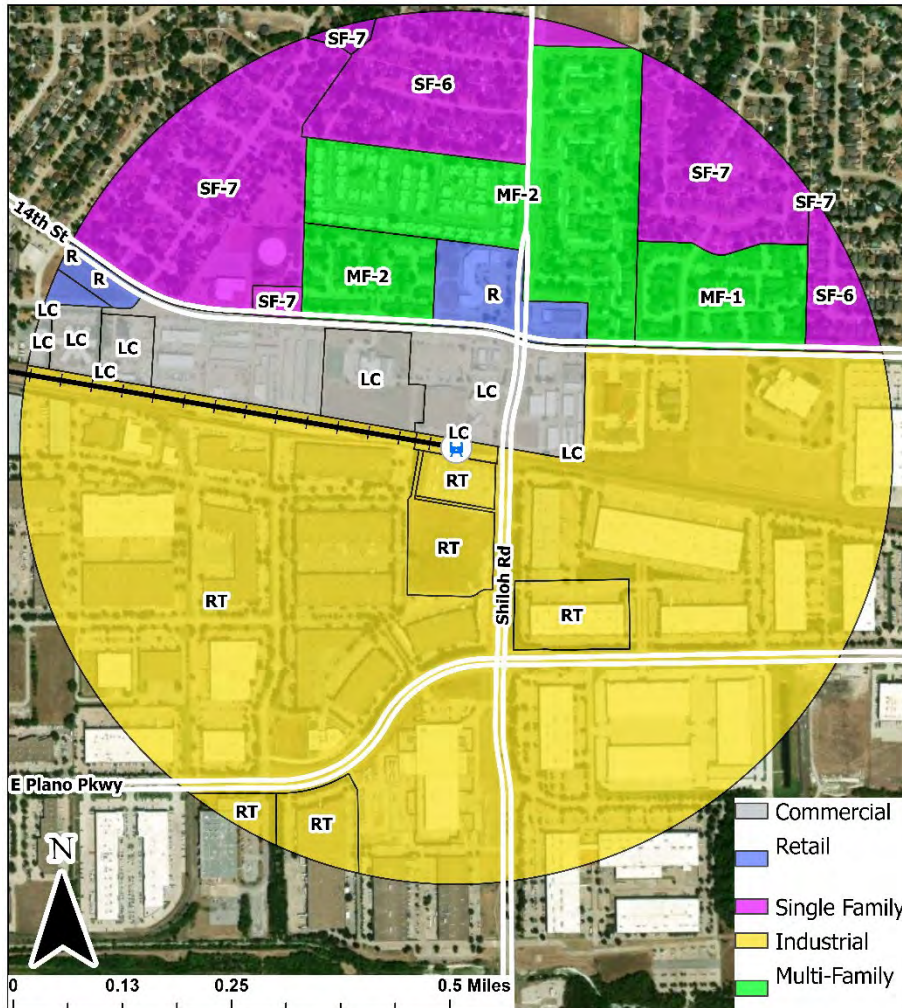
City	Zoning Code	Zoning Code	Max Density	Max Lot Coverage	Max Building Height	Min Setbacks	TOD Supportive
Plano	PD-472 CC	Planned Development-472 CC	1:1	50% max, 70% if structured parking is included	20 story: not to exceed 325 ft	50 ft	No
Plano	R	Retail	06:1	30% max	2 story; 35 ft max	50 ft max	No
Plano	SF-6	Single Family Residence-6	2*	45% max total principal and accessory building	2 story; 35 ft max	25 ft min	No
Plano	SF-7	Single Family Residence-7	2*	45% max total principal and accessory building	2 story; 35 ft max	40 ft min	No
Plano	UR	Urban Residential	2*	60% max, includes accessory buildings	2 story; 35 ft	10 ft/5ft of the average setback of existing, adjacent structure facing the same street, whichever is greater	No

^Assumed for duplex lots with accessory dwelling unit.

*Assumed for single family lots with accessory dwelling unit.

