

# The meeting will begin shortly



Please mute your microphone until called on for questions.



Please enter your name and title in the chat.



Questions will be addressed at end of each section. Please insert questions in chat or raise hand to speak.



This meeting will be recorded.



The presentation will be shared after the meeting: [www.NCTCOG.org/LUTTF](http://www.NCTCOG.org/LUTTF)





# Coordinated Land Use and Transportation Planning Task Force

Virtual Meeting | October 20, 2021



**North Central Texas  
Council of Governments**

# 2021 Task Force Meeting Schedule

January

April

July

Wednesday, October 20, 2021

2022 meetings to be posted on  
website soon

[www.NCTCOG.org/LUTTF](http://www.NCTCOG.org/LUTTF)



# Today's Meeting

## Local Updates

Richardson IQ District

Dallas 1,000-unit TOD housing challenge

## Value Capture in North Texas: Land Use Paying for Transportation

City of Irving, City of Plano, City of Taylor

## Panel Discussion

All

## Announcements



# Local Updates



**North Central Texas  
Council of Governments**



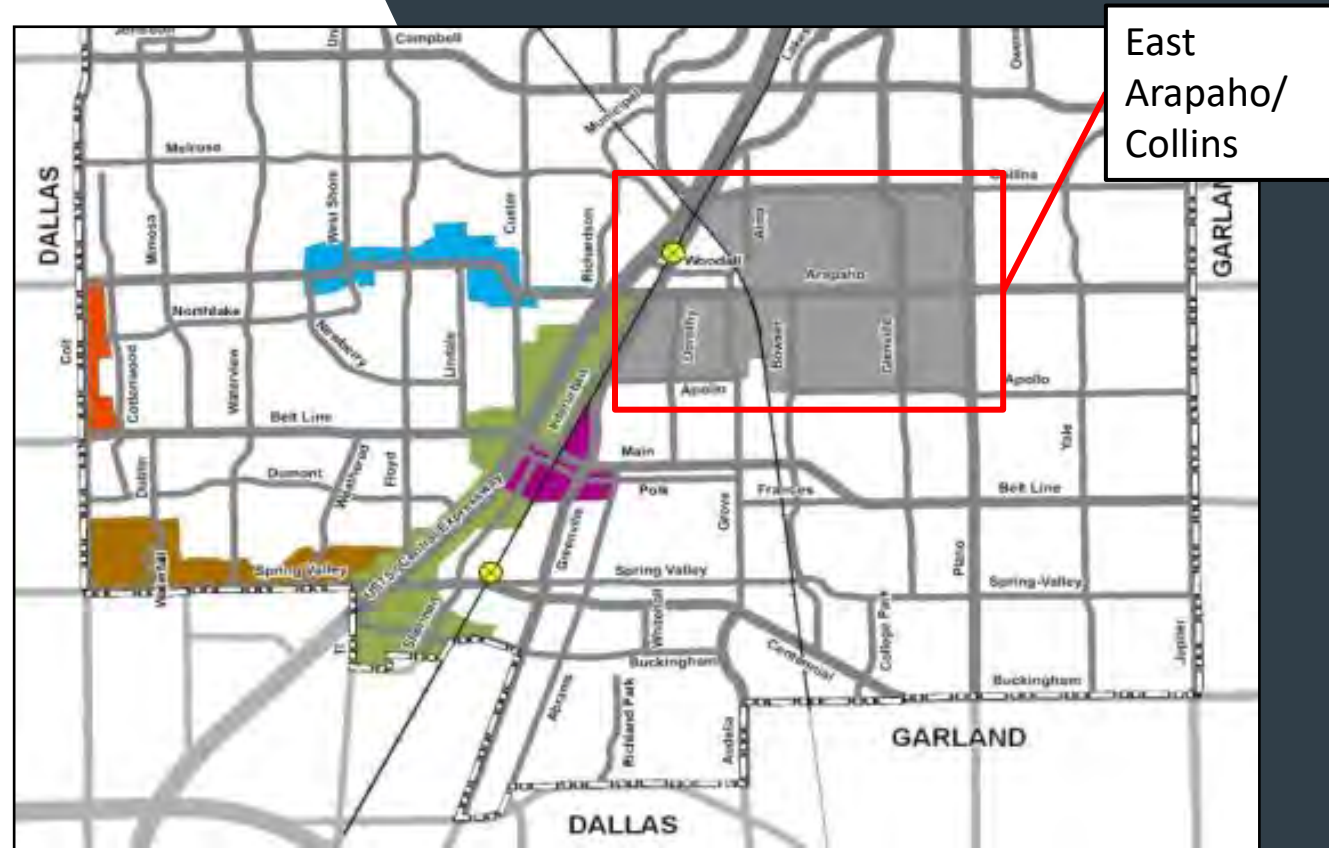
*RICHARDSON* **IQ**<sup>®</sup>

**Station Area**

# 2009 Comprehensive Plan

## Six Enhancement Areas

- West Spring Valley (Implementation)
- Old Town/Main Street (Implementation)
- Central (Implementation)
- **East Arapaho/Collins (Implementation)**
- West Arapaho
- Coit



# LOCATION AND ATTRIBUTES



**1,200**  
ACRES



**1,000+**  
BUSINESSES



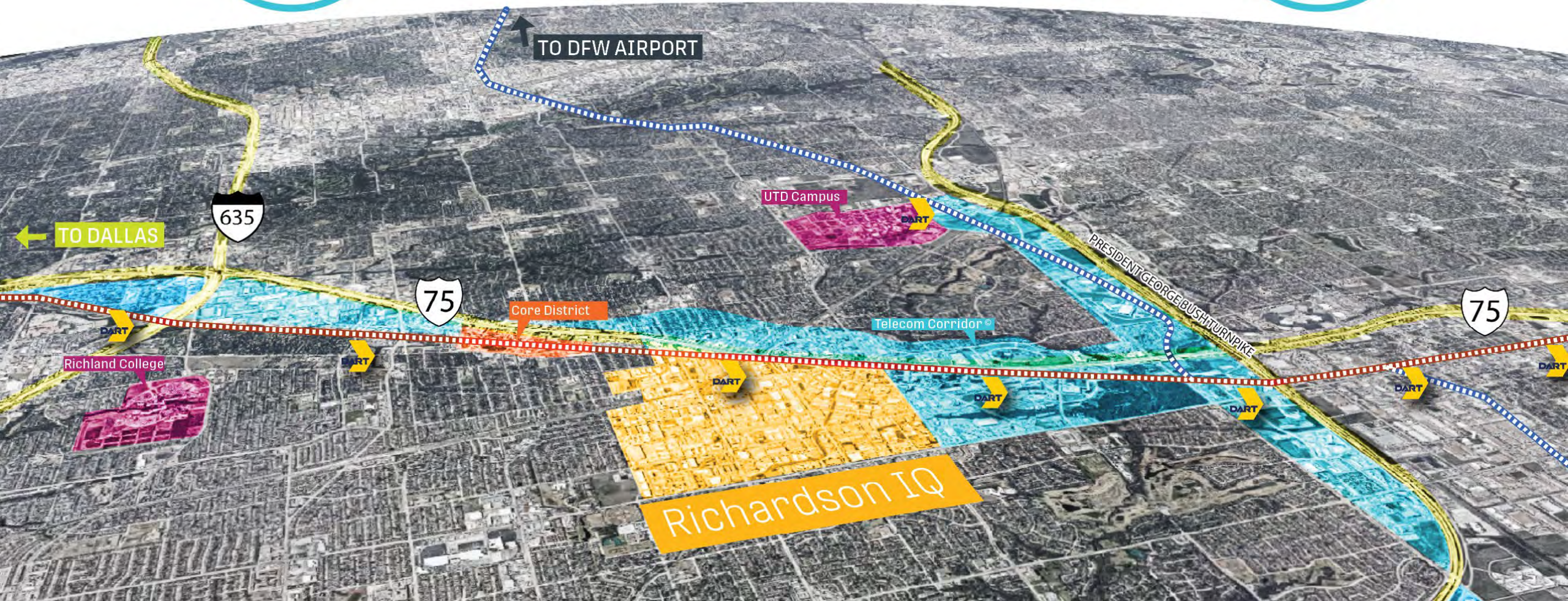
**19,000+**  
EMPLOYED



**2 NEARBY**  
INSTITUTIONS



**PERFECT FOR**  
**START-UPS**





## VISION DEVELOPMENT



2017

### Chamber Task Force Recommendations

- Identified Zoning Barriers
- Identified Public and Private Sector Investment
- Recommended the exploration of an Innovation District

2018

### Vision Study and Strategies

- Land use, transportation, and open space analysis
- Market analysis
- Developed a unified vision and strategies
- Public engagement

# VISION

The District will be **the premier tech hub in Texas.**



# VISION

## The District.....

- will continue to be a center for innovation & entrepreneurship
- will be visually unique, green, lively and active
- will be walkable and bikeable
- will have the Station area serve as the primary gateway



# 2018 Main Strategies to Achieve Vision

IN PROGRESS



> Manage the experience and marketing of the District

IN PROGRESS



> Support building upgrades and modernization throughout the District

COMPLETED



> Allow zoning flexibility in industrial zones

IN PROGRESS



> Encourage vibrancy through placemaking activities in places with a high concentration of workers

IN PROGRESS



> Improve the District's edges and gateways

IN PROGRESS



> Redesign key streets for better mobility

IN PROGRESS



> Create a shared “innovation space” for new businesses

IN PROGRESS



> Strengthen partnerships with universities and colleges for programming and marketing

IN PROGRESS



> Create new open space amenities to attract and retain new and existing businesses

IN PROGRESS



> Redevelop key opportunity sites to bring new uses and activities to the District

### Chamber Task Force Recommendations

- Identified Zoning Barriers
- Identified Public and Private Sector Investment
- Recommended the exploration of an Innovation District

### City Initiated Rezoning

- 1,200-acre district rezoned to align with Vision Study
- Launch of demonstration projects
- Public engagement
- Began mobility and capital improvements planning

2018

VISION DEVELOPMENT

IMPLEMENTATION

2017

2019

### Vision Study and Strategies

- Land use, transportation, and open space analysis
- Market analysis
- Developed a unified vision and strategies
- Public engagement

# Overall City Direction for FBC

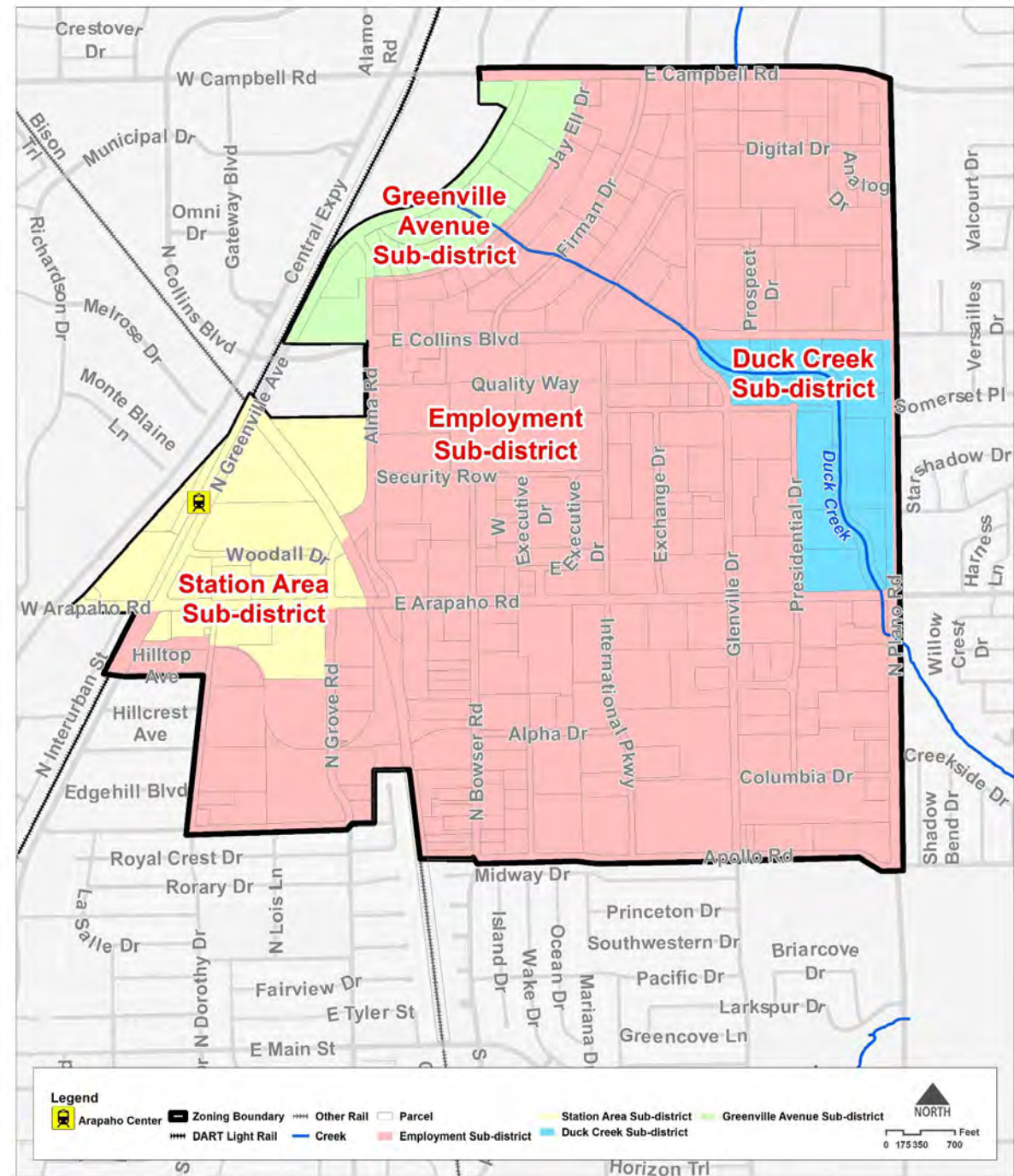
- Remove barriers and increase flexibility to maximize development potential and building envelope of each site
- Limit the creation of new non-conforming uses
  - Additive layer of new allowable uses
- Support existing businesses and their growth
- Emphasize Duck Creek as a District amenity
- Position the Arapaho Center Station as a walkable mixed-use front door to the District
- Introduce residential uses where appropriate to support employment and activity
- Use current residential adjacency approach to development near existing neighborhoods
- Maintain access for trucks where needed but add multi-modal – bike, pedestrian, rideshare, shuttle to DART, etc.



# Rezoning Initiative Geography

Covers four sub-districts in the  
Collins-Arapaho TOD & Innovation  
District:

- *Duck Creek*
- *Greenville Avenue*
- *Station Area*
- *Employment*



# Station Area Sub-district: Intent

- Develop a walkable mixed-use front door to the Innovation District, maximizing development potential around the station
- Support existing businesses
  - Four auto-related non-conforming uses created
- Allow a wider range of uses to bring new activities to the District
- Increase flexibility in the building envelope
- Reduce building setbacks and require a build-to along Greenville Avenue
- Create opportunities for new residential uses to support employment base





# Station Area Sub-district: Intent

- Minimum densities for residential uses
- Require “retail-ready” ground floor for residential uses fronting Greenville Avenue
- No minimum parking requirements for the residential component of mixed-use developments
- No maximum building height restrictions



# Since FBC Adoption – Station Area Planning

- New District Name and Branding
- Greenville Ave Bike Lanes Installed
- Arapaho Center Station Pedestrian Improvements
- Place Branding Strategy Completed
- Redesign of Greenville/Arapaho Intersection (first bike signals)
- Completion of the Arapaho Center Station Bus Study & TOD Plan with DART
- Kickoff of a Smart Cities Toolkit to position the Station Area as a Regional Mobility Hub
- ILA between DART and Richardson Approved
- Hired Cushman-Wakefield to assist in the marketing, solicitation, and selection of a Master Developer
- Kickoff of Innovation Hub Market Feasibility Study





## Contacts

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**Richardson Innovation Quarter (The IQ®)**  
[www.richardsoniq.com](http://www.richardsoniq.com)





**City of Dallas**

# 1000-Unit Housing Challenge: Update

**NTCOG: Coordinated  
Land Use &  
Transportation Planning  
Task Force  
October 20, 2021**

Kyle Hines, Assistant Director  
Department of Housing &  
Neighborhood Revitalization  
City of Dallas

# Background/History



- July 1, 2020, Council Memo titled: *“Mixed Income Housing Challenge for TODs for Post-Covid-19 Economic Development Recovery Efforts”* released by the following Committees:
  - Housing & Homelessness Solutions
  - Transportation & Infrastructure
  - Economic Development
  - Workforce, Education, and Equity
- The memo challenged the City and DART to:
  - Identify and develop City and DART-owned land within one-half mile DART rail stations
  - Produce at least 1,000 units of mixed-income housing (30%-120% AMI)
  - Issue construction permits by August 30, 2021



# Background/History



- Staff in the Office of Economic Development, Planning and Urban Design, and Housing identified City-owned land near DART rail stations uniquely positioned for Transit Oriented Development (TOD).
- 5 sites were identified that were ½ acre or larger, vacant/underutilized, minimal environmental constraints, minimal infrastructure constraints and within ½ mile of DART Rail Stations
- Request for Proposals issued in January 2021
- City Council approved 3 preliminary proposals in May 2021



# Background/History



## Recommended Phase 1 Sites

Address	CD	Acreage	Zoning	Notes
6601 S Lancaster Rd	8	10.1	PD 625	Vacant & available; portion needed for Crouch Rd improvements; Zoned for mixed use
4515 S Lancaster Rd	4,3	7.6	PD 855	Vacant & available; Former Patriots Crossing site (30 adjacent parcels); Zoned for multifamily
1900 Wheatland Rd	8	3.8	PD 624	Vacant & available; Zoned for retail
3015 Al Lipscomb Wy	7	2.0	PD 595	Vacant & available; Zoned for multifamily
3039 S Lancaster Rd	4	1.7	CR	Vacant & available; Lancaster/Kiest site (5 adjacent parcels); Zoned for retail
<b>Total Acreage</b>		<b>25.2</b>		



# Submissions



## Council-Approved Developers

Developer/Applicant	Project Type	# of Units	Total Project Cost	Cost/Unit	Score	Proposed Site
Lavoro Capital Holdings LP	Multifamily & Retail	340	\$ 53,880,000.00	\$ 158,471	88.5	4515 S. Lancaster
Brinshore - Southfair CDC - BCW	Multifamily & Retail	89	\$ 25,644,237.00	\$ 288,137	88	3015 Al Lipscomb Way
Innovan Neighborhoods – Matthews Southwest	Multifamily/Townhome /Cottages	303	\$ 71,528,527.00	\$ 236,068	86.5	6601 S. Lancaster
Totals/Average		732	\$ 50,350,921.33	\$ 227,558.61		

- Highest scoring development team for each site is recommended
- No responses received for 1900 Wheatland Road or 3039 S. Lancaster Road



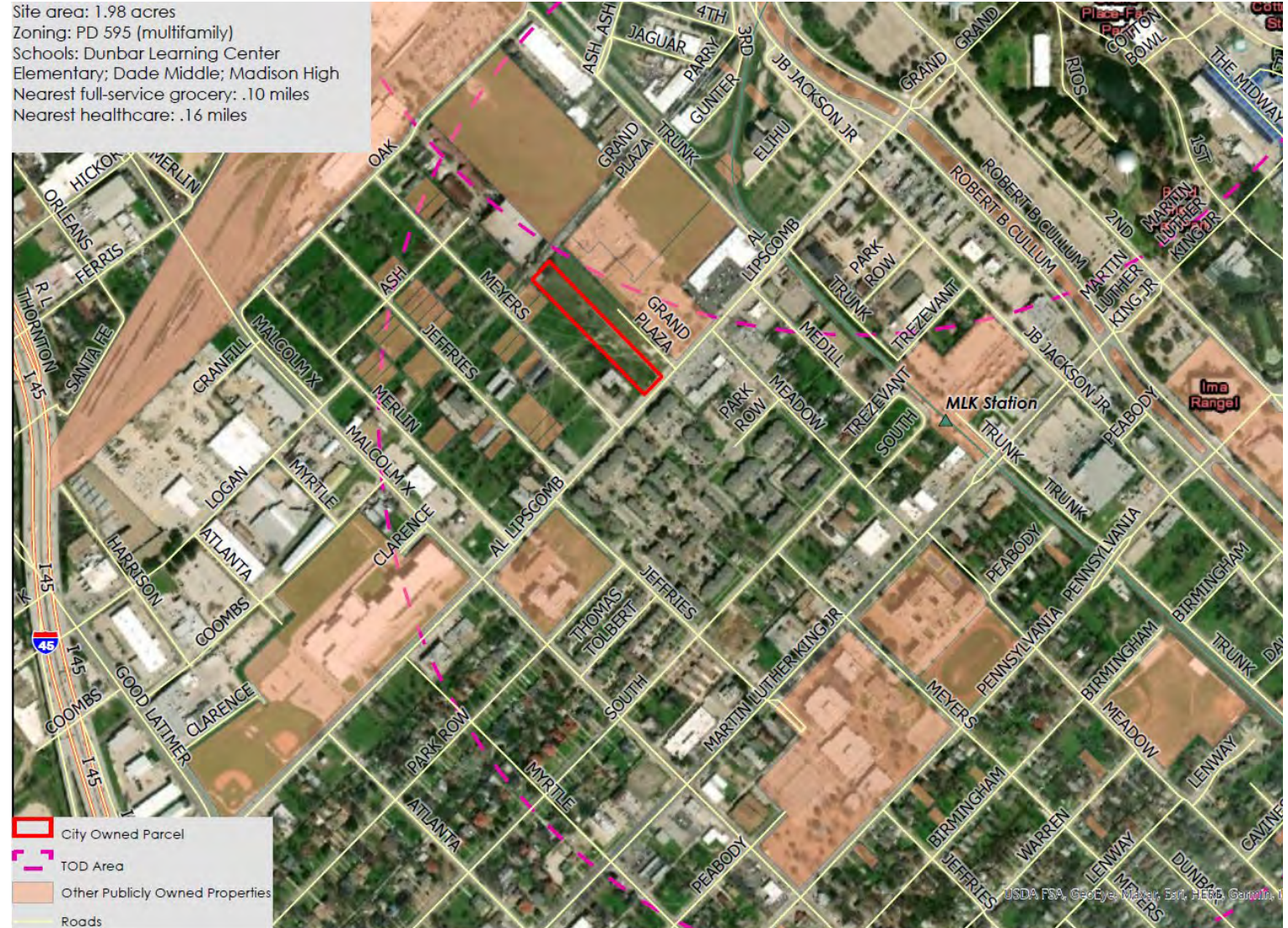


# 3015 Al Lipscomb Way



- **Area:** 1.98 acres
- **Dimensions:** 115' x 750'
- **Current Zoning:** PD 595 (CC-Tract 4)
- **Current Land Use:** Vacant
- **Surrounding Land Uses:** Medical Office, Vacant, Multifamily
- **Distance to Station:** 0.25 Miles
- **Relevant Plans:**
  - forwardDallas
  - MLK Jr. Station Area Plan

Site area: 1.98 acres  
Zoning: PD 595 (multifamily)  
Schools: Dunbar Learning Center Elementary; Dade Middle; Madison High  
Nearest full-service grocery: .10 miles  
Nearest healthcare: .16 miles



# 3015 Al Lipscomb Way



## Brinshore – Southfair CDC – BC Workshop Proposal

### Key Project Components:

- 89 units of rental housing
- 30% AMI up to Market Rate
- 2-Story Retail facing Al Lipscomb
- Podium construction with ample green space and terraced construction to allow additional community space
- \$25,600,000 estimated project cost
- City-owned project site is long and narrow; Brinshore is currently working with adjacent property owners to provide additional units and create a more catalytic project
- The Brinshore team anticipates partnering with the Dallas Public Facility Corporation for a property tax exemption; possible need for City gap financing
- Brinshore has executed a Right of Entry (ROE) with the City to begin site due diligence



# 3015 Al Lipscomb Way



PERSPECTIVE FROM AL LIPSCOMB

## ELEVATIONS



TYPICAL WESTERN FACADE



PEDESTRIAN STREET IMPROVEMENTS



TERRACED LANDSCAPE



FACADE PANNELLING



# 3015 Al Lipscomb Way



AL LIPSCOMB FACADE

GROUND FLOOR RETAIL



# 6601 S. Lancaster Road



- **Area:** 10.1 acres
- **Dimensions:** 550' x 800'
- **Current Zoning:** PD 625 (Residential Use, R.5 zoning base)
- **Current Land Use:** Vacant
- **Surrounding Land Uses:** Vacant, Senior Living, Public Open Space
- **Distance to Station:** 0.3 Miles
- **Relevant Plans:**
  - forwardDallas
  - UNT-Dallas Area Plan

Site area: 10.1 acres  
Zoning: PD 625 (mixed use)  
Schools: Thornton Elementary; Story Middle; SOC High  
Nearest full-service grocery: 1.6 miles  
Nearest healthcare: 1.2 miles



# 6601 S. Lancaster Road



## Innovan Neighborhoods-Matthews Southwest Proposal

### Key Project Components:

- \$71.8 million total development cost
- 303 units of rental housing including small-scale apartments, cottage flats, garden homes, townhomes
- Rent ranges targeting 45-100% AMI and market rate
- Development to occur on both City-owned land and adjacent, developer-owned land contributed to the project
- A variety of community spaces that include a multi-use community hill, dog runs, play areas, and picnic areas.
- Pedestrian-friendly layout w/series of alleys providing access to trash pick-up and garages
- Project is designed to provide housing options to a variety of stakeholders ranging from college students, university employees, families, and seniors
- Innovan has executed a Right of Entry Agreement with the City to begin site due diligence
- Anticipate a partnership with the DPFC for a property tax exemption + City gap financing



