



Coordinated Land Use and Transportation Planning Task Force

Virtual Meeting | April 21, 2021



**North Central Texas
Council of Governments**

2021 Task Force Meeting Schedule

Wednesday, April 21, 2021

Wednesday, July 21, 2021

Wednesday, October 20, 2021

www.NCTCOG.org/LUTTf



Today's Meeting

Local Updates

DART TOD Guidelines – Jack Wierzenski

Placeholder

North Texas Infill Development Zoning and Transportation

NCTCOG, Farmers Branch, Bryan, Flower Mound

Panel Discussion

All



Local Updates




**North Central Texas
Council of Governments**



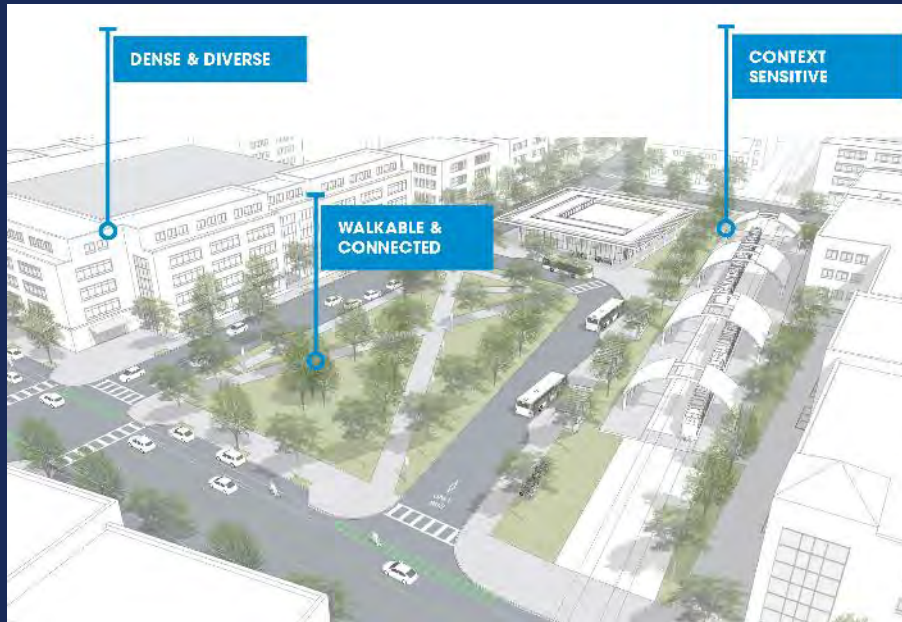
TRANSIT ORIENTED DEVELOPMENT GUIDELINES





What is Transit Oriented Development (TOD)

TRANSIT ORIENTED DEVELOPMENT (TOD) DEFINED



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

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

- Walkable & Connected
 - TODs encourage walking, provide pedestrian-friendly streetscapes and public spaces, from transit and cars to last mile mobility options like bike share
- Dense & Diverse
 - Diverse uses and demographics in a TOD help increase market resiliency, reduce auto dependence, and leverage public investment in transportation and transit infrastructure
- Context Sensitive
 - Designed to fit the scale of surrounding neighborhoods, while creating a “place” through community building, economic development, and neighborhood improvement

DART'S POLICY & PROGRAM

- DART has a strong track record supporting TOD projects and investments
- From the drafting of its first TOD Policy in 1989 through the latest update in 2020, DART has worked with service area cities and private partners to promote transit supportive investment and build stakeholder and community support for TOD projects

Transit Oriented Development Policy

DATE ISSUED: October 24, 1989
Resolution No. 890135
Amended by Resolution: 080131, 150106, 200033
Policy No. IV.03 (Planning)

Section 1: Purpose

DART is the steward of a significant public investment which includes important real property assets. These real property assets can also be used to leverage the viability of the transit system and to add to its value to the community. Continuing expansion and maturation of the transit system along with federal, regional and local initiatives that direct and concentrate transit oriented development and urban infill around transit facilities enhance the value of these assets. DART seeks to work in close partnership with its service area cities to identify and implement Transit Oriented Development (TOD) opportunities which reflect service area cities land use, housing, parking, and other related goals and policies. Promoting quality transit oriented development on or near the DART transit system can elevate the quality of life, attract riders and generate new opportunities to create direct and indirect revenue for DART, and environmentally sustainable livable communities that are focused on transit accessibility.

Section 2: Definitions

2.1 Transit Oriented Development (TOD) is walkable by design and characterized by the integration of transit facilities or elements, either bus or rail, throughout the development of intensive, high quality uses oriented towards DART facilities by others and/or development which is located adjacent to a transit facility. Transit Oriented Development shares a functional or financial relationship to the transit system.

2.2 Joint development is a subset of TOD and is development in which DART has a formalized relationship with a developer or service area city for land use, infrastructure improvements, and shared facilities.

2.3 Livable Communities are places where transportation, housing and commercial development investments have been coordinated so that people have access to adequate, affordable and environmentally sustainable transit and housing options.

2.4 Walkable by design is to create linked clear and continuous pedestrian circulation with buildings, transit, and open space oriented to the sidewalks and with parking located behind or under the building.

2.5 Shared parking is parking that serves multiple destinations within walking distance and accommodates various uses that have high demand during different periods of the day.

2.6 Parking structures designed for alternative future uses are parking structures designed with horizontal floors, comfortable floor to ceiling heights and loading capacity to accommodate another structural use such as housing, office, or retail.

2.7 Sustainable Development meets the needs of the present without compromising the ability of future generations to meet their own needs.

ROLES IN DELIVERING TOD





DART and TOD in NORTH TEXAS



TOD BENEFITS NORTH TEXAS

TOD Projects:

- **Build Ridership**
 - As TOD concentrates destinations and activity close to stations, ridership levels increase
 - **Serve Emerging Markets**
 - TOD expands the range of housing and lifestyle options to meet changing market demands
 - **Promote “Location Efficiency”**
 - TODs with the right mix and intensity of uses allow people to take care of daily needs without having to drive from place to place
 - **Create Walkable Destinations**
 - TODs with pedestrian-friendly design improve public health
 - **Deliver Higher Values & Fiscal Benefits**
 - TODs have higher commercial and residential property values than similar properties in auto-oriented locations
 - **Increase Safety for Pedestrians & Bicyclists**
 - Enhanced walkability and better bicycle infrastructure results in direct safety benefits for bicyclists and pedestrians.
 - **Improve Air Quality & Reduce Energy Consumption**
 - TODs can help improve local and regional air quality and reduce energy consumption by facilitating transit use, pedestrian activity, and bicycling.
- 

TOD BENEFITS NORTH TEXAS

Economic and fiscal benefits:

- Studies by the University of North Texas (UNT) Economics Research Group identified a cumulative property value of more than \$16 billion for development projects within a quarter mile of DART stations developed from 1999 to 2018
- Rental properties within a half mile of a DART station generate substantially more rental income than properties located further away
- From 2016 to 2018 development within a quarter mile of DART stations had a direct economic impact of \$5.138B, a total economic impact of \$10.27B, and generated over \$286 million in state and local tax revenue

DART Example Rail System & Expansion Plans

DART is a national leader in the advancement of TOD with more than \$16 billion invested in existing, planned or projected live-work-play communities at current and future station sites according to the most recent study by the University of North Texas Economics Research Group in 2020.

Total Value of Private & Public Completed, Under Construction, and Planned Development

PROJECTS	ESTIMATED VALUE
1999-2015: Private & Public	\$10.800 billion
2016-2018: Private & Public	\$5.138 billion
2016-2018: Streetcar	\$200.7 million
TOTAL PROPERTY VALUE	\$16.1387 billion

Source: UNT Economics Research Group



STATION AREA CONTEXT & OPPORTUNITIES

- **DART Facilities & Property**
 - DART's high frequency transit service provides convenient, reliable connections across the 700 sq mile DART service area
 - This high level of connectivity offers distinct competitive advantages and has a direct and considerable influence on property values close to stations
- **Station Area Conditions**
 - Several factors (land use, access, parcel configuration, ownership, environmental constraints) influence the potential for TOD investment on properties within a one-half mile walking distance of transit stations
- **Development Opportunities**
 - Real estate market conditions are among the most powerful drivers of TOD projects
- **First Mile/Last Mile Mobility**
 - New mobility options greatly improve station area mobility and extend the benefits of transit access well beyond a short walking distance
 - Curbside access, parking strategy, and public space allocation are critical issues to address in station design and station area planning



TOD Typologies & Design

TOD TYPOLOGIES

- An analytical tool that groups station areas into several “types” based on context and predominant mode of access
- Provide broad parameters for the scale and intensity of development, use mix, access, and market potential
- A starting point for collaboration between DART, service area cities, and key stakeholders



TOD TYPOLOGIES



Urban Core

Urban Core station areas are highly urban environments with mixed use buildings with ground-level storefronts and primary building entries along pedestrian priority streets. Buildings generally line block perimeters along public streetscapes with little to no building setbacks. These locations provide high levels of activity and façade transparency along ground floor facades, and a mix of uses on upper building floors with an emphasis on employment intensive and transit-supportive uses, including office, commercial, educational, lodging, and multi-family residential. Streetscapes and public spaces support pedestrian mobility, and parking is accommodated on-street and in midblock structured parking. The combination of transit access, use mix, and development intensity supports the potential for reduced parking requirements as well as shared parking and district-level parking management. Walking is the predominant mode of transit access.



Urban Districts

Urban Districts are transit-served neighborhoods adjacent to Downtown Dallas developed around traditional patterns of urban streets and blocks. These districts tend to have a mix of moderate density residential and retail uses and offer a variety of destinations catering to the daily needs of residents, including civic buildings, urban groceries and markets, clinics, and child care centers. As with Central Dallas station areas, the patterns and scale of development in Urban Districts supports the potential for reduced parking requirements as well as shared parking and district-level parking management, but the overall scale of development is less dense and TOD investments are likely to be moderate infill and redevelopment projects. Fitting projects in the context of surrounding urban neighborhoods is a key consideration in planning for TOD investment. Walking and bicycling are the predominant modes of transit access.

TOD TYPOLOGIES



Downtown Garland



Farmers Branch

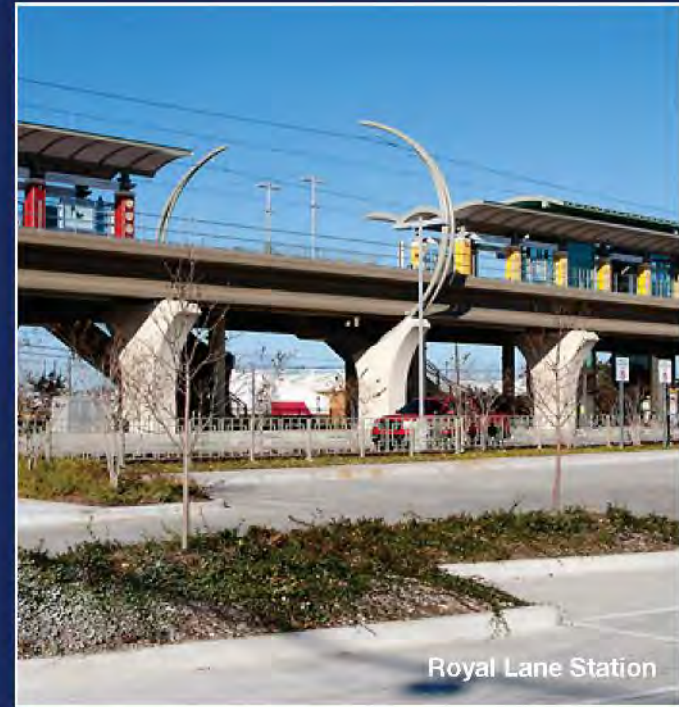
● Downtowns & Town Centers

The region's traditional Downtowns and newly-developed Town Centers serve as hubs of activity and local identity across North Texas. With a mix of low and mid-rise buildings lining pedestrian friendly streets and public spaces, these districts serve as retail and entertainment destinations and tend to include a mix of moderate density residential, office, retail, and entertainment uses catering to the daily needs of residents and workers in surrounding suburban communities. As with other more intensive station areas, the patterns and scale of development tends to support the potential for reduced parking requirements as well as shared parking and district-level parking management. Walking and bicycling are the predominant modes of transit access.

● Community Centers

Community Centers are local activity centers in a suburban context with a mix of commercial and multifamily residential uses near a transit station. Smaller in scale than Downtowns or Town Centers, Community Centers transition quickly to abutting lower density residential or commercial areas. As a result, walkability beyond the core of Community Centers may be limited, and kiss and ride and/or park and ride amenities are often accommodated to facilitate car access to transit in addition to walking and bike access. Walking, bicycling, and personal vehicle are the predominant modes of transit access.

TOD TYPOLOGIES



○ Destination Districts

Destination Districts are areas with an exclusive or predominant use, such as medical, employment, cultural, sporting or entertainment. Destination Districts typically include large structures (such as stadiums, hospitals, institutional buildings), often arranged in a campus setting, and require more flexibility on block size. Complementary secondary uses support transit users and may include retail, personal services, restaurants, and lodging, ideally located between the transit station and the primary use to facilitate walking access. Walking is the predominant mode of transit access, though often transit is a secondary mode of access to the district's destinations. Proper district planning that includes direct and interesting walking routes between the DART station and the destinations could make transit access more competitive.

● Other

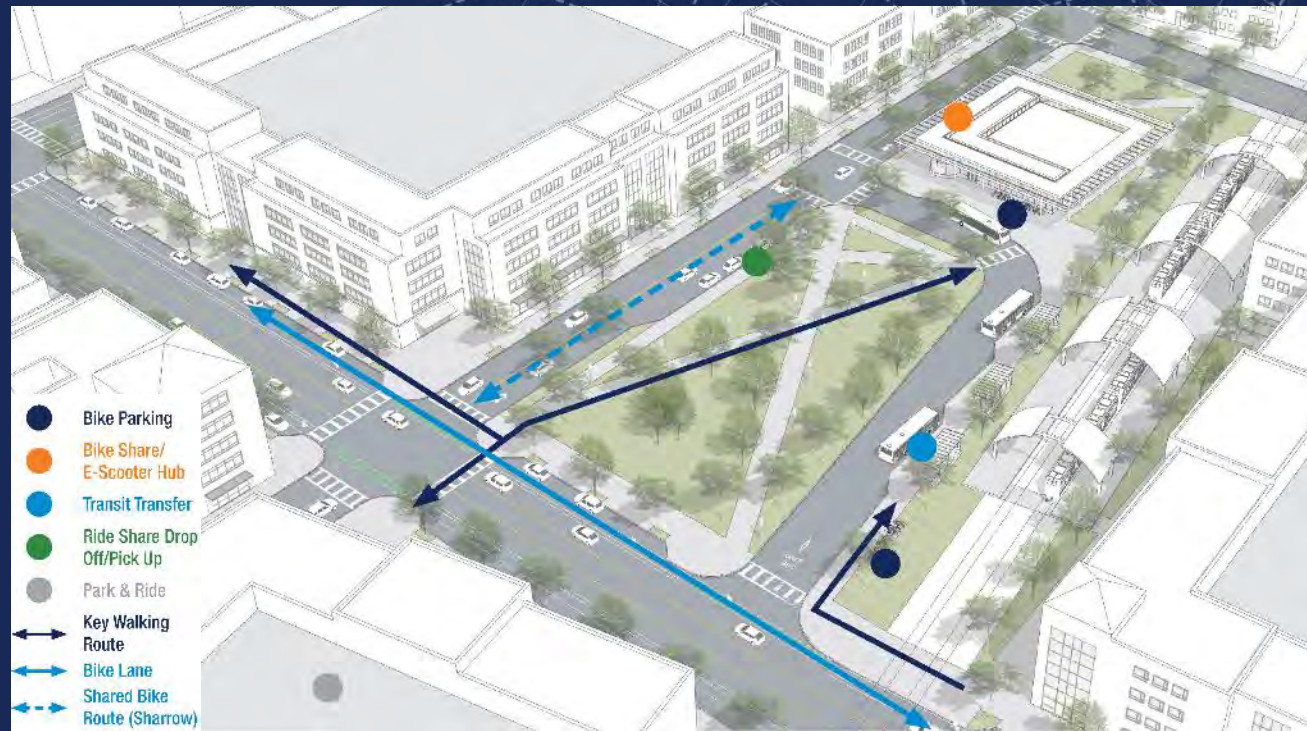
The "other" typology includes areas that do not currently exhibit TOD characteristics, including industrial districts and areas with auto-oriented uses and building types. Further planning and evaluation are required to determine the TOD potential of these areas and their applicable typology. Redevelopment of those areas – including DART-owned properties as well as the surrounding properties – following the guidance provided by these Guidelines could initiate the transformation of single use and/or auto-oriented districts to TOD. Driving and park and ride are the predominant modes of transit access, however, walking and bicycling may become feasible modes as the areas transform.

TOD DESIGN

- The guidelines define the preferred design character, form, and quality of development for successful TOD projects and places
- The guidance offers a reference for service area cities as they develop and refine local TOD plans and development regulations, and a reference for use by developers and property owners planning for TOD projects



DEVELOPMENT PATTERN

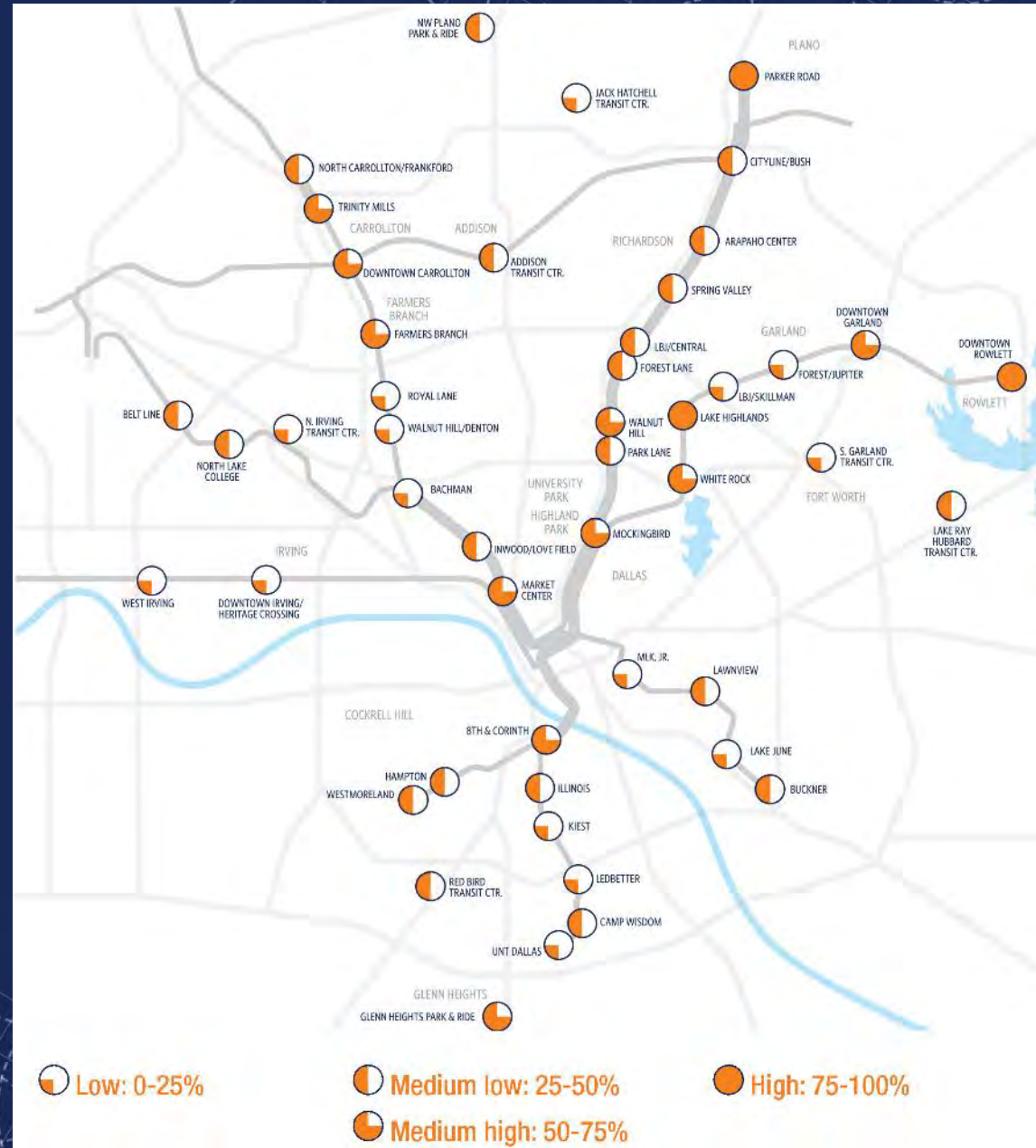


Street and Pathway Network

- Interconnected with surrounding uses
- Walking and bicycling should get preferential treatment over vehicular traffic
- Street and pathway connections to the surrounding context
- Bike and pedestrian network that provides uninterrupted access to the transit station


PARKING UTILIZATION

- Parking facilities consume valuable land and are expensive to build
 - It's in DART's and the public's interest to right-size parking to minimize the adverse impacts of excess parking
- DART has been monitoring utilization of DART owned parking facilities
 - Most facilities are underutilized, in many cases significantly





PARKING

- TOD requires significantly fewer parking spaces than conventional development
 - Transit access and walkability of TODs reduce reliance on automobile trips to access retail, services, civic institutions, and places of employment
 - Mixed-use TODs are “park-once” destinations and provide opportunities for shared parking, which utilizes parking spaces for multiple uses with complementary peak periods and reduces the overall need for parking
 - NCTCOG Parking Study at TODs along DART’s Red & Blue Lines
 - Evaluated conditions at 16 privately owned sites with structured and surface parking near 11 stations spread over four service area cities
 - 13 sites never peaked above 80% utilization, suggesting that required parking resulted in excess spaces
 - Affordable housing TODs used less parking (peak use 40-50%), cost burdening affordable units with excess parking
 - 10 sites provided more parking spaces than required by code
- 

STREETS & PUBLIC SPACES

On-Street Parking & Curb-Side Uses

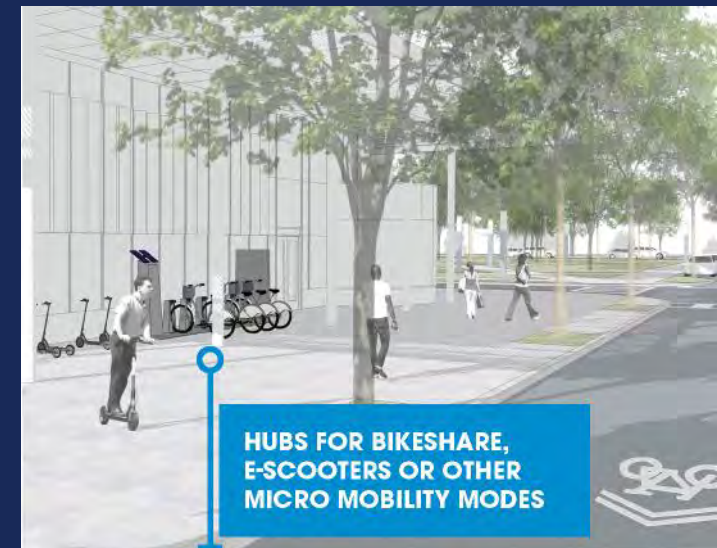
- On-street parking provided on all streets to provide a buffer between pedestrians and moving traffic, deliver high-turnover spots to support storefront retail uses, and reduce the need for off-street parking
- Pick-up/drop-off zones for ride share services and kiss & ride provided in a manner that avoids conflicts with transit vehicles, pedestrians or bicyclists