Figure E- 9 Shiloh Road

Shiloh Road Station Area Zoning



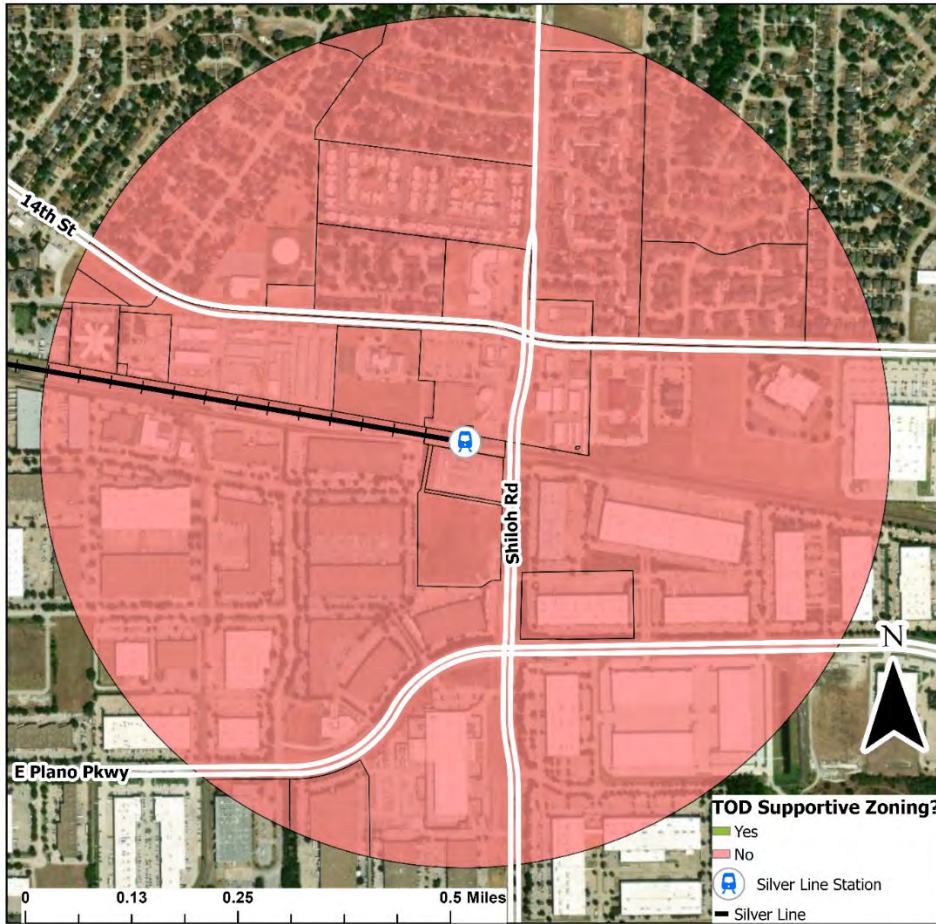
Shiloh Road Station Area Zoning Composition		
Standard Zoning	Total Acres	Percentages
Commercial	43.79	8.7%
Multifamily	66.43	13.2%
Industrial	292.82	58.2%
Retail	11.70	2.3%
Single Family	87.94	17.5%

Zoning Districts

Plano

- LC – Light Commercial
- MF-1 – Multifamily Residence-1
- MF-2 – Multifamily Residence-2
- R - Retail
- RT – Research Technology
- SF-6 – Single Family Residence-6
- SF-7 – Single Family Residence-7

Shiloh Road Station Area TOD Supportiveness



Shiloh Road Station Area TOD Supportiveness		
Standard Zoning	Total Acres	Percentages
Yes	0	0%
No	503	100%

Table E-10 Shiloh Road Station Area TOD Supportiveness Evaluation

City	Zone	Zoning Code	Max Density	Max Lot Coverage	Max Building Height	Min Setbacks	TOD Supportive
Plano	LC	Light Commercial	0.8:1	40%	2 story , 35 ft max	50 ft	No
Plano	MF-1	Multifamily-1	12 units/ acre	35% plus 10% additional coverage permitted for accessory building.	3 story, 40 ft max	(1-2 stories) 25 ft (3 story) 100 ft	No
Plano	MF-2	Multifamily-2	18 units/ acre	35% plus 10% additional coverage permitted for accessory building	2 story, 35 ft max	25 ft	No
Plano	R	Retail	0.6:1	30% max	2 story, 35 ft max	50 ft	No
Plano	RT	Research Technology	1:1	45% max , 60% with structured parking	20 story, not to exceed 325 ft in height. One story building shall not exceed 28 ft, inside clear height (exclusive of interior support structures)	50 ft A minimum set back of 3 times the height up to a maximum height of 8 stories or 140 ft, whichever is more restrictive, for a minimum distance of 1,00 feet. Beyond 1,000 feet, the setback shall be increased at one time the height above 8 stories or 140 ft, whichever is more restrictive, up to 12 stories or 200 feet in height, whichever is more restrictive.	No
Plano	SF-6	Single Family-6	2*	45%	2 story, 35 ft max	25 ft	No
Plano	SF-7	Single Family-7	2*	45%	2 story, 35 ft max	40 ft	No