# 6601 S. Lancaster Road



# 6601 S. Lancaster Road





# 6601 S. Lancaster Road



# 6601 S. Lancaster Road



# 6601 S. Lancaster Road

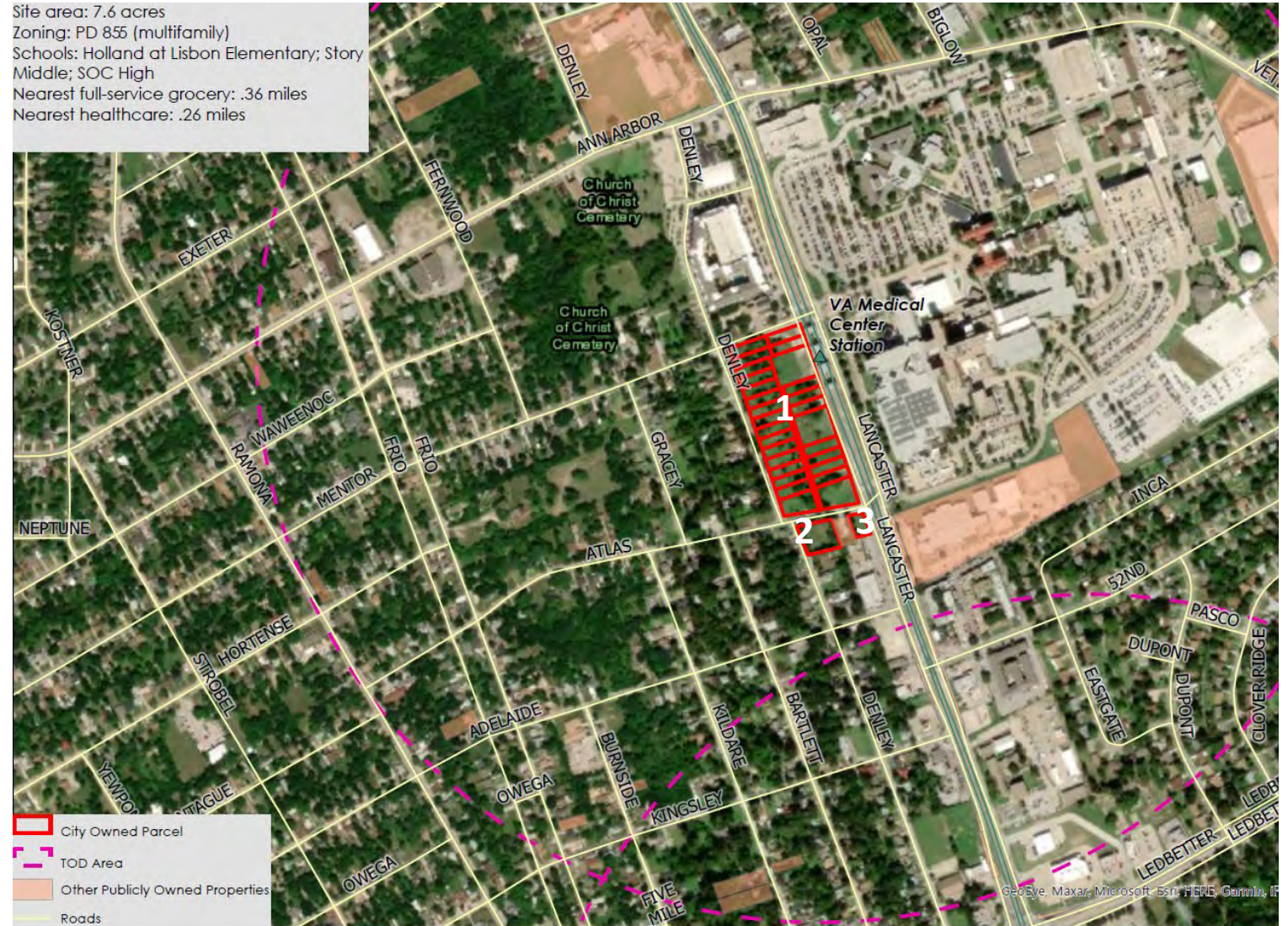


# 4515 S. Lancaster Road



- **Area:** 7.6 acres
- **Dimensions:**
  - **Site 1:** 340' x 840'
  - **Site 2:** 140' x 150'
  - **Site 3:** 100' x 80'
- **Current Zoning:** PD 855 (Mixed-Use Zoning)
- **Current Land Use:** Vacant
- **Surrounding Land Uses:** Single-Family Residential, Hospital, Commercial, Multifamily
- **Distance to Station:** 0.1 Miles
- **Relevant Plans:**
  - forwardDallas
  - Lancaster Corridor Station Area Plan

Site area: 7.6 acres  
Zoning: PD 855 (multifamily)  
Schools: Holland at Lisbon Elementary; Story Middle; SOC High  
Nearest full-service grocery: .36 miles  
Nearest healthcare: .26 miles



# 4515 S. Lancaster Road



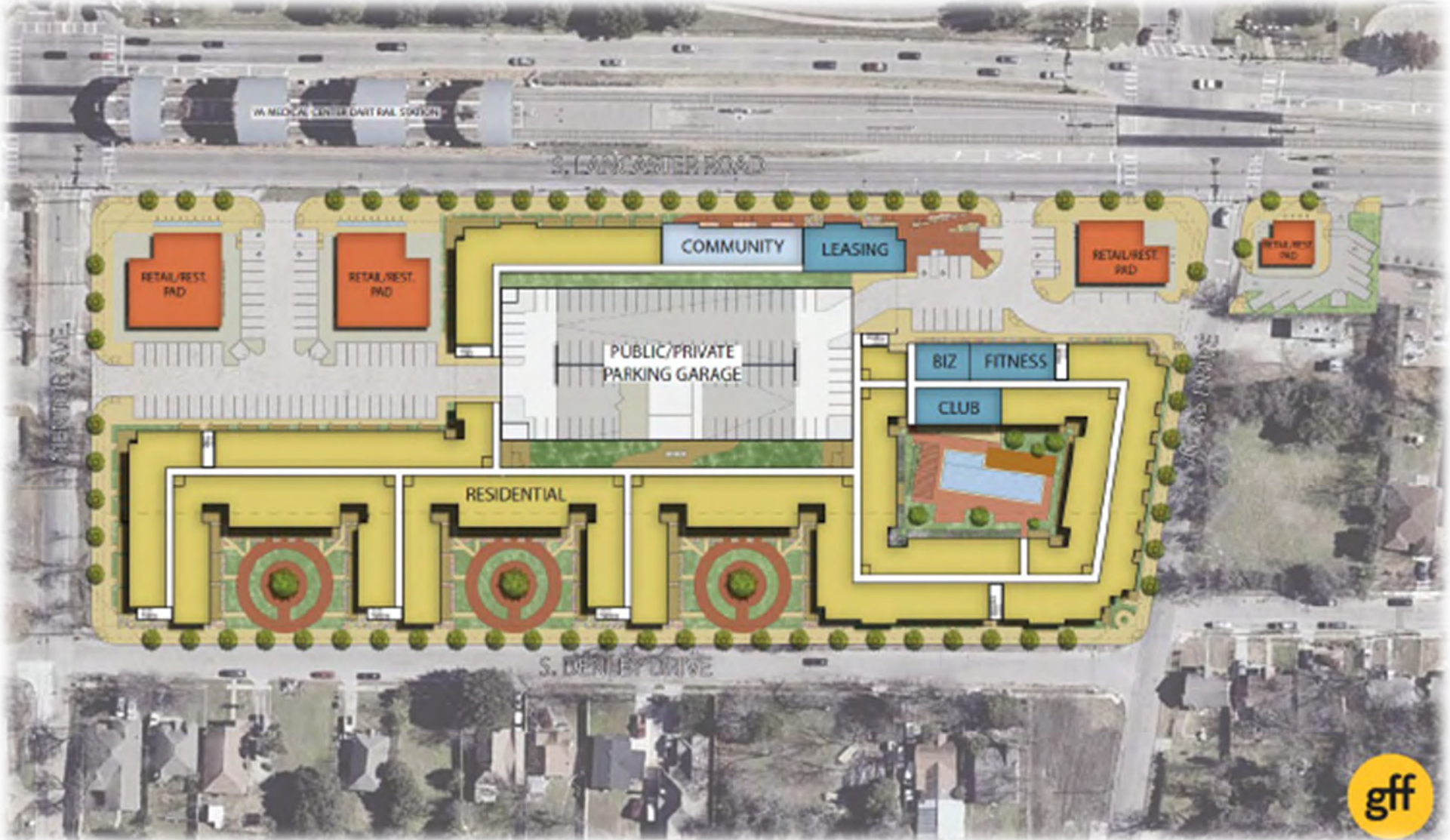
## Lavoro Proposal

### Key Project Components:

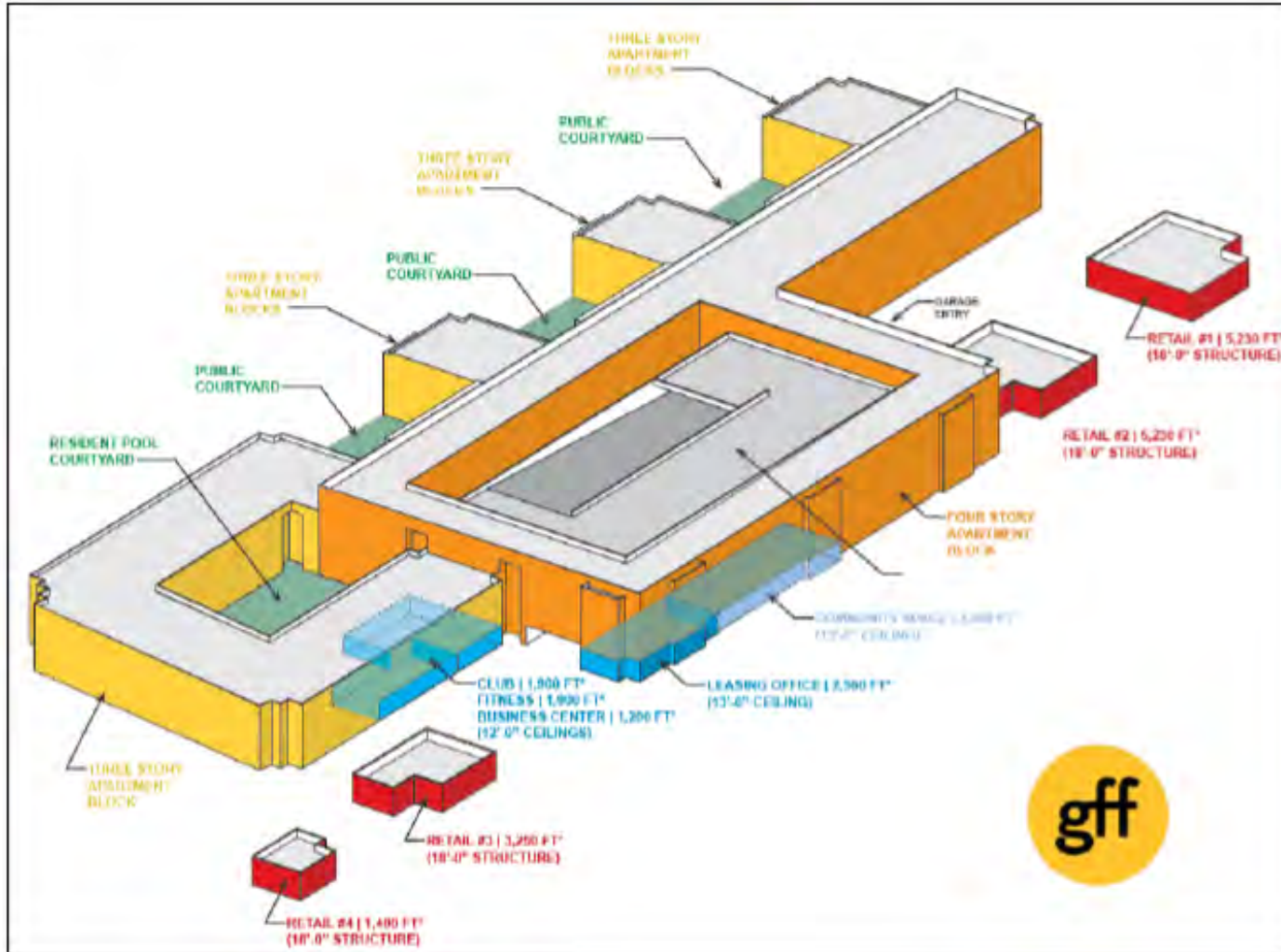
- 340 units of rental housing - \$53,800,000 total development cost
  - Income mix:
    - 17 Units at 60% AMI
    - 158 Units at 80% AMI
    - 165 Units at Market Rate
- Integrated retail pads situated near crosswalks and traffic lights
- Class A quality design and construction (granite counter tops, stainless steel appliances, wood-like flooring) that provides quality equitable housing
- 4-story wrap product with parking surrounded by residential component
- Designed to improve connectivity/walkability in and around the VA Medical Center and DART station
- Lavoro has executed a Right of Entry agreement with the City and has conducted numerous community meetings since award; DPFC application has been received



# Lavoro: Concept Plan



# Lavoro: Concept Plan



# Next Steps



- The City is currently assisting developers through the development process including environmental review, applications for NOFA funding and DPFC partnerships, the Urban Design Peer Review Panel, community engagement and necessary zoning changes
- Financial close on all projects is anticipated in 2022





# Next Steps



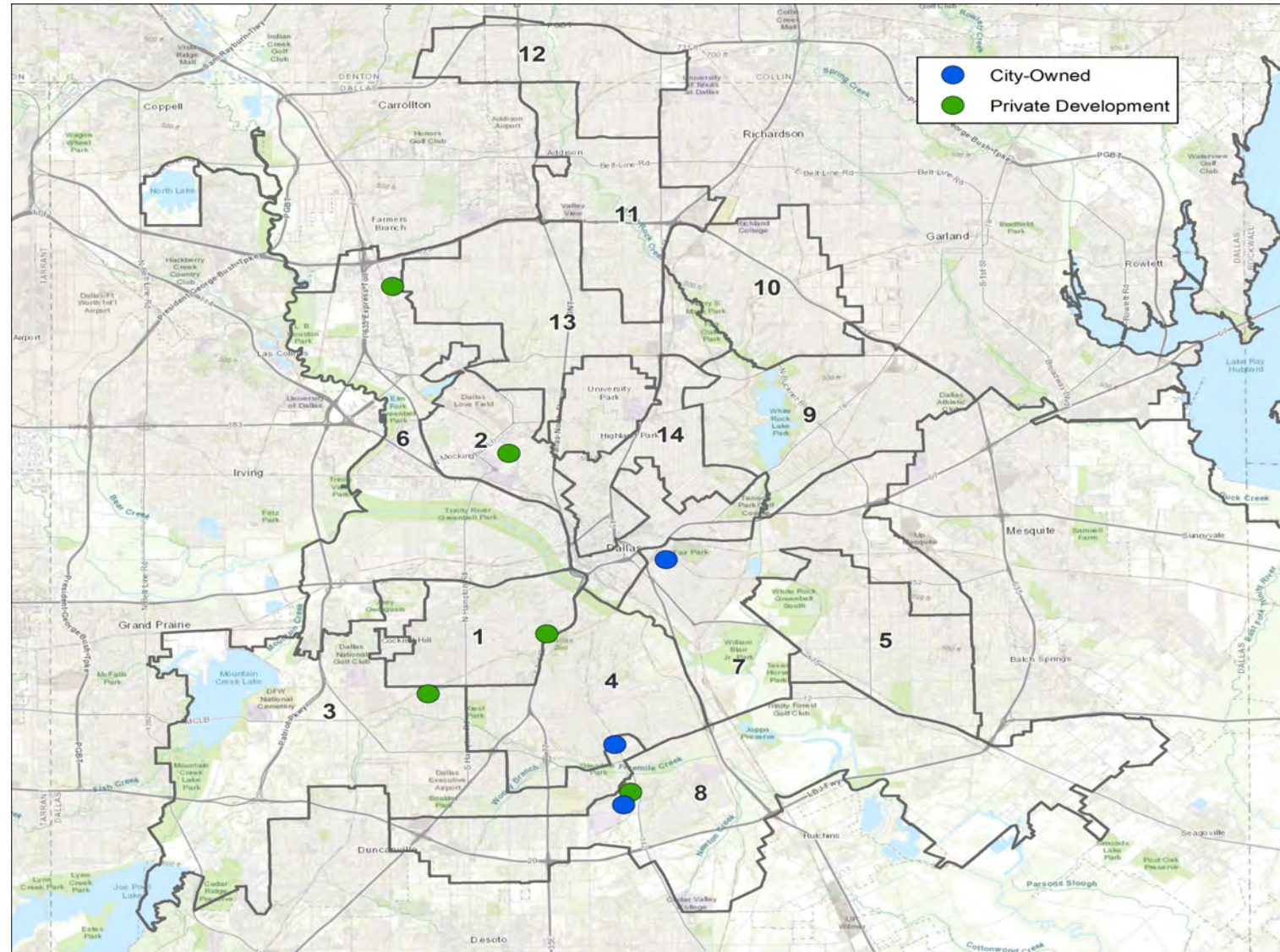
- In addition to City-owned sites, the 1,000 Unit Housing Challenge has sent a message to the development community to activate privately-owned sites.
- The City is currently at various stages of development for other TOD projects throughout the City – all within ½ mile of DART Rail Stations:
  - **The Ridge at Lancaster** (District 8/Camp Wisdom DART) – 300 Units
  - **Gateway Oak Cliff** (District 1/Bishop Arts Streetcar) – 230 Units
  - **The Standard at Royal** (District 6/Royal Lane DART) – 300 Units
  - **Westmoreland Station** (District 3/Westmoreland DART) – 248 Units
  - **Oaklawn Place/Resource Center** (District 2/Inwood DART) – 84 Units
  - **Total Units Under Development on Private Land: 1,162**



# Next Steps



Map of all TOD  
under various  
stages of  
development  
since 1,000 Unit  
Challenge  
Memo



# 1000-Unit Housing Challenge: Update

NTCOG: Coordinated  
Land Use &  
Transportation Planning  
Task Force  
October 20, 2021

The logo of the City of Dallas, featuring a stylized white 'D' with a three-leaf plant inside, set against a dark blue background with a fine white grid pattern.

**City of Dallas**

Kyle Hines, Assistant Director  
Department of Housing &  
Neighborhood Revitalization  
City of Dallas

# Value Capture in North Texas: Land Use Paying for Transportation



North Central Texas  
Council of Governments

# What is your familiarity with value capture tools?

- I directly work with the Tax Increment Reinvestment Zones, TIRZ(s) in my community
- Familiar with but not directly involved with the TIRZ(s)
- Work with other value capture methods
- Familiar with but not directly involved with other value capture methods
- Not involved or familiar with value capture



# Transportation Funding and Land Use

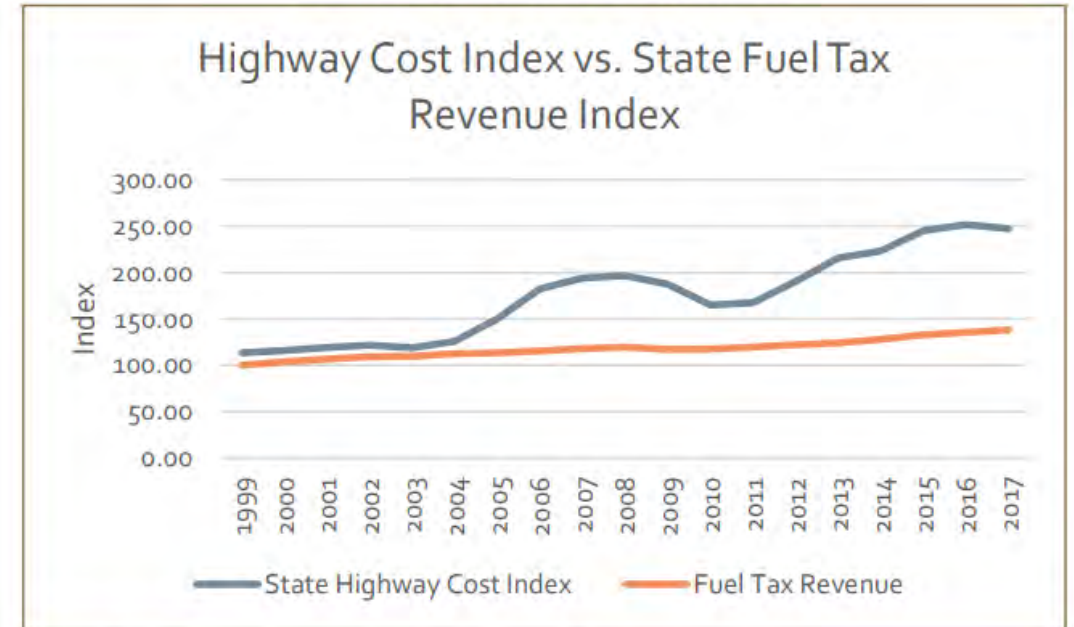
## Big Picture

Mobility 2045 – “*Region would need approximately \$390 billion to eliminate the worst levels of congestion*”

- Cost are increasing
- Local government share increasingly significant



Exhibit 2-6: Transportation Construction Costs vs. State Gas Tax Revenue



Source: Texas Comptroller of Public Accounts, Revenue by Source for Fiscal Year 2017, [comptroller.texas.gov/transparency/reports/revenue-by-source/](https://comptroller.texas.gov/transparency/reports/revenue-by-source/)

Texas Comptroller of Public Accounts, Texas Net Revenue by Source – Fiscal 1978-2016, [comptroller.texas.gov/transparency/reports/revenue-by-source/history.php#2015](https://comptroller.texas.gov/transparency/reports/revenue-by-source/history.php#2015)

Texas Department of Transportation, Highway Cost Index Report (2012 Base), February 2018, [ftp.dot.state.tx.us/pub/txdot-info/cst/hci-binder.pdf](https://ftp.dot.state.tx.us/pub/txdot-info/cst/hci-binder.pdf) ; Texas Department of Transportation, Highway Cost Index (1997 Base) Index Report for June 2012, [https://ftp.dot.state.tx.us/pub/txdot-nfo/cst/est/hci\\_binder.pdf](https://ftp.dot.state.tx.us/pub/txdot-nfo/cst/est/hci_binder.pdf)



# Value Capture: TIRZ

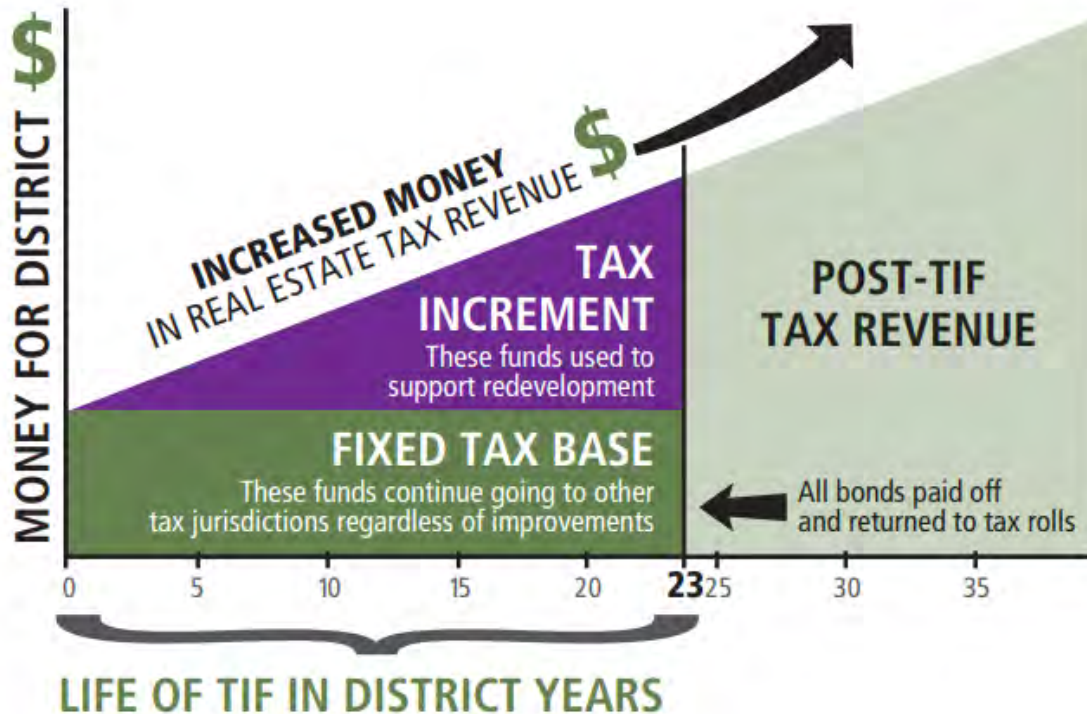


Image source – Texas Transportation Institute

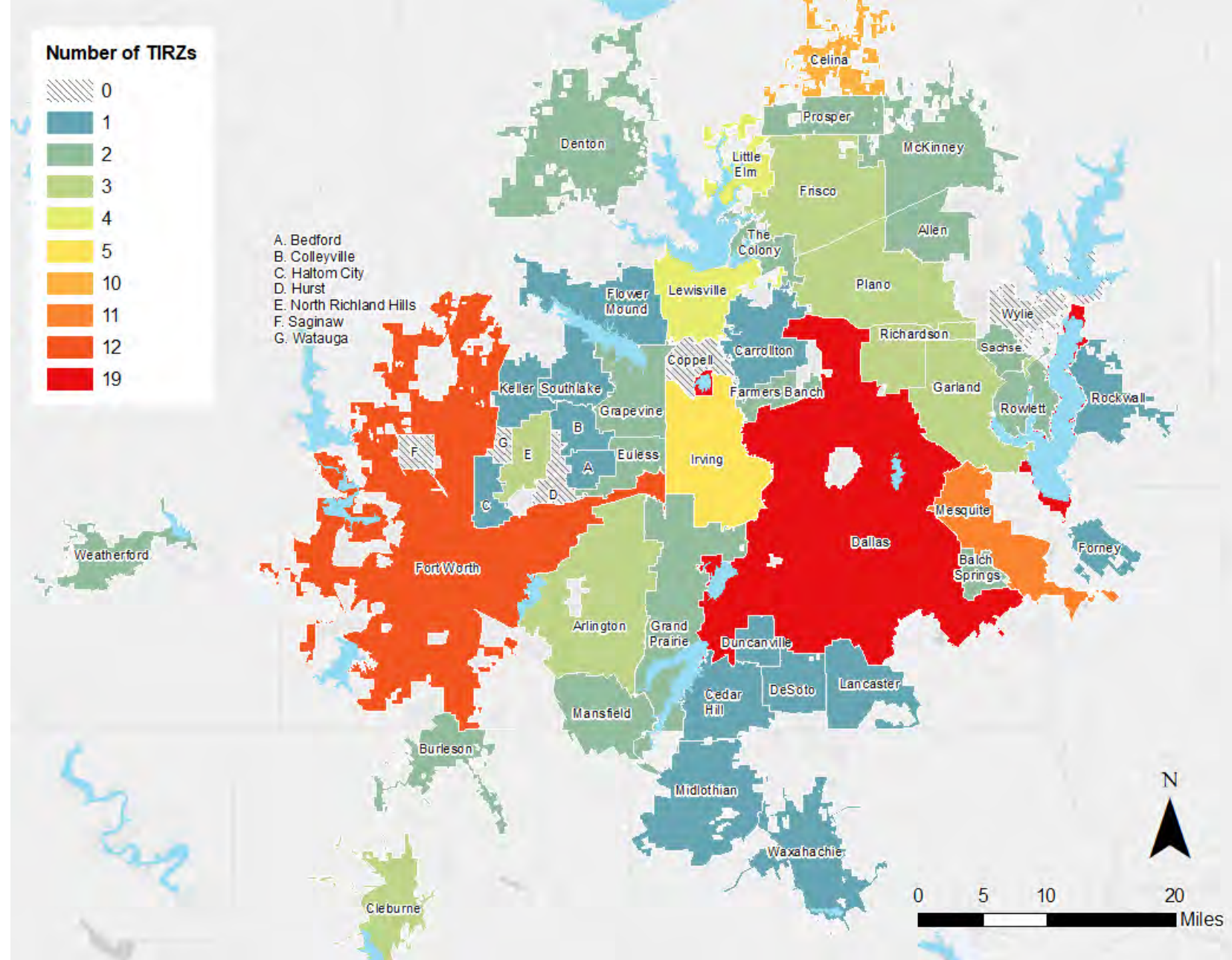
## Tax Increment Reinvestment Zones (TIRZ)