STREETS & PUBLIC SPACES

Public Spaces

- Public gathering spaces connected by pedestrian-friendly streets and pathways
- Include elements such as seating, shade trees, shade structures, play equipment, lighting, and other amenities
- Transit stations should be integrated into a well-designed and well-connected public space
- Accommodations for bicycle parking, bicycle-share stations, and other emerging technologies
- Bicycle parking near transit stations with easy access to and from bicycle routes



SITE & BUILDING DESIGN

Building Scale

- Building heights should be the tallest near transit stations

Building Frontages

- Buildings should be placed along and oriented to public streets and public spaces
- Primary building entries should be located along the street frontage with direct access from a public street or public space
- Active ground floor uses such as retail and service establishments are encouraged, particularly on primary walking and cycling routes





EXPANDED HOUSING OPTIONS

- TODs can help address the region's housing affordability challenges
 - Communities across the region are struggling to find ways to meet the housing needs
 - Workforce housing is affordable to households with incomes between 80% and 120% of the Area Median Income (AMI); low income housing is affordable to households with incomes less than 80% of AMI
- TODs are great locations for workforce and affordable housing
 - Low-income households are less likely to own a car and more likely to rely on public transit to access a wide range of destinations
- TODs that include diverse forms of workforce and low income housing can help accomplish the following:
 - Increase access to jobs and educational opportunities for transit reliant residents, and lessens travel costs for those with lower and moderate incomes
 - Build system-wide ridership by improving transit access for those most reliant on public transportation services
 - Provide for a wider range of housing choices and price points than may be found in auto-oriented communities
 - DART encourages service areas cities to adopt targeted policy, regulatory, and incentive programs to promote workforce and affordable housing

DENSITY/INTENSITY

Use Mix

- Primary trip generators may be high-density residential uses with complementary retail and service uses, or employment uses with supporting residential, retail and service uses to reduce car dependency for non-commute trips
- A mix of uses is critical at the core of a TOD, single-use developments are generally incompatible with TOD
- Allocation of density/intensity in a TOD project may vary, depending on the location or context





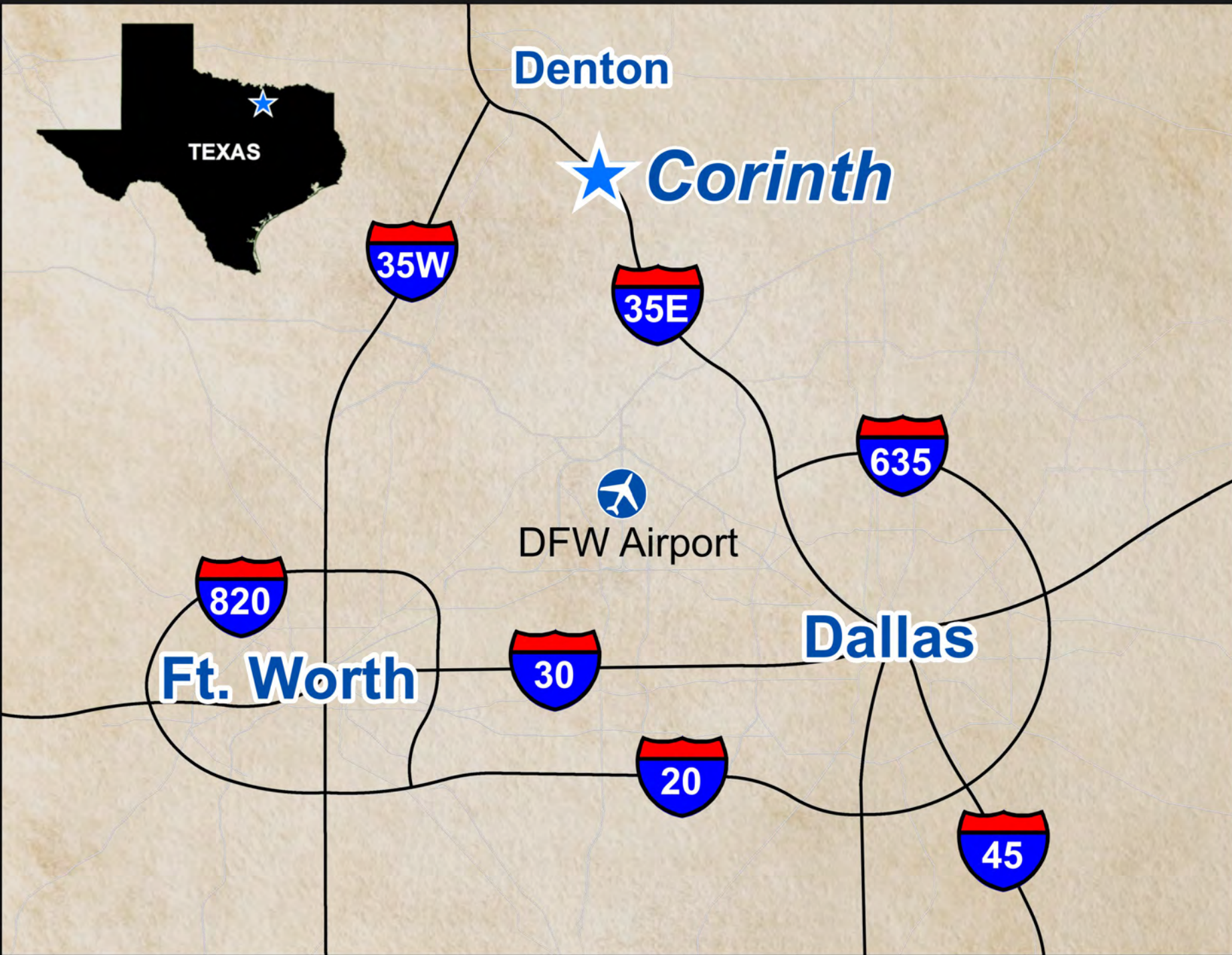
Questions?

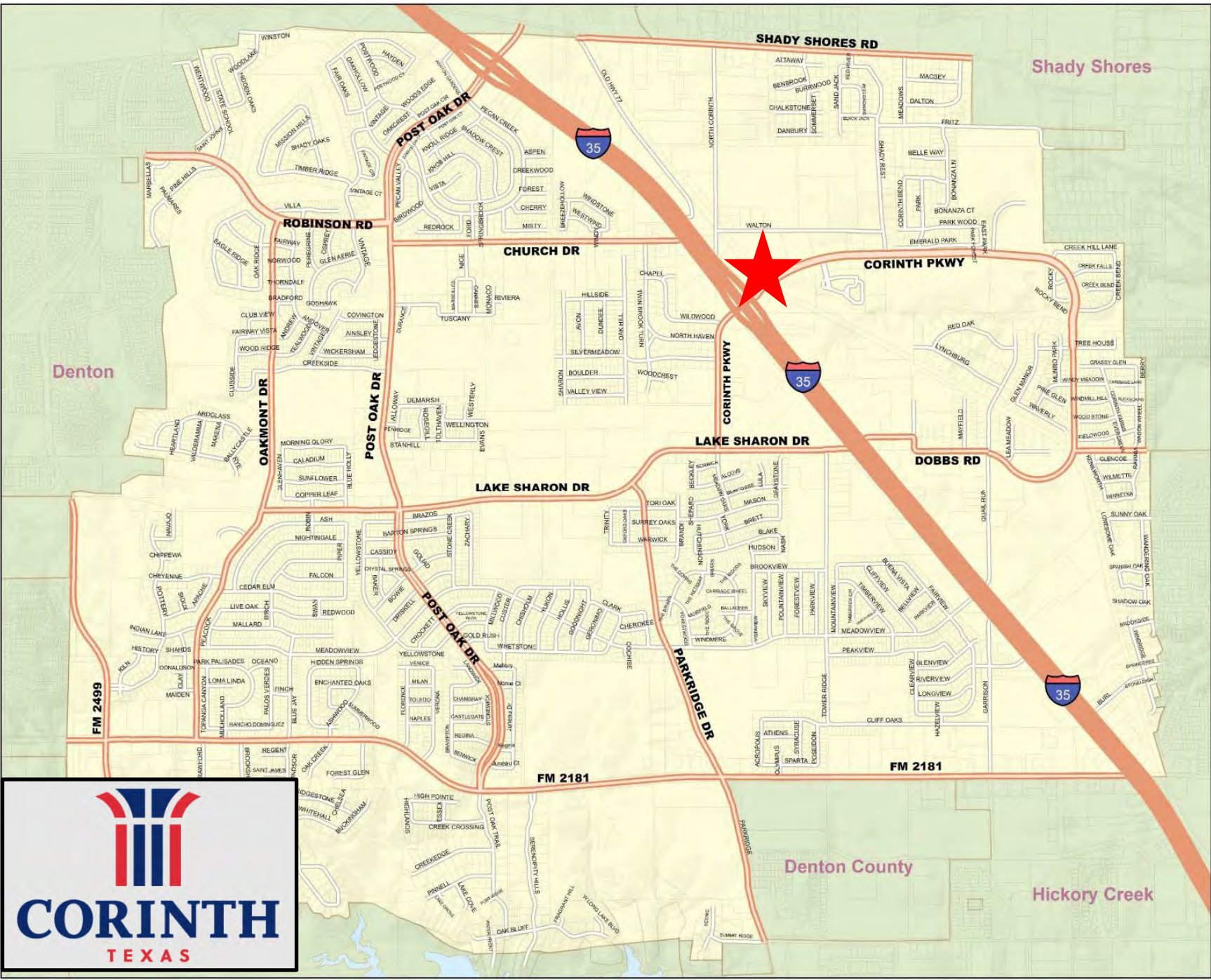


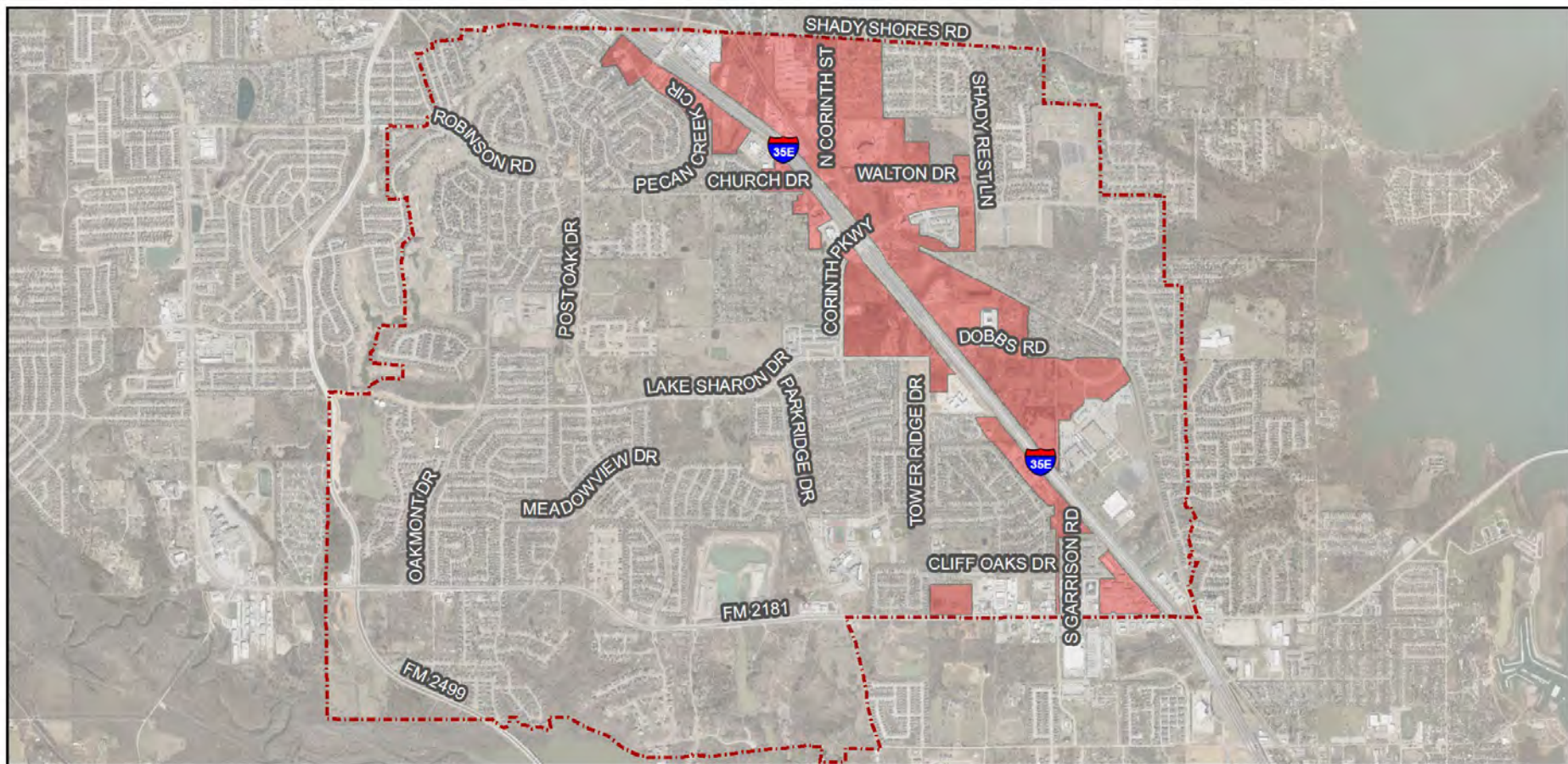
CORINTH TOD

**DCTA Stop
&
Downtown Park**



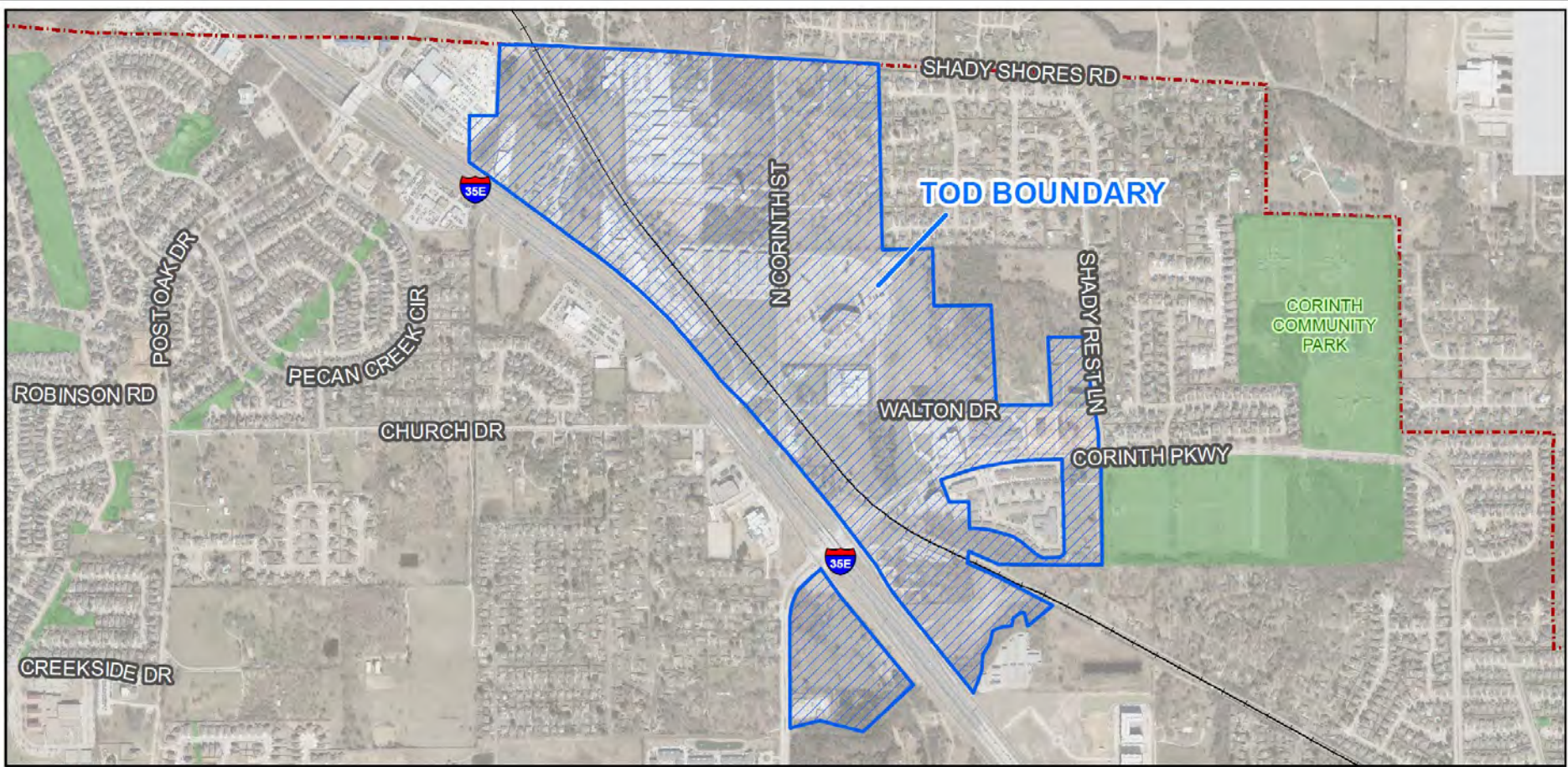






Tax Increment Reinvestment Zone #2





TOD Boundary



1. NCTC Expansion Area

- Expands southward along central green with architectural student services building in the center
- Campus expansion makes direct connection into the mixed-use Village Square
- Potential joint venture office (light purple) face the I-35
- Flex office and small retail along I-35 frontage and N. Corinth Street

2. Village Square Area

- Drainage property reclaimed to become central square with performance pavilion and restaurant pavilion
- Village square defined by mixed-use buildings on north and east side designed to transition from residential to commercial space on ground floor as market grows
- New rail station north of Corinth Parkway feeds the Village Square, with shared parking to its west
- Restaurant grouping with outdoor patios defines rail station to direct west, and allows for food truck parking



3. Village Community Area

- Blend of single family, townhomes and loft apartments
- Defined by street grid and pocket park system with wide sidewalks, street trees, benches, bike racks, trash containers and pleasant planting
- All garages and project parking within internal parking courts and alleys

4. Health Science Area

- New roadway provides access from Corinth Parkway to Walton Street
- Parking and open area west of new roadway converted into new development site
- Shared parking garage as public/private partnership between developer and City provides H/S parking at base
- New parking on Corinth Pkwy

5. Mixed-Use I-35 Frontage

- Hotel, office and restaurant area on both sides of I-35, having strong highway presence and connected by pedestrian promenade to rail platform and Village Square