*Assumed for single family lots with accessory dwelling unit.

Appendix F – Silver Line Transit-Oriented Development Area Plans

DFW Airport North

DFW.Airport.North.Destination.District..

The DFW Airport Land Use Plan designated the area around the existing DFW Airport North TEXRail Station and future Silver Line station as the North Destination District, preparing for a “mixed use commercial” district where potential uses for the 936 acres of airport land can be used for retail, entertainment, hotel, and corporate commercial uses. Residential is prohibited in this area per Federal Aviation Administration noise guidelines. Currently no specific development plans or timelines are in progress or known at this time.

<https://sites.dfwairport.com/landhere/>

Cypress Waters

Cypress.Waters.Development.Master.Plan.(8686.Update).- .Billingsley.Company

The Cypress Waters Development Master Plan (2020 Update) Map shows the location of streets and conceptual development of the full build out of the District. The Master Plan indicates the Dallas Area Rapid Transit (DART) station full build out could include office, retail, and multifamily land uses; the street grid uses a pedestrian-friendly block pattern including connected trails.

<https://www.cypresswaters.com/master-plan>

Buildout.Roadway.Link.Analysis.(8689).- .Kimley_Horn?.Inc;

This engineering report estimated traffic demand at Cypress Waters District's full build out to inform future infrastructure needs. The full build out estimate includes 10,000 dwelling units, approximately 8.5 million square feet of office space, and results in over 147,868 total trips in and out of the District per day. Some recommendations near the station area include:

- Emphasizing walkable design and other transit-supporting elements north of Olympus Boulevard (i.e. within half mile of the DART Silver Line Station)
- Construct a roadway that will serve the northern development with a connection to Belt Line Road at the Saunders Loop median opening.
- Reconnect Saunders Loop to Belt Line Road across (under) the Silver Line tracks.
- Widen Belt Line Road to six lanes from Denton Tap Road to MacArthur Boulevard.

Cypress.Waters.Tax.Increment.Financing.District.Plan.(8670).- .City.of.Dallas.

The Tax Increment Financing (TIF) Plan intended for this to be a large mixed-use district. The TIF District was created in 2010, expires in 2040, and is approximately 939 acres. Its location and context require significant new infrastructure spending to support the level of planned development. The TIF District Plan sets seven goals:

1. Generate \$1.5 billion in development value over TIF 30-year lifespan.
2. Attract new development.
3. Improve DART ridership on planned Cotton Belt [Silver Line].
4. Improve recreational space opportunities.
5. Create a model for exceptional development standards in terms of complexity, scope, design, environmental sensitivity, and connectivity.
6. Develop the area to be a fiscal net beneficial to the City of Dallas.
7. To generate a net present value of \$26 million or approximately \$49 million in total dollars in TIF revenues over the 30-year life of the district.

The TIF-funded Project Plan for the Cypress Waters District includes:

- A. **Infrastructure/Utility Improvements:** Design and engineering of water and wastewater infrastructure; primary road construction; medians and parkways; and stormwater drainage and management; streetscapes including lighting, sidewalk, trails and paths; enhancing pedestrian and vehicle continuity in the district; and public area landscaping.
- B. **Grants for Public Safety Facilities:** Construction of public safety facilities (including police and fire) within the District.
- C. **Administration and Implementation:** Administrative expenses, including reasonable fees for municipal and non-profit group employees, are eligible for reimbursement as project costs within the TIF District.