- Tax Increment Financing (TIF)
- Redirect property tax increase to specific infrastructure projects



# TIRZ Inventory

- Reviewed publicly available info for 50 most populous cities
- Only five cities appear to not have any established TIRZs

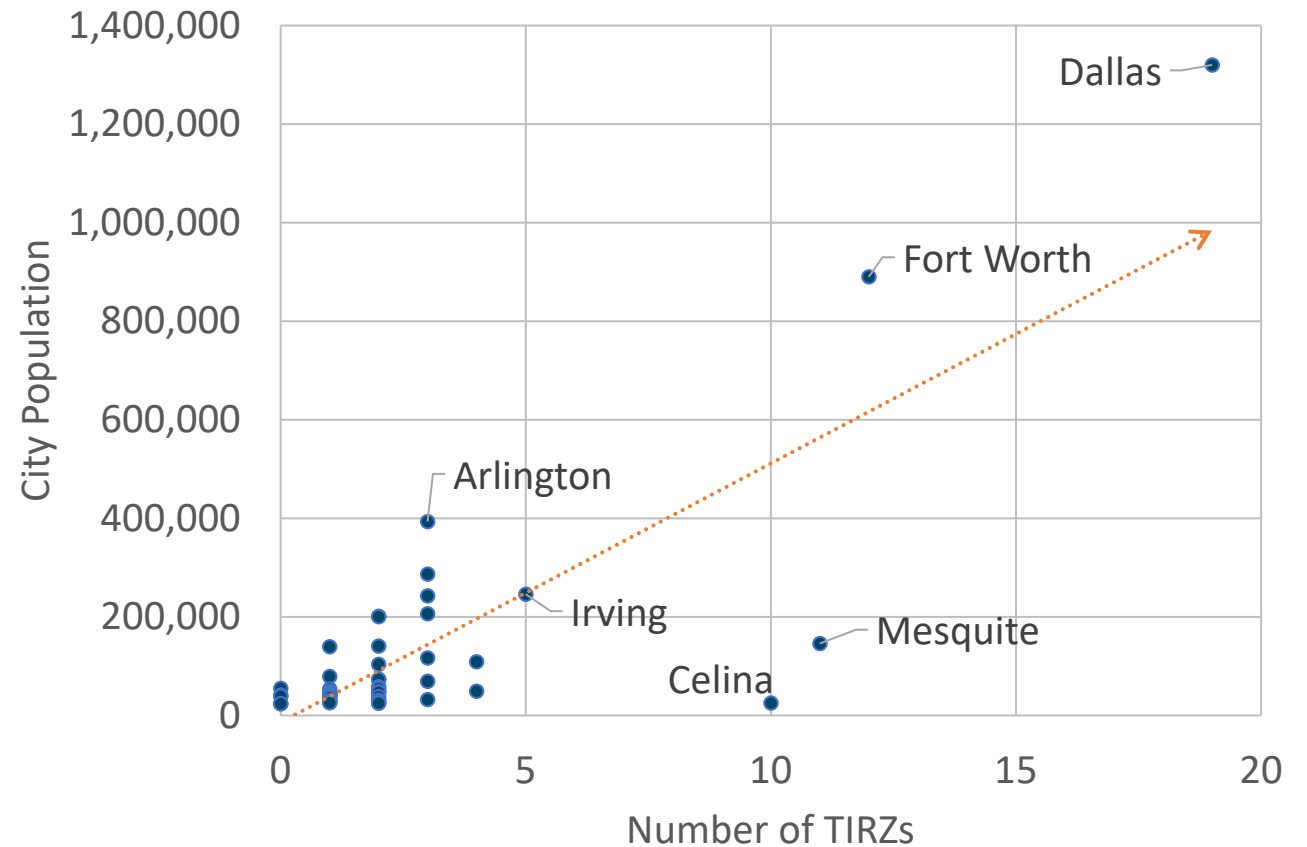




# TIRZ Inventory

- 132 districts inventoried
- Higher populations generally = more TIRZs
- TIRZs were often associated with downtown/ main street districts
- Did not review type of funded projects

City Population and Number of TIRZs



# Today's Questions

- How are North Texas cities using value capture for transportation-related improvements?
- Discuss how we position our community's land use patterns to maximize use of property tax resources for transportation.





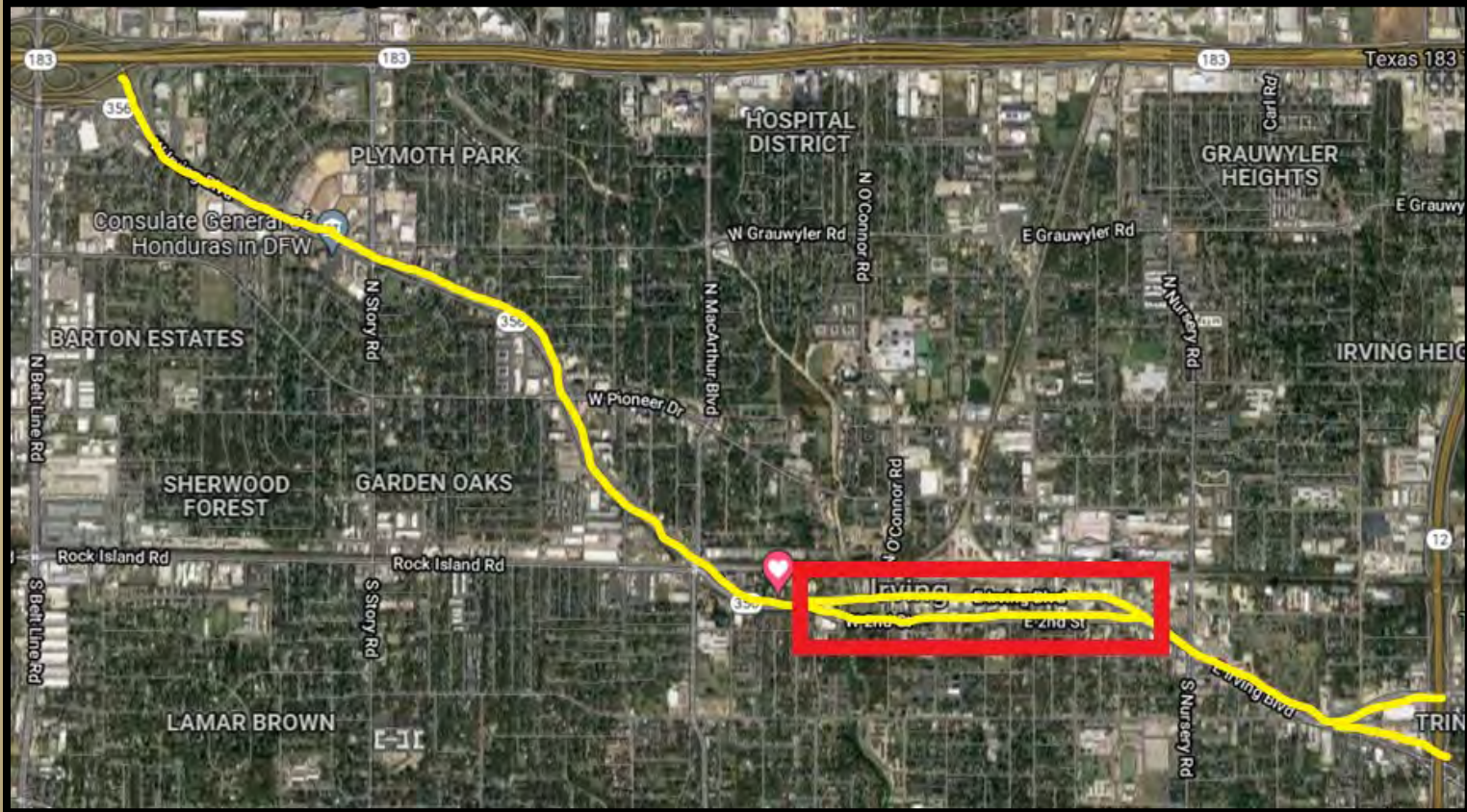
# Irving Boulevard TIF

North Central Texas Council of Governments  
Coordinated Land Use and  
Transportation Planning Task Force

October 20, 2021



# Irving Boulevard



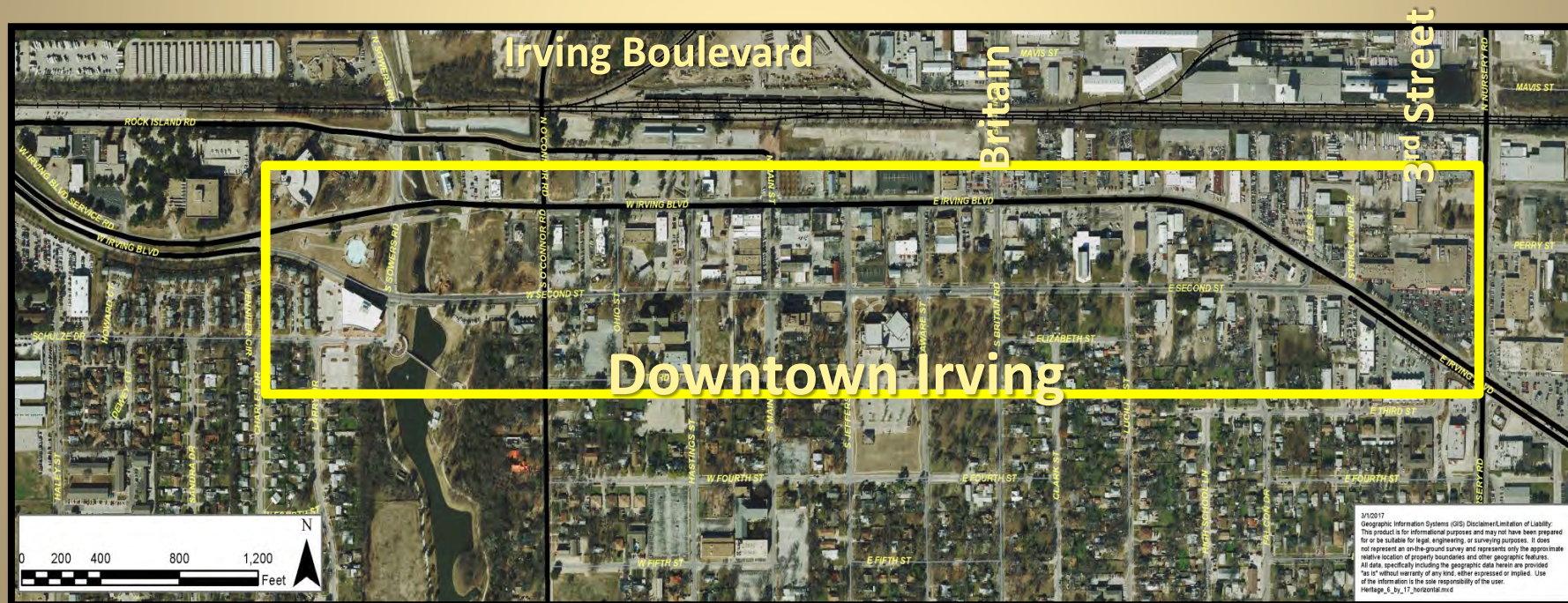
# Irving Boulevard Reconstruction Background

- 2008 – Irving Boulevard Enhancement Study
  - Established vision for redevelopment of Irving Boulevard Corridor
- 2010 – TIF No. 2 Creation
  - Revenues to fund long-term redevelopment of Irving Boulevard Corridor
- 2013 – Contracted with Gateway Consulting
  - Worked with the City to initiate removal of a portion of Irving Blvd from state highway system



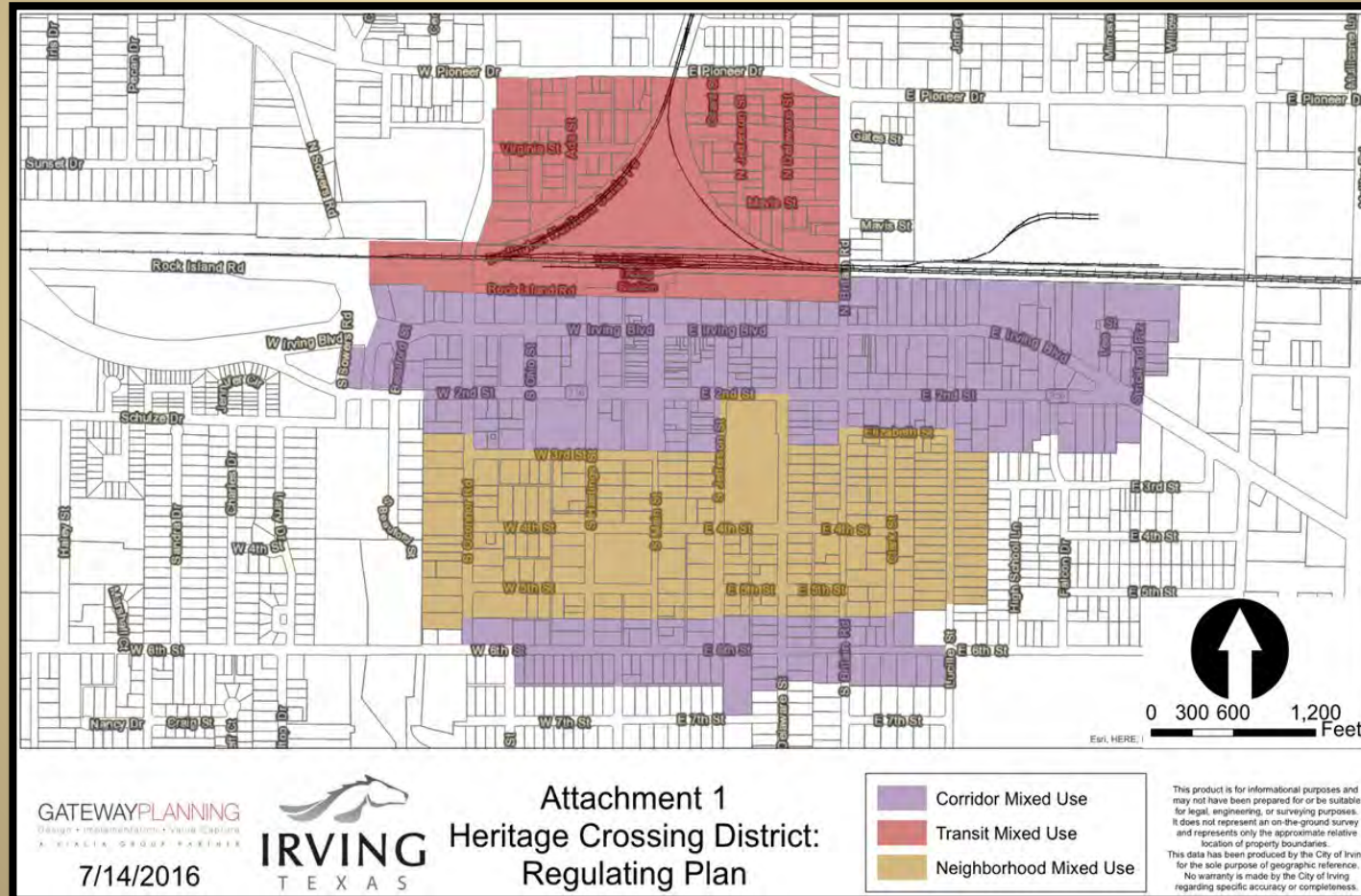
# Project Background Continued

- 2016/2017 – Secured Turn Back Of Irving Blvd from TxDot



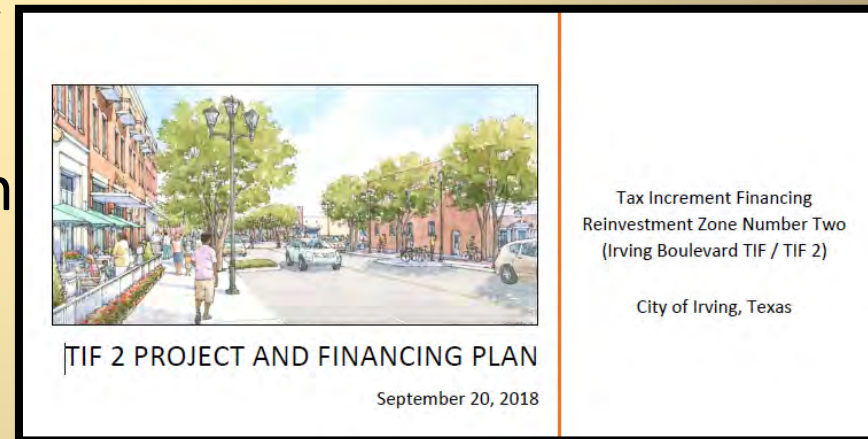
# Project Background Continued

- 2017 Council approved new zoning



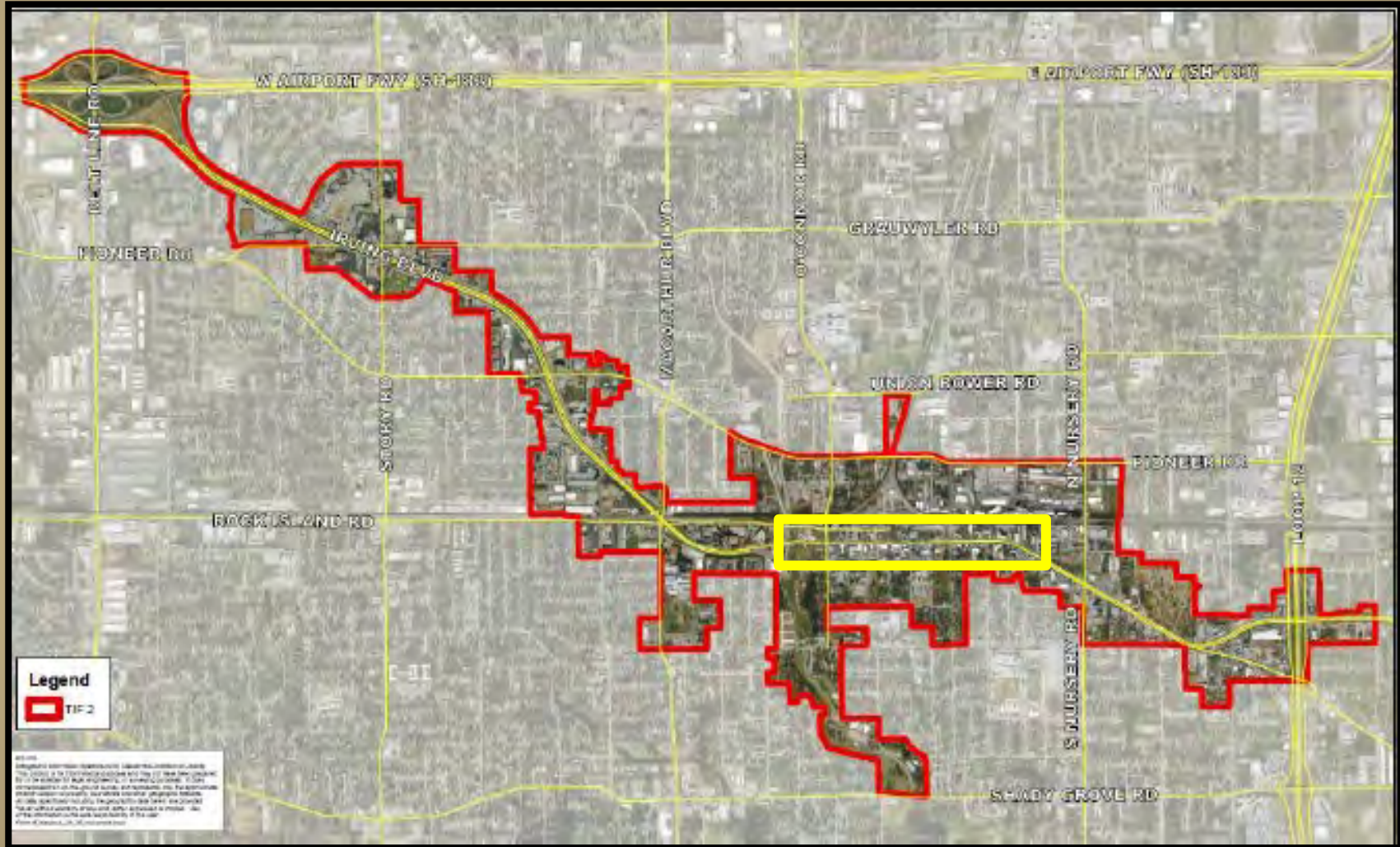
# Project Background Continued

- March - December 2018
  - Approval of Interlocal Agreement (ILA) for NCTCOG to fund \$12M in surface improvements with Regional Toll Revenue funds and Irving in turn will contribute a like amount to RTC through use of TIF No. 2 Revenues
  - Council approved the TIF 2 Project and Financing Plan & Expanded Boundary
  - Approval of Dallas County TIF Participation
- August 2020
  - Council Approved Advanced Funding Agreement (AFA) with TxDOT to receive funds





# Irving Blvd TIF (TIF No. 2)



## TIF Project Funding Allocations Over the Life of the TIF

<b>Irving Boulevard Infrastructure Improvements</b>	<b>\$23.5 Million</b>
Including transition streets, bicycle facilities; associated water, sanitary sewer and storm water improvements, intersection enhancements, relocation of utilities, public sidewalks as well as contribution to Regional Transportation Council/North Central Texas Council of Governments funding advances and the City's Utility Fund	
<b>Chapter 380 Development Grants/Other Development Projects Associated with Accelerating TIF Revenues</b>	<b>\$5.2 Million</b>
Development Grants targets toward corridor and façade improvements throughout the corridor	
<b>Administration and Project Related Services</b>	<b>\$1 Million</b>
Expenses associated with operation of the TIF Board including related financial reporting and legal obligations as well as professional services such as planning	
<b>Research and Planning efforts</b>	<b>\$50,000</b>
Expenses associated with a market analysis and strategy for disposal and development of City-owned property	
<b>TIF Total Revenue Allocation</b>	<b>\$29.7 Million</b>

