

Meeting Summary

Subject	Coordinated Land Use and Transportation Planning Task Force	Date	April 21, 2021
Facilitator(s)	Travis Liska, Shawn Conrad, Sydnee Steelman	Time	2:00 pm – 4:00 pm
Location	Zoom Meeting	Recorded by	Sydnee Steelman
Meeting Purpose	Coordinate with cities and other interested parties on the coordination of land use and transportation planning in North Texas. The theme of this meeting was Infill Development Zoning and Transportation.		

Discussion Items
<p>Welcome and introductions by NCTCOG staff.</p> <p>1. Local Updates</p> <p>Jack Wierzenski, Dallas Area Rapid Transit (DART), discussed the DART Transit-Oriented Development (TOD) Guidelines with the Task Force. Jack defined TOD as a context sensitive, walkable/connected, dense, and diverse development. He explained DART’s role in delivering TOD areas throughout the region and the policy/program DART uses to support TOD projects. Some of the benefits of TOD projects in North Texas include building ridership, serving emerging markets, and promoting “location efficacy”, among others. The TOD Guidelines also highlight the following:</p> <ul style="list-style-type: none"> - TOD typologies - Design - Development patterns - Parking utilization and streets - Public spaces - Density - Site and building design - Expansion of housing options <p>More information regarding the DART TOD Guidelines can be found here: https://www.dart.org/about/todpolicy.asp</p> <p>Bob Hart, City of Corinth, discussed a current effort the City is leading to install a DCTA rail stop and develop the surrounding area into the future TOD “Corinth Village”. The area includes the North Central Texas College campus, Corinth City Hall, and a public park. This TOD project will allow for the expansion of the NCTC campus and the development of a flex office and small retail spaces. The rail station will be located near the Village Square Area, which will include mixed-used development and connect Corinth to Denton, Lewisville, and the region by rail. The City is currently in the process of acquiring necessary land and some construction has already begun.</p> <p>2. Infill Development Zoning and Transportation</p> <p>Shawn Conrad, NCTCOG Sustainable Development Team, provided an overview of infill development. She discussed the NCTCOG infill policy in the Mobility 2045 plan. Scales of infill development in North Texas vary from large to smaller infill. Developments in the region are not limited to a particular boundary or group of cities. Infill development can help meet transportation objectives through optimizing use of existing system capacity, increasing destination density, and increasing opportunities for non-motorized travel.</p>

Tina Firgens with the City of Farmers Branch provided a geographic overview of Farmers Branch and discussed various projects in and around the downtown area. First, she shared project information for the Farmers Branch Station Area development, which is located along the DART Green Line. After the 2002 vision plan was established, the City implemented the 2005 form-based code, assembled land, and implemented other development initiatives. The City is promoting a dense urban village focused on pedestrian and transit-oriented development principles. The plan was modified in 2012 to allow for single-story development and surface parking lots. Today, the Station Area Code focuses on the physical form to produce safe, attractive, and enjoyable spaces. Another project discussed was Valley View Lane Reimagined which will improve walkability and sidewalks by repurposing the outer lanes. Tina also highlighted the Farmers Branch West Side Art Trail, which will eventually connect the station area to the Champion Trail. The Denton Drive Repurposed – Cycle Track, repurposing the outside lane of Denton Drive into a cycle track, will connect to the West Side Art Trail to the station and eventually the City of Dallas' future Denton Drive cycle track and the City of Carrollton future hike/bike trail. Tina mentioned that the existing zoning is what enabled the City Council to approve projects like this one and the Valley View Lane project. Lastly, Tina discussed the IH-35E betterments project. TxDOT will be widening the highway segment going through Farmers Branch, so the City aims to improve safety, aesthetics, and increasing overall east to west connectivity.

JP Walton and John Chapman with the Town of Flower Mound presented on the mixed-use development project called Lakeside DFW, which is located on the southern portion of Flower Mound near Grapevine Lake. Currently, the northern portion of the project is constructed while the southern portion (Lakeside Village) is still under construction, except for a 16-story condo tower. John Chapman provided the group with an overview of the future land use and zoning for the Lakeside DFW area. He summarized the history of how the project began with a Chapter 380 Incentive Agreement, which required the Town to install infrastructure in hopes of spurring development. A steering committee was later formed, which then led to a mixed-use ordinance, a zoning entitlement, two more agreements, and finally approved zoning and development for the project. JP Walton mentioned a few "lessons learned" from this project and how the Town dealt with challenges. Finally, both presenters shared an update on the project and what will be developed next.

Matt Hoffman, Miller Boskus Lack Architects, presented on City of Bryan Downtown Area Plan. Project consultants developed an incremental approach to infill development to give citizens tools to participate in neighborhood growth, displace fewer people, and to not disrupt properties and daily routines. The overall goal was to make smaller projects possible and enable people to participate in the growth of their own neighborhoods. Matt mentioned the Midtown Pattern Book developed by Miller Boskus Lack Architects, which is meant to be equal parts an economic development incentive and a zoning tool. Property owners can opt to use the pattern zoning, while base zoning remains in place. The process focuses on developing small and medium-sized projects, which are being approved on a parcel-by-parcel basis and are pre-designed by the consulting firm. Project consultants came up with various pre-approved designs and different sizes. The City of Bryan and Miller Boskus Lack Architect developed a five-year vision to apply to Downtown Bryan under this program. Matt mentioned that it would likely double the density of Downtown without tearing down any existing neighborhoods.

3. Discussion & Announcements

The following are general comments and questions that were discussed throughout the meeting.

