Welcome
MEETING | Agenda

- Welcome / Project Team Introductions
- Meeting Goals
- Project Overview
- Station Precedents
- Alternative Station Concepts / Implications
- Questions / Comments
- Next Steps
- Adjourn
MEETING | Goals and Objectives

- To establish an understanding of the different approaches to the development of transit stations in communities with similar characteristics to Burleson
- To present different approaches and implications for the future transit station in Burleson
- To gain an understanding of your desires related to the function and look of Burleson’s future transit station
Project Overview
PROJECT BACKGROUND | What is a TOD?

- TOD (Transit Oriented Development)
- Designed to maximize access to public transportation
- Typically consists of mixed-use development
- Incorporates features to encourage transit ridership
- Encourages higher density development within ¼ mile of the station

DART Green Line - Baylor TOD
PROJECT BACKGROUND | Regional Rail Plan

Based on Mobility 2025-2004 Update and refinements through the Regional Rail Corridor Study.

Source - NCTCOG
Future Rail Stations at:

- Sycamore School Rd.
- Crowley
- Burleson
- Joshua
- Cleburne (2 Stations)
PROJECT BACKGROUND | Burleson TOD Concept Plan

- Conceptual Plan
- Explored development potential for site surrounding future rail station
- Identified framework for basic infrastructure
- Established TOD District Boundary

Source – Johnson County Rail Plan
PROJECT BACKGROUND | Burleson Comprehensive Plan

Future Land Use Map

Legend
- Rural Residential Neighborhood
- Urban Residential Neighborhood
- Main Street Corridor
- Mixed Use Growth Center
- Business Growth Center
- Campus District
- Commercial Corridor
- Conventional Freeway Commercial
- Industrial/Employment Growth Center
- Parks and Open Space
- Transit Oriented Development
- High Schools
- Burleson City Limits
- Burleson ETJ Boundary

Source – The City of Burleson
PROJECT OVERVIEW | Burleson TOD Study Areas

Primary Study Area

Secondary Study Area
PROJECT OVERVIEW | Primary Study Area Scope

- **Transportation**
  - Station Parking Analysis
  - Bus to Rail Transition Plan
  - Non-motorized mobility (walkable / bikeable) environments

- **Development / Market**
  - Future Market / Development Conditions
  - Real Estate Product / Land Development Market Assessment

- **Station Design Elements**
  - Alternative Site Concepts
  - Alternative Station Concepts
PROJECT OVERVIEW | Secondary Study Area Scope

- Development / Market
  - Future Market / Development Conditions
Trade Area Demographics

- Approx. 22% of Trade Area residents reside within 5 miles of Old Town (20% for West TOD)
- Trade Area growth (Approx. 3.4% annually) should substantially outpace Metro DFW
- The Trade Area picks up significant renter populations along the south IH-820 loop, but still has a smaller share of renters vs. Metro DFW
- The Old Town vicinity has a slightly higher percentage of seniors relative to the Trade Area and overall Metro

<table>
<thead>
<tr>
<th></th>
<th>Old Town 5-mi.</th>
<th>West TOD 5-mi.</th>
<th>Burleson</th>
<th>Regional Trade Area</th>
<th>DFW Metro</th>
</tr>
</thead>
<tbody>
<tr>
<td>2000 Population</td>
<td>44,681</td>
<td>38,463</td>
<td>20,976</td>
<td>237,674</td>
<td>5,030,828</td>
</tr>
<tr>
<td>2010 Population</td>
<td>69,416</td>
<td>62,204</td>
<td>34,350</td>
<td>311,115</td>
<td>6,381,950</td>
</tr>
<tr>
<td>2010 Households</td>
<td>24,799</td>
<td>21,913</td>
<td>12,236</td>
<td>111,729</td>
<td>2,334,568</td>
</tr>
<tr>
<td>Annual Household Growth Rate to 2020 (blended NCTCOG, Claritas projections)</td>
<td>3.3%</td>
<td>3.4%</td>
<td>4.2%</td>
<td>3.4%</td>
<td>2.2%</td>
</tr>
<tr>
<td>Average Household Size (2010)</td>
<td>2.78</td>
<td>2.83</td>
<td>2.81</td>
<td>2.76</td>
<td>2.88</td>
</tr>
<tr>
<td>Pct. Non-family Households (2010)</td>
<td>27%</td>
<td>24%</td>
<td>24%</td>
<td>35%</td>
<td>31%</td>
</tr>
<tr>
<td>Pct. Renters (2010)</td>
<td>21%</td>
<td>22%</td>
<td>21%</td>
<td>29%</td>
<td>38%</td>
</tr>
<tr>
<td>Pct. Age 65+</td>
<td>12%</td>
<td>11%</td>
<td>10%</td>
<td>10%</td>
<td>9%</td>
</tr>
<tr>
<td>Pct. Age 0-14</td>
<td>22%</td>
<td>22%</td>
<td>26%</td>
<td>23%</td>
<td>24%</td>
</tr>
</tbody>
</table>
Residential Demand