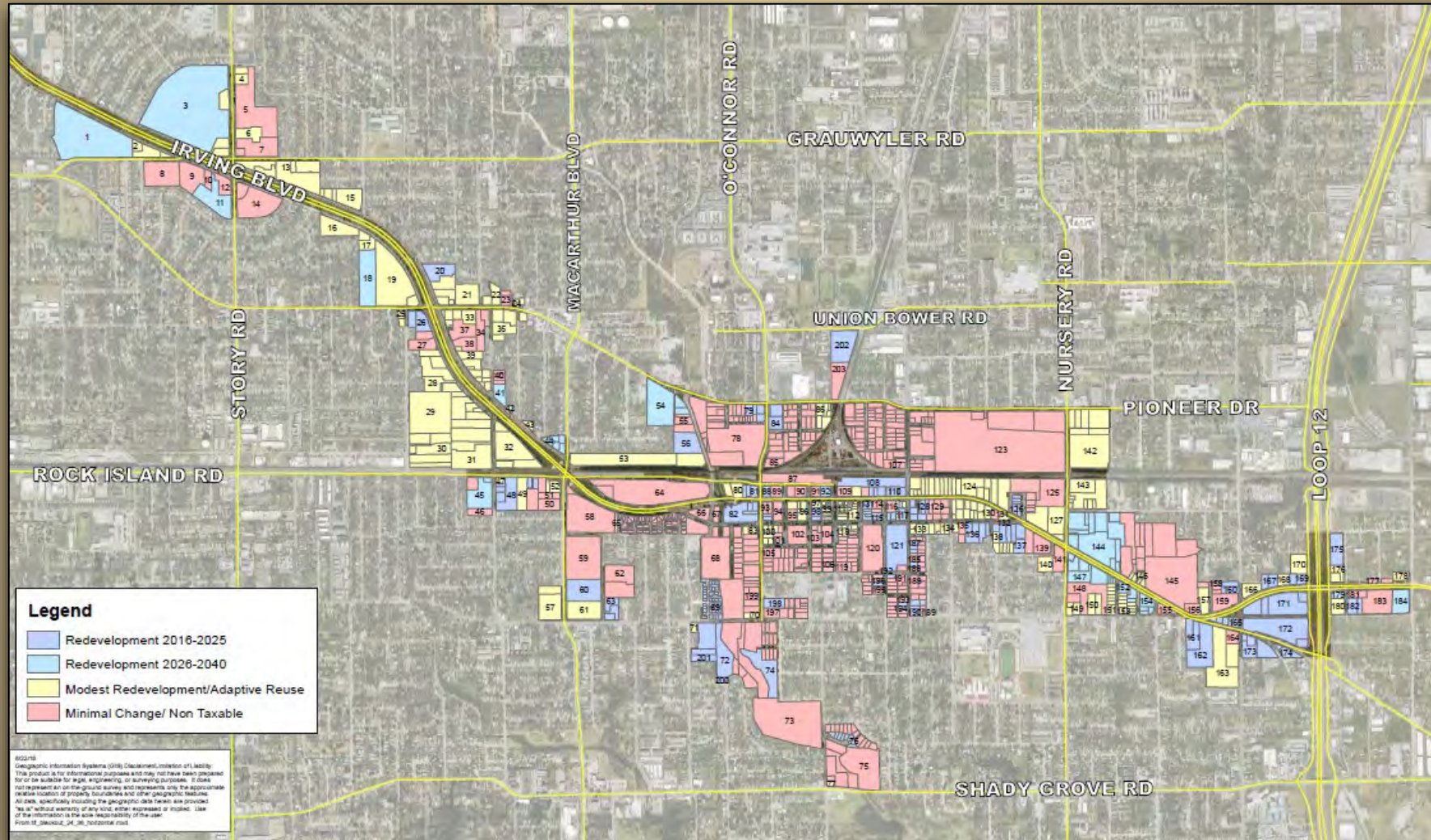
# Taxable Value Analysis

30-Year TIF Revenue Projections		
Total Increment Tax Revenue	Total City O&M Tax Revenue to TIF	Total Dallas County Tax Revenue to TIF
\$29,714,309	\$21,495,415	\$8,218,894

30-Year TIF Revenue Net Present Value	
Net Present Cumulative Development Value	Net Present Tax Revenue Value
\$472,397,260	\$15,298,990

Summary			
Base Year Value (2010)	\$206,855,026	Year 2040 Value (Including Inflation)	\$737,531,294
New Base Year Value (2018)	\$214,709,977	Year 2040 Increment Value (Including Inflation)	\$522,821,317
TIF 2018 Value	\$264,710,074	Total New City Tax Revenue	\$32,850,514
Projected Cumulative Development Value	\$361,941,823	Total New County Tax Revenue	\$16,962,087

# Development Projections



# Cumulative Development Value

	Base Taxable Value	Net New Development	Average Per Year
Redevelopment 2016-2025	\$23,653,680	\$199,789,568	\$19,978,957
Redevelopment 2016-2025 (Expansion) <sup>1</sup>	\$110,860	\$18,089,464	\$1,808,946
Redevelopment 2026-2040	\$33,729,890	\$188,150,224	\$12,543,348
Adaptive Reuse	\$96,710,346	\$22,243,380	\$967,103
Minimal Change/Non-Taxable	\$59,263,482	\$0	\$0
Minimal Change/Non-Taxable (Expansion)	\$7,744,091	\$0	\$0
<b>Total</b>	<b>\$213,468,258</b>	<b>\$428,272,636</b>	

Total Redevelopment (2016-2025)	\$23,764,540	\$217,879,032	\$21,787,903
Total Minimal Change/Non-Taxable	\$67,007,573	\$0	\$0

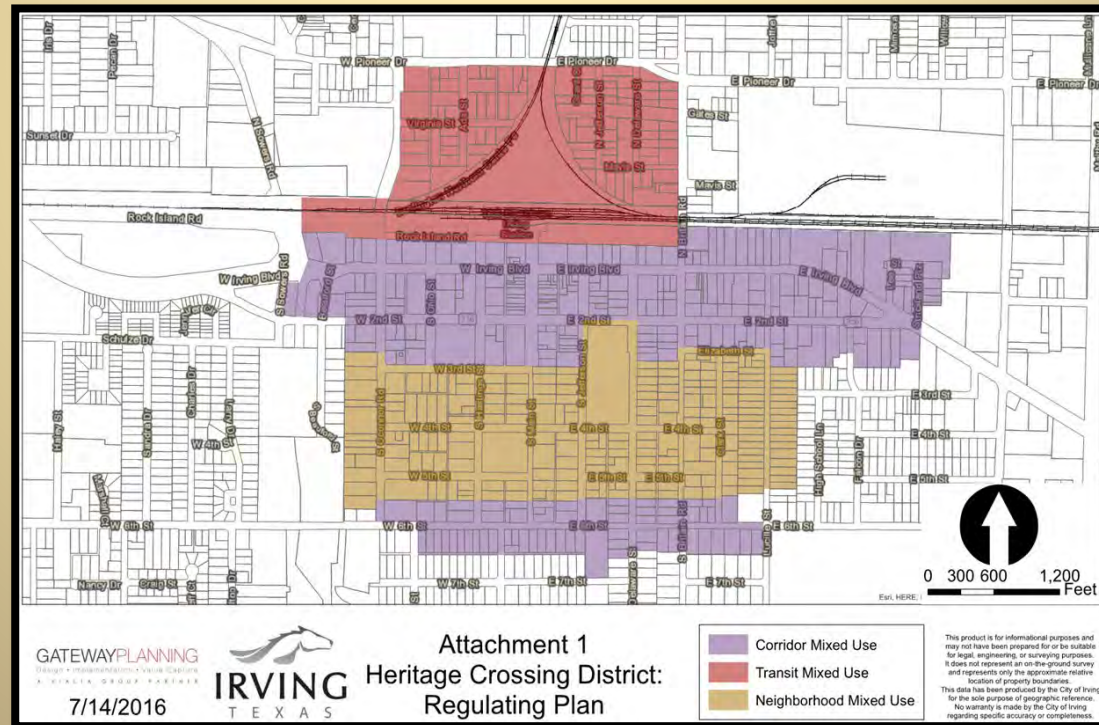
1. Expansion Base Taxable Values are 2018 Property Values, while original boundary property Base Taxable Values are 2014 values due to timing of Plan Analysis.

# ILA - Project Financing Terms

- NCTCOG to provide \$12 million upfront to fund surface improvements of project
- Starting FY 2022, City to contribute like amount over 20 years through TIF Revenues – if and when available
  - 80% of TIF revenues collected during fiscal year – such amount divided as:
    - 2.4 % times the Project Amount of that fiscal year
    - Remainder as a reduction of outstanding Project Amount
- Once NCTCOG grant is repaid, that portion of TIF revenue will be kept by city and used for any eligible project in TIF

# Heritage Crossing Form Based Code Adopted November 2017

- **Codifies vision** to facilitate construction and investment – with predictability and efficiency in permitting
- Ensures **consistency in form** as individual projects are completed
- Allocates **character districts** based on intent for redevelopment of the area



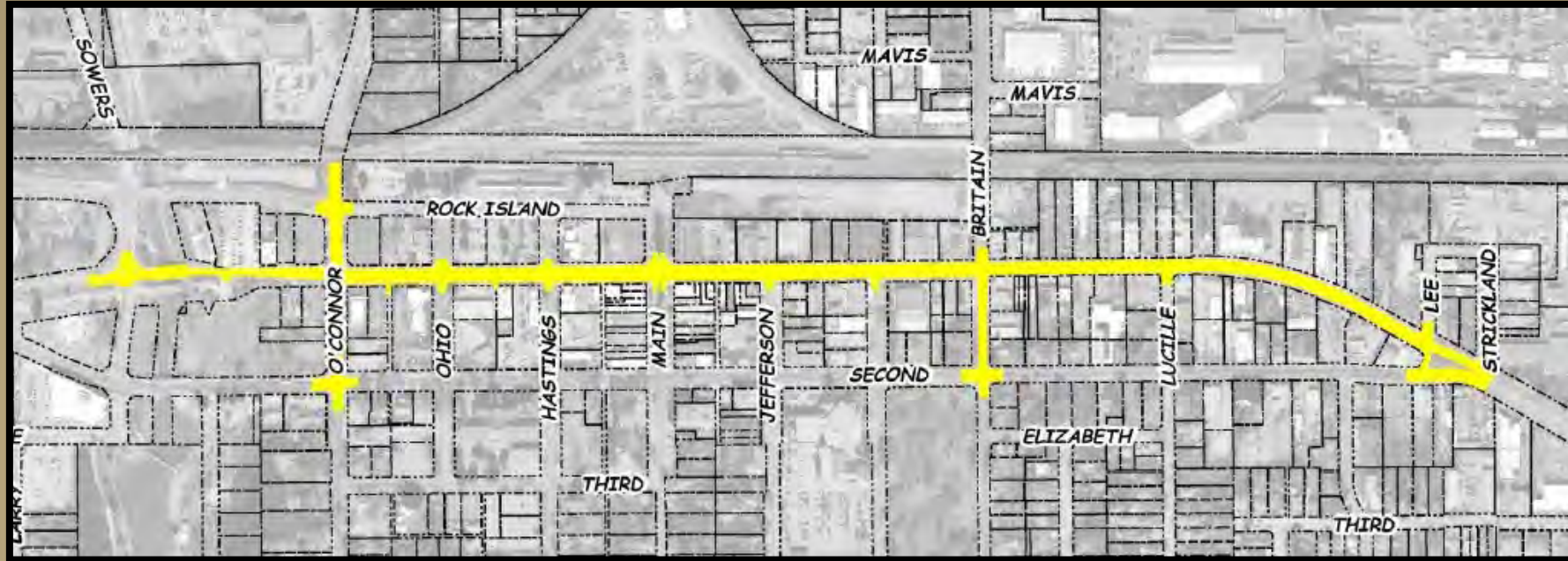
# Key elements of the Form Based Code

- Differs from “typical” zoning by focusing on the form of the **public realm** and practicing **placemaking** best practices
- Encourages **pedestrian oriented** features that creates safe places to encourage walking and gathering
- Reduces the prominence of **auto functions** (parking, drive through lanes) to the rear of the lot to minimize view and conflicts





# Irving Boulevard Reconstruction – Project Improvements



Project includes:

- Roadway improvements
  - Reduce number of lanes
  - Install bulb-outs
  - Increasing number of street parking
  - Install bike lane
  - Enhance pedestrian mobility via sidewalks, landscaping, and light signalization
- Sewer, water, and stormwater improvements will revamp current infrastructure along the project area

# CONSOLIDATED PROJECT GOALS

## *District Identity*

1. Strengthen “Irving Heritage District” branding.
2. Develop **entrance portals** that celebrate the district.
3. Incorporate **public art** into streetscape.
4. Develop adaptable streetscape for **community events**.

## *Infrastructure in public streetscape*

1. Plan for **bike friendly infrastructure** and bike lane.
2. Create a balance between **landscape and hardscape**
3. Devise a plan that is **low maintenance**
4. Provide safe **lighting and adequate seating**.

## *Future Land Use Context and Adjacencies*

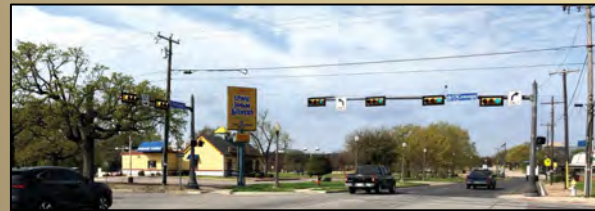
1. **Minimize impacts** to surrounding businesses.
2. **Attract restaurants and retail.**
3. **Be Sensitive to businesses** that have invested in properties
4. **Evaluate driveways** to balance accessibility, aesthetics, and safety.

## *Health, Safety, and Welfare*

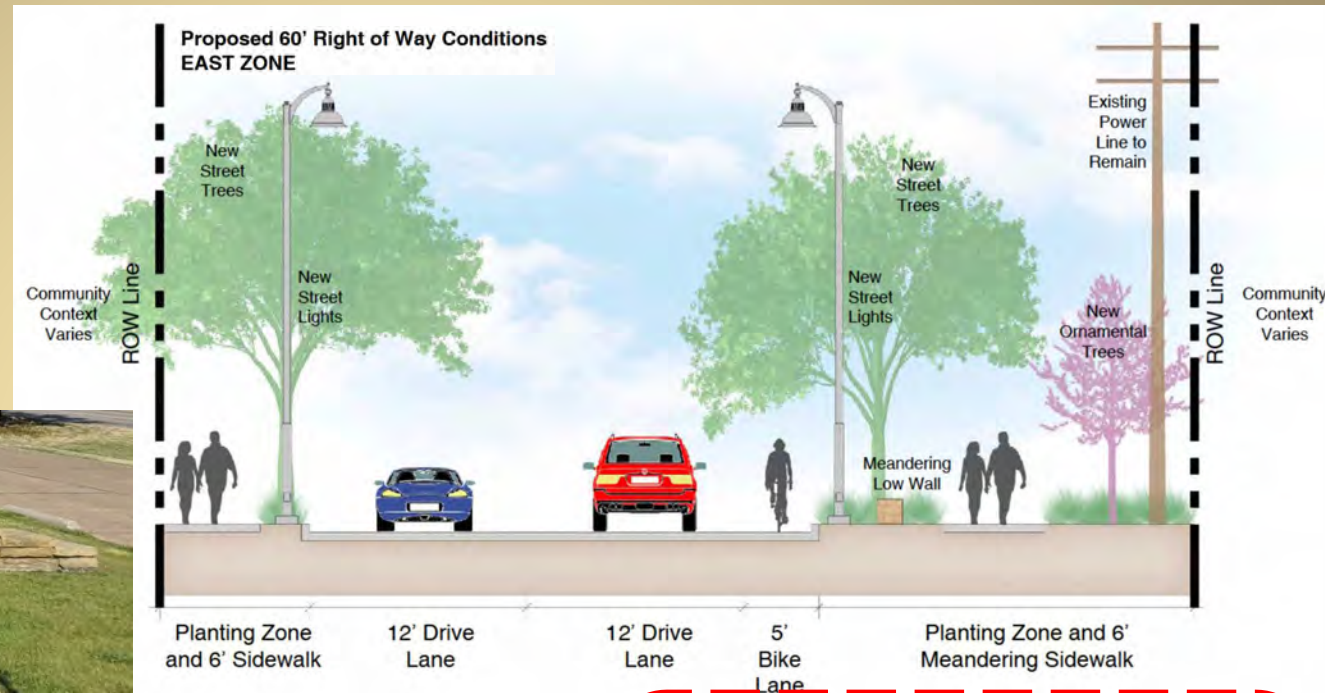
1. Integrate streetscape with surrounding **trail networks**
2. Investigate **traffic calming** and **safe pedestrian crossings**



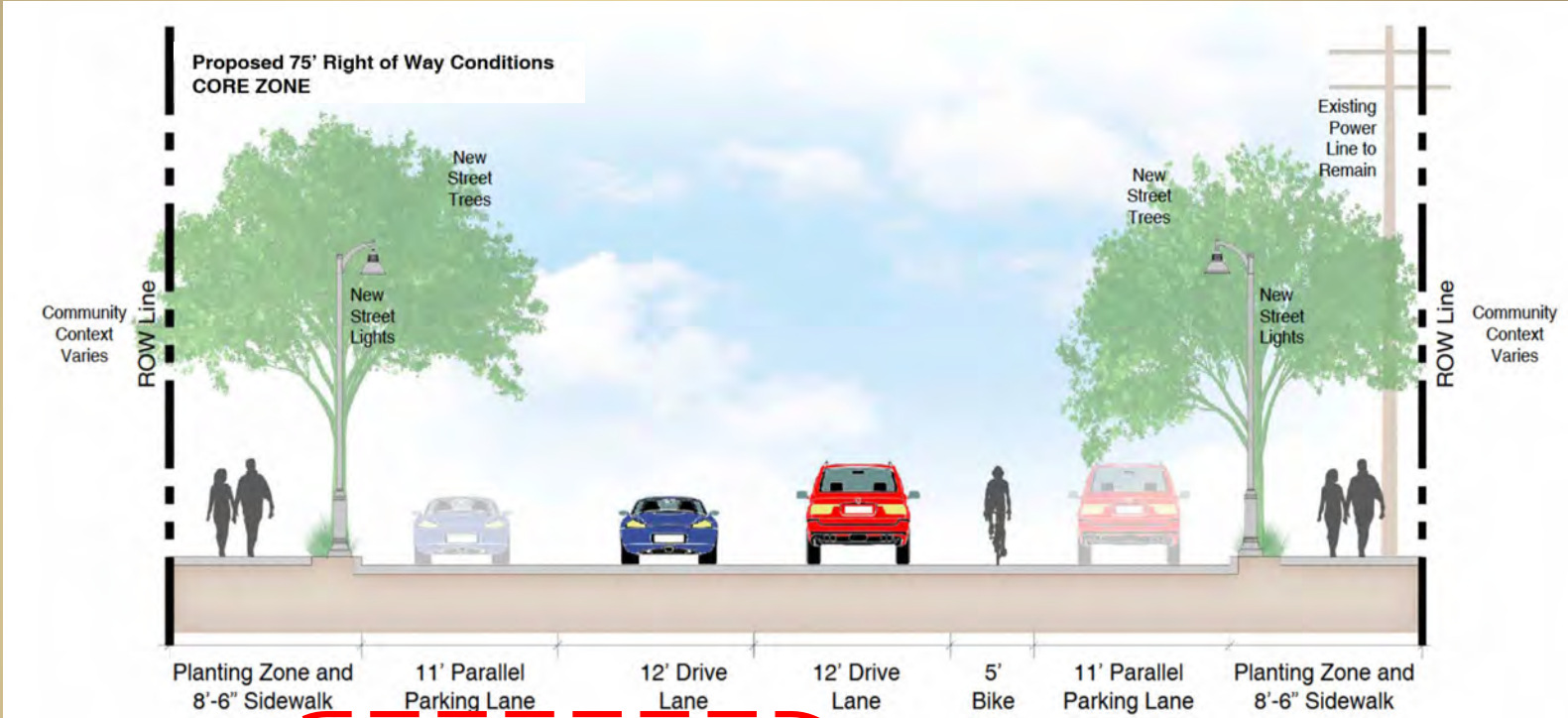
# One Roadway / Diverse Experiences



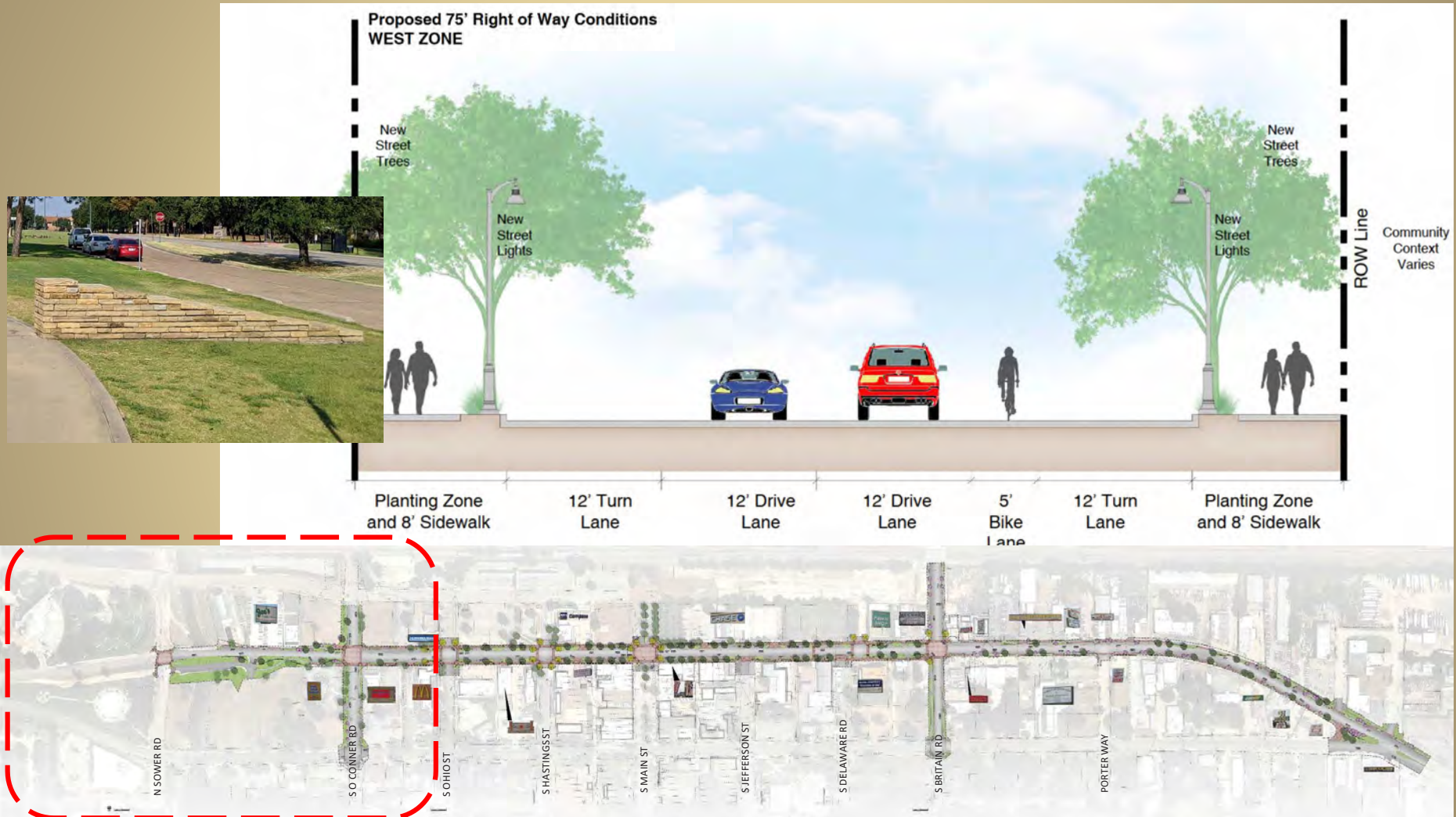
# EAST LANDSCAPE ENHANCEMENT



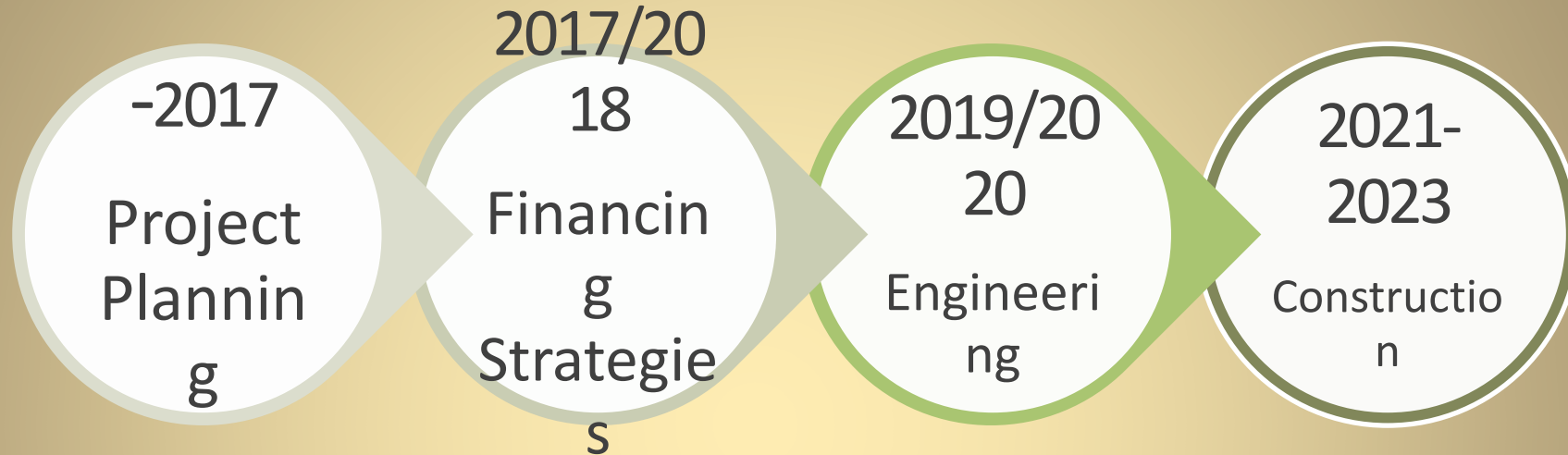
# DOWNTOWN CORE ZONE



# WEST LANDSCAPE ENHANCEMENT



# Project Timeline & Budget



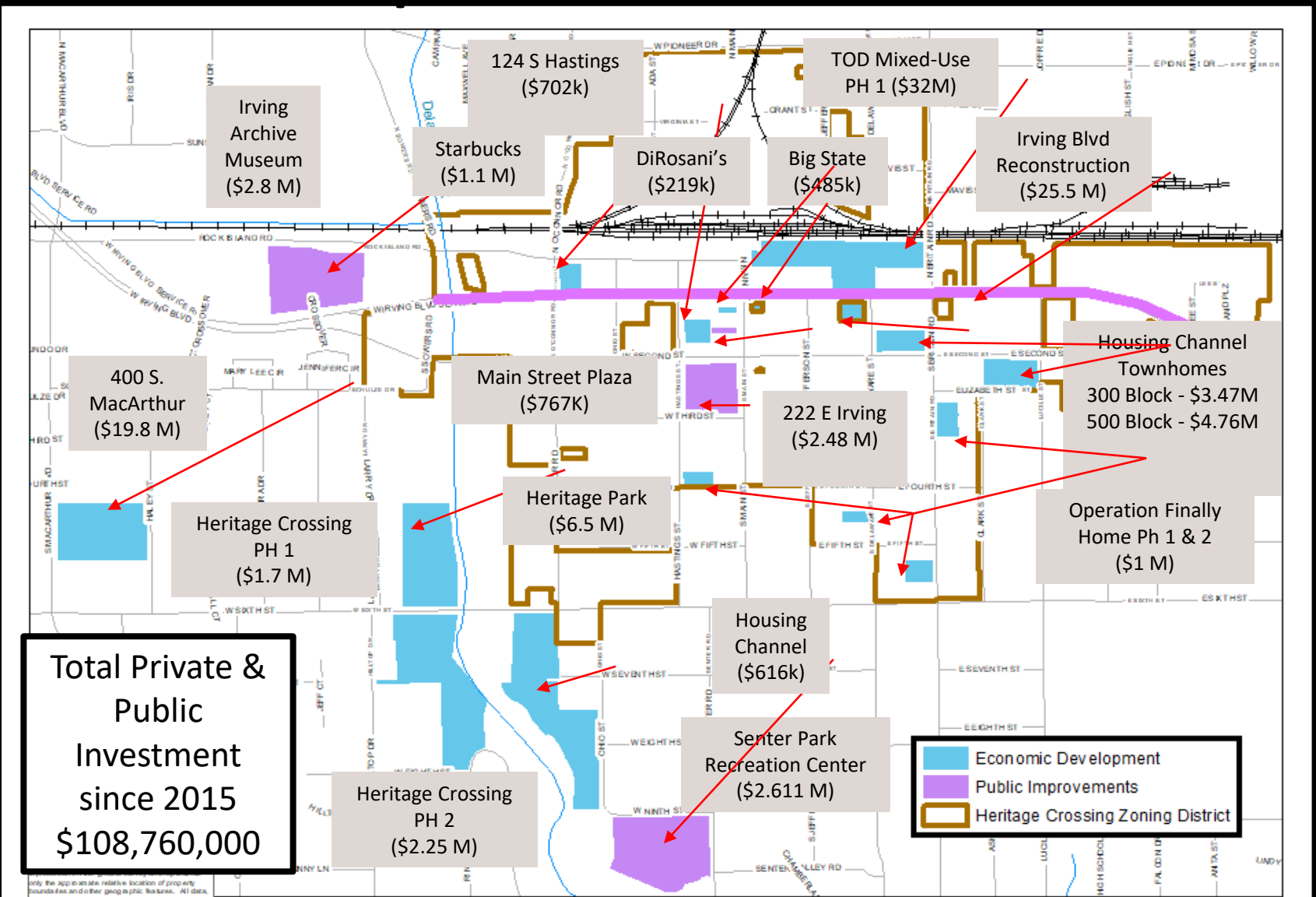
## Project Milestones

- Awarded Engineer Design Contract – Oct. 2019
- Held Stakeholder Meetings – Start Feb. 2020
- Complete Design Plans – April 2021
- Award Bid – July 2021
- Notice to Proceed – November 15, 2021
- Underground Utility Work – Year 1
- Paving/Landscaping – Year 2
- Completion – November 2023