<https://www.dallasecodev.org/DocumentCenter/View/1648/Cypress-Waters-TIF-District-Plan-Amended-May-2015-PDF>

Downtown Carrollton

Downtown.Carrollton.Rail.Station.Master.Plan.-.Phase.8.(8664).City.of.Carrollton

The Downtown Carrollton Rail Station Master Plan – Phase 2 was developed to create an integrated vision for a transit-oriented community built around Downtown Carrollton Transit Station. This vision proposed a 76 acre “walkable”/pedestrian-friendly development centered on the transit station and surrounded by new high-quality residential and commercial mixed uses. The Master Plan aligned a development framework with the existing downtown context that includes sidewalks, streets, public plazas, open spaces, gateways, and related infrastructure designed to set the stage for future transit-oriented development (TOD).

Carrollton. TOD. - . Transportation. and. Parking. Study. (8670). - . City. of. Carrollton.™ . Jacobs. Engineering.Group.Inc;

The Carrollton TOD – Transportation and Parking Study is a comprehensive analysis of demographic and traffic volume changes that will impact the infrastructure and parking needs of Downtown Carrollton. Various recommendations are called for to improve downtown such as various road reconstructions and additions, creating additional parking under IH 35E at Beltline Road and improving and enhancing pedestrian connectivity under elevated parts of IH 35E and Beltline Road connecting to the core of downtown.

Downtown.Carrollton.Master.Plan.Update.8680.(In.Progress)

The City of Carrollton is currently in the process of creating an updated Downtown Carrollton Master Plan where the City will study existing land use and development potential including a market study, evaluate transportation and pedestrian connection and coordination, and review and recommend new form-based standards and parking and vehicular access. The final Downtown Master Plan update is expected to be completed by spring of 2025.

<https://www.cityofcarrollton.com/departments/departments-g-p/planning-zoning/downtown-master-plan-update>

Addison Circle

Addison.Circle.Special.Area.Study.(8674).-Town.of.Addison™.Kimley_Horn?Inc;

The Addison Circle Special Area Study was completed to establish a vision and goals for transit-oriented development implementation on city-owned property around Addison's Silver Line Station and "Addison Circle West," located about a quarter mile from the DART station. This study outlines the land use vision, focusing on a mix of uses and the general preferred development character. It evaluates TOD best practices, fiscal and economic impacts, park and open space considerations, and transportation circulation. Study vision statement: "These special study sites contribute to Addison's future by making Addison a major destination on the Cotton Belt, enhancing Addison Circle's reputation as a desirable place to live, work, and play, and strengthening the Town's tax base."

<https://developmentservices.addisontx.gov/Data-Reports/Special-Area-Studies/Addison-Circle-Special-Area-Study>

Town.of.Addison.Comprehensive.Plan.(Ongoing)

Addison is creating a new Comprehensive Plan that aims to take their community to the next level and guide decisions and investments. The Plan will address land use, new development character, housing, transportation, and economic development. The Plan is tentatively slated to be adopted by the Town Council in April of 2025. It will not replace the recommendation of the Addison Circle Special Area Study.

<https://addisontexas.net/dev-services/comprehensive-plan>

Knoll Trail

No.plans.available

The University of Texas at Dallas

UTD.North.Campus.–TOD.Phase.7.Project.Report.(8666)–.University.of.Texas.at.Dallas?™.
Jacobs.Engineering.Group.Inc;

The UTD North Campus – TOD Phase 1 Project Report offered an infrastructure and open space framework, along with building typologies, for a new mixed-use transit community aimed at enhancing campus life. It would provide the City of Richardson, UTD, and the region with a sustainable development that supports residential growth and serves as an anchor for new economic development. The project involved analyzing existing conditions, applying TOD principles and concepts, and conducting an alternatives analysis for development and street grid patterns. The resulting station area concepts and master land use plan inform the build-out of the North Side residential development.

https://masterplan.utdallas.edu/download/North_Campus_Transit_Oriented_Development_Plan_20090611.pdf

UTD.Campus.Master.Plan.Update.(8674).- .University.of.Texas.at.Dallas.™ .Kimley_Horn?Inc;

The intent of the UTD Campus Master Plan Update 2018 is to serve as a guiding document that promotes the development of buildings, roads, infrastructure, and landscaping in alignment with the university's mission statement and vision. The plan identifies the Northside/TOD area of the campus as a prime opportunity for public/private development, capable of accommodating housing, academic, and research facility programs. This flexible framework can support a variety of uses and densities that are feasible and appropriate for future growth. Ensuring convenient pedestrian, bicycle, and transit access to the future DART station and to UT Dallas to the south are key considerations.