- Residential demand is estimated as a function of projected Trade Area household growth

- NCTCOG projects 4.1% annual household growth through 2020, while Claritas (census-based) projects 2.1% annually to 2015

- 3.4%/yr blended growth rate used herein for the moderate growth scenario

- Analysis assumes new households will conform to existing income distribution rather than experience significant upward adjustment typical of upward inflation trend
**Residential Demand**

<table>
<thead>
<tr>
<th>Trade Area Households</th>
<th>2010</th>
<th>111,729</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2015</td>
<td>132,175</td>
</tr>
<tr>
<td></td>
<td>2020</td>
<td>156,362</td>
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</tbody>
</table>

**Annual Growth Rate** 3.4% (moderate scenario)

**Household Growth (2010-20)** 44,633

**Adjustment for 2nd homes, demolition, vacancy** 5%

**Adjusted New Unit Requirement through 2020** 46,864

**Pct. Renter** 29%

Projected levels of household growth in the Trade Area suggest total unit demand of 46,864 new units through 2020 – although at least 4,000 of those will be for households unable to afford market rents/prices.
### Residential Demand Inputs

<table>
<thead>
<tr>
<th>Category</th>
<th>2010 Household Retail Spending Potential</th>
<th>2010 Est. Retail Sales</th>
<th>2010 Est. Retail Void (Leakage)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Furniture &amp; Home Furnishings</td>
<td>$94,432,129</td>
<td>$40,583,087</td>
<td>$53,849,042</td>
</tr>
<tr>
<td>Electronics &amp; Appliance</td>
<td>$79,409,458</td>
<td>$30,107,188</td>
<td>$49,302,270</td>
</tr>
<tr>
<td>Bldg Materials, Garden</td>
<td>$114,887,190</td>
<td>$103,111,171</td>
<td>$11,776,019</td>
</tr>
<tr>
<td>Food &amp; Beverage (Grocery)</td>
<td>$489,689,104</td>
<td>$293,461,098</td>
<td>$196,228,006</td>
</tr>
<tr>
<td>Health &amp; Personal Care</td>
<td>$92,551,073</td>
<td>$53,524,033</td>
<td>$39,027,040</td>
</tr>
<tr>
<td>Clothing and Accessories</td>
<td>$111,060,556</td>
<td>$99,689,008</td>
<td>$11,371,548</td>
</tr>
<tr>
<td>Sporting, Hobby, Book, Music</td>
<td>$35,646,111</td>
<td>$30,098,739</td>
<td>$5,547,372</td>
</tr>
<tr>
<td>General Merchandise</td>
<td>$347,657,903</td>
<td>$297,845,074</td>
<td>$49,812,829</td>
</tr>
<tr>
<td>Miscellaneous Stores</td>
<td>$53,030,143</td>
<td>$37,933,268</td>
<td>$15,096,875</td>
</tr>
<tr>
<td>Dining &amp; Drinking Places</td>
<td>$431,452,393</td>
<td>$342,242,005</td>
<td>$89,210,388</td>
</tr>
<tr>
<td>Other retail center space (entertainment, med/storefront office, consumer banking, etc.)</td>
<td>$462,454,015</td>
<td>$332,148,668</td>
<td>$130,305,347</td>
</tr>
<tr>
<td><strong>Total Retail (excl. automotive)</strong></td>
<td><strong>$2,312,270,075</strong></td>
<td><strong>$1,660,743,339</strong></td>
<td><strong>$651,526,736</strong></td>
</tr>
</tbody>
</table>
## Residential Demand – Moderate Growth Scenario