## Updated Cost

- |                 |                 |
|-----------------|-----------------|
| • Design        | \$1.98 M        |
| • Testing       | \$280 K         |
| • ROW           | \$423 K         |
| • Environmental | \$107 K         |
| • Other         | \$1.2 M         |
| • Construction  | \$22.2 M        |
| • <b>TOTAL</b>  | <b>\$26.2 M</b> |

# Implementation of Vision



**Total Private & Public Investment since 2015**  
**\$108,760,000**

- Economic Development
- Public Improvements
- Heritage Crossing Zoning District

only the approximate relative location of property boundaries as shown on other geographic features. All data, specifically including the geographic data herein, are provided "as is" without warranty of any kind, either expressed or implied. Use of the information is the sole responsibility of the user.  
 Prepared by Planning and Community Development from heribg\_heridist\_11.mxd

**Heritage District Projects**





# Implementation – Economic Development

## Economic Development

- Commercial
  - Starbucks
  - 124 S Hastings Redevelopment
  - 222 E. Irving Blvd
- Mixed Use
  - Lafferty TOD Multi-Phase Project
  - Housing Channel Townhome Projects
- Residential
  - Operation Finally Home PH 1 & 2
  - Housing Channel Homes
  - Delaware Creek Phases 1 and 2
  - 400 S MacArthur – LIHTC Project

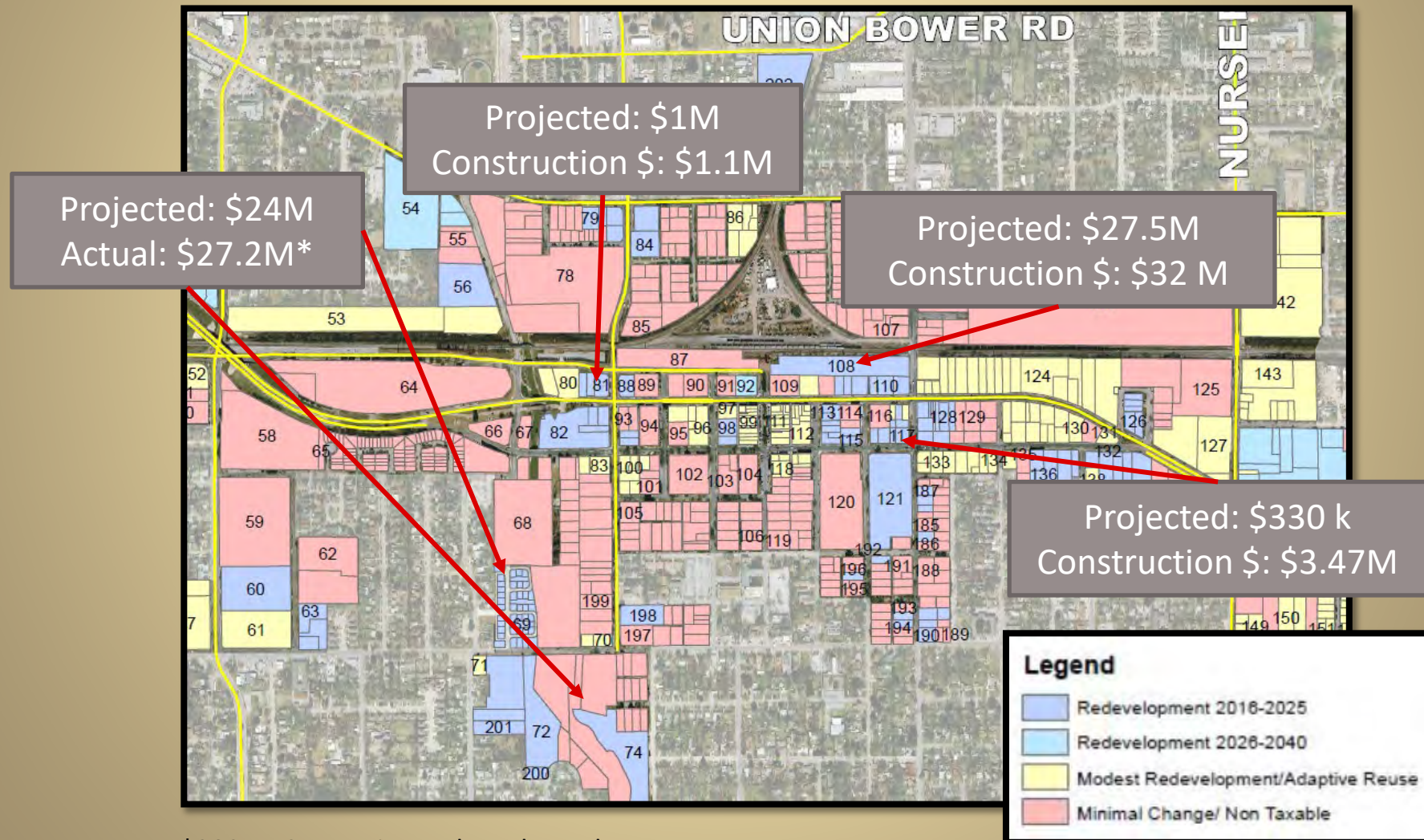


# Implementation – Public Improvements

- Public Improvements
- Irving Blvd Reconstruction
- Heritage Park
- Senter Park Rehabilitation
- Irving Archive Museum
- Main Street Plaza



# Downtown TIF Projections Map

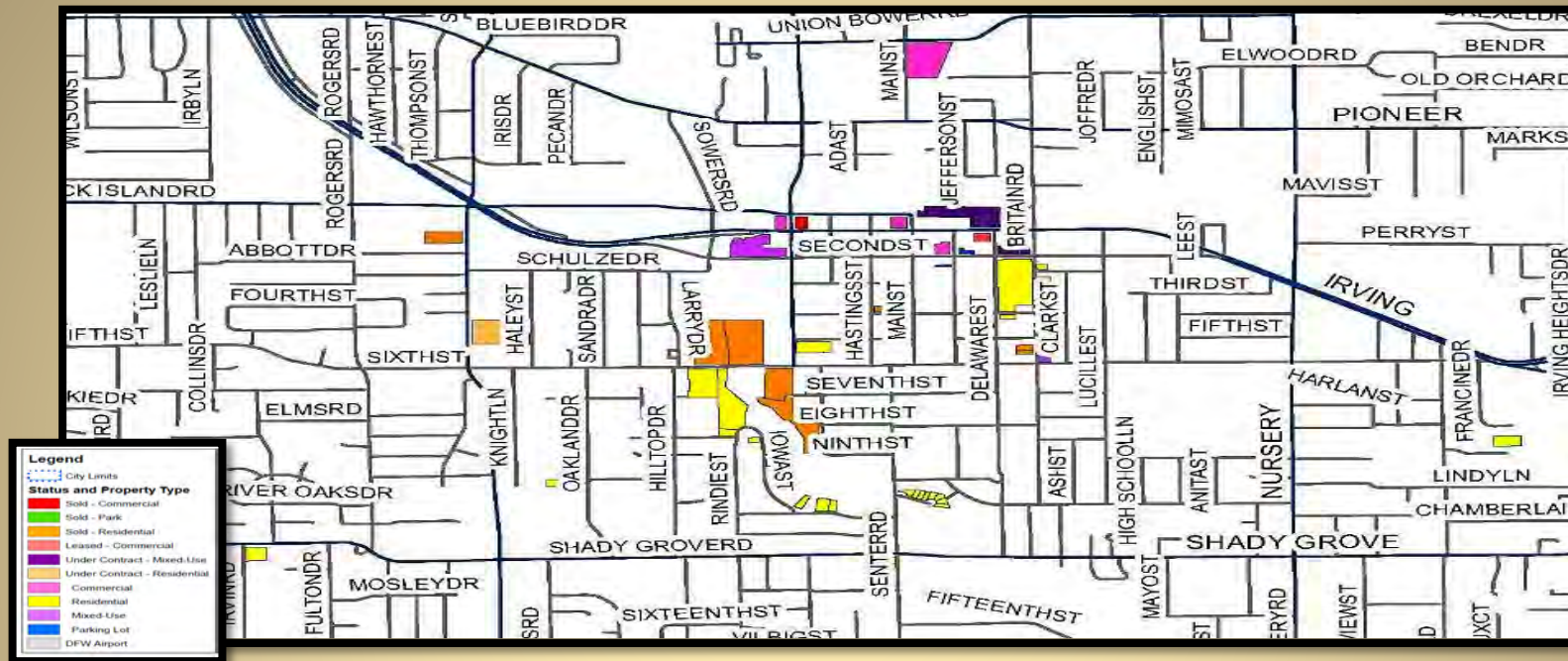


\*2021 DCAD Estimated Market Value

# Annual TIF Revenue

Period	Year	Projected City of Irving Contribution	Actual City of Irving Contribution	% Attained	Fund Total
0	2010	\$0			
1	2011	\$8,386	\$8,386	100%	\$8,386
2	2012	\$0	\$0	-	\$8,386
3	2013	\$0	\$0	-	\$8,386
4	2014	\$19,861	\$19,861	100%	\$28,247
5	2015	\$51,065	\$51,065	100%	\$52,520
6	2016	\$81,773	\$81,773	100%	\$107,501
7	2017	\$110,570	\$111,653	100.98%	\$219,154
8	2018	\$154,083	\$181,139	117.56%	\$400,293
9	2019	\$232,363	\$233,455	100.47%	\$590,703

# Strategy & Next Steps

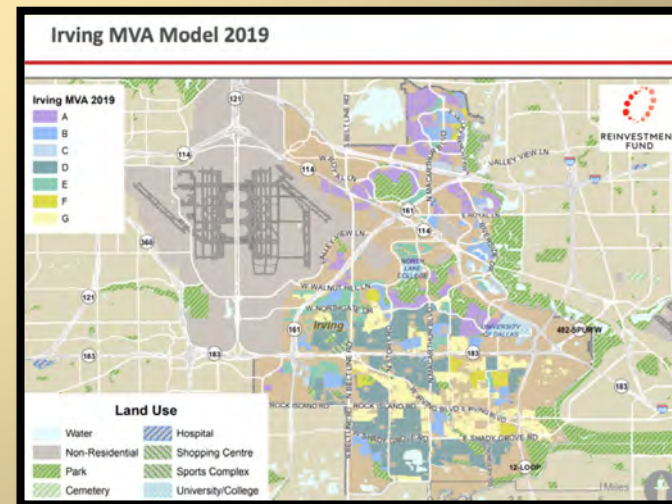
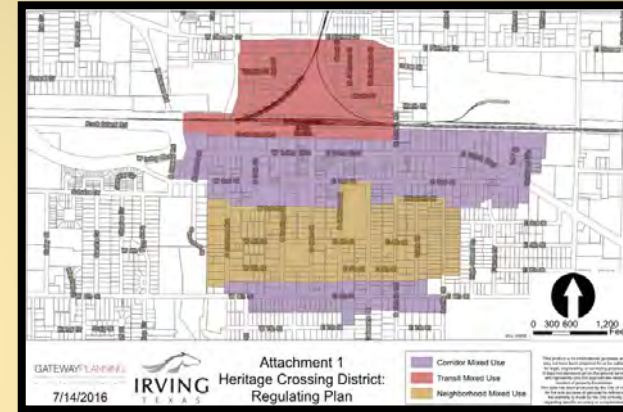


- Continue Land Bank Strategy
- Façade Enhancement Programs
- Main Street Repurposing Pilot
- Consider similar reconstruction of 2<sup>nd</sup> St.
- Target Housing Rehabilitation



# Strategy & Next Steps

- Develop Additional Programs and Incentives
  - Neighborhood Empowerment Zones (NEZ)
- Consider Future HCD Zoning Amendments
  - Update Regulations & Extend District
- Consider rezoning of areas per Housing Study
- Review Alcohol Ordinance



## Strategy & Next Steps, cont.

- Help Empower Business Owners to Organize into a Downtown Business Association
- Work with Parks for Programming Events
- Work with Arts to promote Public Art Projects
- Work with Communications & Chambers to Promote Unique Identity & Market Area



# Discussion/ Questions





# Key Project Components

## Downtown Identity Elements:

1. Complete roadway and utility renovation
2. 37 Parallel Parking spots (4 handicap) between Britain and O'Connor
3. Street Trees
4. Key Intersection monumentation and paving upgrades
5. Landscape
6. Meandering low walls east and west
7. New Street Lights
8. 4 DART Bus Stops

## Pedestrian Amenities:

1. Bike Lane
2. 8' Sidewalks in downtown
3. 6' Sidewalks east and west
4. Street Furniture

## Streetscape Tree Selections:

### *Canopy Trees*

1. Chinese Pistache
2. Allee Elm
3. Cedar Elm

### *Ornamental Trees*

1. Eagleston Holly
2. Eve's Necklace
3. Texas Mountain Laurel

Note: Some overhead powerlines are removed, but most of them are remaining. Working with utility companies to move some overhead crossing power lines underground

NEW TREES AS  
BACKDROP

MASONRY ELEMENTS TIE  
TO CENTENNIAL PARK

NEW STREET  
LIGHTS

ORNAMENTAL PLANTINGS

IRVING HERITAGE DISTRICT

Eastern Triangle Gateway





TREES IN ORGANIC DRIFTS

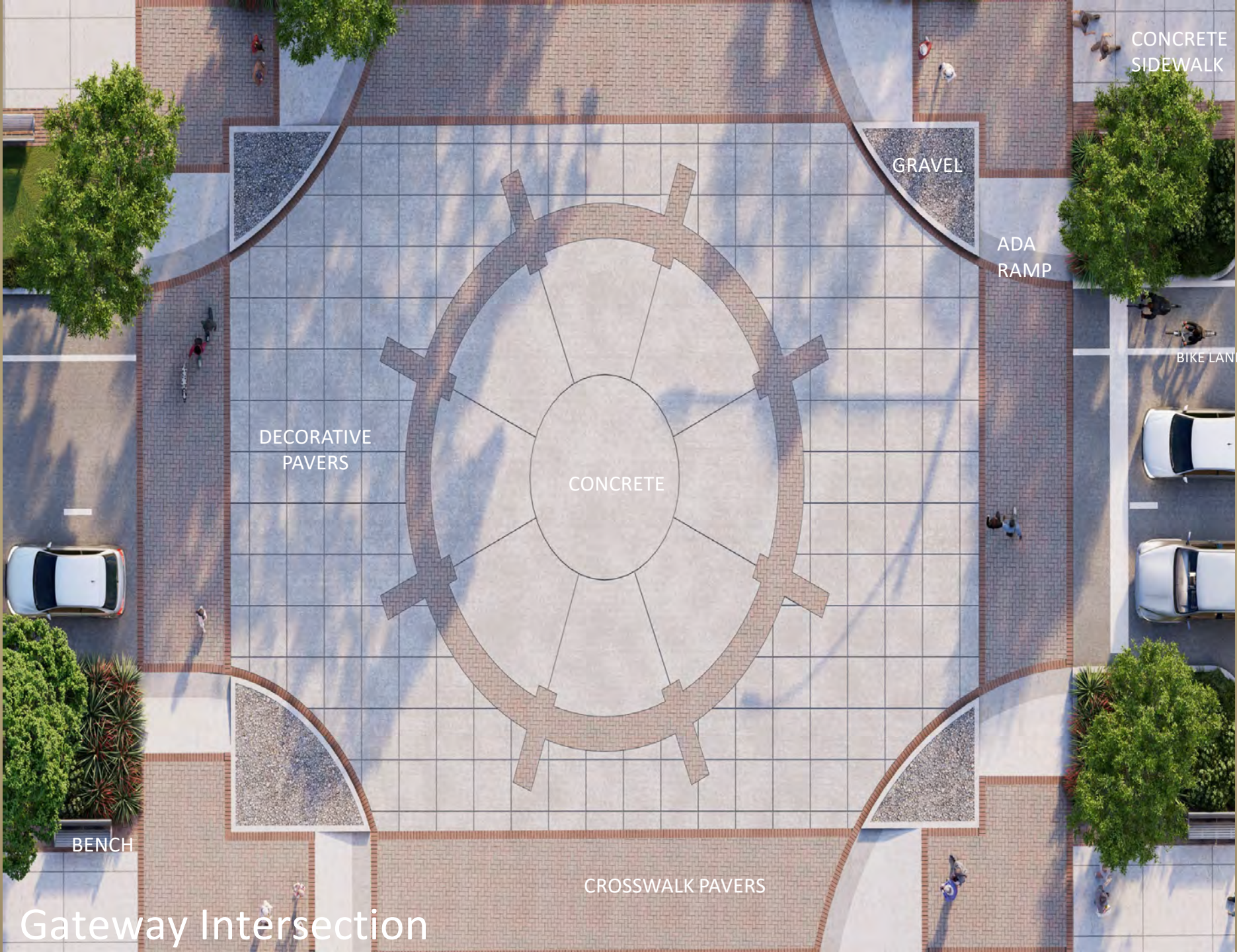
SOME POWERLINES REMAIN

BIKE LANE

MEANDERING LOW WALLS RECALL MILLENIUM FOUNTAIN AND CENTENNIAL PARK

NEW SIDEWALKS AND LIGHTING

Eastern Landscape Zone - East Of Britain



CONCRETE  
SIDEWALK

GRAVEL

ADA  
RAMP

BIKE LANE

DECORATIVE  
PAVERS

CONCRETE

BENCH

CROSSWALK PAVERS

# Gateway Intersection



MASONRY  
MONUMENTS CREATE  
GATEWAY EFFECT

INTERSECTION SCORING  
PATTERN AND BRICK PAVER  
PATTERN RECALLS  
MILLENNIUM FOUNTAIN

BRICK PAVER  
CROSSWALKS

STREET FURNISHINGS

8' SIDEWALK AND  
PAVER EDGE BAND

# Britain Road Intersection



ELMS AS PRIMARY STREET TREE AT 40' SPACING

NEW LIGHT POLES

ENHANCED LANDSCAPE ISLANDS

RAILING AT VERTICAL GRADE BREAKS

ENHANCED ROOT ZONE AT DOWNTOWN TREES

PARALLEL PARKING

BIKE LANE

CONTINUOUS PAVER STEP-OFF BAND

# Downtown Core Streetscape



NEW  
SIGNALIZATION  
POLES

INTERSECTION  
SCORING PATTERN  
AND BRICK PAVER  
PATTERN RECALLS  
MILLENNIUM  
FOUNTAIN.

BRICK CROSSWALKS

# Main Street Intersection



**Plano**  
*City of Excellence*

# Collin Creek Redevelopment Project



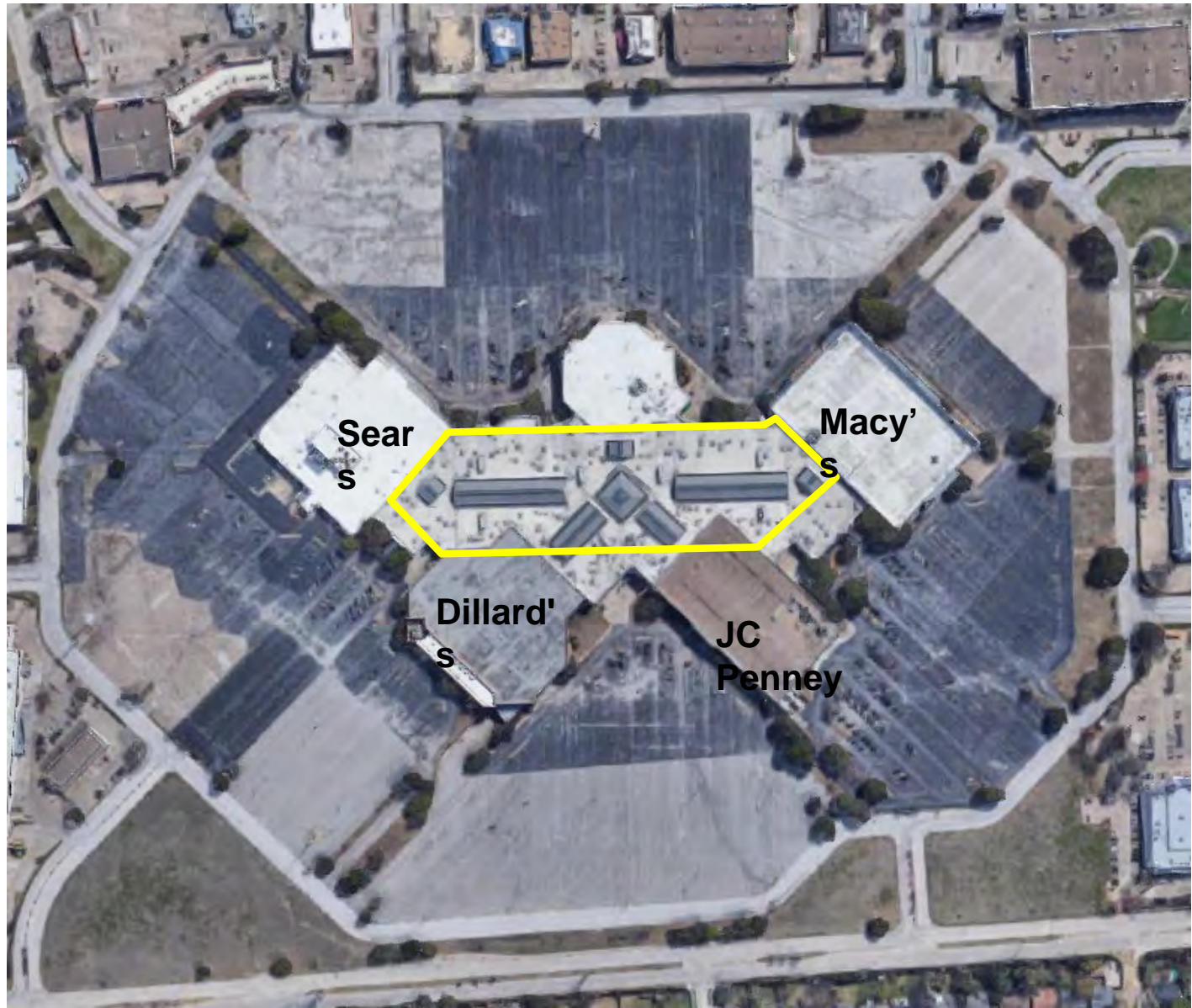


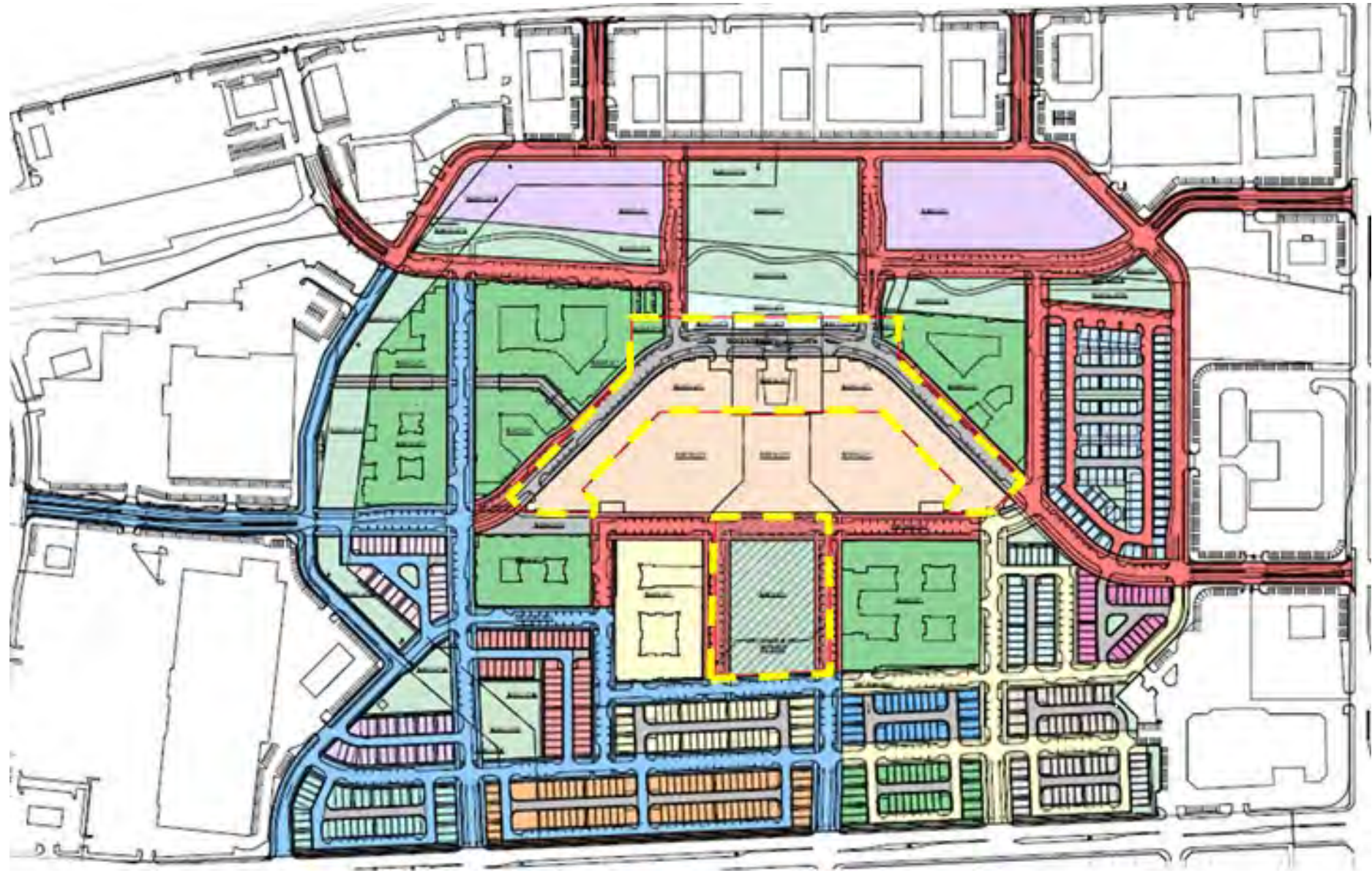
# The Project: Collin Creek Development



# Collin Creek Mall







# Mixed-Use Urban Center

- **Residential Living**
  - **Single-family: 600**
  - **Multi-family: 2,300**
  - **Independent/Senior: 300**
- **Trails: 1.6 miles**
- **Parks: 8.7 acres**
- **Retail: 300,000 sf**
- **Entertainment & Service: 200,000 sf**
- **Restaurants: 40,000 sf**
- **Office Space: 1.3M sf**
- **Hotel**
  - **200 guest rooms**
  - **40,000 sf event space**