https://masterplan.utdallas.edu/download/Campus_Master_Plan_Update_20181210.pdf

CityLine/ Bush Station

The CityLine/Bush Station area is 140 acres of land that surrounds the DART CityLine/Bush rail station that is zoned as a Planned Development District under a form-based code, approved in 2011 and amended in 2012 for the designation of mixed-use projects that encourages a compact, pedestrian-friendly environment. Generally, the allowed uses include commercial-retail, arts/entertainment/recreational, educational/health care/institutional, and residential (multifamily and attached single-family). The development and approved regulations build upon the established foundation of the Urban Land Institute Advisory Service Panel Report and the Richardson DART Station Area Market Analysis.

<https://www.cor.net/departments/development-services/comprehensive-planning/transit-oriented-development/cityline-bush-station-planning>

Urban.Land.Institute.Advisory.Service.Panel.Report.(8667). City.of.Richardson.™.Urban.Land.Institute.

The Urban Land Institute Advisory Service Panel Report examined opportunities for TOD and/or redevelopment within the vicinity of Richardson's planned DART light rail transit stations. To fully maximize the potential opportunities around the station areas while preserving, reinforcing, and enhancing the city's unique neighborhood characteristics, the panel examined existing plans and data, interviewing stakeholders to inform city policies for TOD going forward.

<https://www.cor.net/home/showpublisheddocument/427/636467846659270000>

Richardson. DART. Station. Area. Market. Analysis. (8669). City. of. Richardson.™. Economic. Research.Associates.

This Market Analysis did not focus on the CityLine/Bush Station but projected land use development demand for the entire city. They assessed the real estate market potential for development around Arapaho, Spring Valley, and "Main Street" half-mile station areas, with projections to 2020. It was recommended that the city should up-zone around these stations to prepare for market demand from 2002 to 2020 for mixed-use multifamily, dense townhome and condominium projects. Additionally, the creation of new pedestrian-scale streets was recommended to facilitate multimodal connectivity.

<https://www.cor.net/home/showpublisheddocument/428/636467846659270000>

Plano-12th Street/Shiloh Road

Silver.Line.Corridor.Market.Assessment.and.Economic.Development.Strategy.(8688).City.of.Plano.™.AECOM

The Silver line Corridor Market Assessment and Economic Development Strategy Report documents the market assessment of the economic development strategies for the Shiloh Road and 12th Street DART Station. The assessment looked at employment, demographic, real estate / housing context, real estate forecast and stakeholder input to understand Plano's Silver Line Station area development Market.

<https://content.civicplus.com/api/assets/9bf4a6cb-9487-4d47-a6f8-94eddd312022?cache=1800>

Silver.Line.Corridor.Station.Area.Plan.-.Existing.Conditions.Phase.One.Report.(8688).City.of.Plano.

The Silver Line Corridor Station Area Plan was developed to provide strategic objectives and policies guiding development and redevelopment opportunities along the corridor. This plan aligns with the Transit-Oriented Development (TOD), Transit, and Downtown Corridors policies and action plans outlined in the 2021 city Comprehensive Plan. The existing documents provide a summary of past planning efforts including the city's comprehensive plans, TOD plans for other Stations and relevant area plans. Additionally, it offers a brief overview of best TOD practices that are consistent with regional Documents. Other technical topics in the report include:

- Land Use
- Parcel / Structure Context
- Transportation Network Overview
- Zoning
- Economic Development
- Demographic Analysis

<https://planocompplan.org/DocumentCenter/View/4599/Existing-Conditions-Report>

Plano Silver Line Station Area Plan (Ongoing)

With the Silver Line rail corridor introducing new rail stations at 12th street and Shiloh Road, the City of Plano has been drafting an area plan for the half-mile radius around these future stations. This plan aims to guide development patterns and address redevelopment opportunities presented from the Silver Line Corridor Market Assessment and Economic Development Strategy Study. The Final Plano Silver Line Station Area Plan is expected to be completed by late 2024.

<https://planocompplan.org/362/Silver-Line-Station-Areas-Plan>