View of Corinth Village



Master Planning
VILLAGE SQUARE AT CORINTH

CATALYST
URBAN DEVELOPMENT

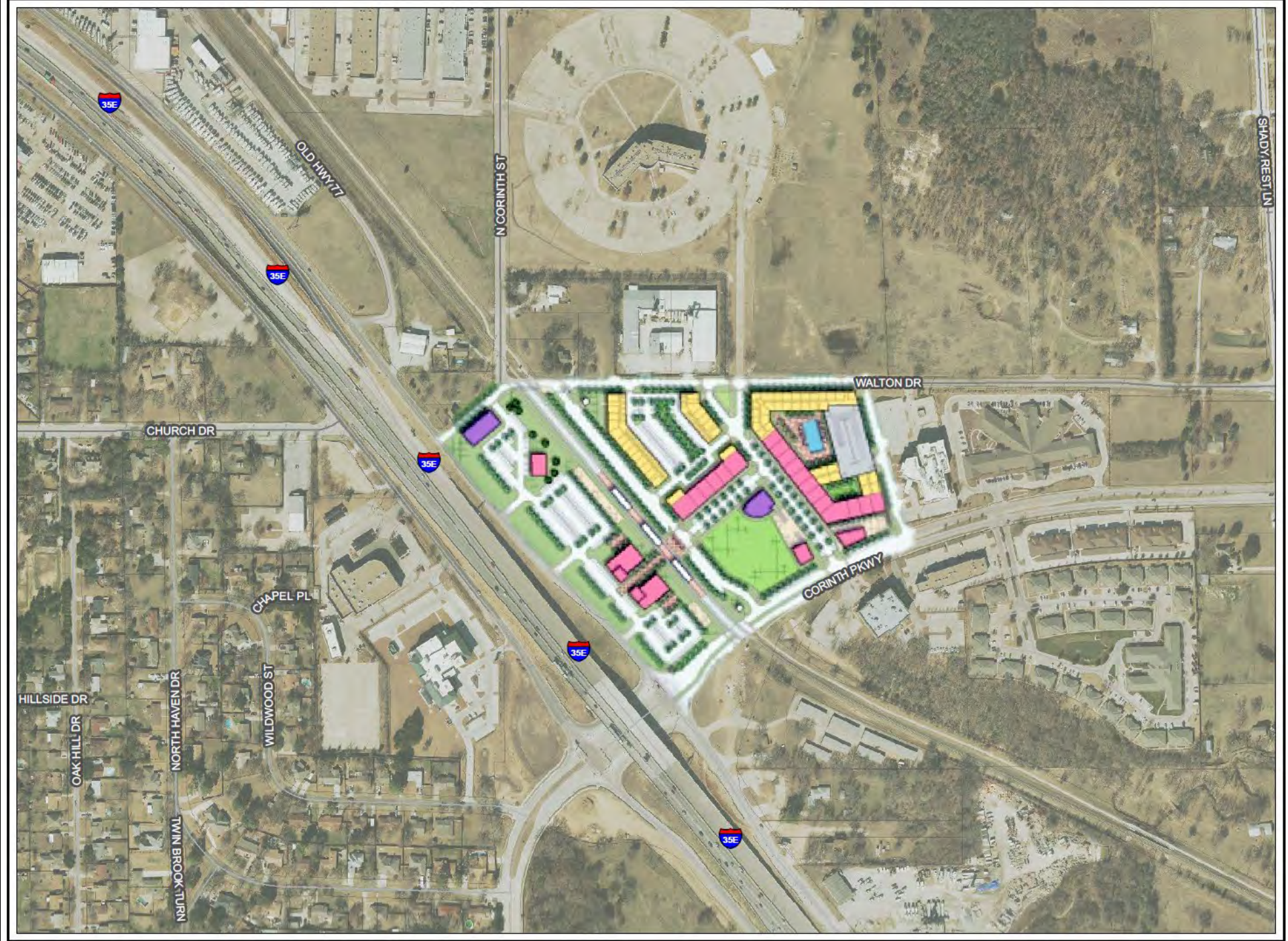


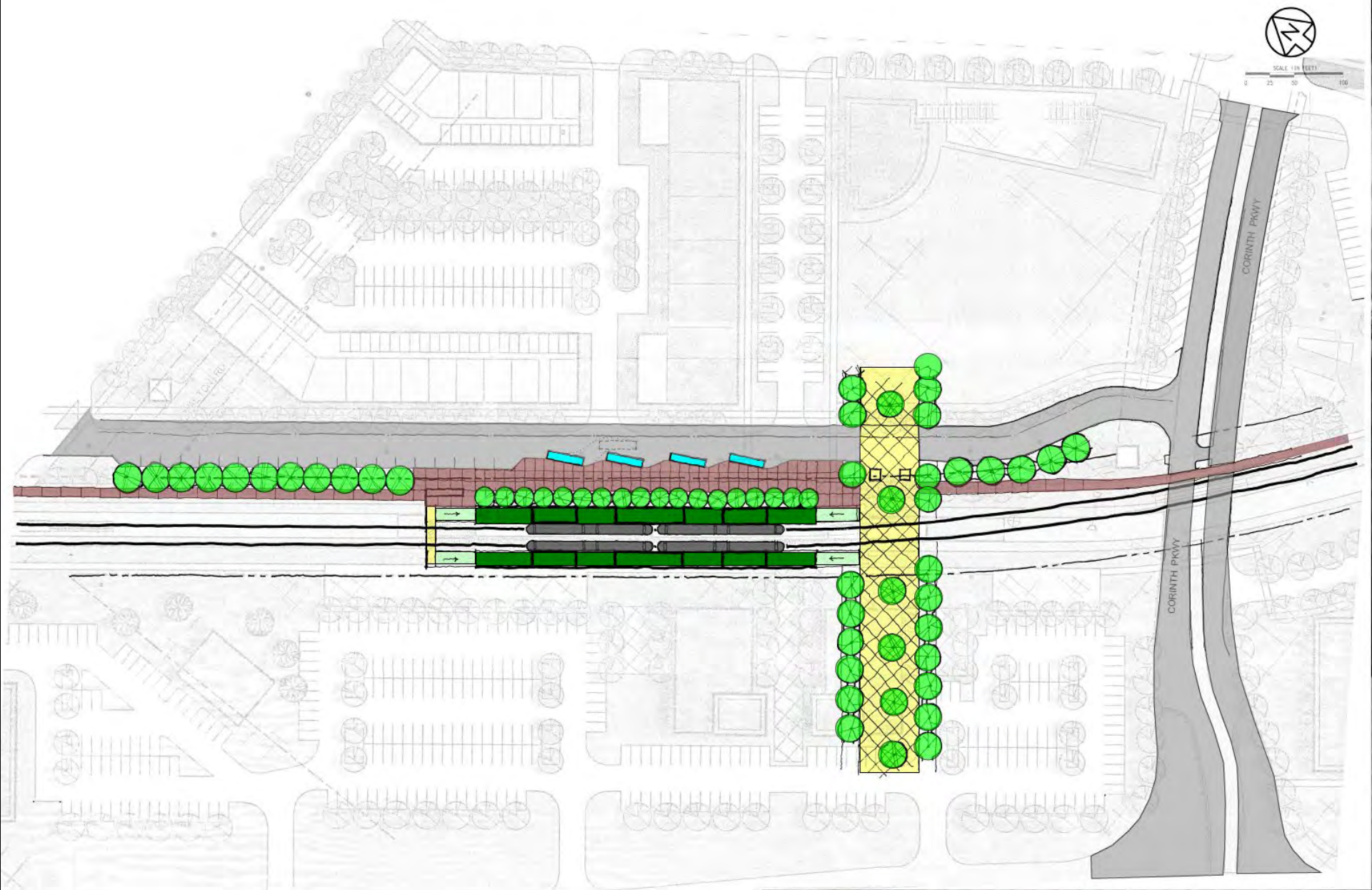
View of Corinth Main Street



Master Planning
VILLAGE SQUARE AT CORINTH







© 2019 VAI Architects, Inc.



CITY OF CORINTH
STATION CONCEPT

SIDE PLATFORM SITE
INTEGRATION CONCEPT
EXHIBIT 2.2.9



Legend

- 01 ----- Gateway plazas
- 02 ----- Large event lawn
- 03 ----- Interactive fountain / splash pad
- 04 ----- Pavilion
- 05 ----- Restrooms
- 06 ----- Multi-purpose Space
- 07 ----- Children's play area
- 08 ----- Boardwalk pathway
- 09 ----- Small event lawn
- 10 ----- Outdoor seating
- 11 ----- Terraced seating
- 12 ----- Pedestrian connection
- 13 ----- Community art

master plan - overall site plan
 Commons at Agora

Corinth, Texas
 04/15/2021





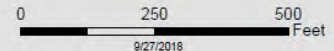
Commons at **AGORA**

Corinth, Texas
04/15/2021



RR Closure Exhibit





City of Corinth
CORINTH PKWY. EXHIBIT

Legend
Corinth Parcels



Commons at **AGORA**



Introduction to Infill Development and Transportation



**North Central Texas
Council of Governments**

Sustainable Development Policy 1

Mobility 2045



*The Metropolitan Transportation Plan
for North Central Texas*



“Support mixed-use, **infill**, and transit-oriented developments that utilize system capacity, reduce vehicle miles of travel, and improve air quality through improved rail mobility and access management”



What is Infill Development?

Process of developing vacant or under-used parcels within already-developed surrounding urban areas

- Can be vacant parcels that were never developed
 - Examples: undeveloped land converted to developable lands, former ETJ parcels
- Can be currently or formerly developed parcels that are redeveloped, usually at a higher intensity
 - Examples: smaller sites in existing downtowns, brownfield sites that complete remediation, large former shopping mall sites
- Can be existing developed parcels that are more filled in, resulting in higher intensity
 - Examples: commercial buildings added to existing shopping centers, accessory dwelling units added to parcels with single-family homes

Resource

Infill Development: <http://mrsc.org/home/explore-topics/planning/development-types-and-land-uses/infill-development-completing-the-community-fabric.aspx>



Transportation Impact of Infill

Uses existing transportation system capacity

- Can be near existing transit
- Use existing infrastructure instead of building new can be long-term public costs savings

May result in greater trip destination density and increased opportunity for shorter or fewer trips

- Short trips better enable use of multiple travel mode options when more easily walkable



North Texas Regional Infill

Various scales of development, small lots to big development

Not limited to any set boundary or group of cities

Can meet transportation objectives:

- Optimizes use of existing system capacity
- Increases destination density
- Increases opportunity for non-motorized travel

Downtown Farmers Branch Projects

NCTCOG Land Use &
Transportation Task Force

April 21, 2021

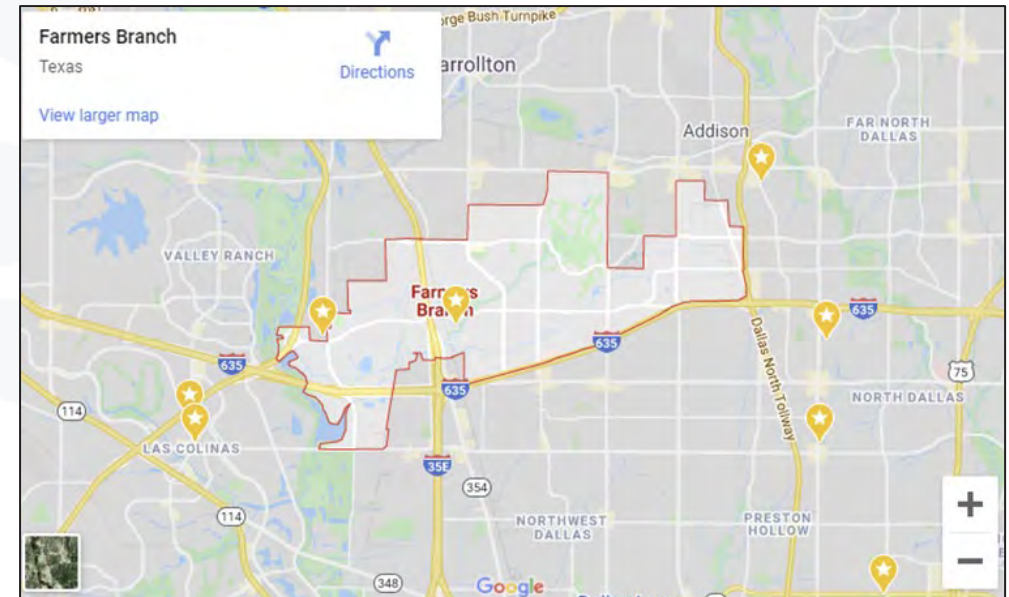
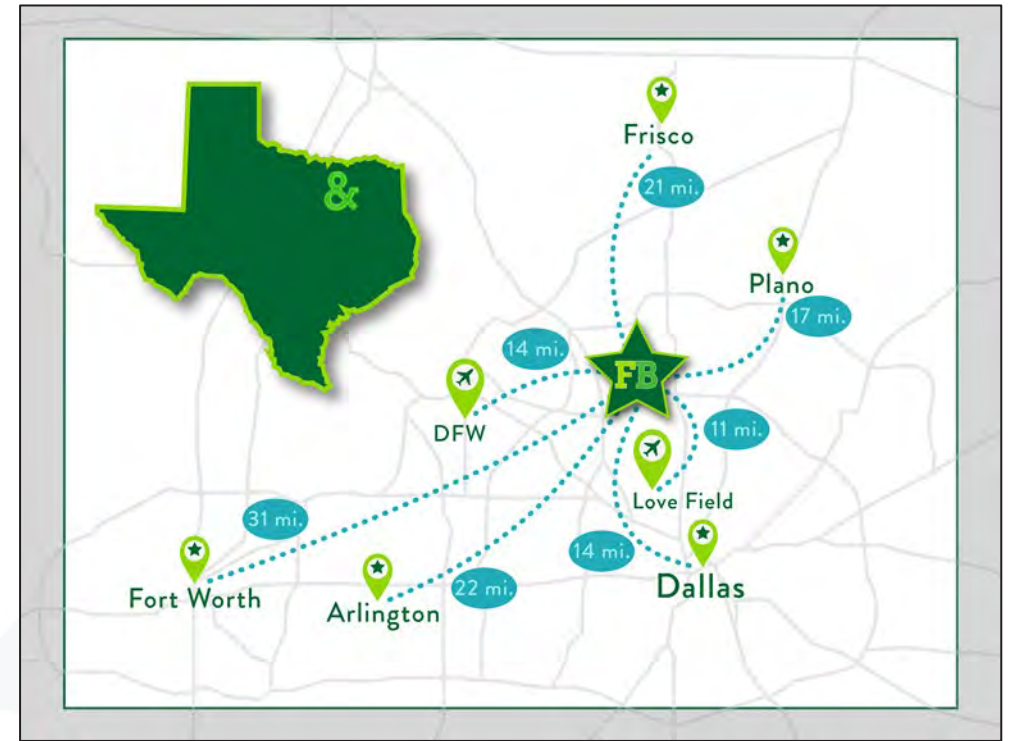


FARMERS
BRANCH



About Farmers Branch

- First-ring Dallas suburb
- 49,000+ residents
- 84,000+ jobs
- Excellent access!
 - PGBT, IH-635, IH-35 and DNT
 - Love Field and DFW Airports – 20 minutes
 - DART Green Line



Station Area Vision – 20 years

Promote a dense, urban village focused on pedestrian and transit-oriented development principles

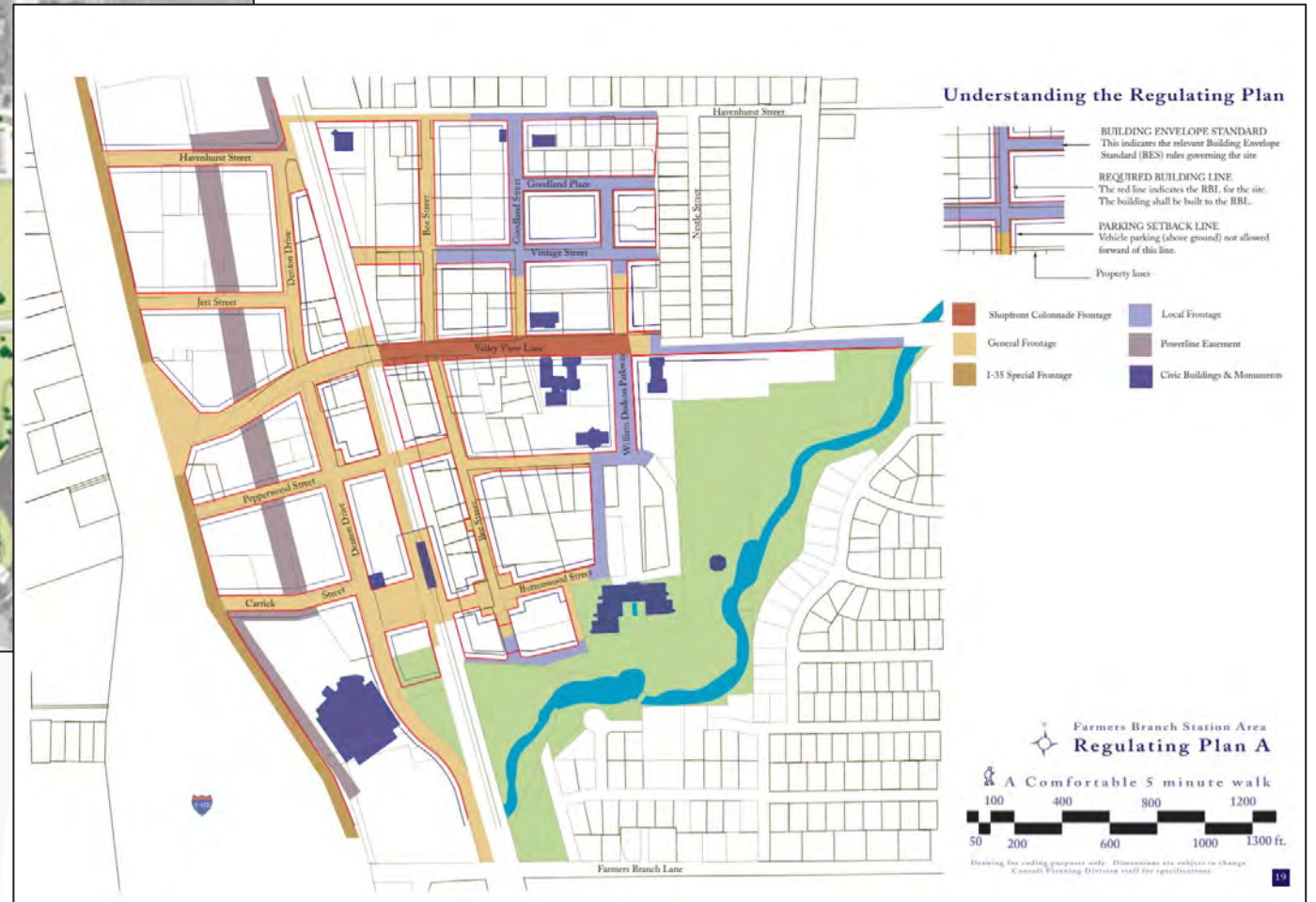


- **Increased densities** in order to **maximize development opportunities** and generate **increased property values** for the city
- An **improved pedestrian experience** with wider sidewalks, street trees, on-street parking and reduced travel speeds – all of which support walkability
- **Buildings defining the street** with uses that activate the adjacent streetspace
- A **mix of land uses** that provide for retail, restaurant, entertainment, employment and residential opportunities
- Quality **open spaces**
- **Access to multiple transportation methods** including light rail, hike and bike trails, sidewalks and more

Vision Adopted – 2002



Code Adopted – 2005



Vision Modified – 2012



Station Area Code – Today

- Foster a vibrant town center through a lively **mix of uses** – including shopfronts, sidewalk cafes, and other commercial uses at street level...
- ...Overlooked by **canopy shade trees**, and **upper story residences and offices**
- Code focuses emphasis on the **physical form** to produce **safe, attractive and enjoyable spaces** – good streets, neighborhoods, parks
- 2012 – lowered minimum building heights (from 4 stories to 1-3 stories)
- 2020 – Established **minimum densities** for residential uses
- **Consistent** with the **vision**



Station Area Code at Work



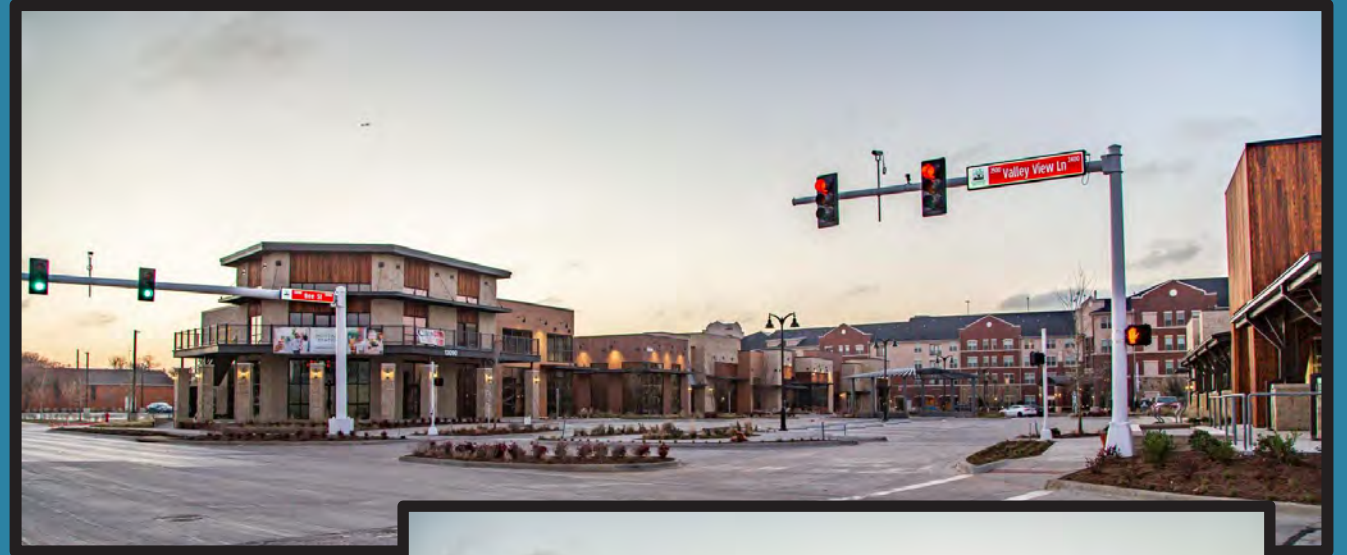
Shops at Mustang Station



Opened March 2020



Opening April 2021



Opened February 2021



Opening summer 2021



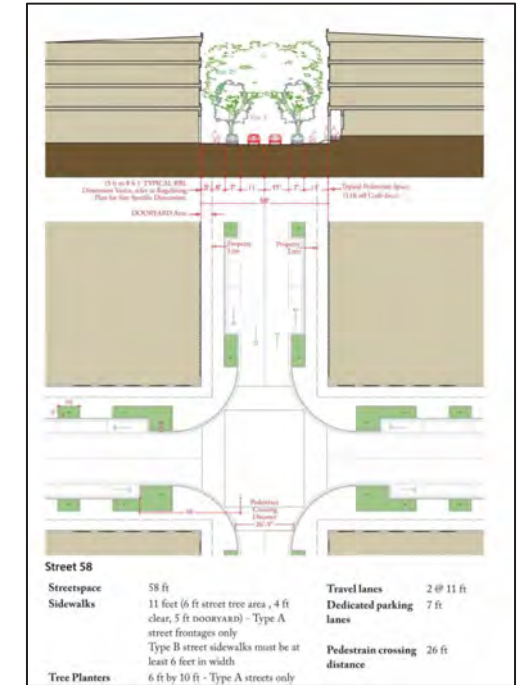
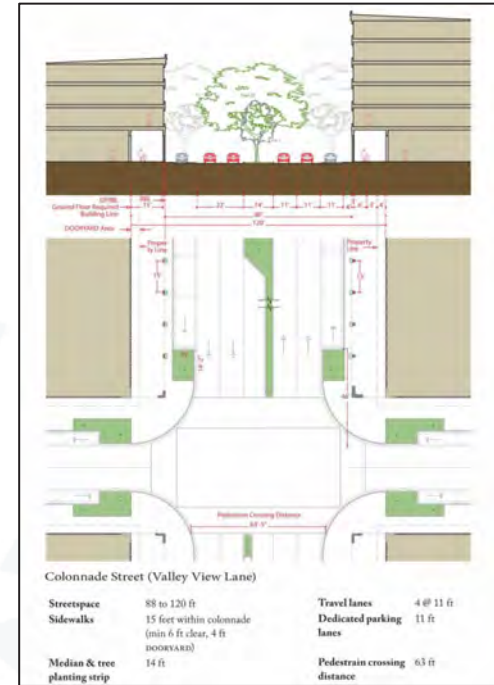
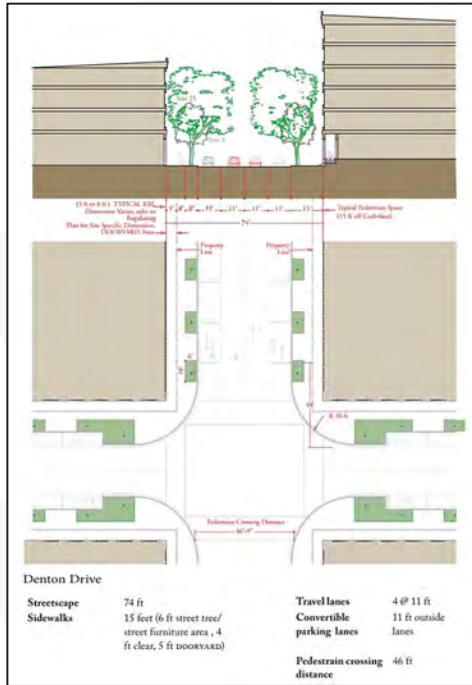
Opening May 2021



Opened April 2021

Station Area Code = Achieves the Urban Village Vision

- Creates a more desirable pedestrian environment
 - Buildings closer to the street
 - Wider sidewalks
 - Street trees
 - On-street parking (separates pedestrians from travel lanes)
- Reduces number of travel lanes
- Establishes taller minimum building heights near the DART station (3 stories)
- Requires min. 55 du/ac MF, and min. 20 du/ac SF-A



2020 City Council Direction

- **Vision confirmation:** Dense, urban village focused on pedestrian and transit-oriented development principles
 - Increased densities and maximizing development
 - Mix of uses
 - Buildings defining streets
 - Improved pedestrian experiences
 - Quality open spaces
 - Access to multiple transportation methods
 - Cultural arts district too

Foundation for future projects!