# Creating a Public Private Partnership

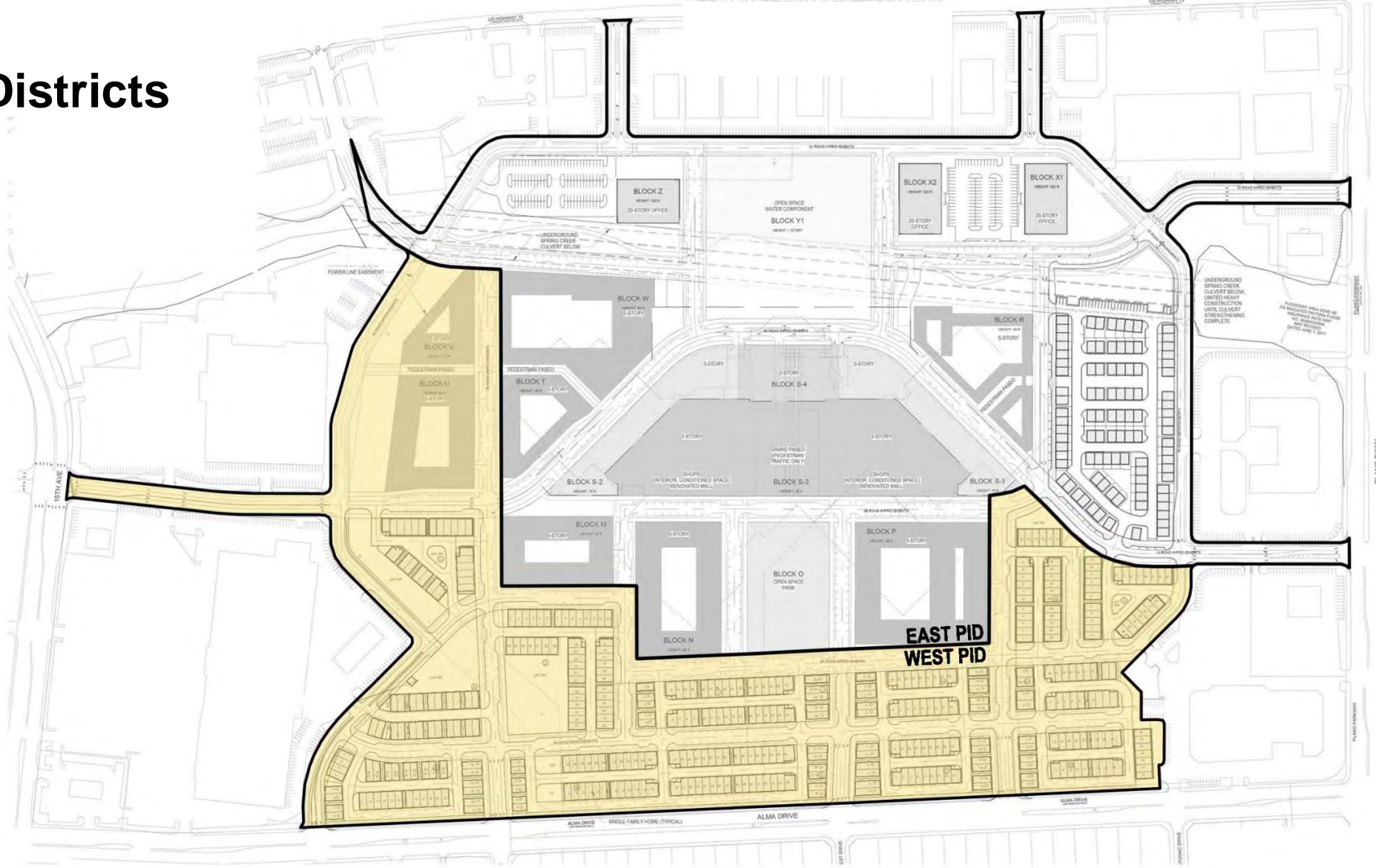


# Public Improvement Districts:

- Public Improvement District = PID
- 372 Texas Local Government Code
- Not a separate political entity
- Improvements must be dedicated to a public entity
- City or county levies assessments to pay for the construction of certain improvements
- Cash flow or issuance of bonds
  
- City already has one: Downtown Plano
  - Pays for events, marketing and beautification



# Public Improvement Districts





# Collin Creek PID(s)

## Plano EAST PID

Bond Size \$31,795,000 (30-year bonds)

Total Levy over 30-years:

97 SF units @ \$26,560 / unit

2,200 MF Units @ \$ 6,917 / unit

Retail: \$11.07 per building square foot

Office: \$7.14 per building square foot

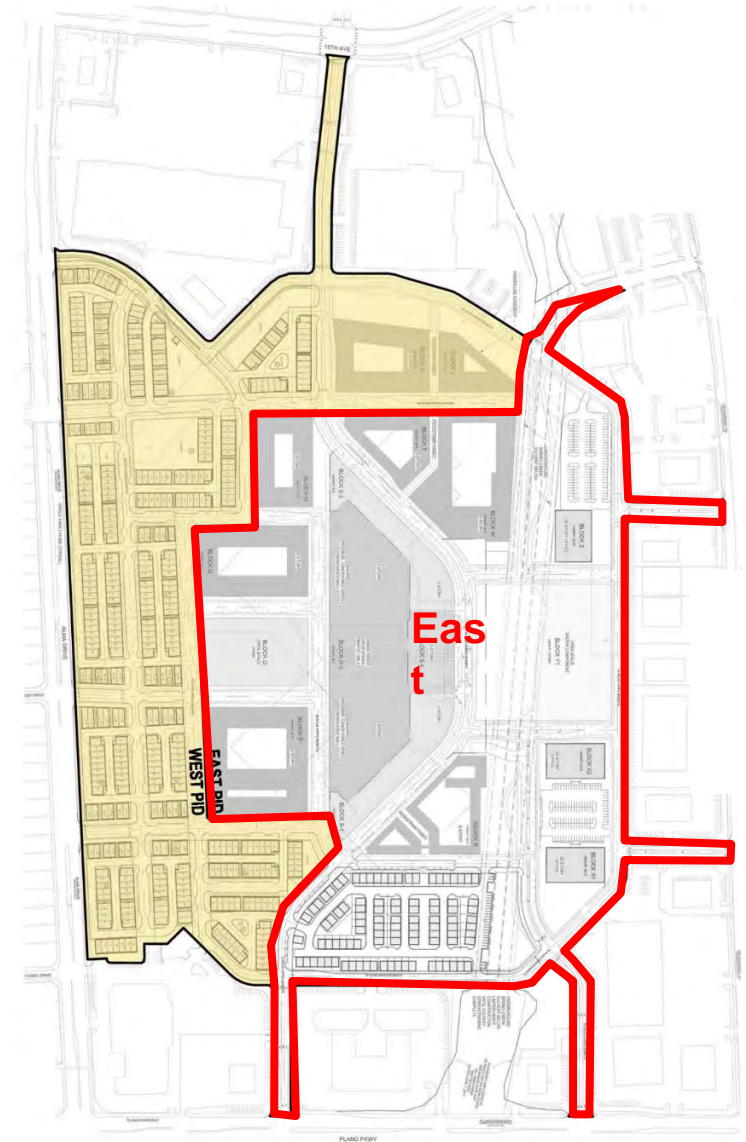
Private Costs \$ 4,126,335

Public Costs \$21,603,211

PID Expenses \$10,195,225

Total \$31,798,436

*PID funds Public Costs for Paving, Water, Sewer, Drainage, ROW, Earthwork/Demo; and District Formation Expenses and Bond Issuance Costs*



# Collin Creek PID(s)

## Plano WEST PID

Bond Size \$15,885,000 (30-year bonds)

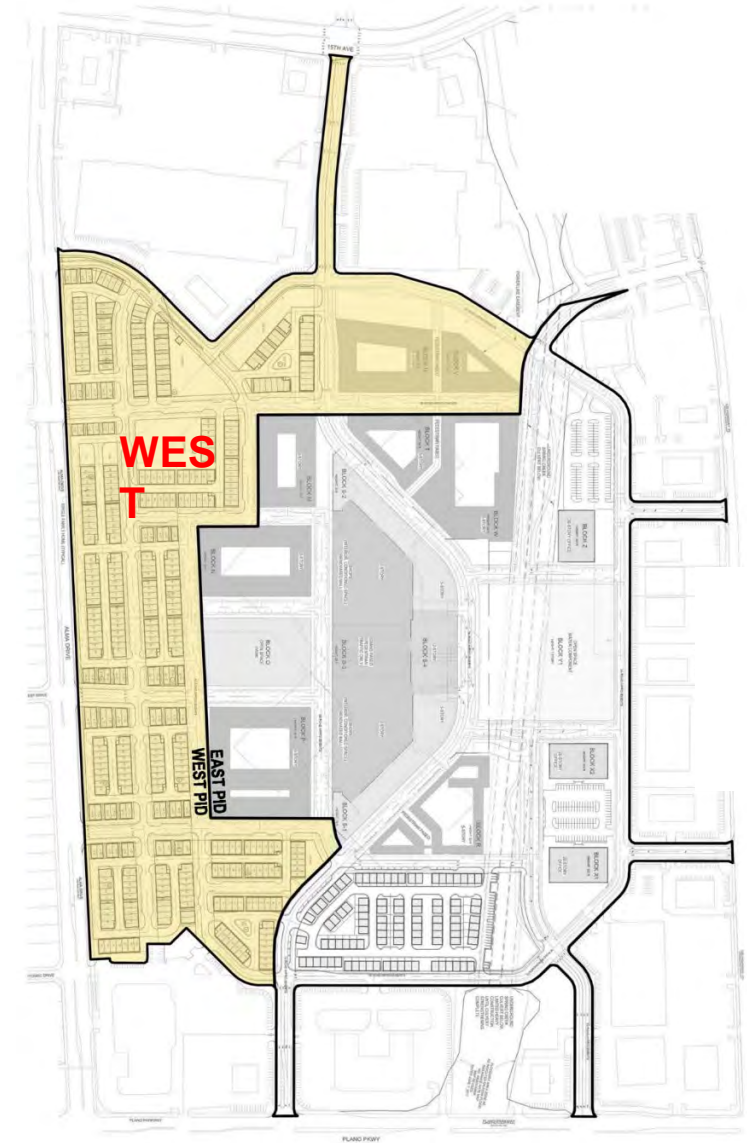
Total Levy over 30-years:

402 - SF units @ \$31,324 / unit

400 - MF Units @ \$ 8,157 / unit

Private Costs	\$ 4,624,303
Public Costs	\$11,580,231
<u>PID Expenses</u>	<u>\$ 4,276,225</u>
<i>Total</i>	<i>\$20,480,759</i>

*PID funds Public Costs for Paving, Water, Sewer, Drainage, ROW, Earthwork/Demo; and District Formation Expenses and Bond Issuance Costs*



# Tax Increment Financing

- 311 Texas Tax Code
- Tax Increment Reinvestment Zone: A geographic area declared “blighted” or that “substantially impairs the sound growth of the municipality”
- Has a separate board of directors
- Dedicates increment for the payment of certain project costs (allowable costs set by statute)
- Created by a city or county; other taxing units can participate
- City of Plano has 3 active zones:
  - #2: Downtown Plano
  - #3 DART Silver Line
  - #4 Collin Creek Mall



# Tax Increment Reinvestment Zones (TIRZ)

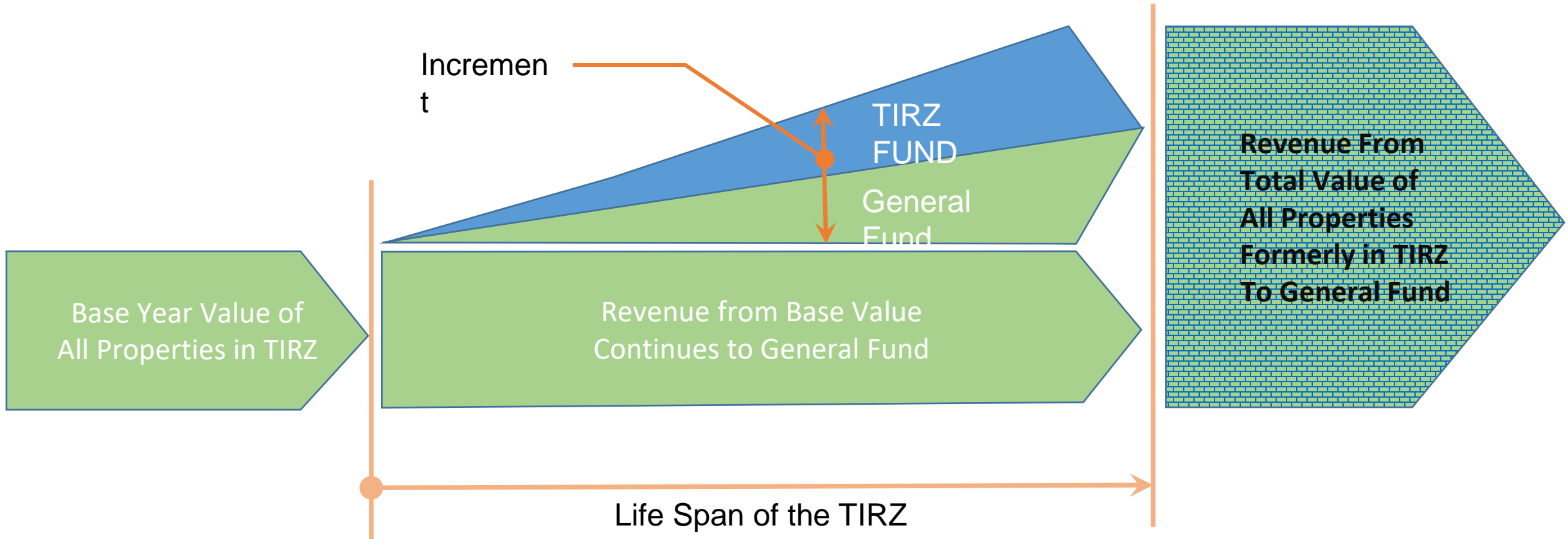
Tax increment financing is a tool that local governments can use to publicly finance needed structural improvements and enhanced infrastructure within a defined area. These improvements usually are undertaken to promote the viability of existing businesses and to attract new commercial enterprises to the area.

The cost of improvements to the area **is repaid by the contribution of future tax revenues by each taxing unit that levies taxes against the property.**

The governing body of a city may determine the portion or amount of tax increment generated from municipal sales and use taxes attributable to the zone, above the sales tax base, to be deposited into the tax increment fund.

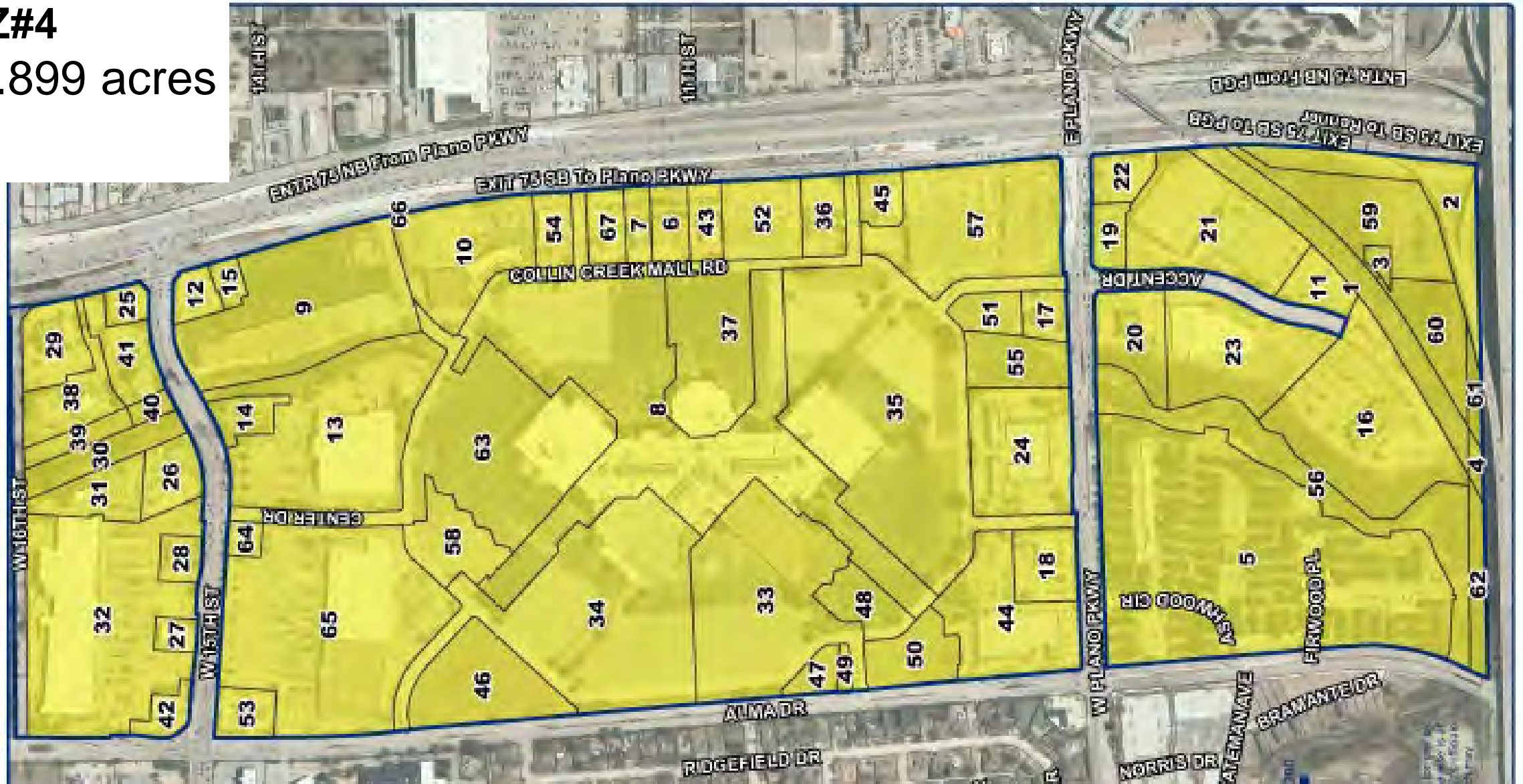


# Tax Increment Reinvestment Zones (TIRZ)



# TIRZ#4

303.899 acres

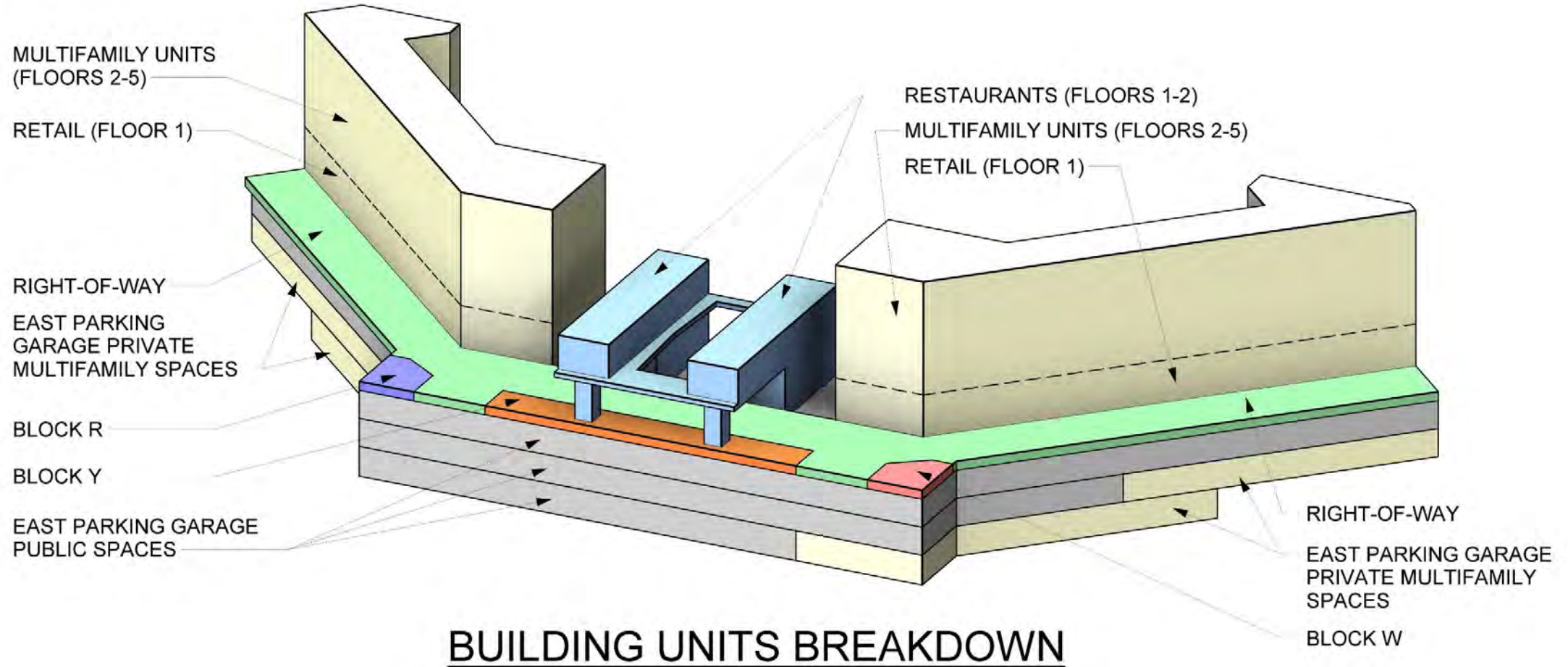


## TIRZ#4 Project and Finance Plan

- Estimates increment revenues over the life of the Zone
  - City (36 years at 75% Increment): \$164 million
    - » 99-acres: \$154 million
    - » Other parcels: \$8 million
  - County (36 years at 50% Increment): \$30 million (capped)
    - » 99-acres: \$27 million
    - » Other parcels: \$2 million
- City sold revenue stream from 99 acres to Orix
  - \$38.5 million