- **Question:** Regarding the Farmers Branch projects, the major change in your code looks like you went from structured parking to surface parking, is that correct?
 - **Response:** Tina Firgens responded by saying that the code allows for surface parking but has certain placement requirements. Also, with the minimum densities established for residential development, it will necessitate structured parking being provided.

- **Question:** Regarding the Farmers Branch projects, were the minimum densities added to the code to save some structured parking? It looks like the densities you wanted could only happen if you had structured parking.
 - **Comment:** Agreed, density isn't to be feared if form and design are good

- **Question:** Eric Wilhite asked if it was more helpful to call multi-family urban residential instead to avoid the stigma?
 - **Response:** Matt Hoffman answered that yes, the language and words we use are very important in the process. It is possible to get too "cute" though. It's important to still be honest, but back up good messaging with good design so that everyone feels honest about the situation.

- **Question:** How important was the economic rationale of seeing an economic benefit or larger infill?
 - **Response:** Tina Firgens responded that it did factor in and the City was interested in increasing property values. As the City moves forward, it continues to be important.

 - **Response:** JP Walton stated that when you look at the Town's property taxes, they have had to push to not be a bedroom community. Corporate offices are what Flower Mound aims for and office developers need people and mixed-use areas. Lakeside DFW has been the first step toward attracting more corporate office spaces.

- **Question:** What's been built so far? Do you notice more people walking/biking/using transit?
 - **Response:** Tina Firgens with Farmers Branch responded that there are more pedestrians, especially near City Hall, which is walking distance of the DART station. Many residents live west of City Hall and you can see more people walking around and using amenities. The City receives complaints about sidewalk conditions sometimes, which Tina mentioned is a good problem to have because it helps build the case for more sidewalk connections/maintenance.

 - Tina also mentioned pedestrian demand for the IH 35E betterments project exist with people walking under the existing interstate bridge from the hotels west of IH 35E for groceries on east side of the interstate despite the poor existing conditions today.

 - **Response:** John Chapman with the Town of Flower Mound said it's not uncommon to see people walking or biking. There is also a small marketplace in the development that people frequent.

 - **Response:** Eric Wilhite stated that real-world actions of people allow for further actions to improve conditions and increase momentum for complete streets and connectivity in suburban areas.

- **Question:** Joe Guerra asked about units being investor-owned.
 - **Response:** Matt Hoffman responded that there is an ability to mix or only be one or the other. It wasn't an accident that they came up with that. They did a demographic study, and everything was informed by studies of the area.

- **Question:** Eric Wilhite asked if anyone had noticed that developers have an easier time getting financed now? In the past, developers seemed to have trouble due to financing institutions not having experience with these types of developments.
 - **Response:** Tina Firgens responded that the City has been very supportive of providing incentives to developers. The Farmers Branch City Council has actually had discussions about providing too many incentives.

Announcement: The next meeting was announced for July 21, 2021.

Action Item(s)			
	Item	Responsibility	Target Completion Date
1	NCTCOG to post meeting materials on website	NCTCOG	Late April
2	NCTCOG to distribute meeting notes and other materials to Task Force participants	NCTCOG	Late April

Next Meeting:

Date: July 21, 2021

Time: 2:00 pm – 4:00 pm

Location: Virtual Meeting

Virtual Attendees

NAME	AGENCY REPRESENTNG	NAME	AGENCY REPRESENTING
Nathaniel Barnett	City of Garland	Catrine Machi	Machi Mobility
Patrick Baugh	City of University Park	Brian Markheim	Town of Providence Village
Helen-Eve Beadle	City of Corinth	Cauner McDonald	NCTCOG
Peter Braster	City of Plano	Pete McKone	
Drew Brawner	City of Plano	Bobbie Mitchell	Denton County
Tanya Brooks	City of Fort Worth	Lexin Murphy	Town of Flower Mound
Mike Burns	Houston-Galveston Area Council	David Nevarez	City of Dallas
Stu Burzette	NCTCOG	Patrina Newton	City of Fort Worth
Jennifer Butcher	Pacheco Koch	Catherine Osborn	NCTCOG
John Chapman	Town of Flower Mound	Andrew Pagano	NCTCOG
Olga Chernomorets	Town of Addison	Ezra Pratt	NCTCOG
Anthony Cisneros	City of Arlington	Don Raines	City of Dallas
Shawn Conrad	NCTCOG	Marcy Ratcliff	City of Kaufman
Erin Curry	NCTCOG	Amruta Sakalker	
Daniel DiJoseph	HDR Engineering	Reza Sardari	City of Plano
Chris Dyer	City of Balch Springs	Mark Schluter	Pacheco Koch
Tina Figgins	City of Farmers Branch	Ken Schmidt	Town of Addison
Eric Fladager	City of Fort Worth	Sandip Sen	Trinity Metro
David Garcia	NCTCOG	Sydnee Steelman	NCTCOG
Joe Guerra	CONSOR Engineers, LLC	Robert Sturns	City of Fort Worth
Clint Hail	NCTCOG	Luis Tamayo	Dallas County
Ramie Hammonds	City of Sanger	Rinor Thaci	HDR Engineering
Matthew Hoffman	Miller Boskus Lack	JP Walton	Town of Flower Mound
Alex Koenig	City of Rowlett	Venus Wehle	City of Forest Hill
Michael Kovacs	City of Fate	Jack Wierzenski	Dallas Area Rapid Transit
Keith Krum	City of Richardson	Eric Wilhite	Pacheco Koch
Travis Liska	NCTCOG	Josh Shen	HDR Engineering
Richard Luedke	City of Lewisville		