Valley View Lane Reimagined



Valley View Lane Reimagined

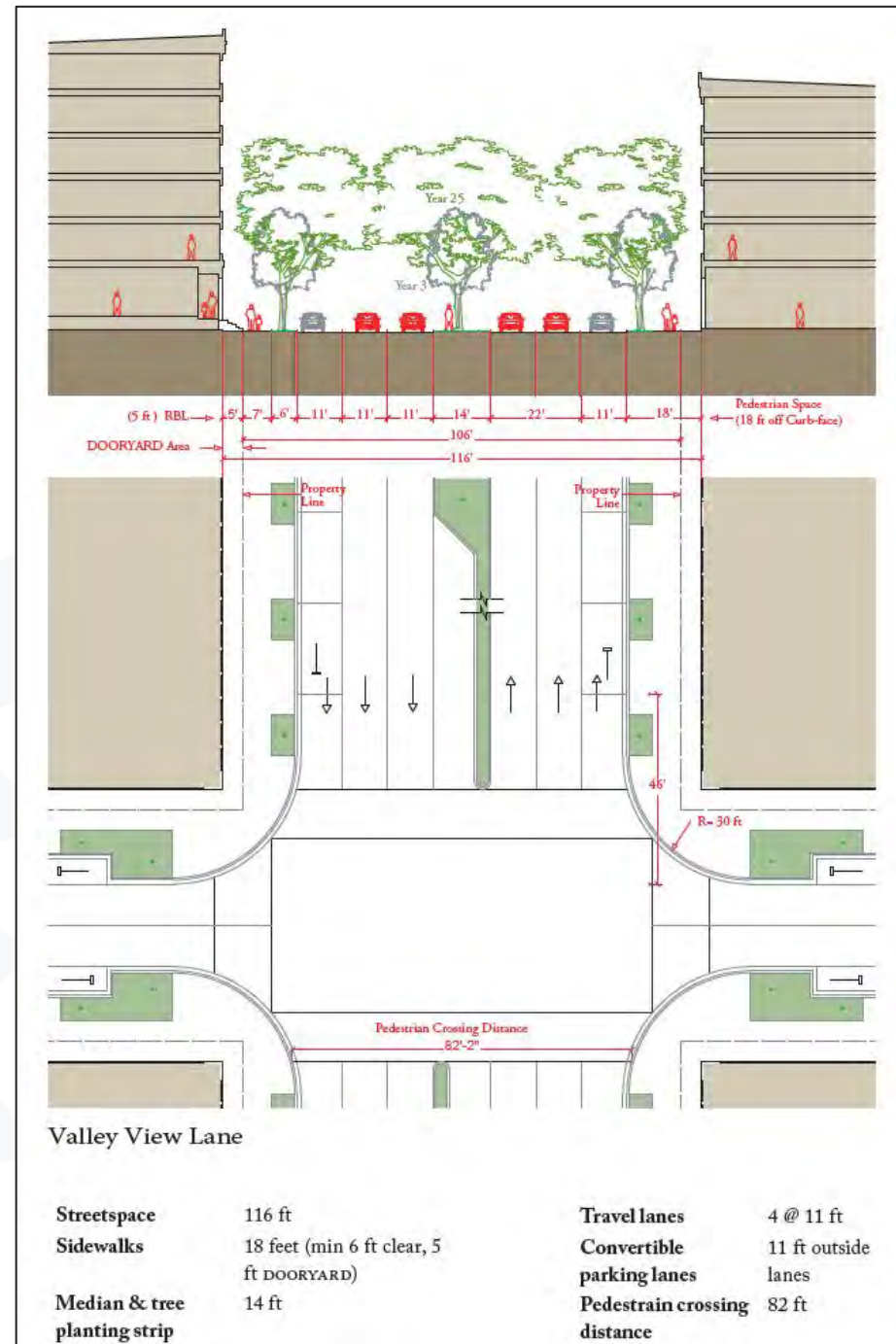


VIEW KEY PLAN

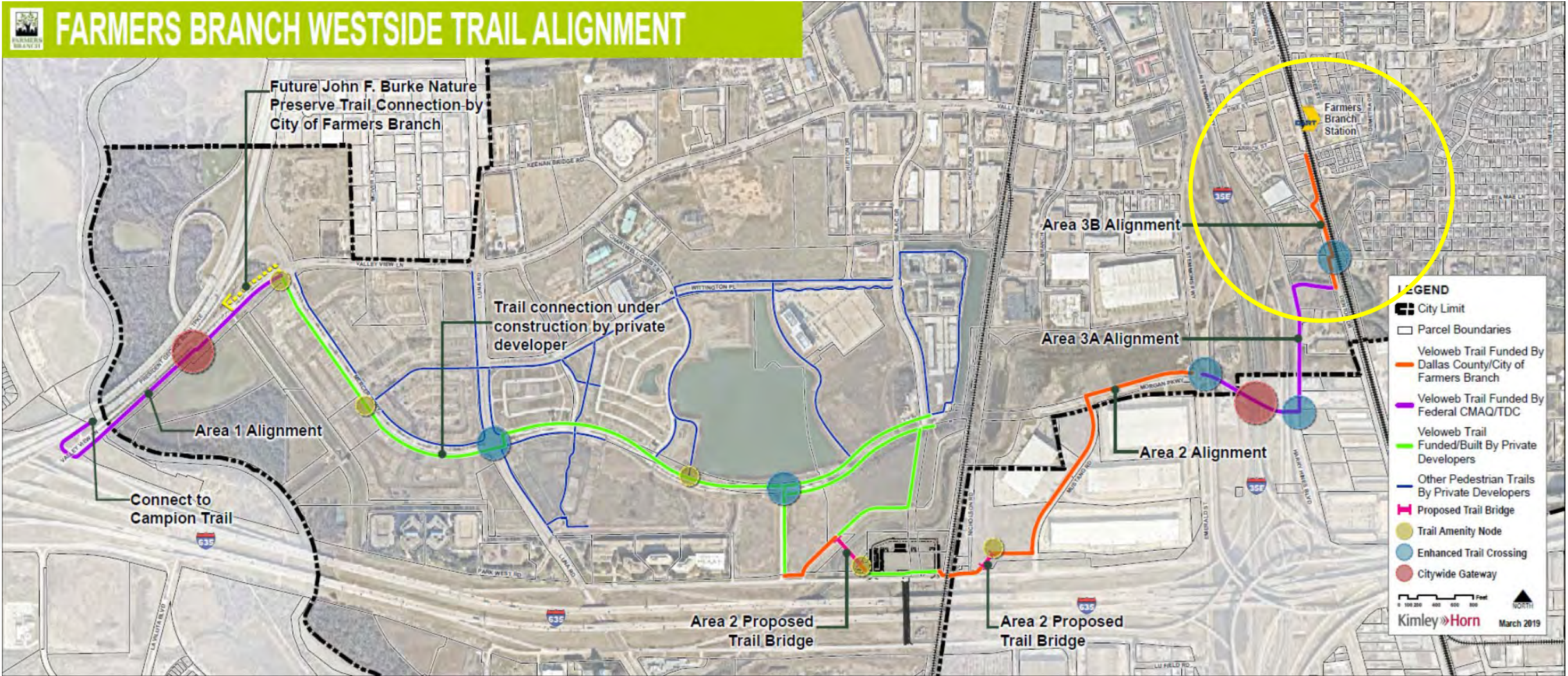


Valley View Lane Reimagined

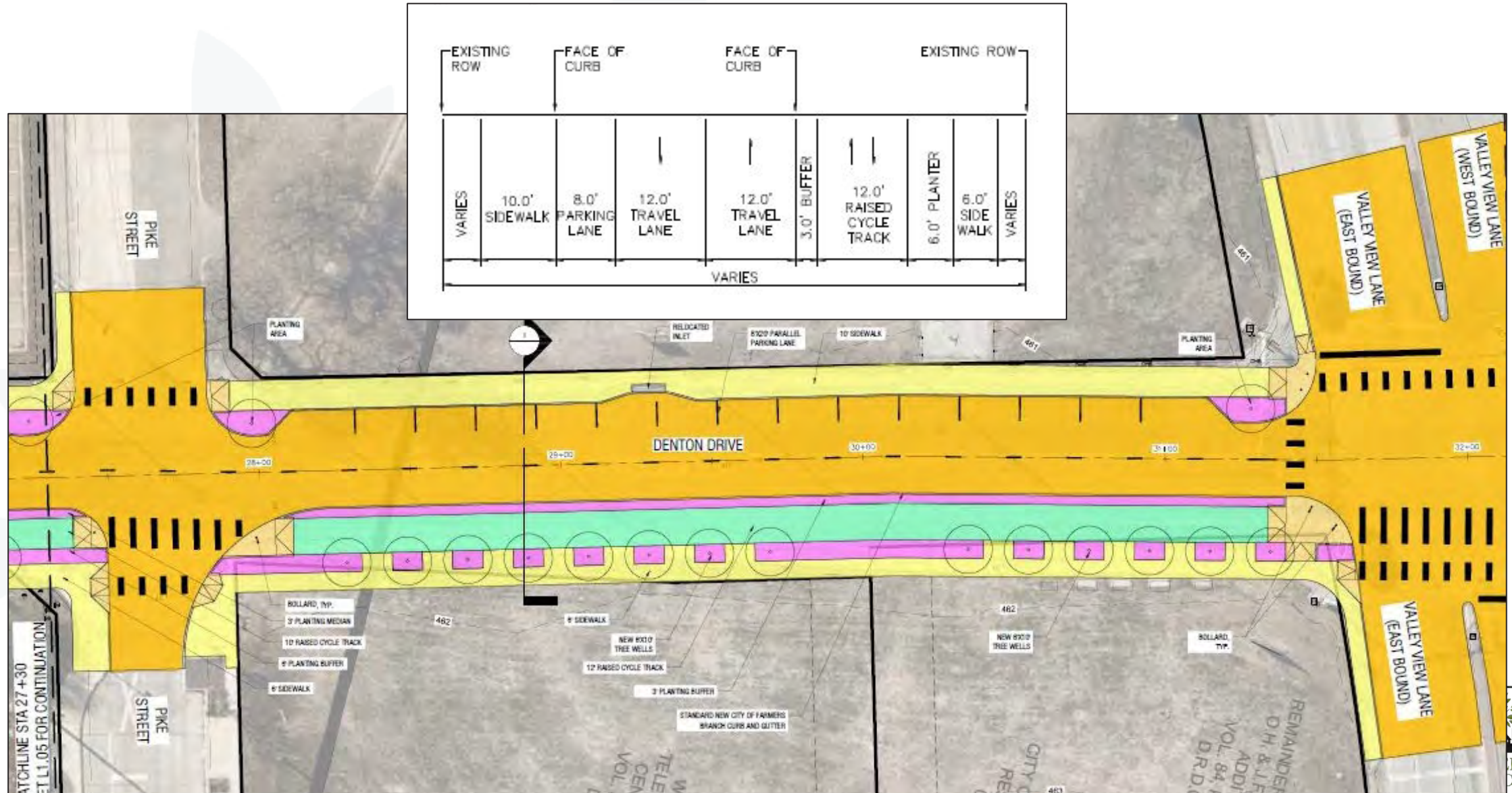
- Zoning provided basis for reimagining road
- 6 lanes divided → 4 lanes divided
- Outer lanes repurposed:
 - On-street parking
 - Wider sidewalks
 - Landscape amenities
- Assisted Council to say “yes!”



West Side Art Trail

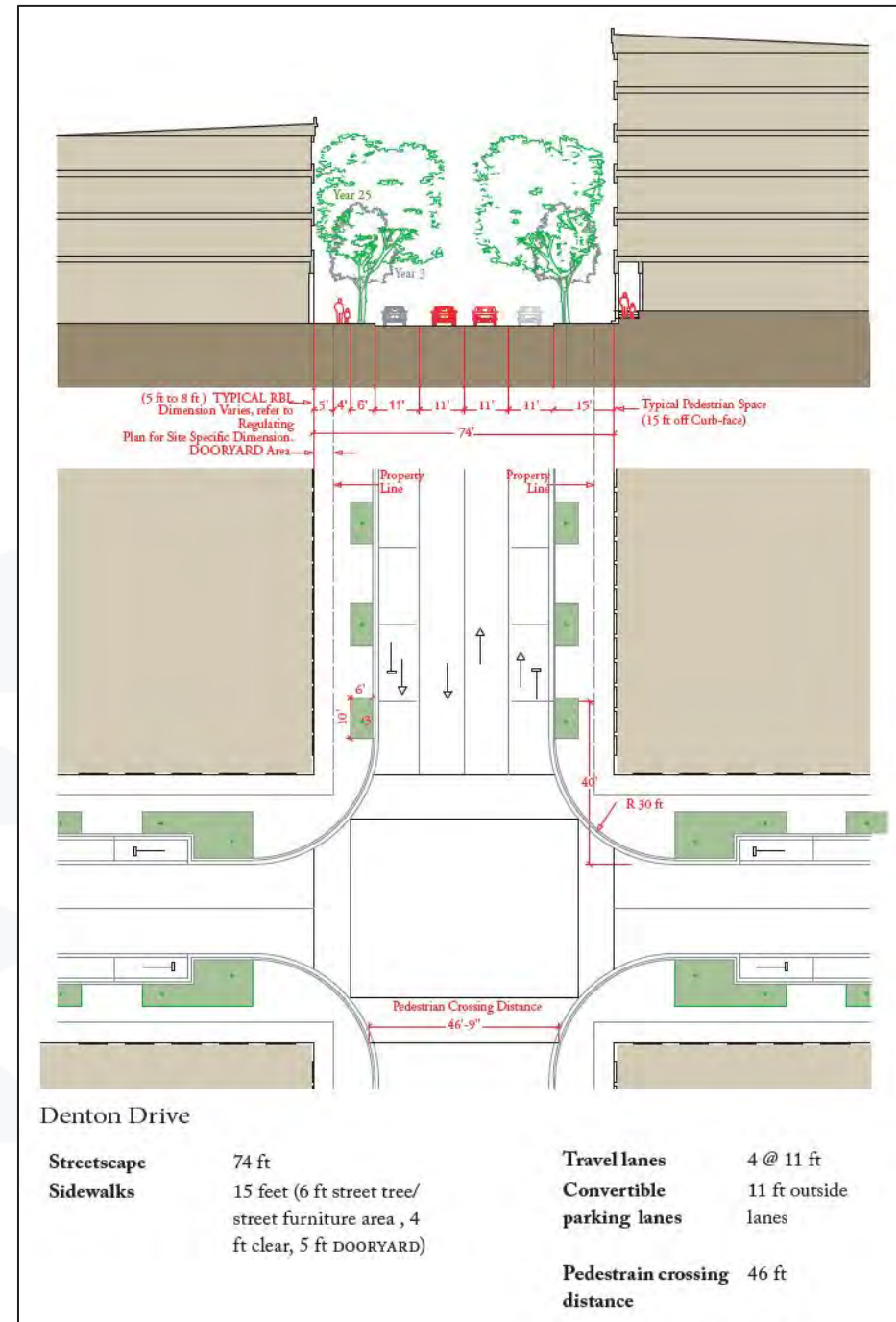


Denton Drive Repurposed – Cycle Track



Denton Drive Repurposed

- Cycle track improvements – northbound outermost lane
- 4 lanes → 3 lanes (→ 2 lanes)
- Connects to other bicycle network improvements
 - City of Dallas future cycle-track (south)
 - FB West Side Art Trail
 - Campion Trail
 - City of Carrollton future hike/bike trail (north)
- Zoning provided basis for “dropping a lane”
- Assisted Council to say “yes!”



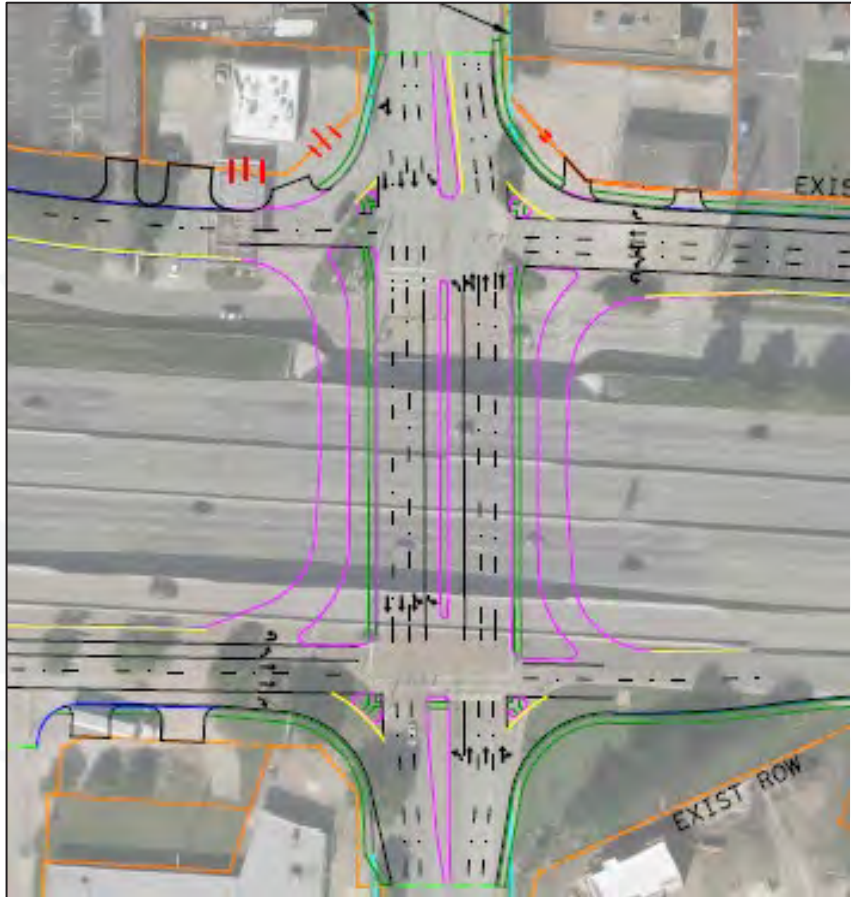
IH-35E Betterments

- TXDOT widening IH-35E
- Valwood Parkway and Valley View Lane intersections will be rebuilt
- One shot to get it right!
- Mayor's IH-35E Betterments Task Force
- City's goals:
 - Improve east /west connectivity across IH-35E – pedestrians, bicycles and cars/trucks
 - Improve overall safety and aesthetics of intersections and corridor
 - Improve access between DART station, employment and residential properties
- TxDOT approved eastbound IH-635 to Valley View Lane exit
- IH-35E Corridor Vision Study → expand Station Area

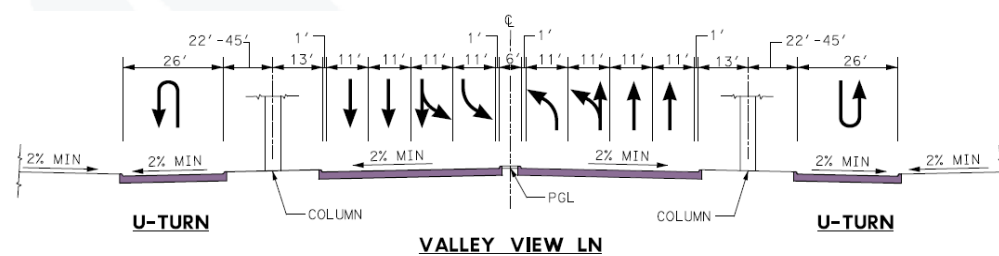
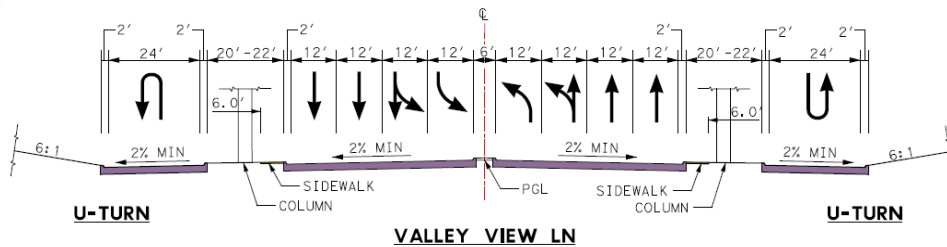
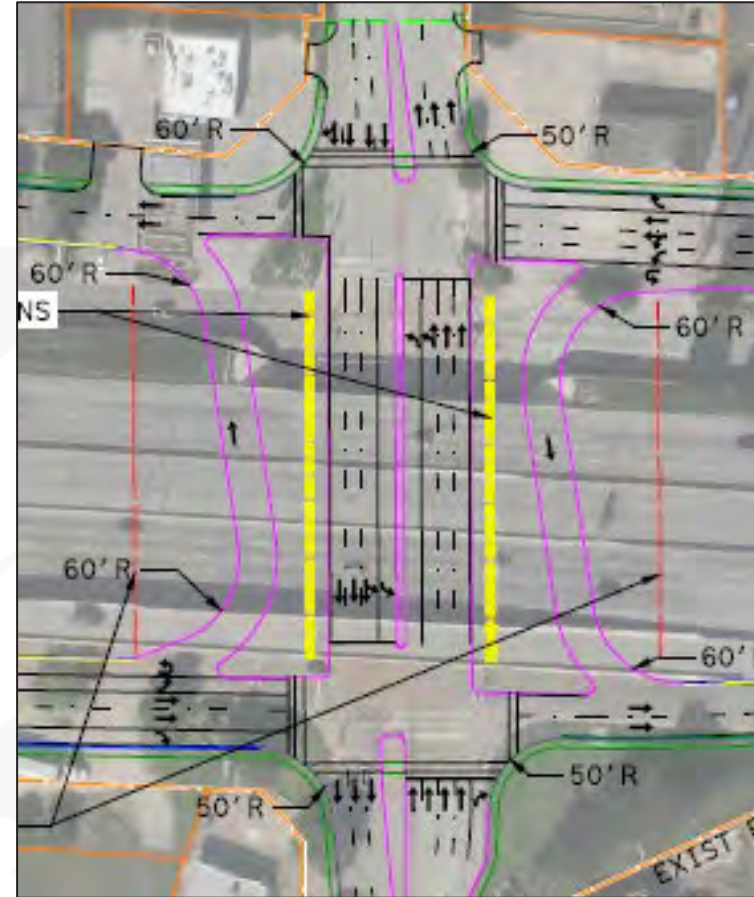