<table>
<thead>
<tr>
<th>Category</th>
<th>New Retail Space Needed by 2020 for All HH Growth</th>
<th>New Retail Space Needed to Recapture All Existing Voids</th>
<th>Total 10-Year New Trade Area Retail Demand (s.f.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Furniture &amp; Home Furnishings</td>
<td>208,290</td>
<td>299,161</td>
<td>202,981</td>
</tr>
<tr>
<td>Electronics &amp; Appliance</td>
<td>143,308</td>
<td>224,101</td>
<td>146,964</td>
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<tr>
<td>Bldg Materials, Garden</td>
<td>182,454</td>
<td>47,104</td>
<td>137,735</td>
</tr>
<tr>
<td>Food &amp; Beverage (Grocery)</td>
<td>511,633</td>
<td>516,389</td>
<td>719,616</td>
</tr>
<tr>
<td>Health &amp; Personal Care</td>
<td>104,987</td>
<td>111,506</td>
<td>151,545</td>
</tr>
<tr>
<td>Clothing and Accessories</td>
<td>200,428</td>
<td>51,689</td>
<td>100,847</td>
</tr>
<tr>
<td>Sporting, Hobby, Book, Music</td>
<td>65,826</td>
<td>25,802</td>
<td>45,814</td>
</tr>
<tr>
<td>General Merchandise</td>
<td>552,121</td>
<td>199,251</td>
<td>375,686</td>
</tr>
<tr>
<td>Miscellaneous Stores</td>
<td>105,272</td>
<td>75,484</td>
<td>72,303</td>
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<tr>
<td>Dining &amp; Drinking Places</td>
<td>570,997</td>
<td>297,368</td>
<td>347,346</td>
</tr>
<tr>
<td>Other retail center space (entertainment, med/storefront office, consumer banking, etc.)</td>
<td>816,034</td>
<td>579,135</td>
<td>558,067</td>
</tr>
<tr>
<td>Total Retail (excl. automotive)</td>
<td>3,461,352</td>
<td>2,426,991</td>
<td>2,858,903</td>
</tr>
</tbody>
</table>

As the Trade Area grows and recaptures lost dollars (retail leakages), new retail space demand through 2020 should approach 3 million square feet.
Station Design Precedents

Burleson Precedents

Burleson Precedents
Case Studies

- Illustrate emerging trends in Commuter Rail
- Give stakeholders examples to guide in TOD and transit plan decisions

ADDISON
LEWISVILLE
AUSTIN
- **Town of Addison**
  - Population 16,000
  - Employment 100,000
  - Dallas Area Rapid Transit (DART) member city

- **Addison Circle Transit Service**
  - Bus Mode Only
  - Plan for Future Rail
STATION PRECEDENTS | DART – Addison Circle

- Intense Mixed Use Development
- Private/Public Development Partnerships
STATION PRECEDENTS | DART – Addison Circle

- Future Cotton Belt Regional Rail
- City-Owned 6 acres held in reserve
STATION PRECEDENTS | DCTA A-Train Lewisville

- **Town of Lewisville**
  - Population 101,000
  - Commuter Bus Service Since 2002
  - Two Rail Stations
  - 22 Mile Commuter Rail Opening 2011
  - Denton County Transportation Authority (DCTA) member city
STATION PRECEDENTS | DCTA A-Train - Lewisville

- Hebron Station
  - Mixed Use TOD Development
  - 250 Space Park Ride Lot
• Town of Leander
  - Population 30,000
  - Limited Commuter Bus Service
  - Commuter Rail Revenue Service since 2010
  - MetroRail member city
STATION PRECEDENTS | Austin Metro - Leander

- Leander Smart Code
  - Adopted in September 2005
  - Status of Development
STATION PRECEDENTS | Case Studies - Next Step

- Ridership
  - Bus and Rail
  - Status of Development

- Development Relationships
  - Public Private Partnerships

- Rail Service Development

- Government Coordination with Transit Agency
STATION CONCEPTS | Concept A
STATION CONCEPTS | Concept A
STATION CONCEPTS | Concept A
STATION CONCEPTS | Concept A
STATION CONCEPTS | Concept B
STATION CONCEPTS | Concept B
STATION CONCEPTS | Concept B
STATION CONCEPTS | Concept C
STATION CONCEPTS | Summary – Concept A

- Parking, Kiss & Ride, Bus Drop-off, Pedestrian/Bike Crossing at grade.
- Platform located between side rail and BNSF rail
- Station located within enclosed building under rail lines
- Building provides opportunities for restaurants, meeting / conference facilities, and other business functions

- Platform access
  - Elevator
  - Escalator
  - Stairs
STATION CONCEPTS | Summary – Concept B

- Parking, Kiss & Ride, Pedestrian/Bike Crossing at grade.
- Bus Drop-off at Platform Level
- Platform located west of side rail
- Platform access
  - Stairs
  - Ramps
- Parking, Kiss & Ride, Pedestrian/Bike Crossing at grade.
- Bus Drop-Off mid-level
- Platform located west of side rail
- Platform access
  - Stairs
  - Ramps
NEXT STEPS | Study Timeline

Project Kickoff - October 13, 2010 (Complete)

Public Meeting 1 - January 13, 2011 (Complete)

Public Meeting 2 - April 7, 2011 (Today)

Public Meeting 3 (Preferred Concept Review) - Mid June 2011

For additional information / updates go to:
www.nctcog.org/SDplanningprojects or www.burlesontx.com