# East Parking Garage





## Summary of Funding Sources for Public Improvements:

### Public Fund Sources:

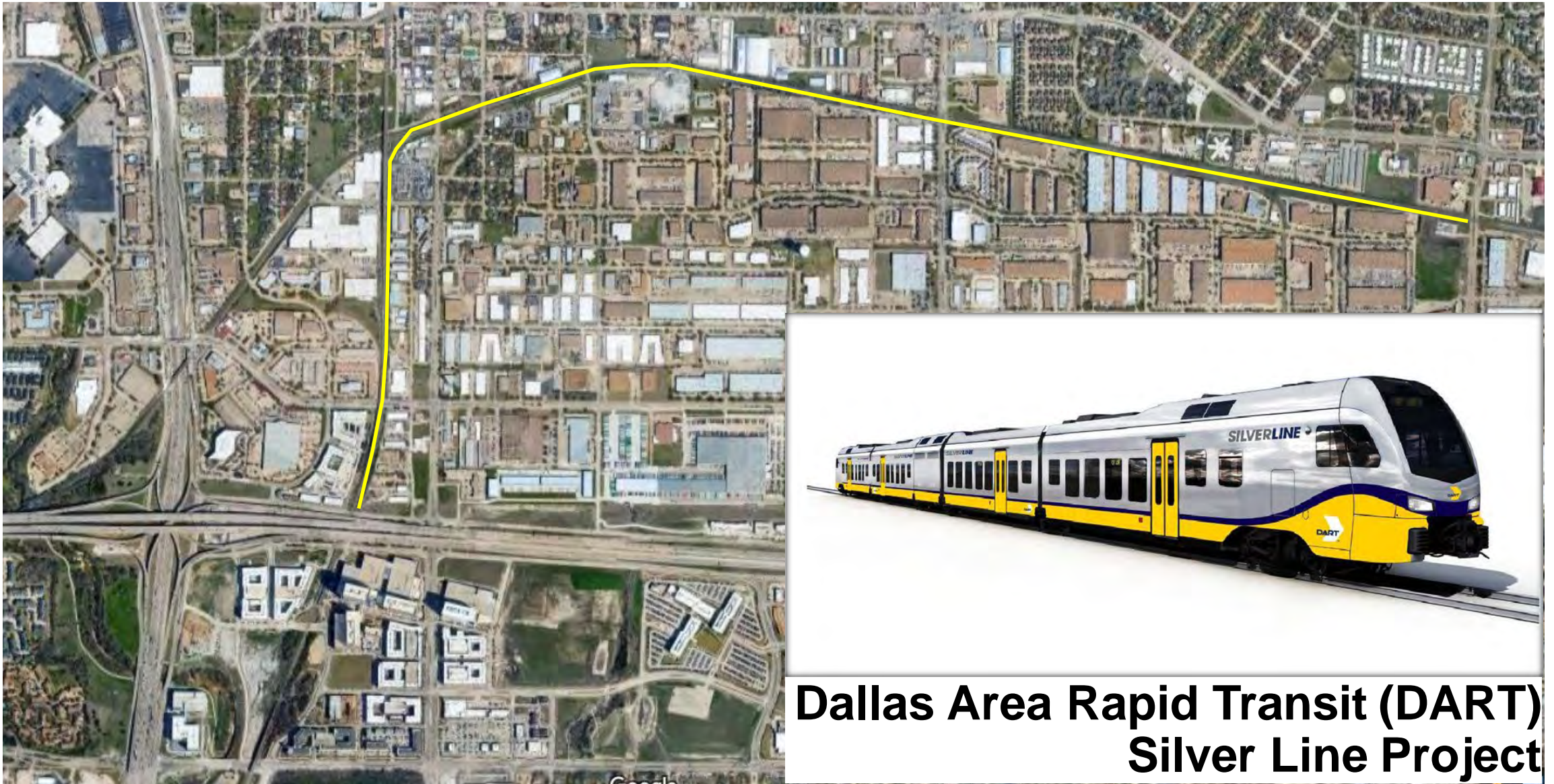
East PID Bond Sale:	\$31,778,170
<u>West PID Bond Sale:</u>	<u>\$14,427,774</u>
Sub-Total	\$46,205,944
TIRZ Revenue Sale:	\$38,500,000
2013 Bond Funds:	\$10,000,000
<u>Park Bonds:</u>	<u>\$ 2,200,000</u>
Total City	\$50,700,000
Total Public:	\$96,905,944

### Private Funding of Public Improvements:

East Garage:	\$5,221,512
Total Private \$ for Public:	\$5,221,512
<u>Total Cost of Public Improvements</u>	<u>\$102,127,456</u>

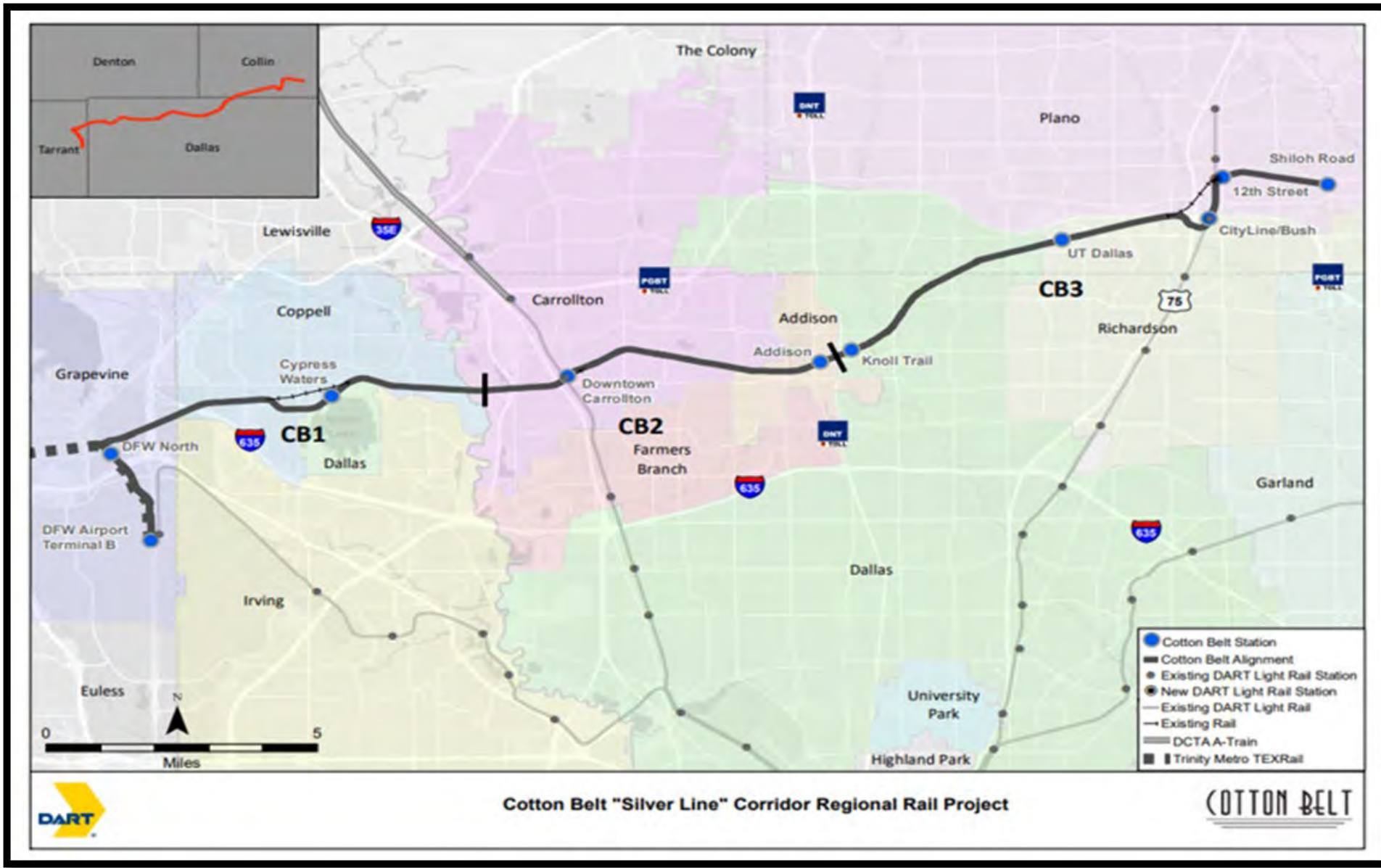
Total Public Funds	\$ 96,905,944	10%
<u>Total Private Funds</u>	<u>\$ 858,253,089</u>	90%
Total Project Investment	\$ 955,159,033	





# Dallas Area Rapid Transit (DART) Silver Line Project



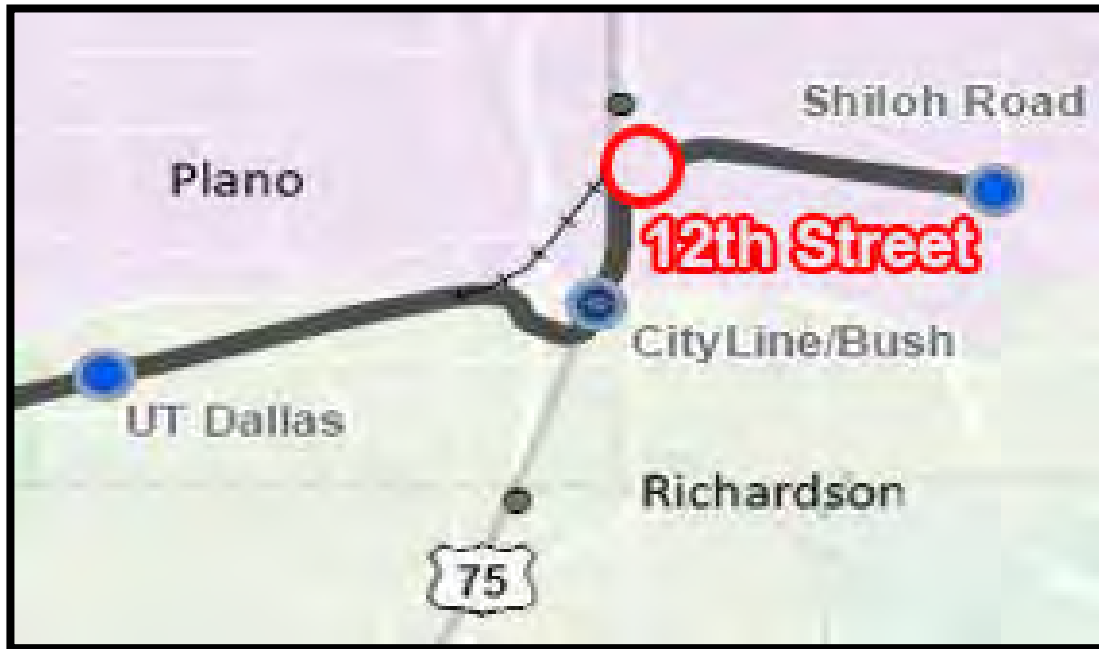


Cotton Belt "Silver Line" Corridor Regional Rail Project

COTTON BELT

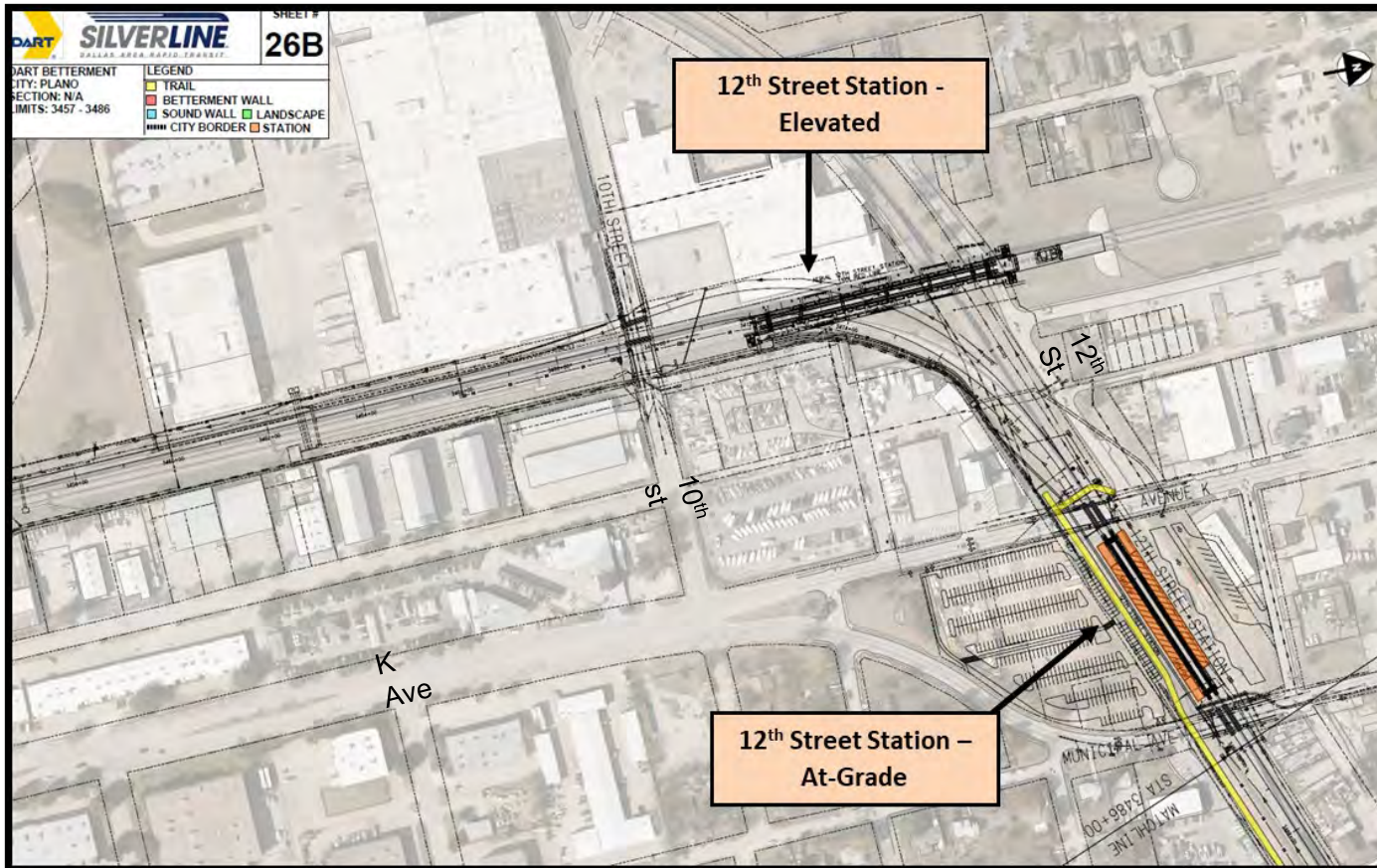


# Plano Silver Line Stations



# 12<sup>th</sup> Street Station(s)

- Red Line Station
- Silver Line Station



## Station Facts

Platform Type: Side  
Parking Spaces: 314  
Bus Bays: 5  
Bus Routes: 1

Projected Daily Ridership:  
Opening Day: 200  
2040: 370

Mode of Access:  
Rail Transfer: 46%  
Bus Transfer: 8%  
Drive: 32%  
Walk: 14%

## Station Benefits

- Additional Red Line/Cotton Belt Transfer opportunity
- Part of Plano's 10-year vision to extend downtown Plano to the south and create pedestrian-oriented development corridor
- Parking serves entire station complex

## Key Community Comments

- Supported by the City of Plano
- Envisioned as a development catalyst
- Seen as compliment to planned development
- Seen as multimodal transit hub

# Shiloh Road Station



## Station Facts

Platform Type: Center  
Parking Spaces: 672  
Bus Bays: 2  
Bus Routes: 2

Projected Daily Ridership:  
Opening Day: 400  
2040: 660  
Mode of Access:  
Drive: 47%  
Bus: 13%  
Walk: 40%

## Station Benefits

- 146,000 Residents within 5 miles of track shed
- End of line commuter park-and-ride
- Access/visibility from major arterial
- Bus connections to industrial employment areas

## Key Community Comments

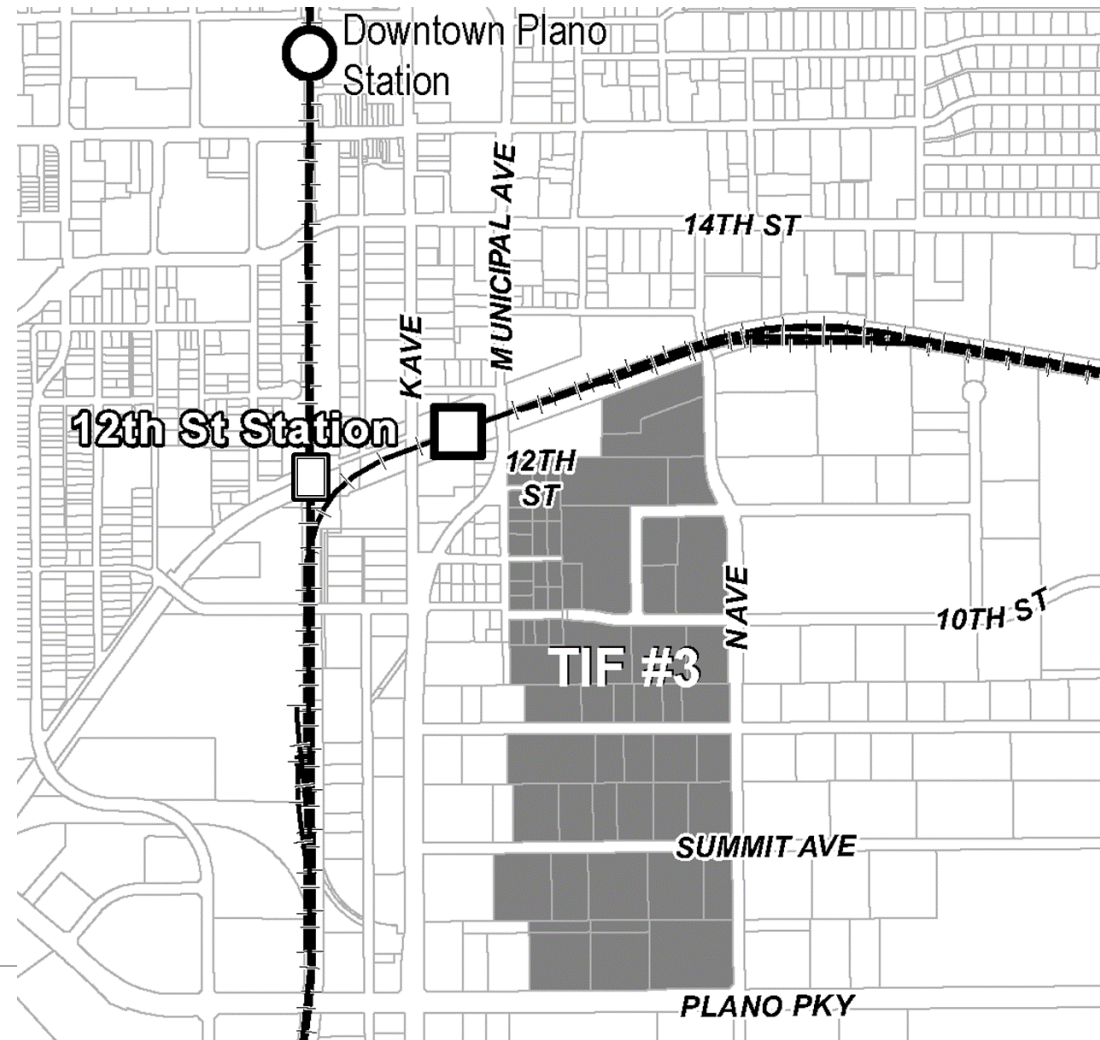
- Supported by the City of Plano
- Support for terminal station parking
- Interest expressed in extending line eastward

## TIRZ#3 – Silver Line

- Funds used only for Silver Line
- Must be used in Plano
- Maximum of \$12.3 Million
- TIF #3 will end on December 1, 2038 or if funds collected reach \$12.3 Million, whichever is first.

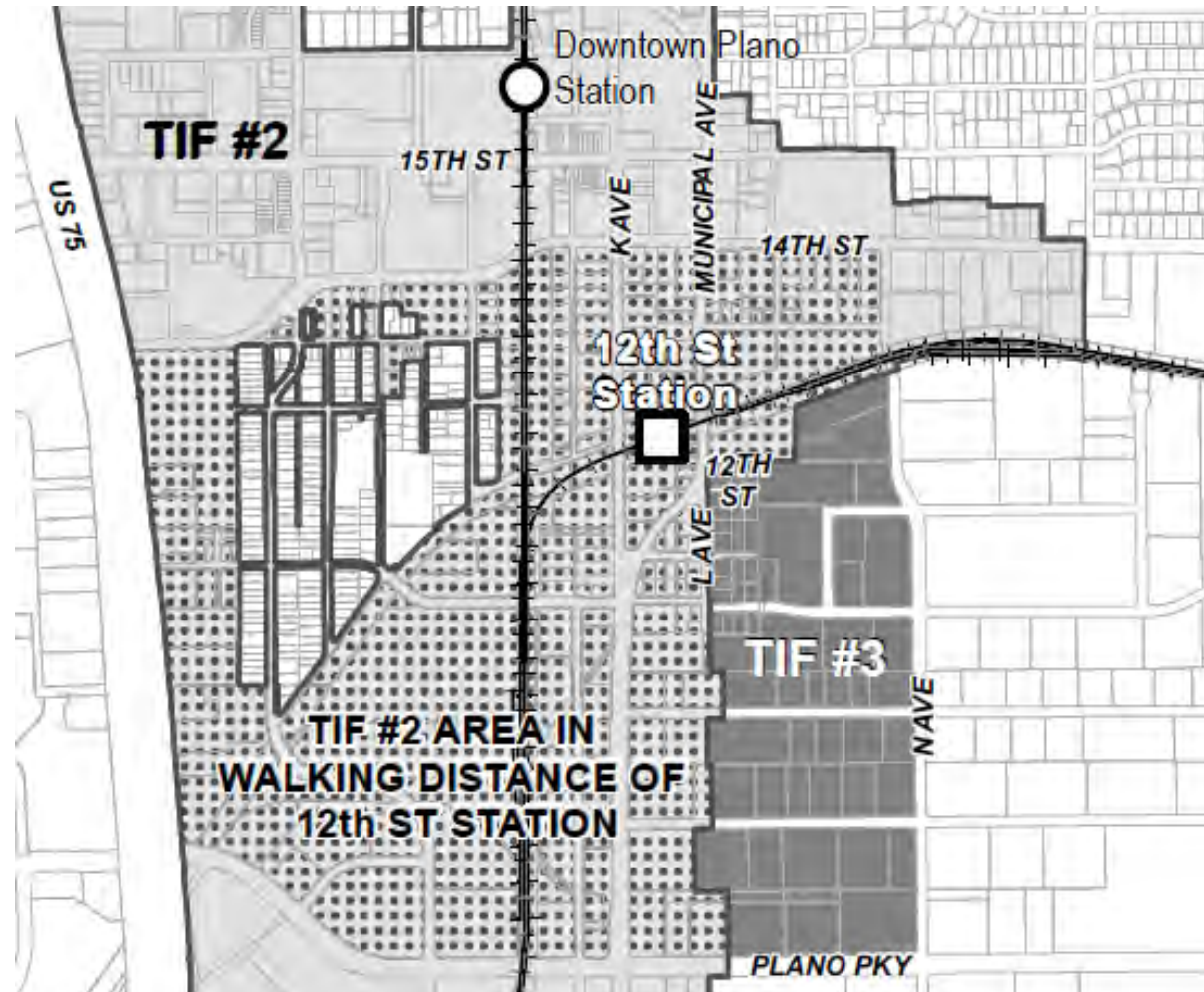


# TIRZ #3 12<sup>th</sup> Street Station

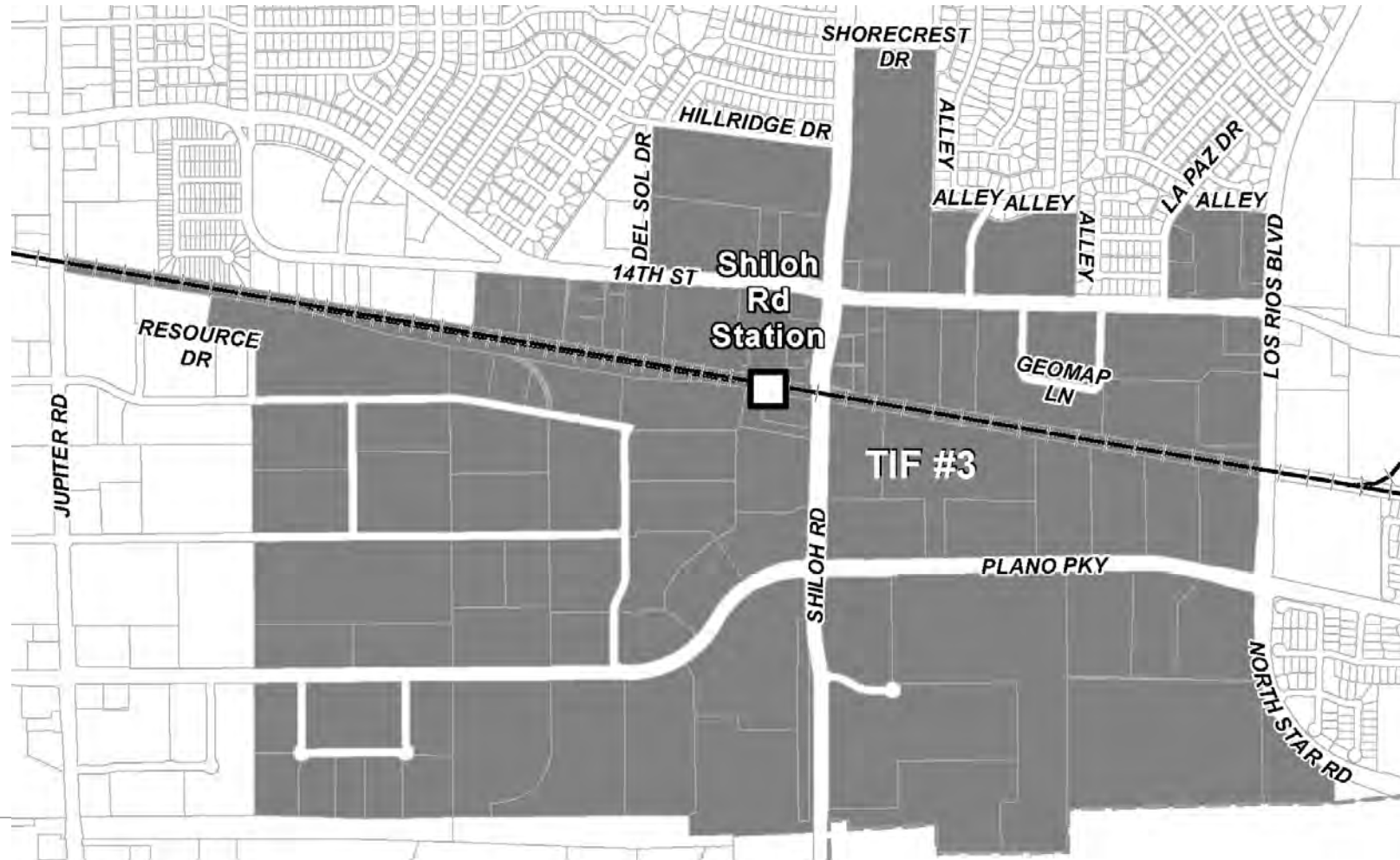




# Overlaying TIRZ #3 on TIRZ#2 12<sup>th</sup> Street Station



# TIRZ #3 Shiloh Road Station



# THE ECONOMICS OF LAND USE



North Central Texas  
Council of Governments

Coordinated Land Use and  
Transportation Task Force

October 20, 2021



Tom Yantis, AICP  
Assistant City Manager  
City of Taylor

# WHAT WE'RE GOING TO TALK ABOUT

1. The link between land use patterns and the financial resiliency of a city

# WHAT WE'RE GOING TO TALK ABOUT

1. The link between land use patterns and the financial resiliency of a city
2. How to evaluate the financial performance of a development proposal