IH-35E Betterments – Design for Multi-Modal Transportation

Original Layout

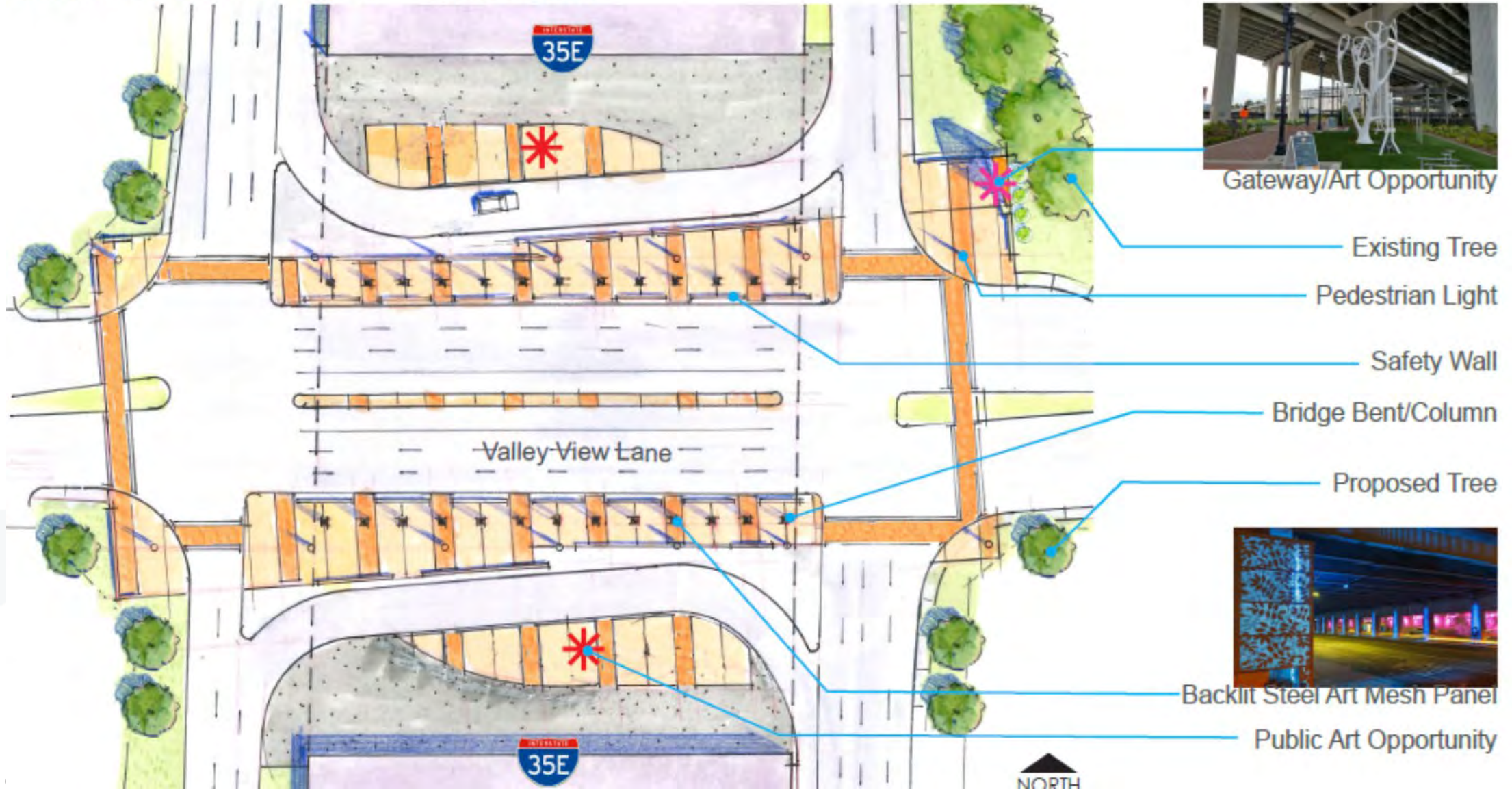


Enhanced Layout



IH-35E Betterments

Ultimate Intersection Layout - Enhancements



Gateway/Art Opportunity

Existing Tree

Pedestrian Light

Safety Wall

Bridge Bent/Column

Proposed Tree



Backlit Steel Art Mesh Panel

Public Art Opportunity

IH-35E Betterments

Ultimate Intersection Layout - Enhancements

Pedestrian Light



Backlit Art Mesh Panel - Turned at U-Turn angle



Safety Wall



Textured Integral Color Concrete

Concrete Paver Band

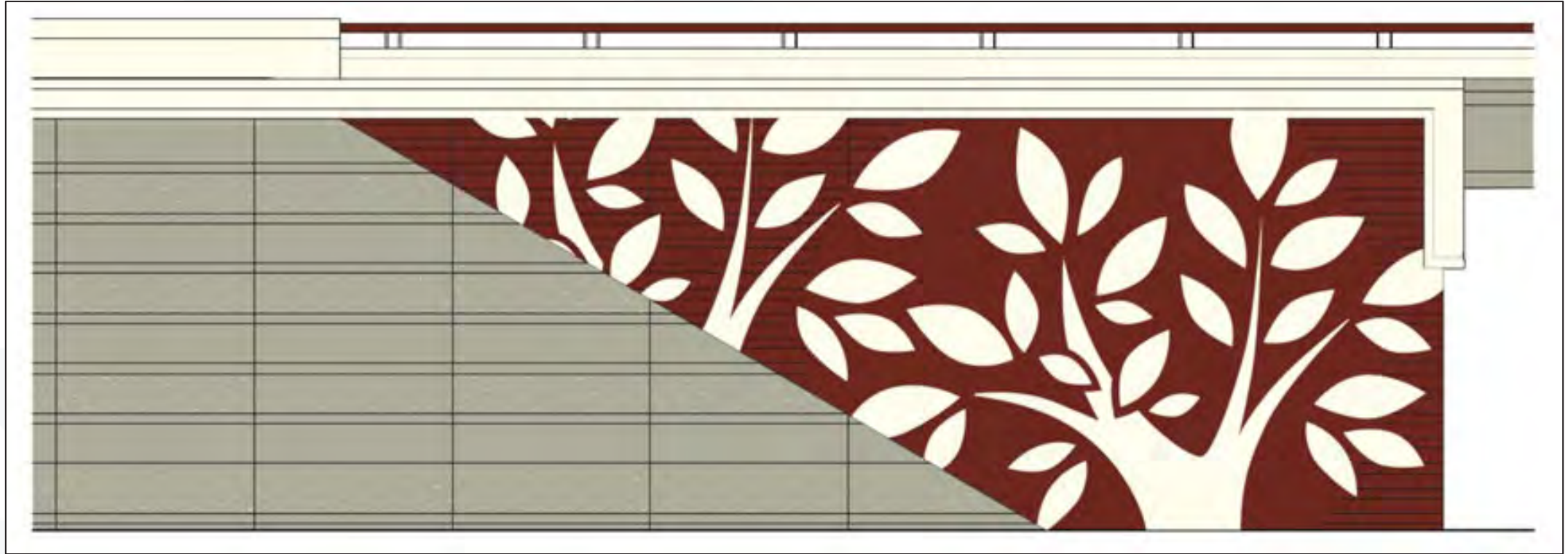


Valley View Lane & Valwood Parkway Intersection at I-35E Enhancements

June 17, 2020

Kimley-Horn

IH-35E Betterments – Abutment Wall Graphics



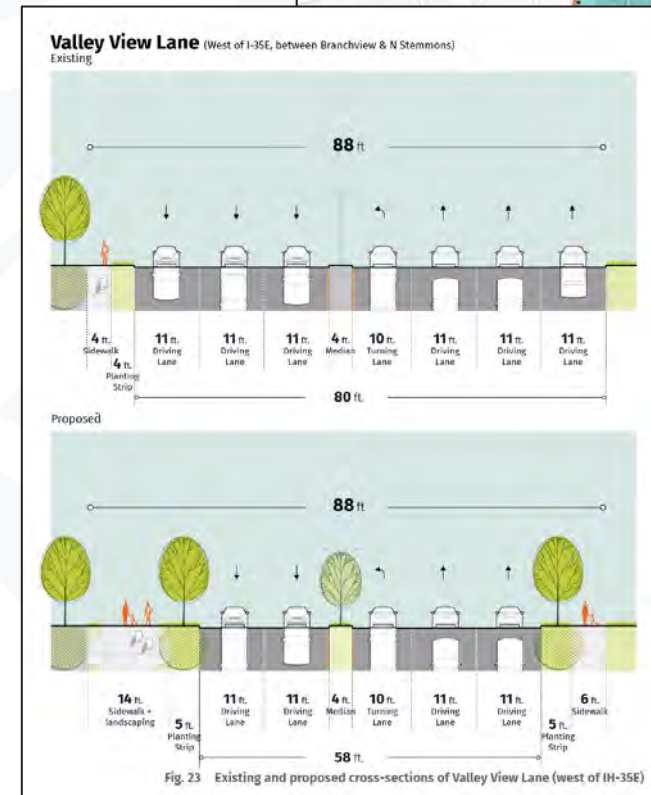
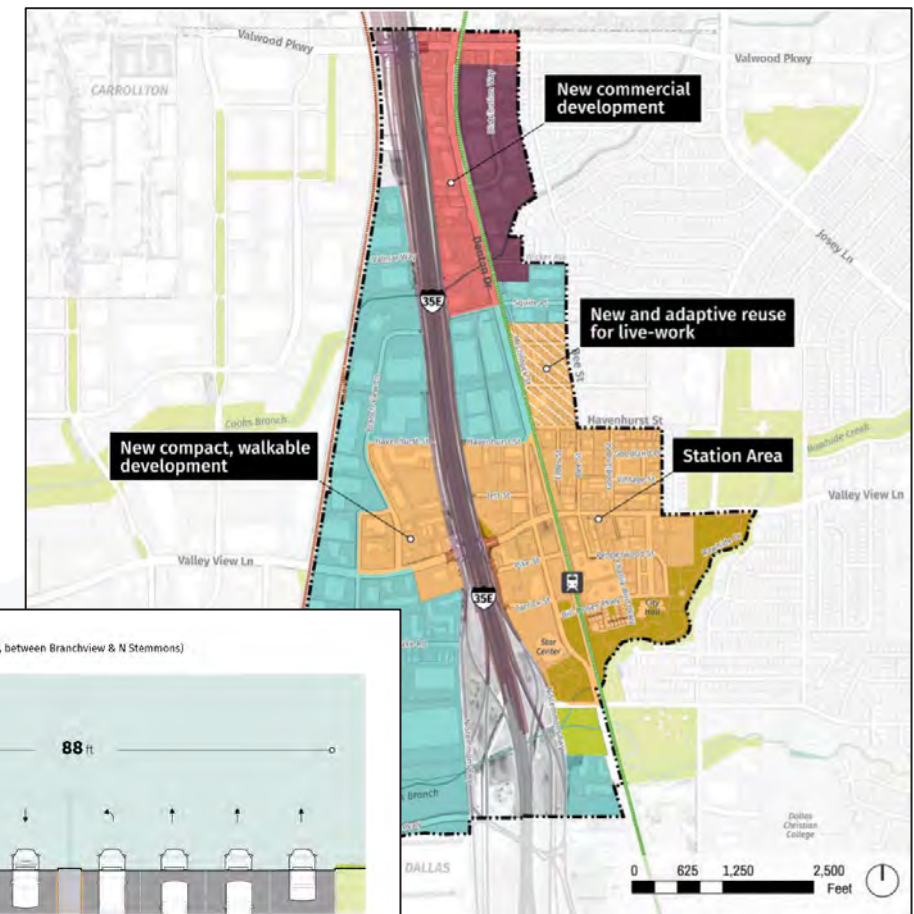
Station Area Development Partnership

- 10 acres city-owned land
- Experienced pedestrian and transit-oriented developer
- Currently negotiating agreement
- Station Area Code
 - Saves developer time and money – currently entitled!
 - City's expectations established



IH-35E Corridor Vision Study/ Station Area Expansion

- IH-35E Corridor Vision Study (adopted Feb 2021) supports expansion of Station Area westward
 - Station Area = catalyst IH-35E corridor
 - Pedestrian and transit-oriented design principles
- Key transit elements
 - Redesign Valley View Lane west of IH-35E as new “front door” street
 - Design for walkability
 - Improve sidewalks
 - Implement bicycle connection along Denton Drive from Rossford to northern city limit line
 - Focus on “last mile” connectivity
 - Increased densities to support potential Irving to Frisco Passenger Rail (20-yr plan)



Lessons Learned

- Establish a vision – tell your story
- Implement your vision – use your tools available and be proactive
 - Zoning
 - Land assemblage
 - TIF district
 - Public/private partnerships – choose the right partner
 - Bonds
 - Funding from other agencies
- Existing zoning provided a foundation – gave City Council the ability to say “yes!” to future projects



Lessons Learned

- Educate your elected/appointed officials – help them “get it”
 - Don't forget to re-educate due to turnover
- Find your project champions
- Stay committed to the vision – reaffirm/reevaluate/retool when necessary
- Defend the Code!
- Don't give up!





Thank You

An aerial photograph of a residential development. On the left side, there is a large body of water, likely a lake or reservoir, with some land jutting out into it. The rest of the image shows a dense residential area with many houses, streets, and parking lots. A major road or highway runs vertically through the right side of the image. The overall color palette is muted, with browns, greys, and greens.

LAKE SIDE DFW

Town of Flower Mound, Texas




JP Walton

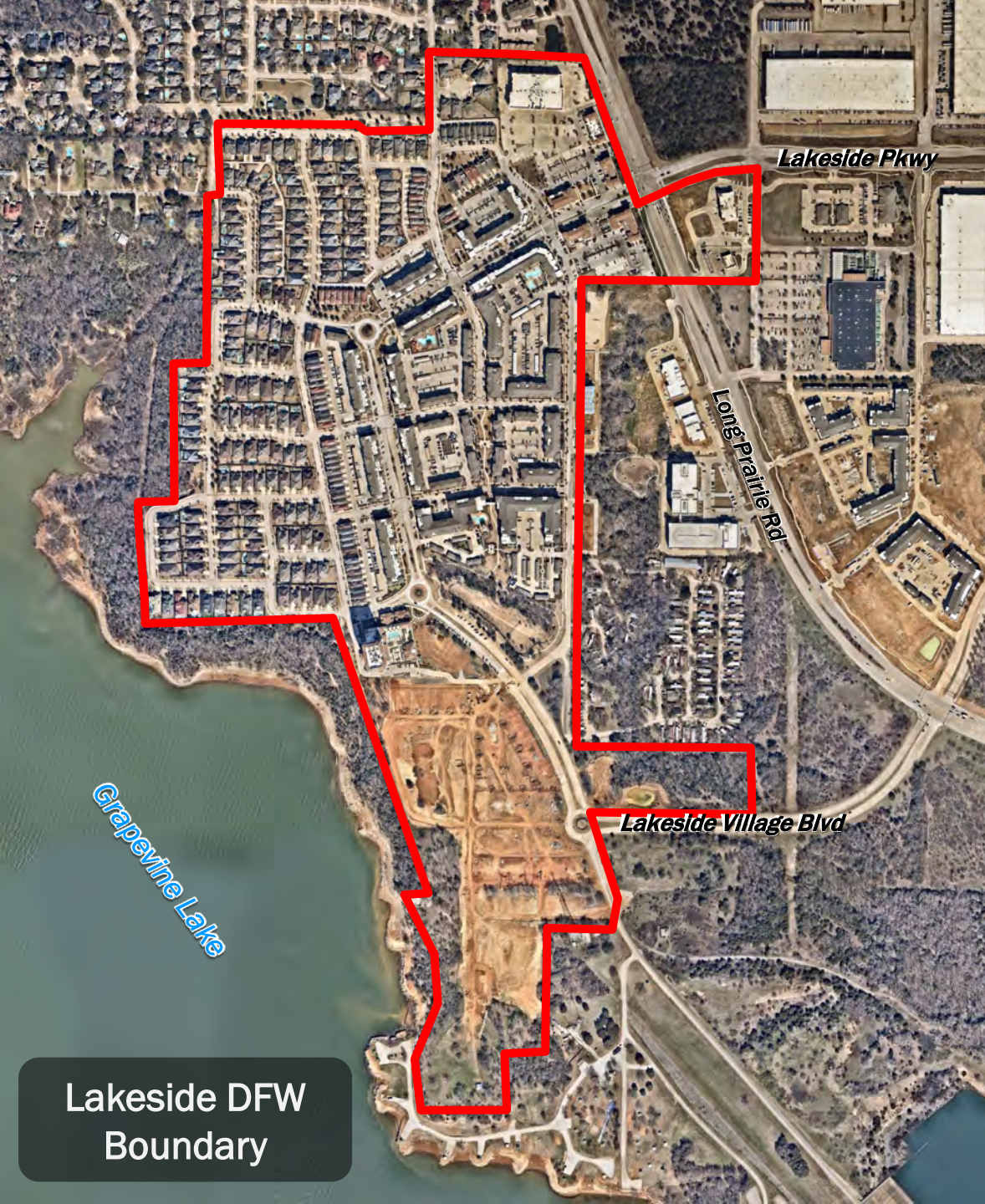
*Assistant to the Town Manager
Interim Economic Development Director*

John Chapman

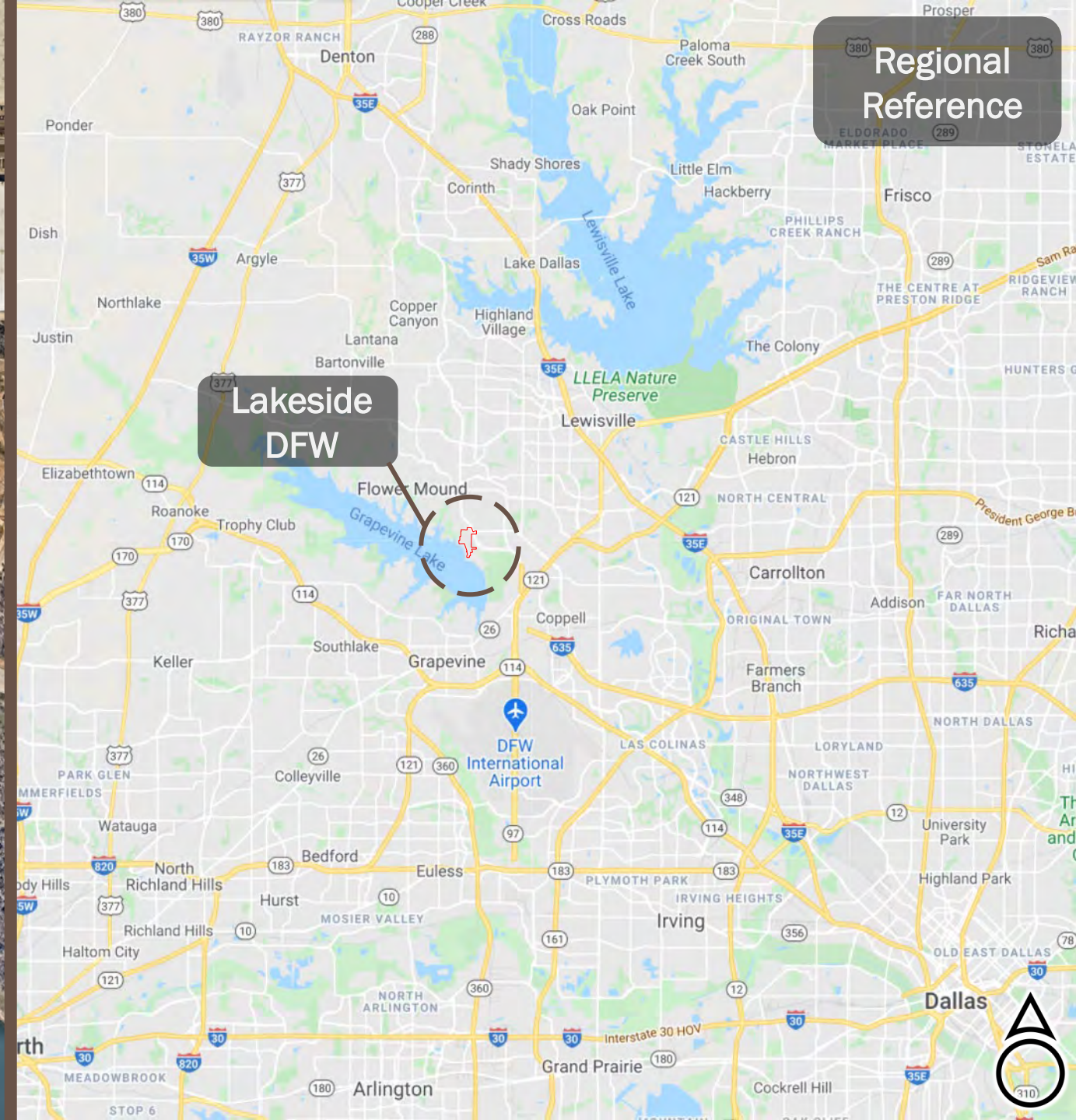
Long Range Planner



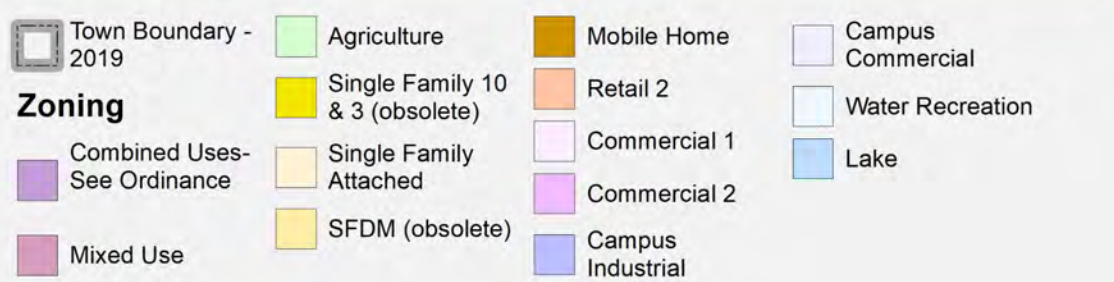
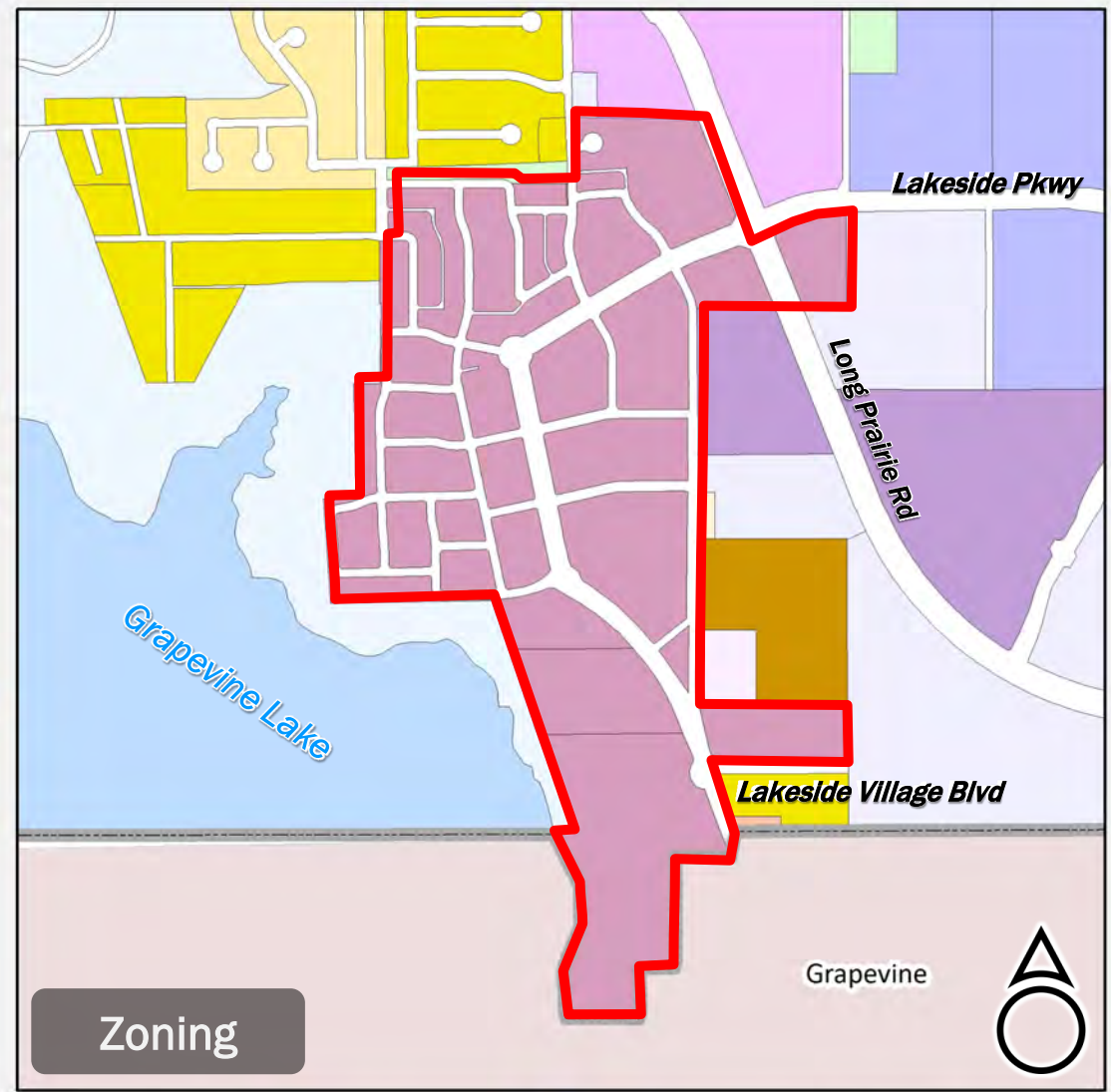
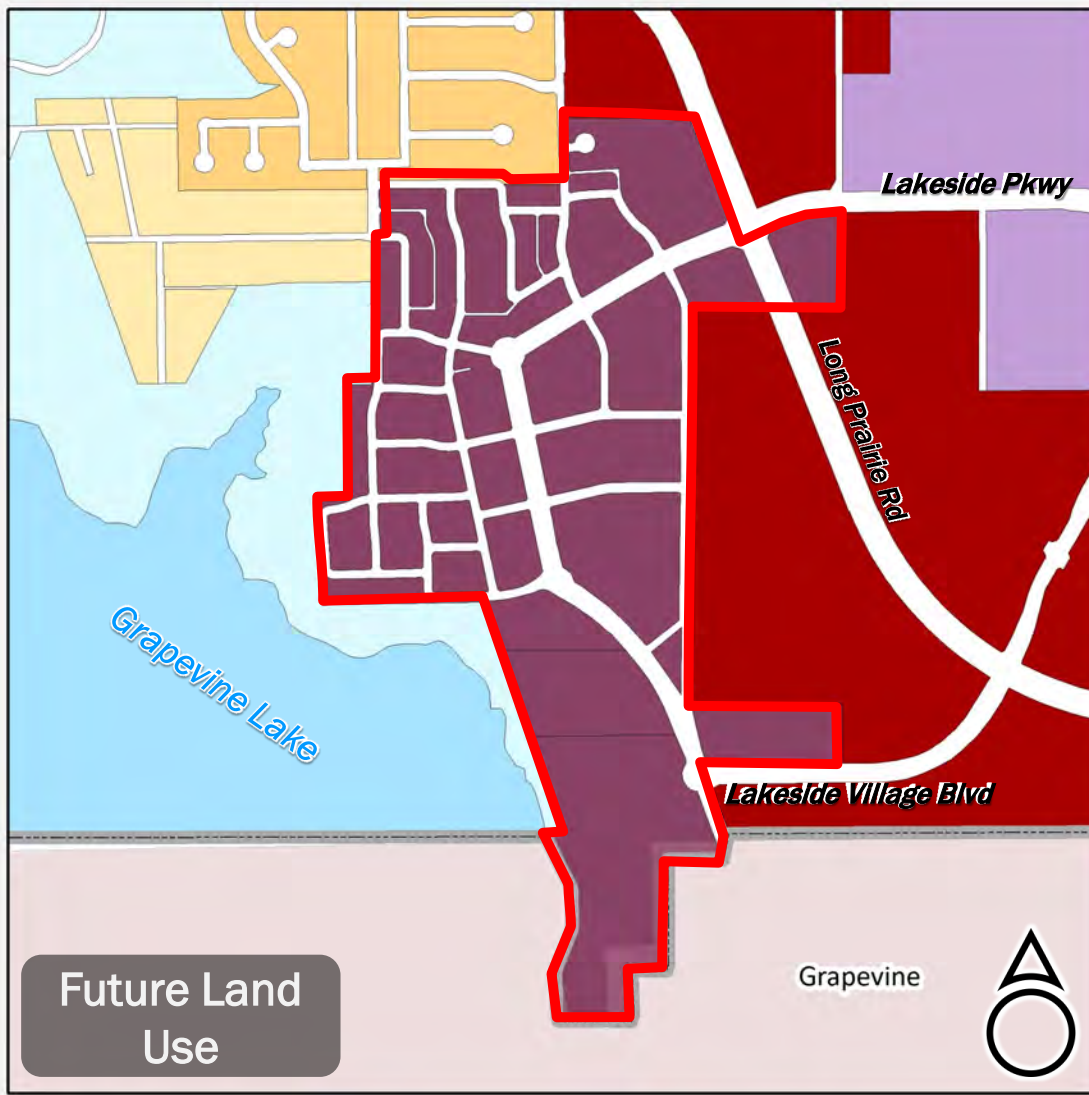
Want to know more? Email john.chapman@flower-mound.com



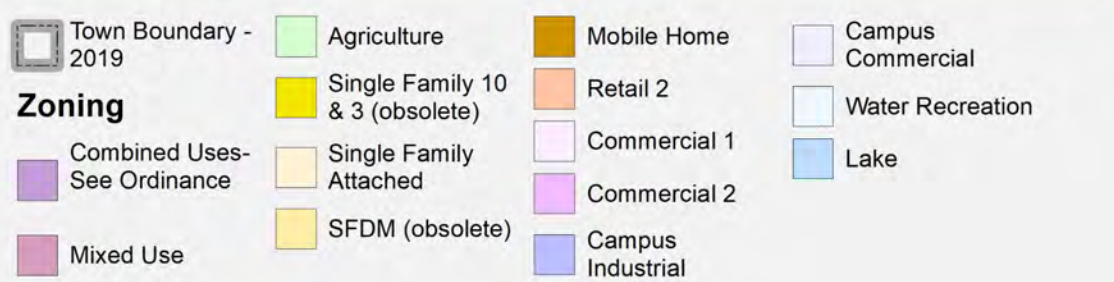
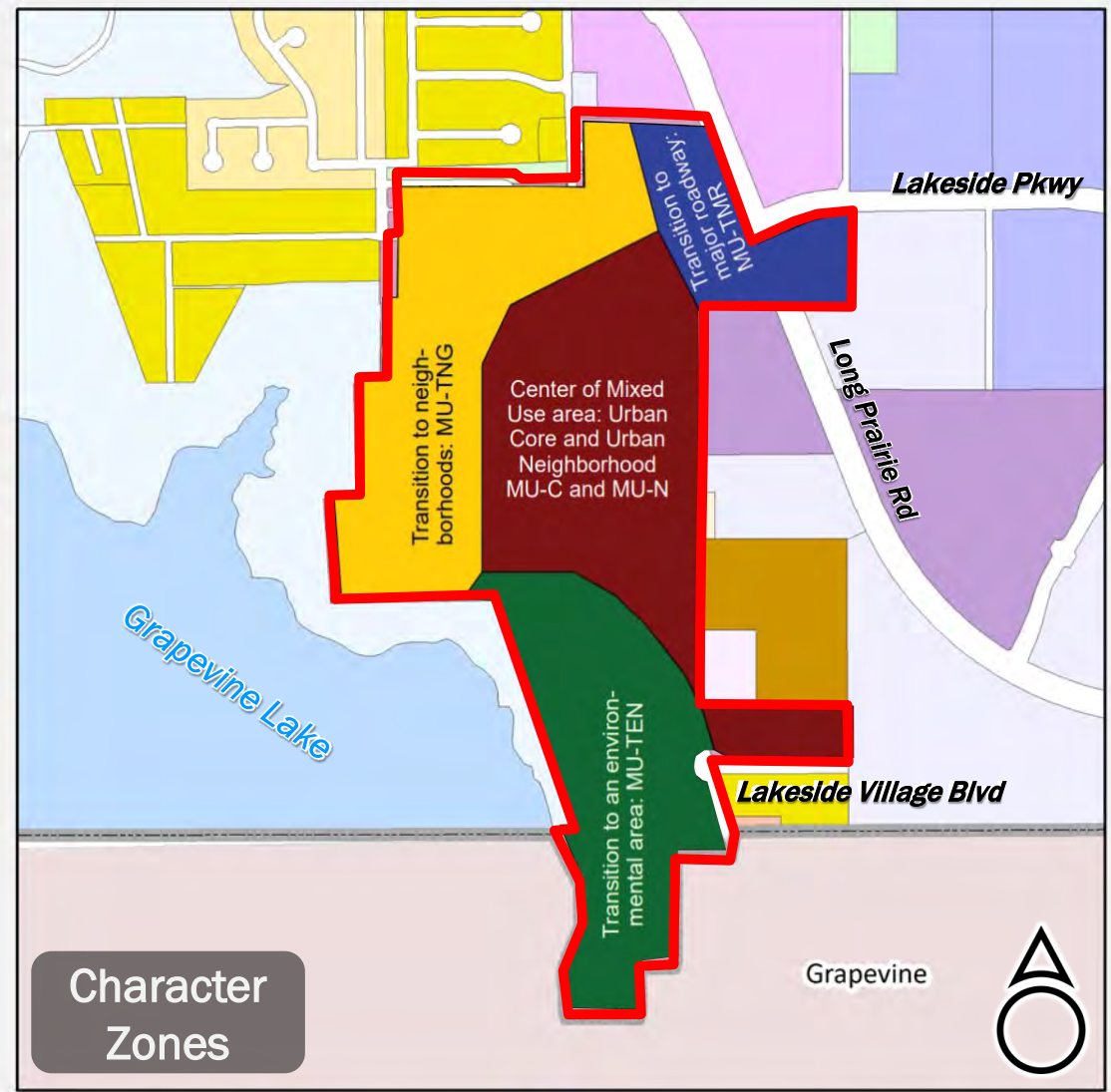
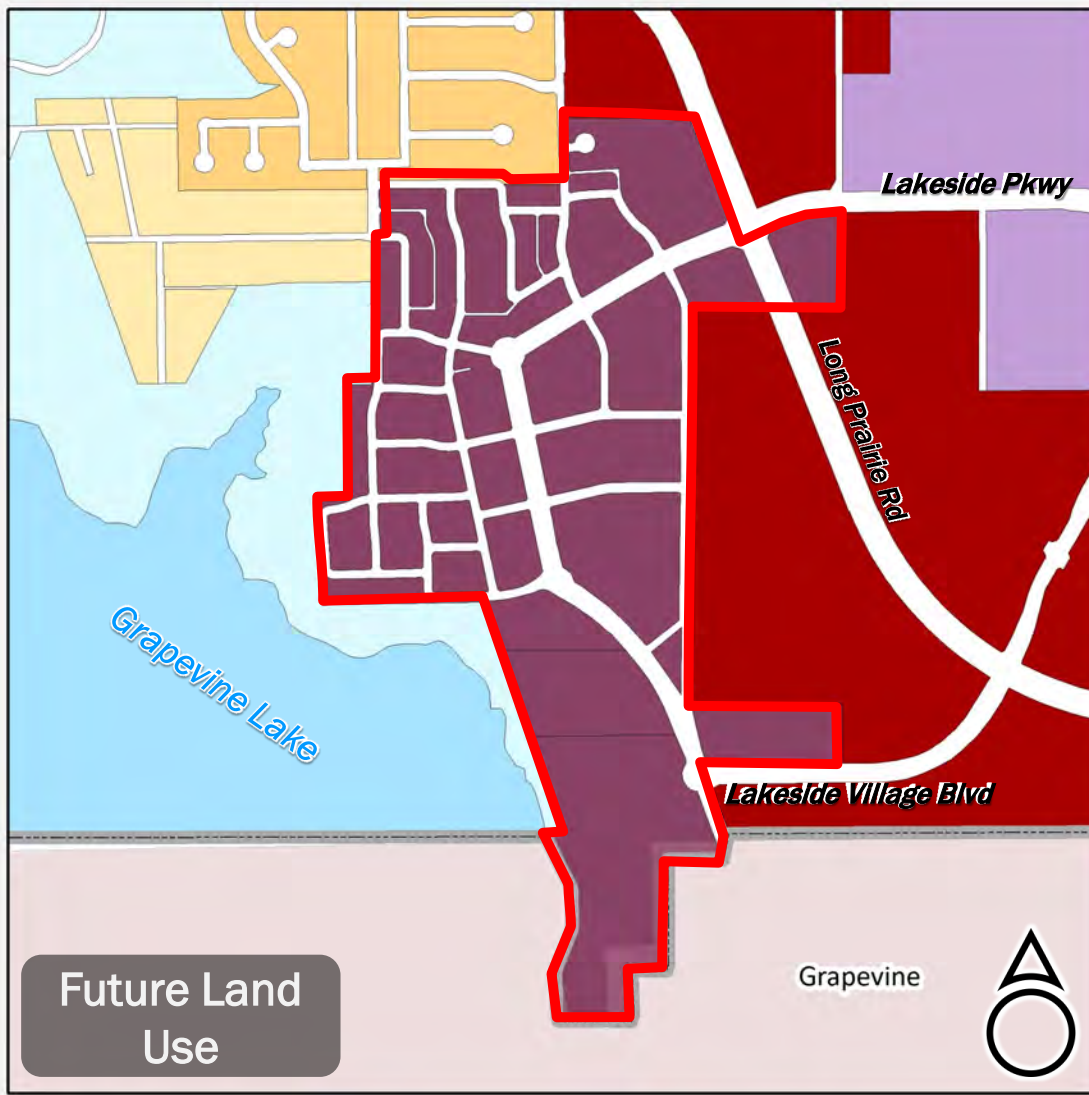
Lakeside DFW
Boundary



ZONING | FUTURE LAND USE



ZONING | FUTURE LAND USE



Ch. 380 Incentive

Required the Town to install infrastructure in hopes to spur development

2000

Mixed Use Ord. Adopted

Recommendations from the steering committee were codified into a Mixed Use District ord.

2007

2008

2012

Ch. 380 Incentive

Agreement to waive all Town development fees, create a sales tax rebate program, and req. a deceleration lane

2014

'14/'15

Ph. II Entitled

Approved zoning and development agreement for phasing of Lakeside Village

'18/'20

Steering Committee

Created and charged with developing strategy to facilitate mixed use developments

Lakeside DFW Entitled

Zoning entitlements were approved and development agreement (DA) filed

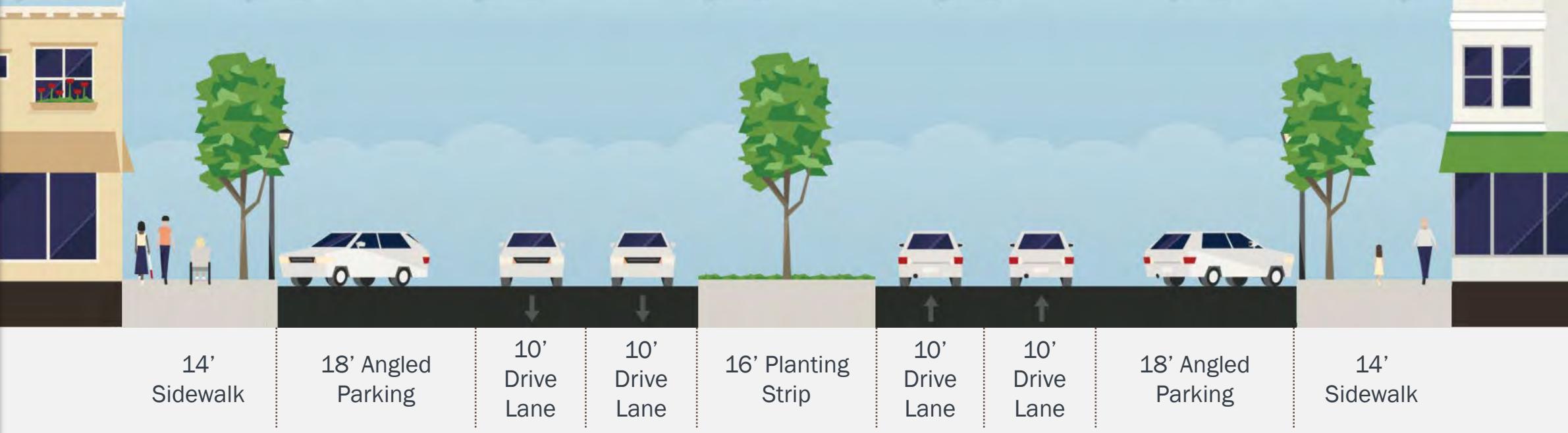
Two DA Amendments

Development agreement was amended twice to address development issues related to wastewater and amenities

LAKESIDE PARKWAY

120' ROW

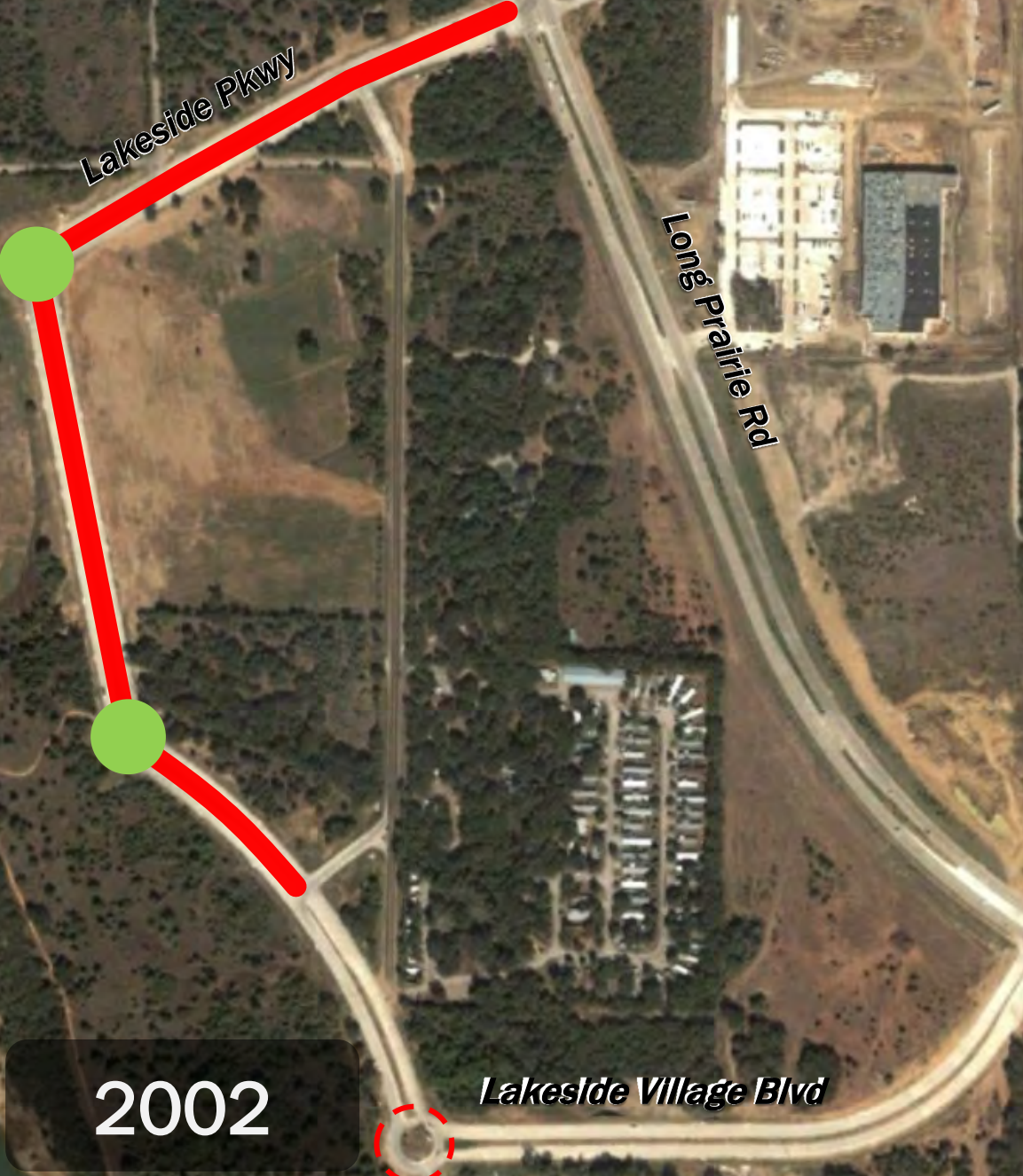
Updated Street Section



Existing Street Section



ROADWAY IMPROVEMENTS

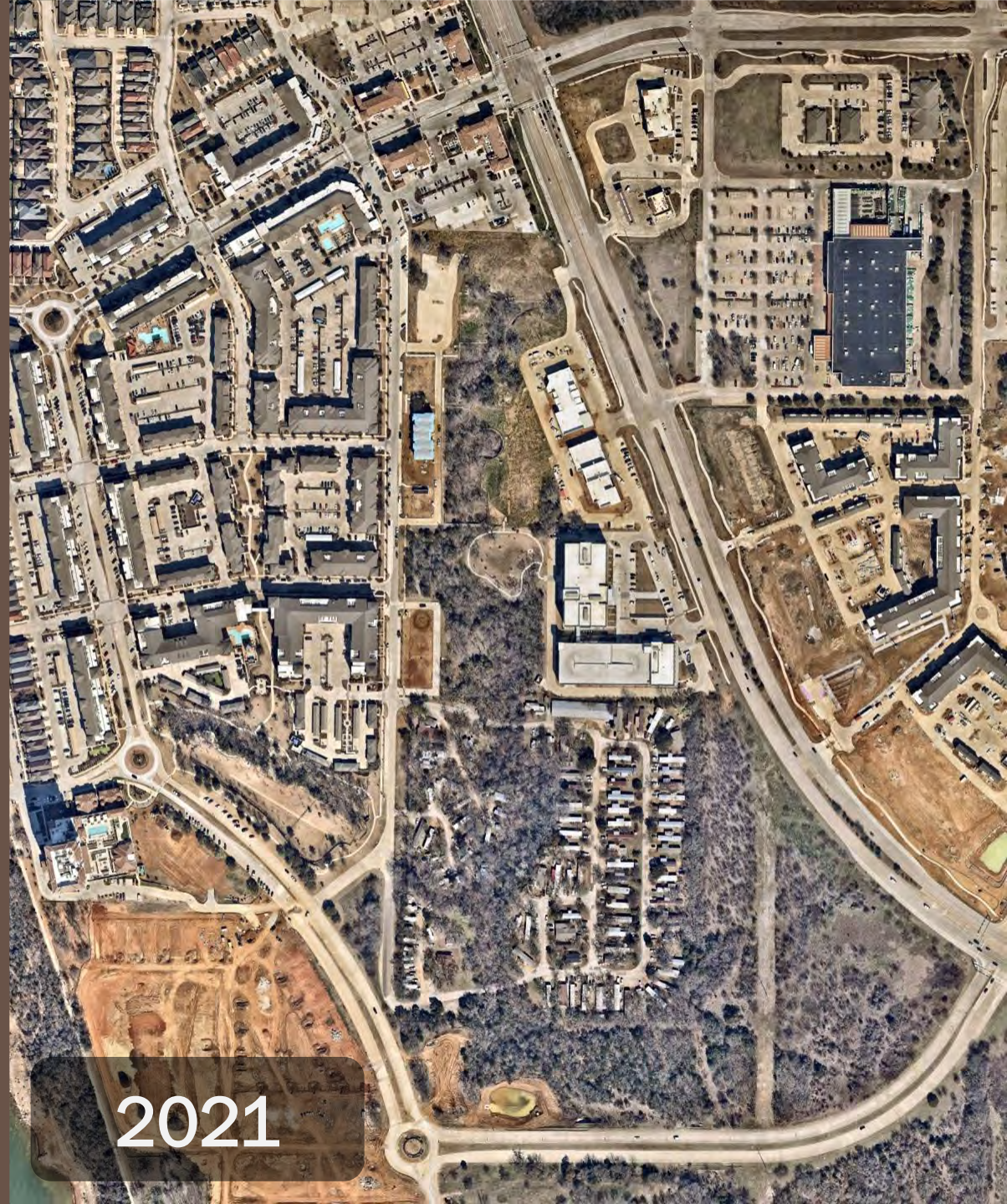


2002

Lakeside Pkwy

Long & Prairie Rd

Lakeside Village Blvd



2021



Trail System

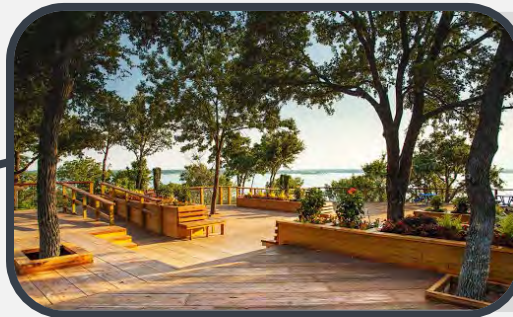
..... 8-foot trail



- The trail system connects several neighborhood parks including Lakeside Town Park (shown left)
- Boulevards are required to have 14-foot sidewalks (minimum)