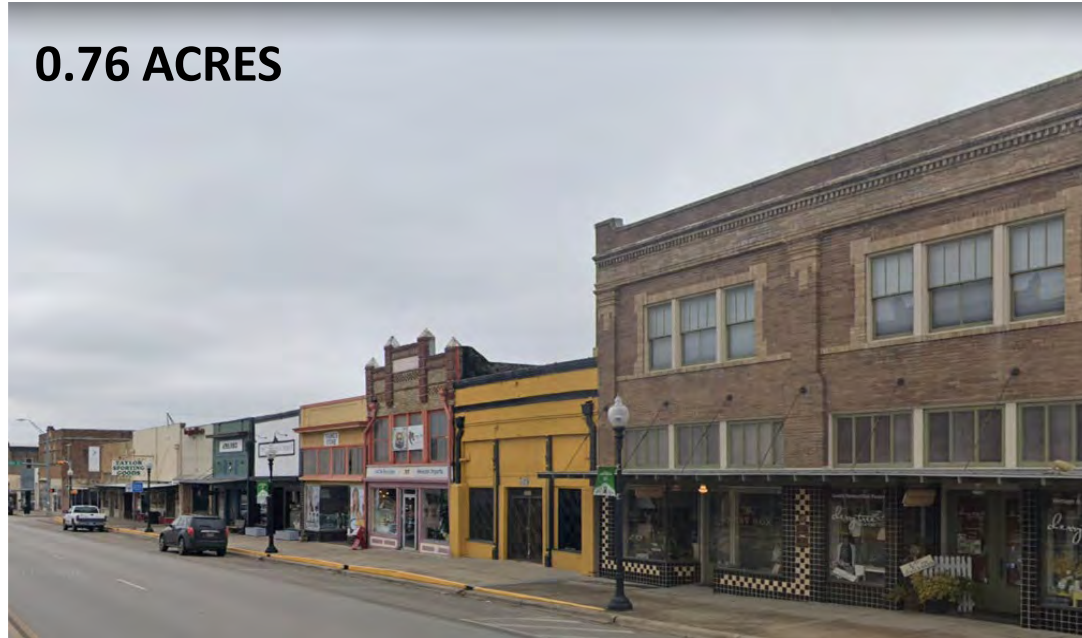
# WHAT WE'RE GOING TO TALK ABOUT

1. The link between land use patterns and the financial resiliency of a city
2. How to evaluate the financial performance of a development proposal
3. How to determine if your development regulations hurt or hinder the ability to create financially resilient places

# PART 1

## THE LINK BETWEEN LAND USE PATTERNS AND THE FINANCIAL RESILIENCY OF A CITY

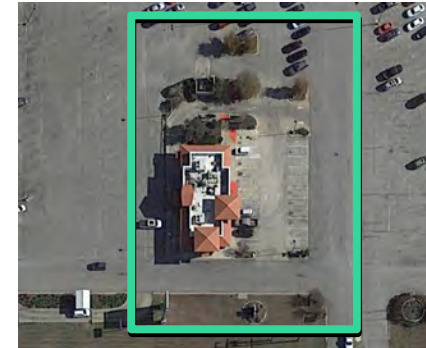
# COMPARING THE VALUE OF DEVELOPMENT PATTERNS



**0.76 ACRES**

**Main Street  
Mixed-Use**

**Prop. Tax Revenue/Acre  
\$15,940**



**Suburban Pad Site**

**Prop. Tax Revenue /Acre  
\$6,692**



**0.72 ACRES**

*Verdunity - Land Use Fiscal Analysis  
Taylor, TX*



# COMPARING THE VALUE OF DEVELOPMENT PATTERNS



Traditional Grid Downtown (10.46 Acres)

Prop. Tax Revenue /Acre  
**\$12,307**



Auto Oriented Big Box (17.36 Acres)

Prop. Tax Revenue/Acre  
**\$4,660**

*Verdunity - Land Use Fiscal Analysis  
Taylor, TX*

# INFRASTRUCTURE FUNDING GAP



## W 3rd STREET IMPROVEMENTS

Cost of Repairs: \$875,000

Life Cycle: 20 years

*Verdunity - Land Use Fiscal Analysis  
Taylor, TX*

**Total Taxable Value of Adjacent Properties**  
\$1,690,893  
**Avg. Property Value**  
\$112,726  
**Tax Rate**  
0.788000  
**Annual Property Tax Revenue**  
\$13,324

## Time to Pay Off Project

If 100% of the property tax revenue was dedicated to this project, it would take **65 Years** to pay off the investment, around **3X the life of the project.**

## PART 2

# HOW TO EVALUATE THE FINANCIAL PERFORMANCE OF A DEVELOPMENT PROPOSAL

# HOW TO EVALUATE A SINGLE-FAMILY DEVELOPMENT PROPOSAL (THE SIMPLE METHOD)

- What you'll need to know
  - Proposed # of lots
  - Estimated average value of the finished product (house cost)
  - Linear feet of new streets in development
  - Width of streets
  - Cost per 11' lane mile of street
  - Property tax rate
  - % of General Fund revenue from property taxes
  - % of General Fund expenditures dedicated to street maintenance
  - Basic math

# WHAT ARE WE TRYING TO FIGURE OUT?

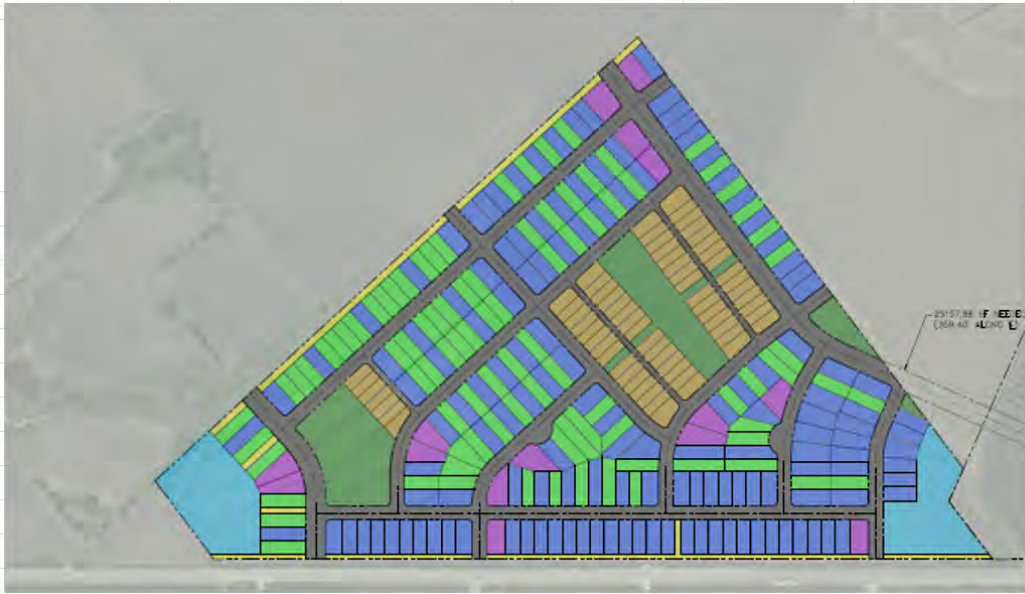


i2symbol.com

1. How much will it cost to replace the streets in this development at the end of their useful life?
2. How much will this development contribute over that same timeframe toward street maintenance?
3. What's the difference between the two numbers?

# EVALUATING A SUBDIVISION

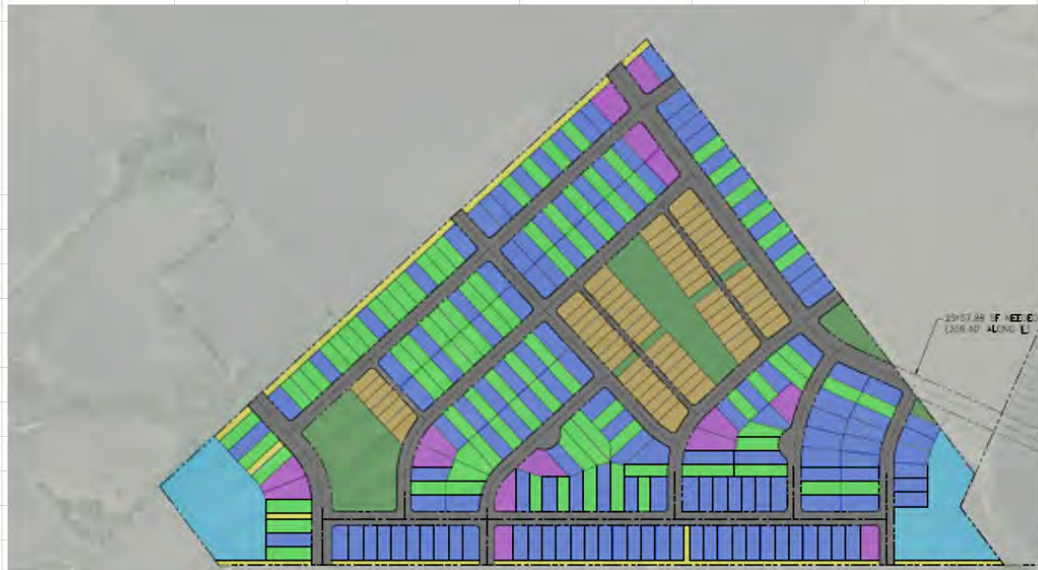
INPUT: Linear feet of streets	INPUT: Street width	Lane width (feet)	INPUT: Street cost per 11' lane mile	INPUT: Number of Lots	INPUT: Life of street (years)	INPUT: Street Maint. % of GF expenses	INPUT: Prop. Tax % of GF revenue	INPUT: M&O Tax Rate	INPUT: Projected Average Property Value	INPUT: TUF fee per residential unit per month	INPUT: total acres	
12,234	30	11	\$ 1,000,000	316	25	0.113	0.48	\$ 0.612	\$ 275,000	\$ 8	70	
			cost per LF \$ 517									
CALCULATION: Feet of Street Frontage per Lot	CALCULATION: Street width/lane width	CALCULATION: Total cost for street reconstruction	CALCULATION: Cost per year for street reconstruction	CALCULATION: Cost per year per lot for street reconstruction	CALCULATION: Total property taxes required per lot per year	CALCULATION: Average property value per lot required to generate tax revenue	CALCULATION: Projected property tax revenue per lot per year	CALCULATION: Projected street maint. property tax revenue per lot per year	CALCULATION: Projected TUF revenue per lot per year	CALCULATION: Annual deficit per lot	CALCULATION: Total deficit over life of streets	CALCULATION: Percentage deficit over life of streets
77.4	2.73	\$ 6,319,215	\$ 252,769	\$ 800	\$ 3,398	\$ 555,197	\$ 1,683	\$ 396	\$ 96	\$ (308)	\$ (2,430,786)	-38%



CALCULATION: total value needed	CALCULATION: total value needed per acre	CALCULATION: revenue per acre needed	CALCULATION: ratio of property value to street cost needed	CALCULATION: actual ratio of property value to street cost
\$ 175,442,370	\$ 2,506,320	\$ 15,339	28	14

# WHAT IF WE HAD DONE SOMETHING DIFFERENT?

INPUT: Linear feet of streets	INPUT: Street width	Lane width (feet)	INPUT: Street cost per 11' lane mile	INPUT: Number of Lots	INPUT: Life of street (years)	INPUT: Street Maint. % of GF expenses	INPUT: Prop. Tax % of GF revenue	INPUT: M&O Tax Rate	INPUT: Projected Average Property Value	INPUT: TUF fee per residential unit per month	INPUT: total acres	
12,234	28	11	\$ 1,000,000	480	25	0.113	0.48	\$ 0.612	\$ 275,000	\$ 8	70	
		cost per LF	\$ 482									
CALCULATION: Feet of Street Frontage per Lot	CALCULATION: Street width/lane width	CALCULATION: Total cost for street reconstruction	CALCULATION: Cost per year for street reconstruction	CALCULATION: Cost per year per lot for street reconstruction	CALCULATION: Total property taxes required per lot per year	CALCULATION: Average property value per lot required to generate tax revenue	CALCULATION: Projected property tax revenue per lot per year	CALCULATION: Projected street maint. property tax revenue per lot per year	CALCULATION: Projected TUF revenue per lot per year	CALCULATION: Annual deficit per lot	CALCULATION: Total deficit over life of streets	CALCULATION: Percentage deficit over life of streets
50.9	2.55	\$ 5,897,934	\$ 235,917	\$ 491	\$ 2,086	\$ 340,911	\$ 1,683	\$ 396	\$ 96	\$ 1	12,479	0%



CALCULATION: total value needed	CALCULATION: total value needed per acre	CALCULATION: revenue per acre needed	CALCULATION: ratio of property value to street cost needed	CALCULATION: actual ratio of property value to street cost
\$ 163,746,212	\$ 2,339,232	\$ 14,316	28	22

What Changed?  
 Increased # of lots by 50%  
 Decreased street width by 2 feet

## PART 3

# HOW TO DETERMINE IF YOUR DEVELOPMENT REGULATIONS HURT OR HINDER THE ABILITY TO CREATE FINANCIALLY RESILIENT PLACES



# ARE YOUR DEVELOPMENT REGULATIONS HELPING OR HURTING YOUR CITY'S ABILITY TO BE FINANCIALLY RESILIENT?

- Characteristics of financially resilient land use patterns (from Verdunity):
  - High ratio of building footprint to lot size
  - Multi-story structures
  - Narrow lot frontage
  - Small lots that allow for small buildings
  - Narrower streets in a grid pattern

# HOW TO REGULATE FOR THESE CHARACTERISTICS?

- High ratio of building footprint to lot size
  - Do you have a minimum lot coverage or frontage buildout requirement
- Multi-story structures
  - Do you have minimum number of stories or FAR (especially in downtown and mixed use areas)
- Narrow lot frontage
  - Do you have a maximum lot width or frontage buildout requirement
- Small lots that accommodate small buildings
  - Do you have a maximum lot square footage with no minimum building size
- Narrower streets in a grid pattern
  - Do you have a maximum street width and maximum block size



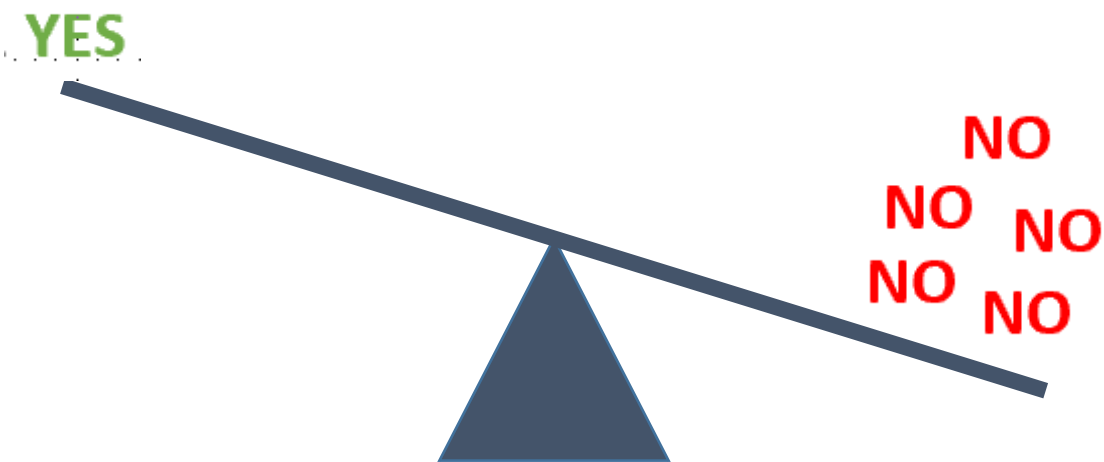
# HERE ARE THE ANSWERS FROM MY CITY

- Do you have a minimum lot coverage or frontage buildout requirement - **NO**
- Do you have minimum number of stories or FAR (especially in downtown and mixed use areas) – **NO** (we have a maximum height, but no minimum stories or FAR)
- Do you have a maximum lot width – **NO** (we have a very wide minimum size – 70 feet)
- Do you have a maximum lot square footage with no minimum building size – **NO** (we have a very large, 7,000 square feet, minimum lot size and a minimum building size of 1,400 square feet)
- Do you have a maximum street width and small maximum block size – **NO** & **YES** (we have a minimum street width of 30' and a maximum block length of 1,200 feet)

# ARE YOUR DEVELOPMENT REGULATIONS HELPING OR HURTING YOUR CITY'S ABILITY TO BE FINANCIALLY RESILIENT?

What's the verdict for my city?

# HURTING



# BUT DON'T DESPAIR, THERE'S A SOLUTION!

Figure out the DNA of your high performing areas of town?

## Top 10 Locations Net Revenue/Acre

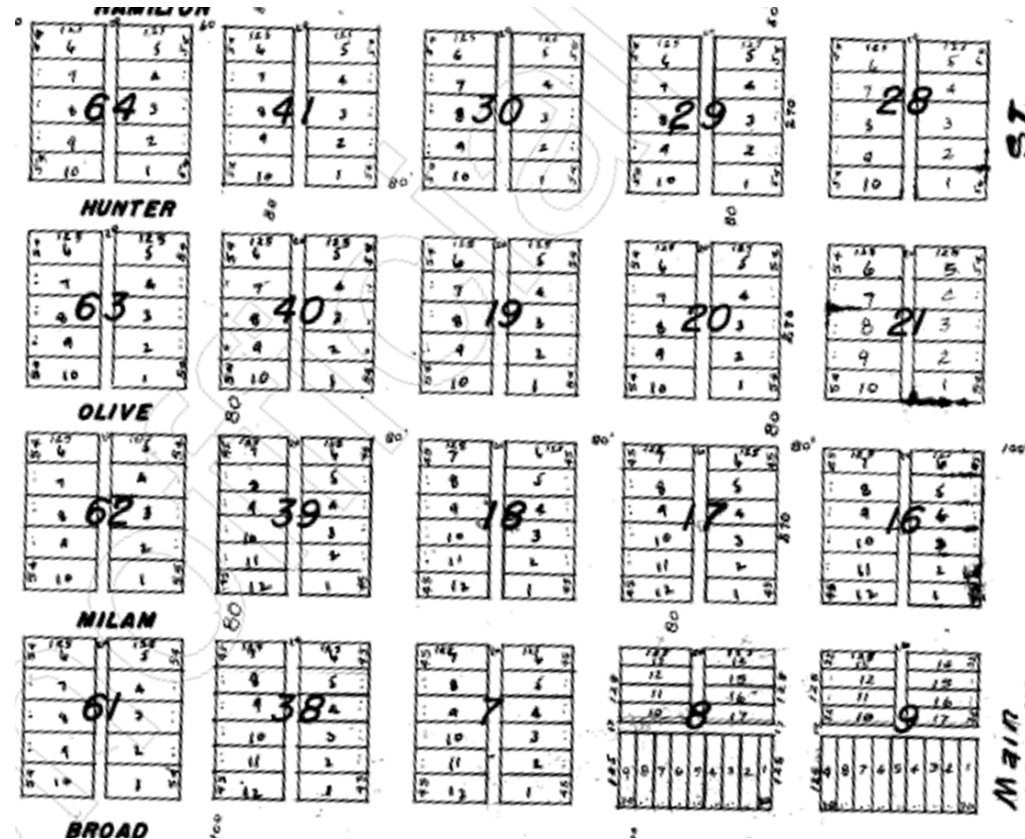
Address	Net Rev/Acre
120 W 4th	\$31,021
201 N Main	\$22,156
109 N Main	\$21,980
103 W 5th	\$20,649
406 Talbot	\$19,888
202 N Main	\$17,704
423 N Main	\$17,700
311 Davis	\$16,209
314 N Main	\$15,914
303 N Main	\$15,907



# BUT DON'T DESPAIR, THERE'S A SOLUTION!

Fix your ordinances so that these types of places are allowed and encouraged

- Narrow lots
- Grid street pattern
- High % of lot coverage
- Multi-story buildings



Bottom line – align your development regulations with the outcomes that are most financially sustainable for your community.

So you get....

MORE OF THIS:



LESS OF THIS:





MORE OF THIS:



Google

LESS OF THIS:



Google

# AND YOUR CITY ENDS UP LIKE THIS: NOT LIKE THIS:



# QUESTIONS



**Tom Yantis, AICP**  
**Assistant City Manager**  
**City of Taylor**  
**tom.yantis@taylortx.gov**

Land Use Fiscal Analysis by:

**Kevin Shepherd, P.E.**

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**VERDUNITY**

# Announcements



**North Central Texas  
Council of Governments**

# Bicycle Safety at the Intersection Workshop

**ONE** day workshop  
**TWO** choices to fit your schedule:

**November 16<sup>th</sup>** (full day)

**November 18<sup>th</sup>** (full day)

**Free to attend**

**SPACE MAY BE LIMITED!**

**[www.NCTCOG.org/IntersectionSafety](http://www.NCTCOG.org/IntersectionSafety)**

- Overall Intersection
- Protected Intersections
- Dedicated Intersections
- Minor Street Crossings
- Signal Timing & Methods
- + More!



**Federal Highway  
Administration**



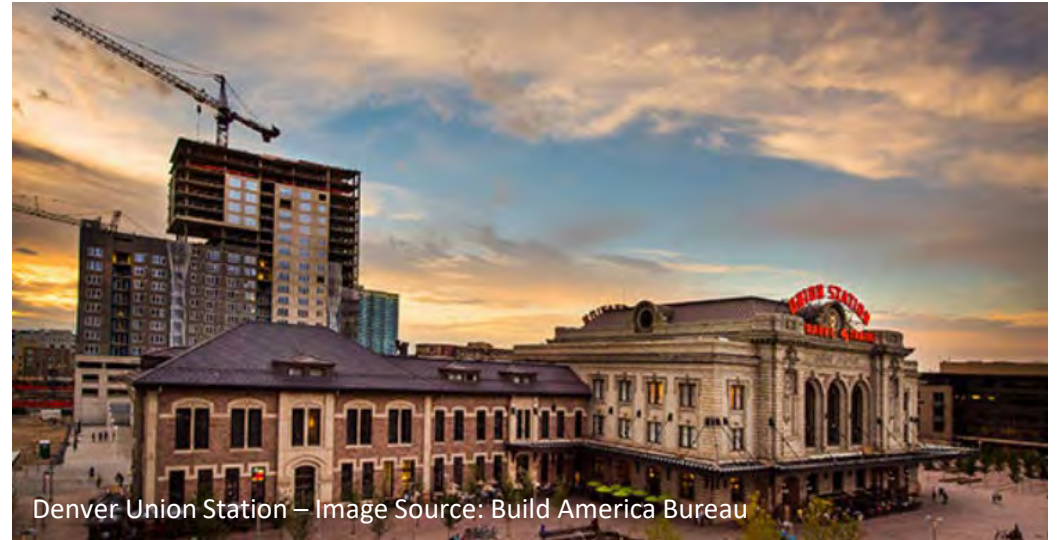
**North Central Texas  
Council of Governments**

# USDOT Clarified TOD Loan Guidelines

Earlier this year, USDOT issued new guidance regarding TOD loans with the following programs:

- Railroad Rehabilitation and Improvement Financing (RRIF)
- Transportation Infrastructure Finance and Innovation Act (TIFIA)

Opportunity for low interest TOD project loans



## Contact

<https://www.transportation.gov/buildamerica/TOD>

Email: [BuildAmerica@dot.gov](mailto:BuildAmerica@dot.gov)

Phone: [202-366-2300](tel:202-366-2300)



# USDOT Clarified TOD Loan Guidelines

## Railroad Rehabilitation and Improvement Financing (RRIF)

- TOD buildings (physically or functionally related to a passenger rail station)
- Infrastructure and activities that prepare a site for development
- No minimum project cost

## Transportation Infrastructure Finance and Innovation Act (TIFIA)

- Roads, sidewalks, parks, or transit access improvements
- Public sector buildings in walking distance: Government buildings, Civic centers, facilities that incorporate community services (education, daycare, health care, etc.)
- Minimum project cost: \$10 million



## Contact

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