- The trail system runs between many of the development's multi-family buildings for easy access
- Looped path developed as part of Long Prairie Park (shown left)



- Observation park overlooking Grapevine Lake
- Additional amenities, such as an amphitheater, are required as part of future development

- 5-foot sidewalks are required throughout development
- The 8-foot trail includes nearly 2.5 miles of pavement

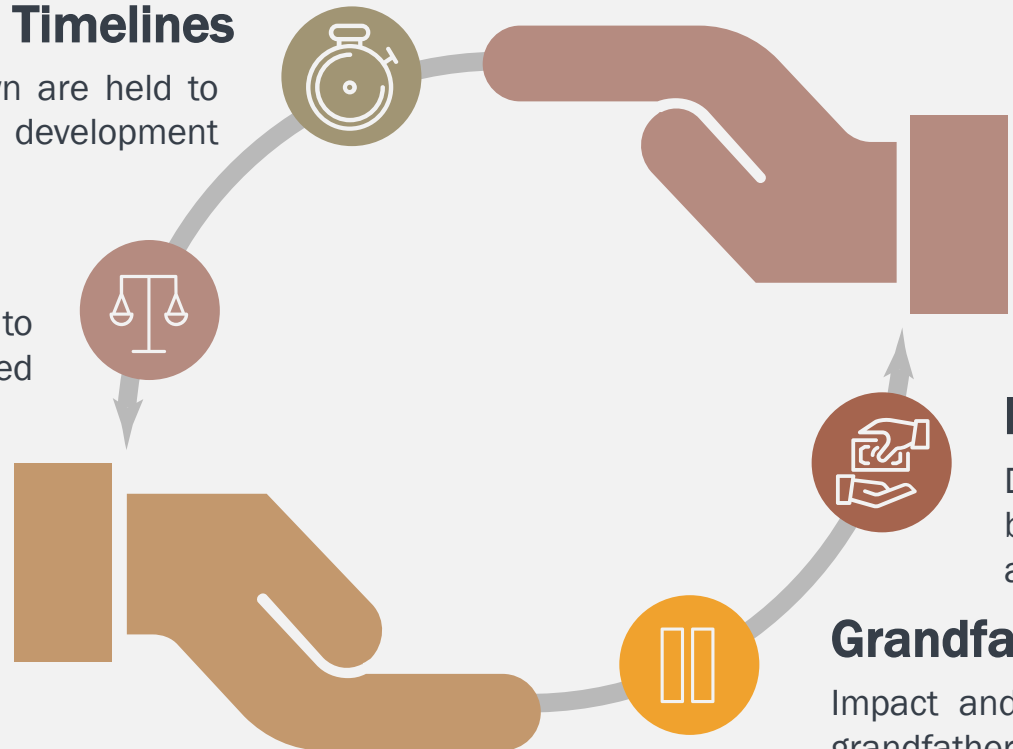
- Connects to Northshore Trail within the Grapevine Lake system

Development Timelines

Developer and Town are held to certain incentivized development timelines

Rough Proportionality

When obligated, amounts equal to a % of certain shares are placed into escrow with the Town



Reimbursement

DA includes reimbursement measures based on the completion of certain amenities

Grandfathered Fee Amounts

Impact and park dedication fees are grandfathered based on specific ordinances unless otherwise amended

- Ch. 380 agreement and several development agreements (and amendments) exist
- Tax abatement, grant for impact fees, waiver of building permit fees
 - Tax Abatement: 50% for 10 years
 - Impact Fee Grant: 100% first 2 years, 87.5% years 3 & 4, 75% years 5-10
 - Permit Fees: Waived for first 2 years, reduced 75% years 3 & 4, reduced 50% years 5-10
- Development Agreement established escrows for both infrastructure and amenities, required 4 mixed-use buildings at the entrance of the development, minimum requirements and timelines for infrastructure and amenity completion, and includes project phasing requirements tying residential to commercial development.

LESSONS LEARNED



» Lakeside Tower

- Pre-existing utilities made connections difficult
- Town was required to purchase a new firetruck due to tower's height
 - Additional training also needed
- Not enough park dedication due to balconies qualifying as credit for open space
 - Amendment to the Town's ordinances created a park credit option for privately-maintained, but publicly accessible, park/open space
- Require dedicated parking for public recreational spaces
 - Heavy vehicle traffic entering Northshore Trail
- Require developer to conduct third-party inspections

A sunset over a large body of water. The sun is low on the horizon, casting a golden glow across the sky and reflecting on the water's surface. The sky is filled with scattered clouds, some of which are illuminated by the setting sun. The water in the foreground shows gentle ripples. A white horizontal line runs across the middle of the image, and a thin gold line is positioned just below the text.

WHAT'S NEXT?

Midtown Pattern Zone

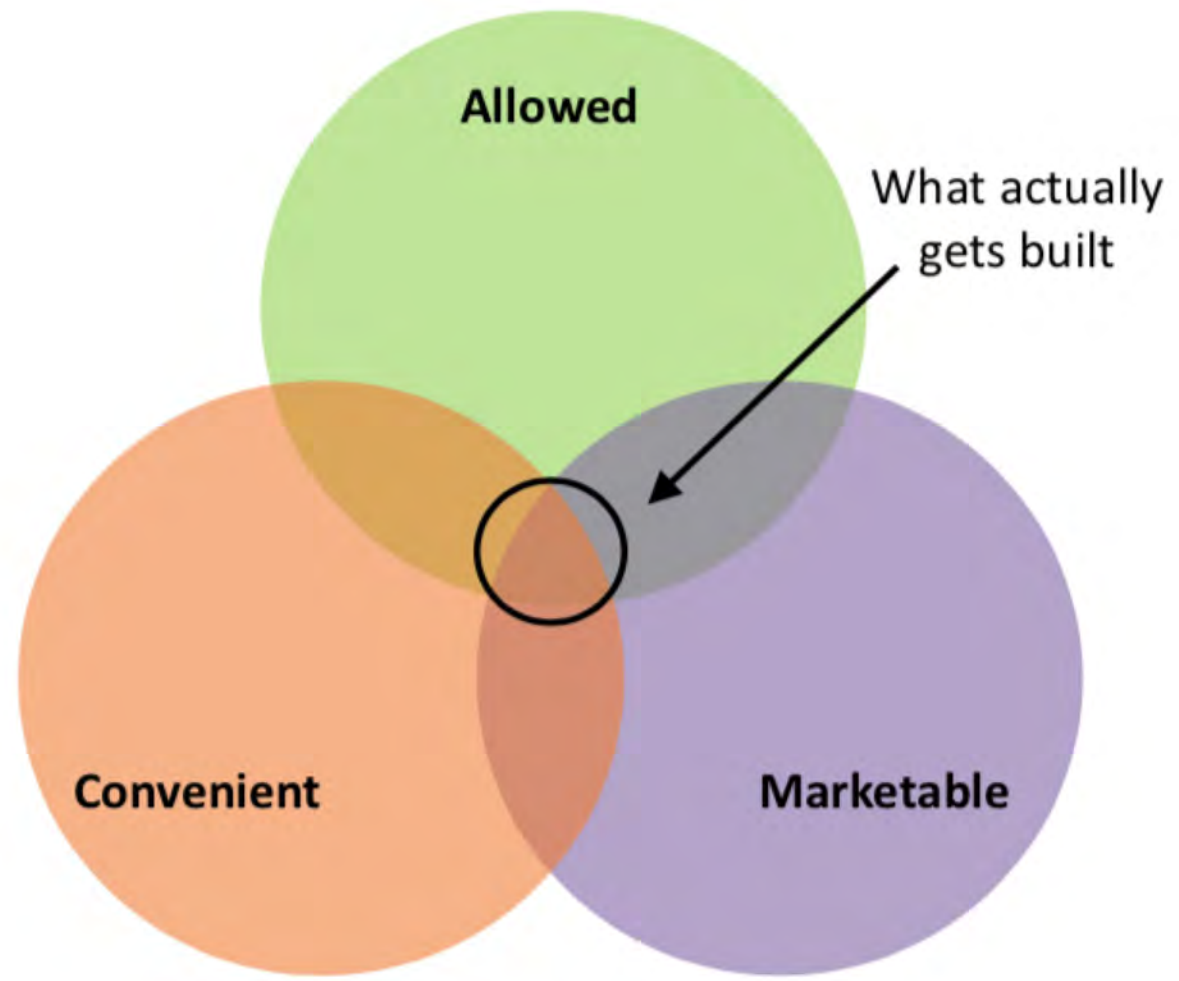
Bryan Texas



Miller Boskus Lack Architects, P.A.

WHY AN INCREMENTAL APPROACH?

- 1) INCREMENTAL INFILL ALLOWS MOST PROPERTIES TO REMAIN.**
- 2) DEVELOPMENT AT INCREMENTAL SCALES IS MORE FAMILIAR TO RESIDENTS AND GARNERS SUPPORT.**
- 3) INCREMENTAL DEVELOPMENT CAN ACHIEVE TRANSIT-SUPPORTIVE DENSITIES USING EXISTING INFRASTRUCTURE.**
- 4) NEIGHBORHOODS BUILT INCREMENTALLY DISPLACE FEWER PEOPLE.**
- 5) PROJECTS BUILT INCREMENTALLY DO NOT RADICALLY DISRUPT DAILY ROUTINES, EVEN IF THEY FAIL.**



Midtown Pattern Book

Miller Boskus Lack Architects



Four Flexible Building Types

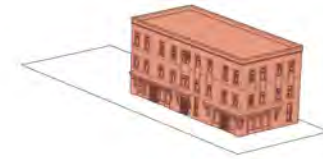
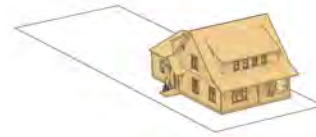
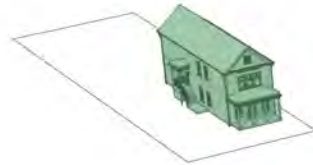
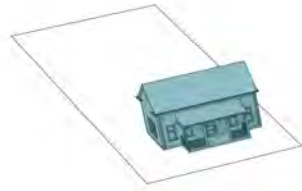
Miller Boskus Lack Architects

Cottage 1-2 units

Flex House 1-2 units

Apartment House 3 units

Walkup 4-12 units



Basic Frontage Variations

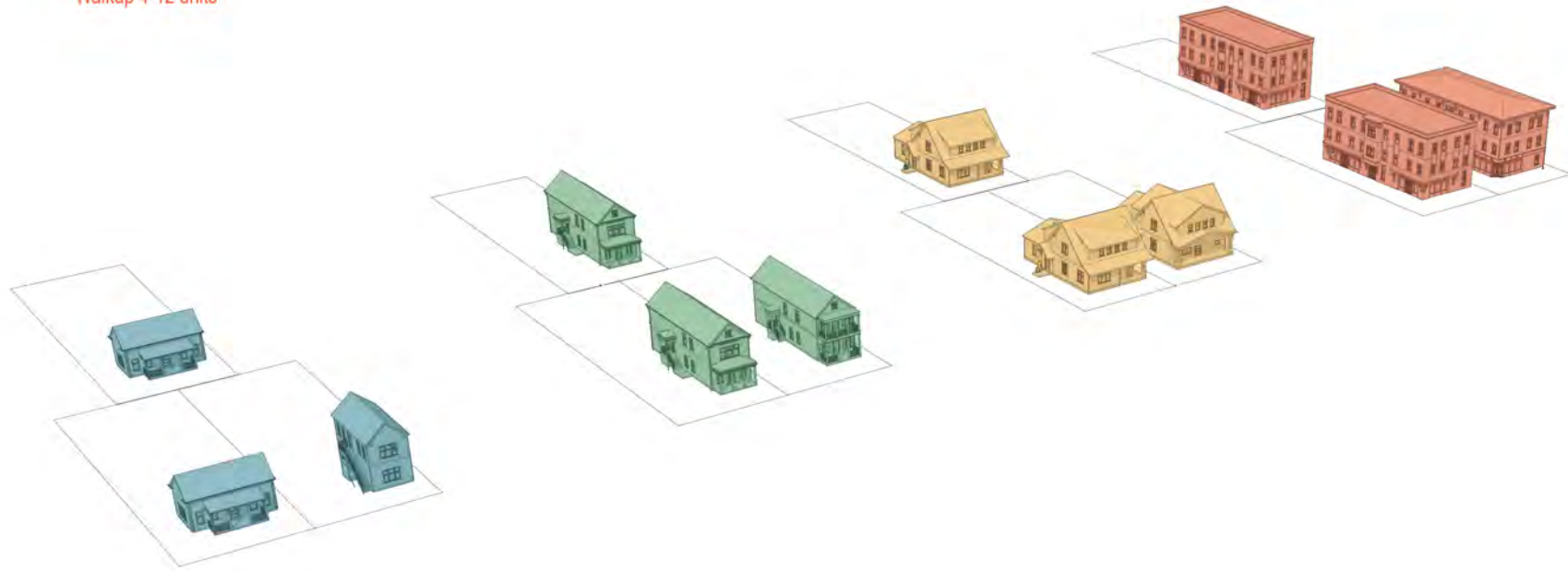
Miller Boskus Lack Architects

Cottage 1-2 units

Flex House 1-2 units

Apartment House 3 units

Walkup 4-12 units



Unit Type and Material Variations

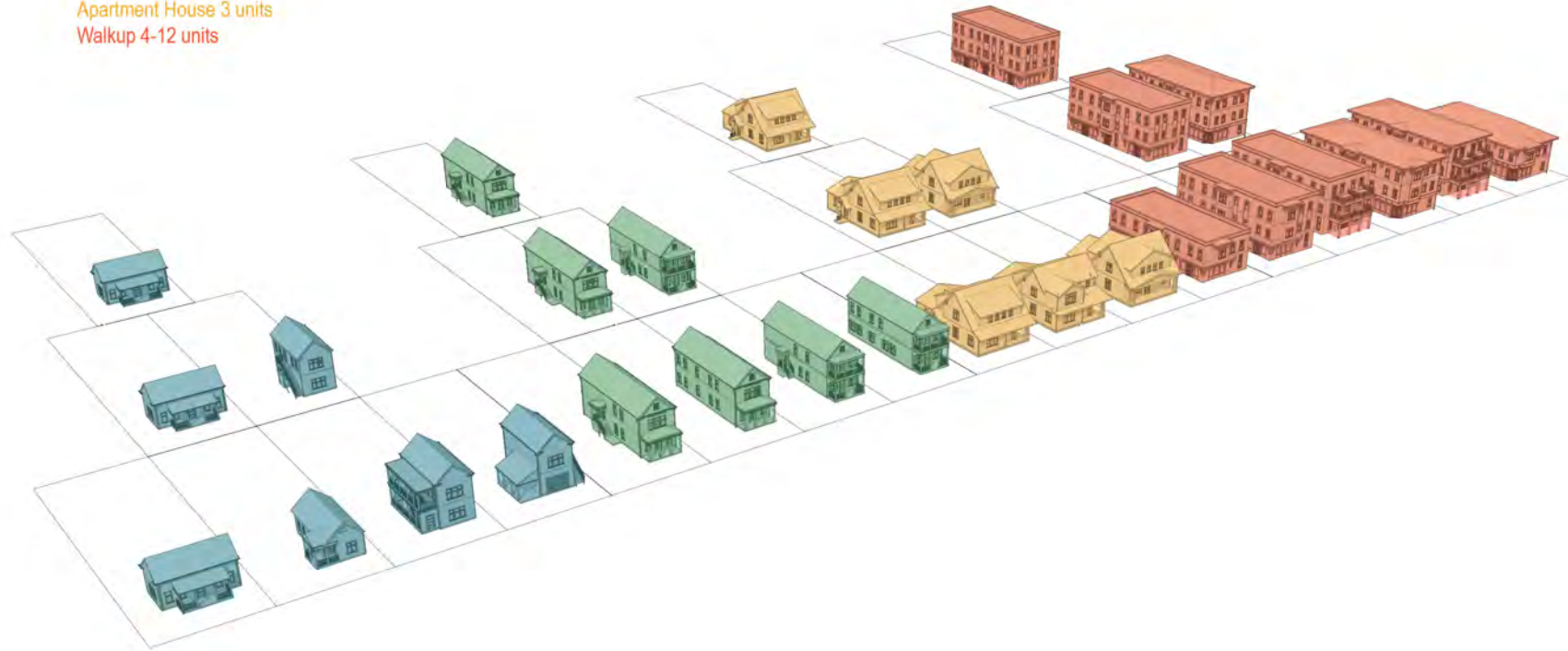
Miller Boskus Lack Architects

Cottage 1-2 units

Flex House 1-2 units

Apartment House 3 units

Walkup 4-12 units



Staff and Commission Approved Variations

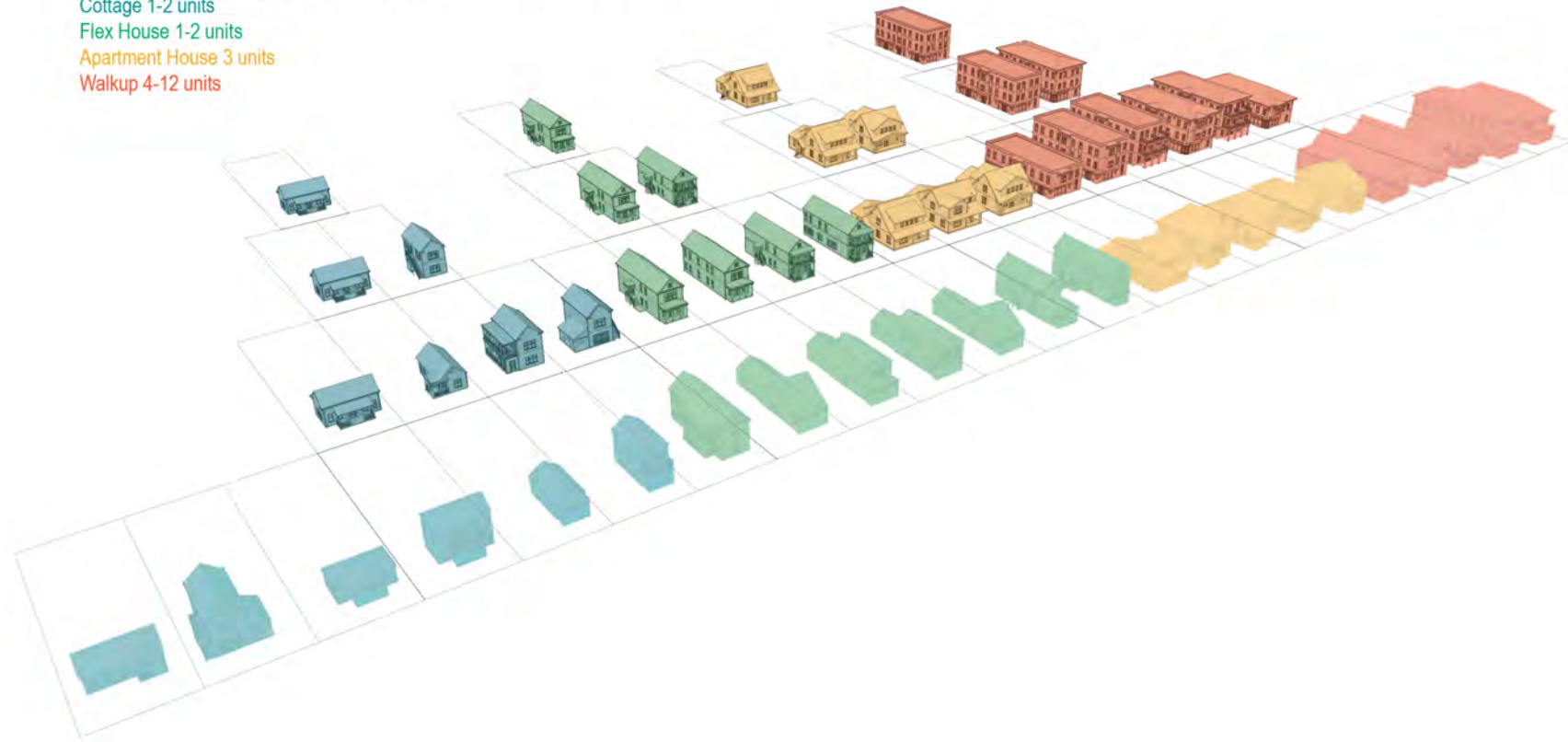
Miller Boskus Lack Architects

Cottage 1-2 units

Flex House 1-2 units

Apartment House 3 units

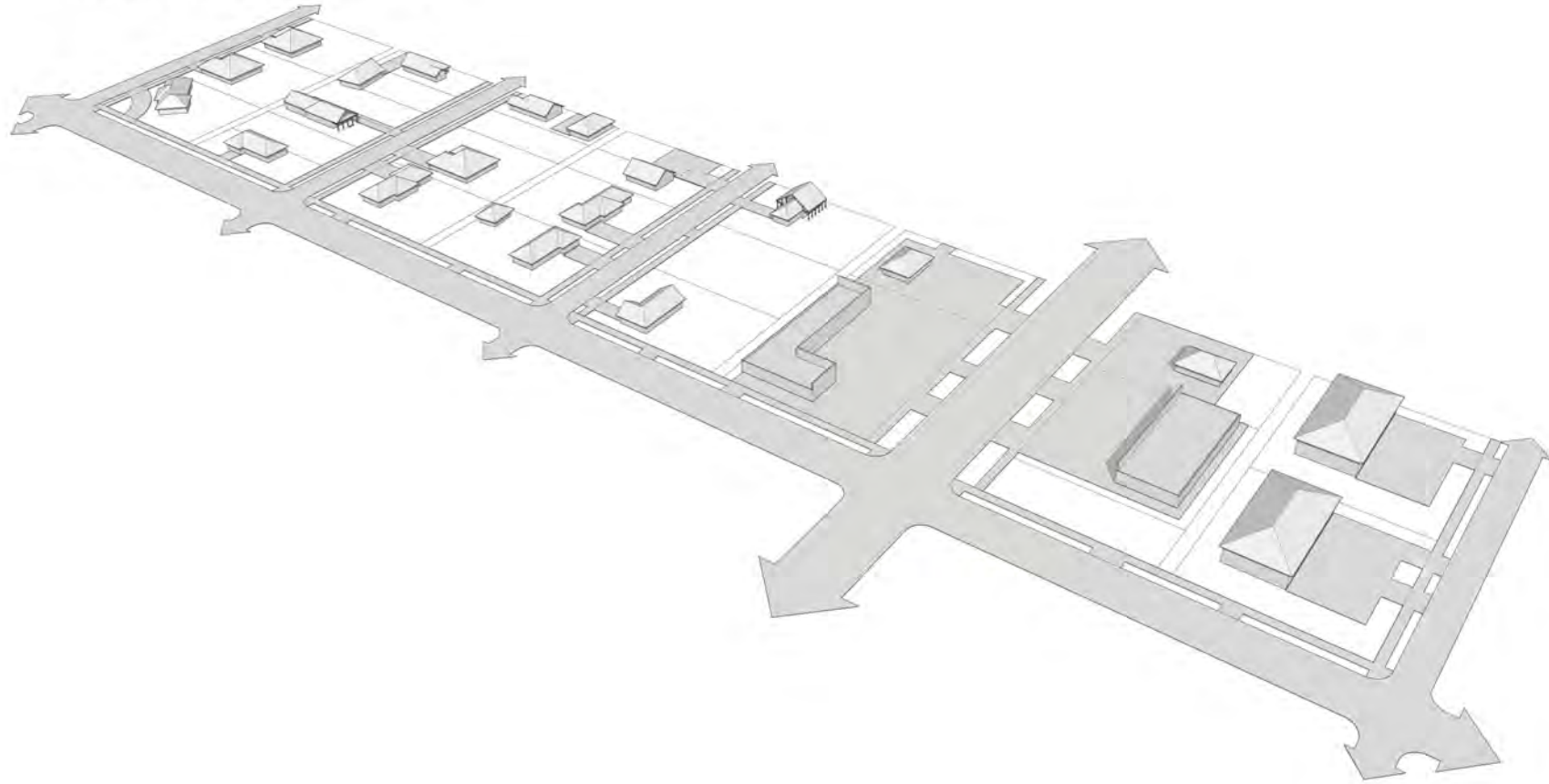
Walkup 4-12 units



3 Units Per Acre, Existing Conditions

S. College + Midtown Neighborhood Growth Scenario

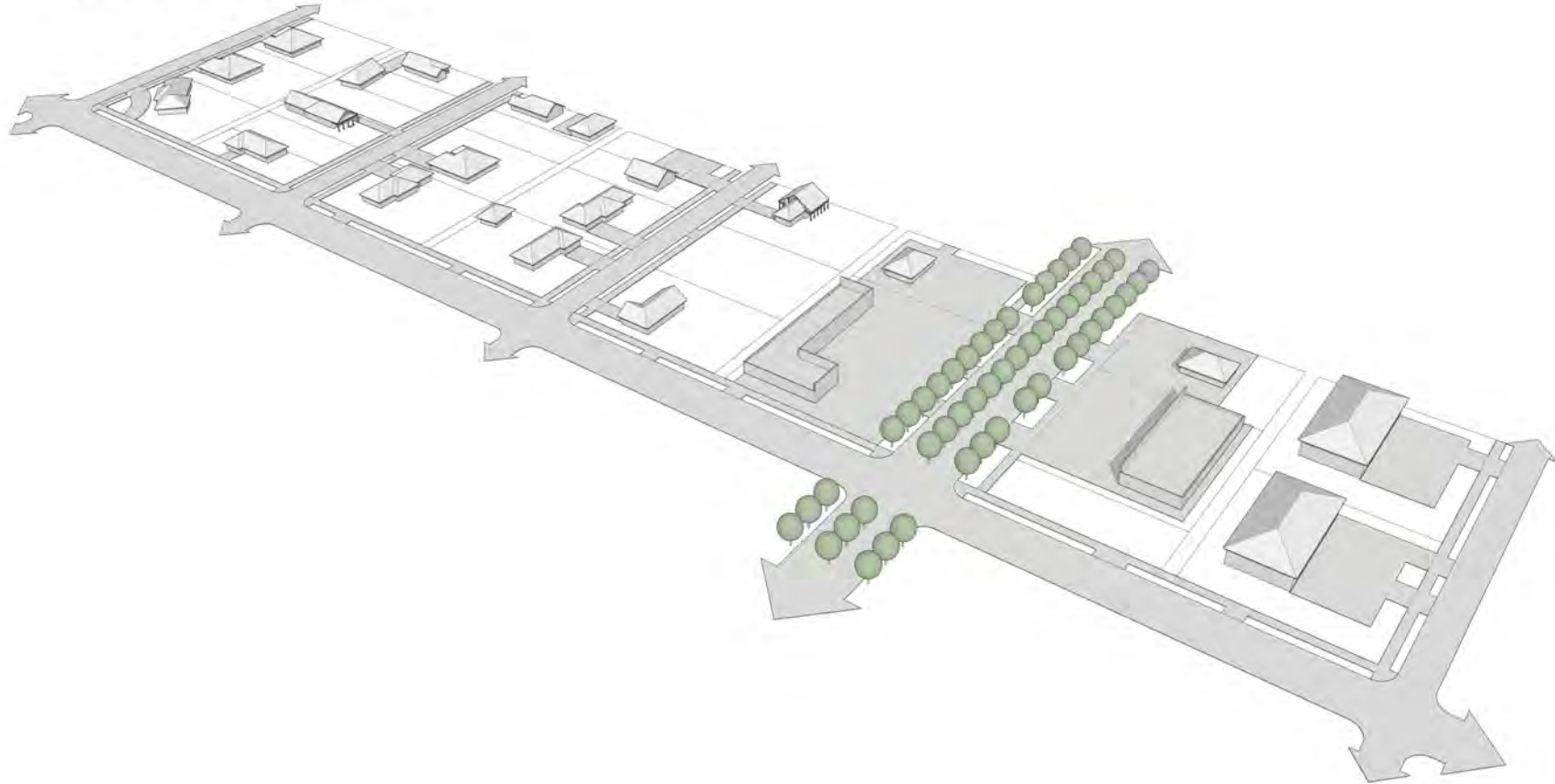
Miller Boskus Lack Architects



Corridor Improvements on S. College, 3 Years

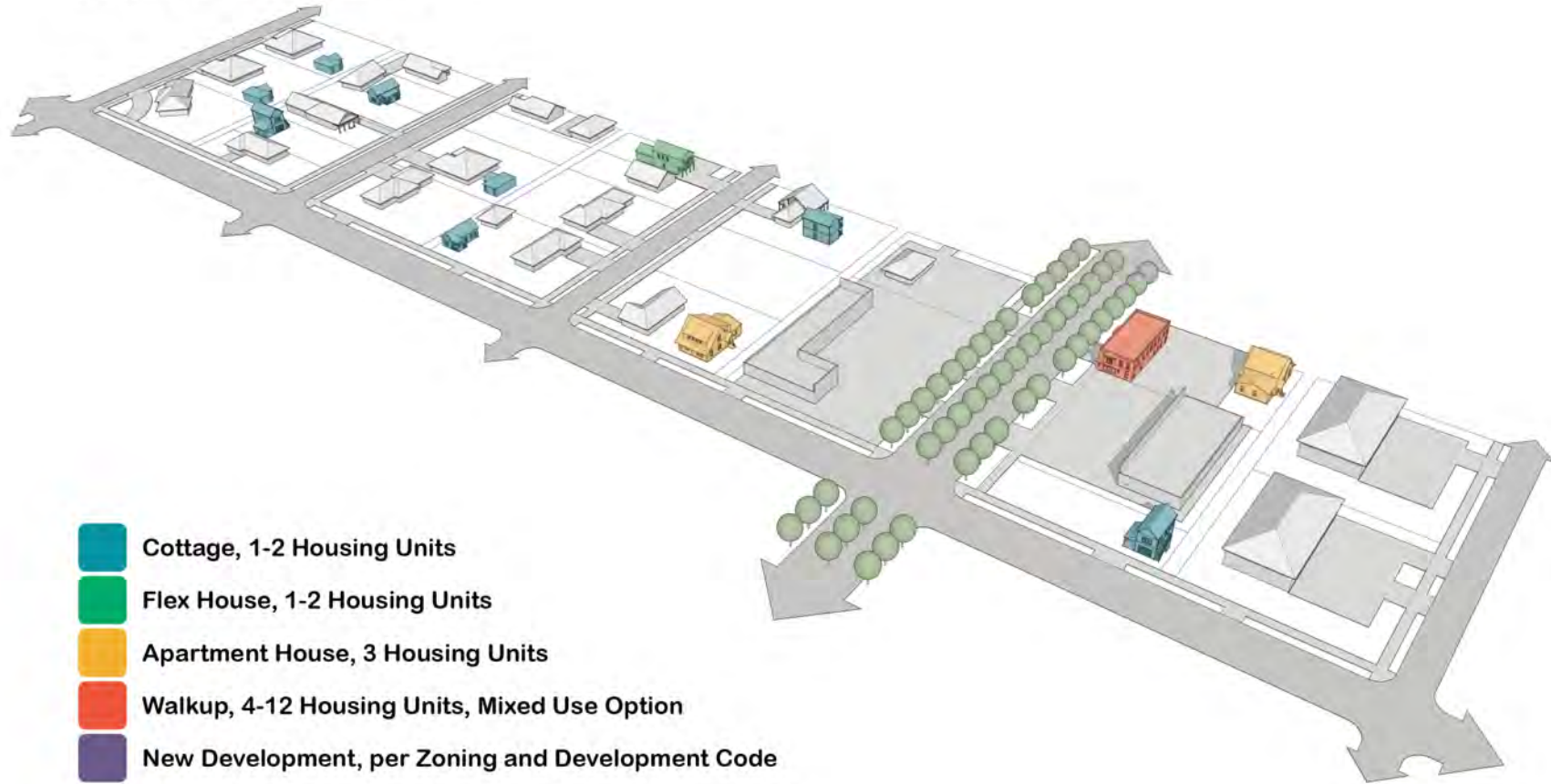
S. College + Midtown Neighborhood Growth Scenario

Miller Boskus Lack Architects



6 Units Per Acre, 5 years

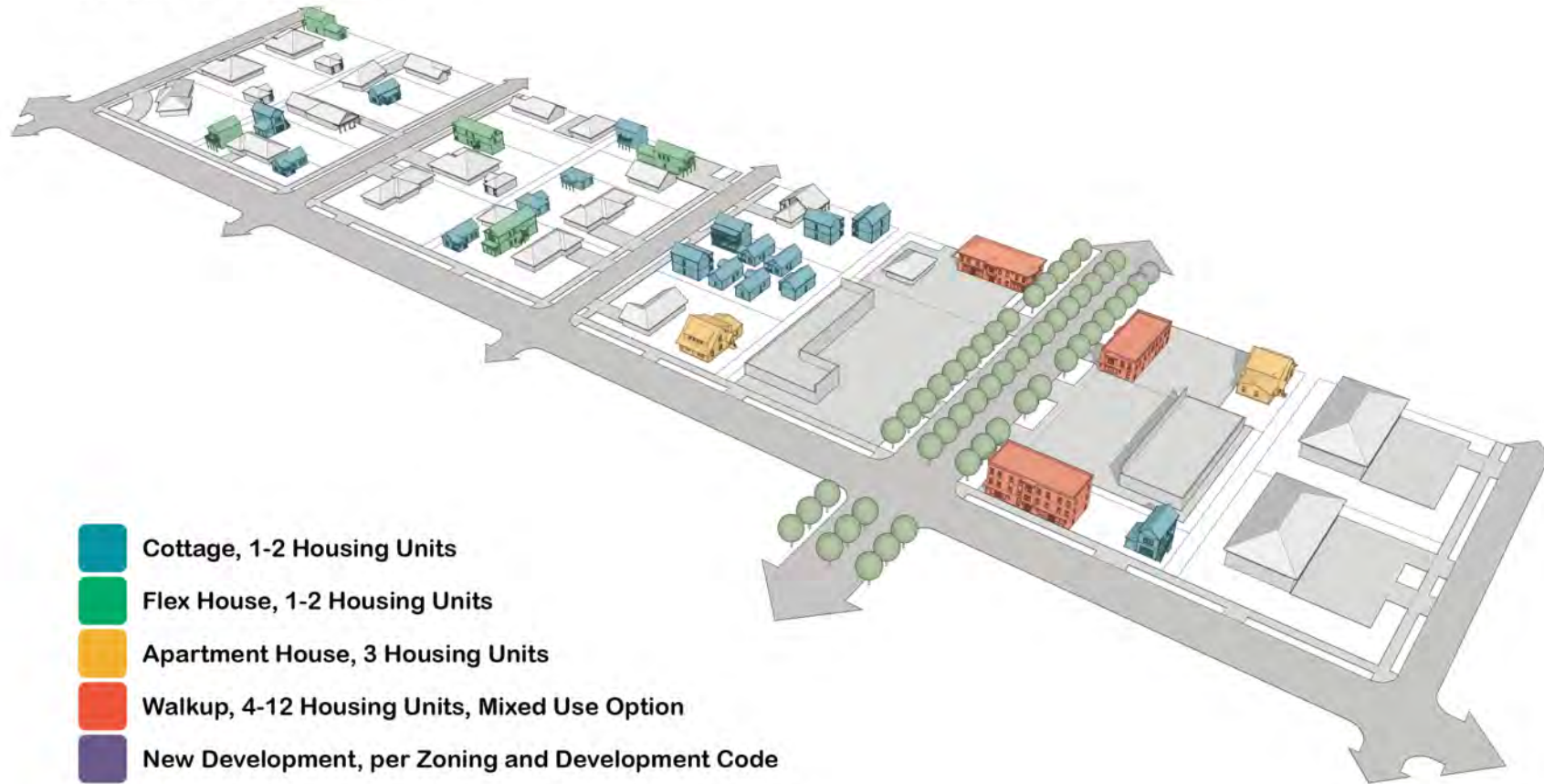
S. College + Midtown Neighborhood Growth Scenario
Miller Boskus Lack Architects








12 Units Per Acre, 10 Years

S. College + Midtown Neighborhood Growth Scenario

Miller Boskus Lack Architects

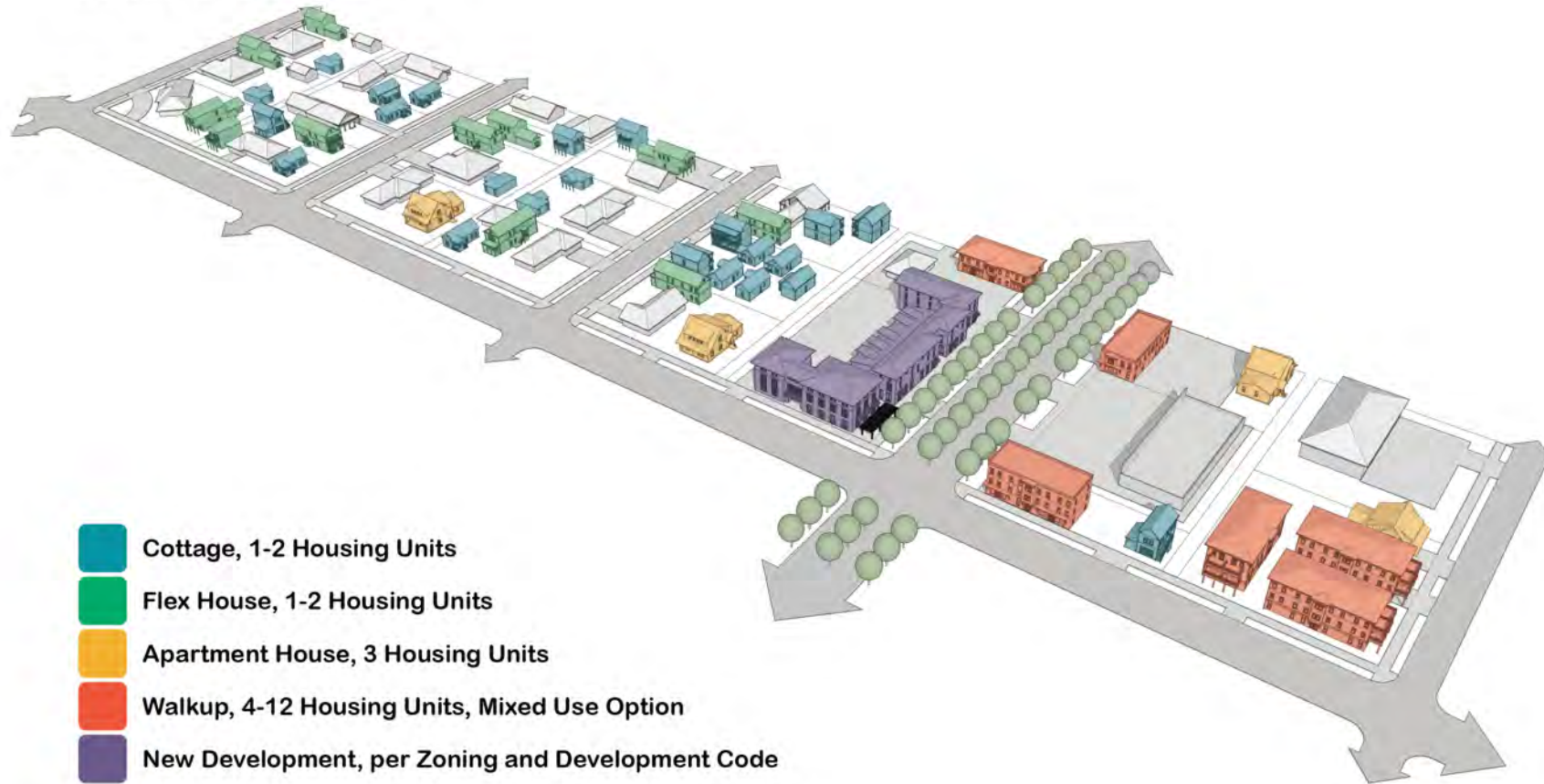


-  Cottage, 1-2 Housing Units
-  Flex House, 1-2 Housing Units
-  Apartment House, 3 Housing Units
-  Walkup, 4-12 Housing Units, Mixed Use Option
-  New Development, per Zoning and Development Code

18 Units Per Acre, 15 years

S. College + Midtown Neighborhood Growth Scenario

Miller Boskus Lack Architects



Alternate Floorplans and Frontages

Excerpt from Midtown Pattern Book
Miller Boskus Lack Architects



MIDTOWN COTTAGE

Small Footprint, Big Possibilities

The Midtown Cottage is an adaptable building that offers variable functionality through a modular design.

When constructed with an optional second story, the lower level serves either as a garage, or a fully accessible apartment. Builders also have the option of adding a carport to increase automobile storage. The second level is accessed via an exterior stair which saves valuable floor space and allows both levels to utilize similar floor plans.

The second level efficiently stacks plumbing over the first level, but offers a bathroom arrangement that is more conventional. In situations where accessibility is not required, the second level plan can be used on both levels.

- OPTIONS INCLUDED**
1. Single-Story
 2. Two-Story Garage Cottage
 3. Two-Story Twin Cottage
 4. Double Porch Twin Cottage

- NOTES ON FLOORPLAN AND FRONTAGE OPTIONS**
- Cottage floorplans and elevations may be swapped out to adapt the building to a variety of different applications.
 - Ground floor options include a garage, a fully accessible apartment, and a standard apartment. The second floor plan will work with any ground floor option.
 - Facade options include full-on and double-porch, simple stair access for second floor, and a carport option.



Lot Diagrams and Supplemental Criteria

Excerpt from Midtown Pattern Book
Miller Boskus Lack Architects

MIDTOWN COTTAGE

Lot Diagrams

Refer to Supplementary Criteria and underlying code for detailed site standards. Minimum parcel dimensions and setbacks are the greater of the underlying zoning code or the minimum dimensions outlined in the lot diagrams for each building type in the Pattern Book.

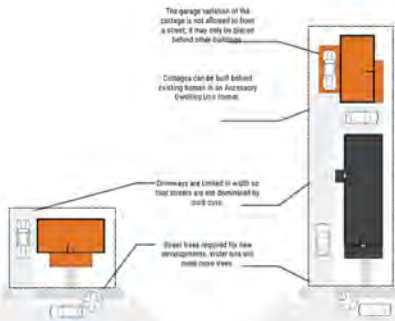
The Cottage can be built in a variety of different site conditions, either as a stand alone primary structure fronting the street, a backyard cottage (subject to city ordinance), or several cottages can be built together to form a courtyard layout.



Single-story Cottage on Small Lot

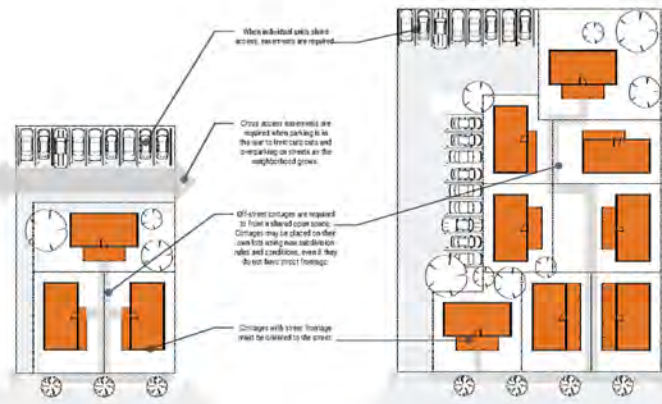


Three cottages arranged in a courtyard with parking in the rear



Accessory Dwelling Unit (ADU)
shall be compliant for CE for separation between p/healthcare.

Three or more
shall be at least 10' wide x 30' deep



Small-Lot Cottage Court
shall be at least 20' wide

Large-Lot Cottage Court
shall be at least 20' wide



Quick Start Pattern Zone, Claremore OK

Miller Boskus Lack Architects



Announcements and Closing



**North Central Texas
Council of Governments**

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