



North Central Texas Council of Governments

Coordinated Land Use and Transportation Planning Task Force

Virtual Meeting | 11/07/2024



2024 Task Force Meeting Schedule

January 25th

April 25th

July 18th

November 7th

www.NCTCOG.org/LUTTF



Today's Meeting

Local Updates

Mobility 2050 Updates
2025 Transportation Alternatives Call for Projects
Regional Parking Toolbox

Comprehensive Plan Updates: Coordinating Land Use and Transportation in Long-Range Planning

Denton 2040
Forward Fate
Envision Richardson

Panel Discussion

Announcements



A blue-tinted photograph of a city street scene. In the foreground, two women are walking towards the left. The background shows a multi-story building with a sign that reads "PATRIZIO". There are trees and outdoor seating areas visible. The overall scene is a typical urban environment.

Local Updates



Mobility 2050

*The Metropolitan Transportation Plan
for North Central Texas*

Land Use Transportation Task Force
November 7, 2024

#PlanInProgress



Long-Range Metropolitan Transportation Plan

NCTCOG is federally required to maintain a performance-based, multimodal transportation plan that guides the spending of federal investments and serves as a blueprint for the region’s transportation network. The plan includes policies, programs, and projects that aim to **#ConnectNorthTexas**



Must adopt plan within 4 years



Must have a 20-year horizon (expires end of 2025)



Must include financial plan



Consistency with Transportation Improvement Program and other documents

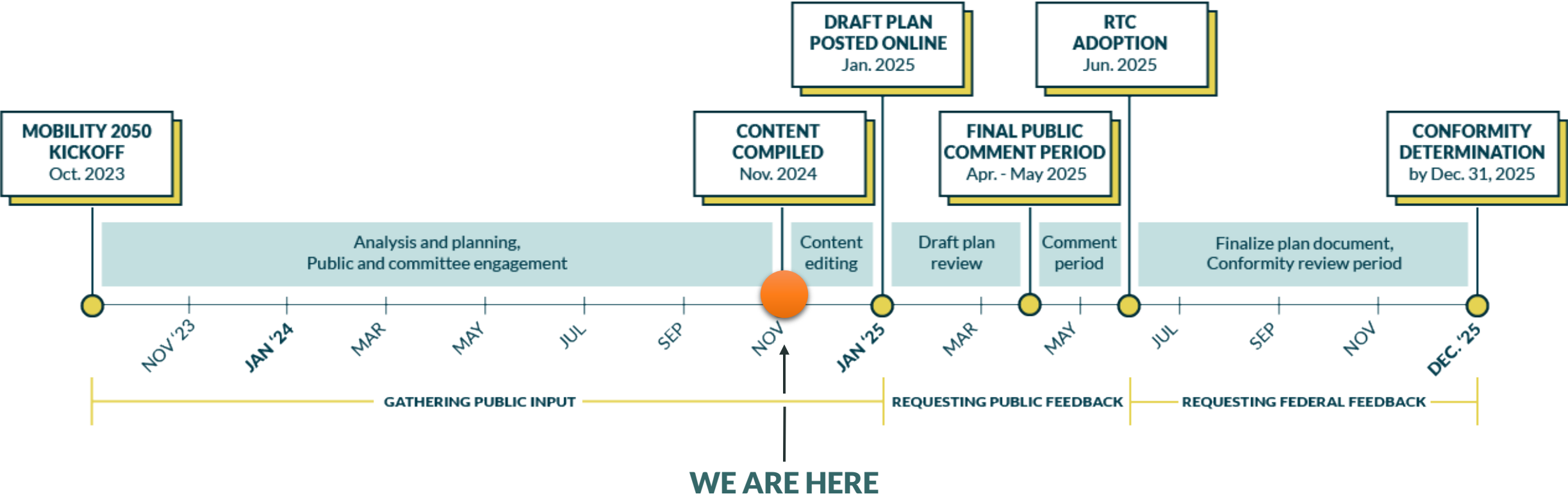


Public Involvement



Air Quality Conformity

Plan Timeline



What's in a Plan: Recommendation Types

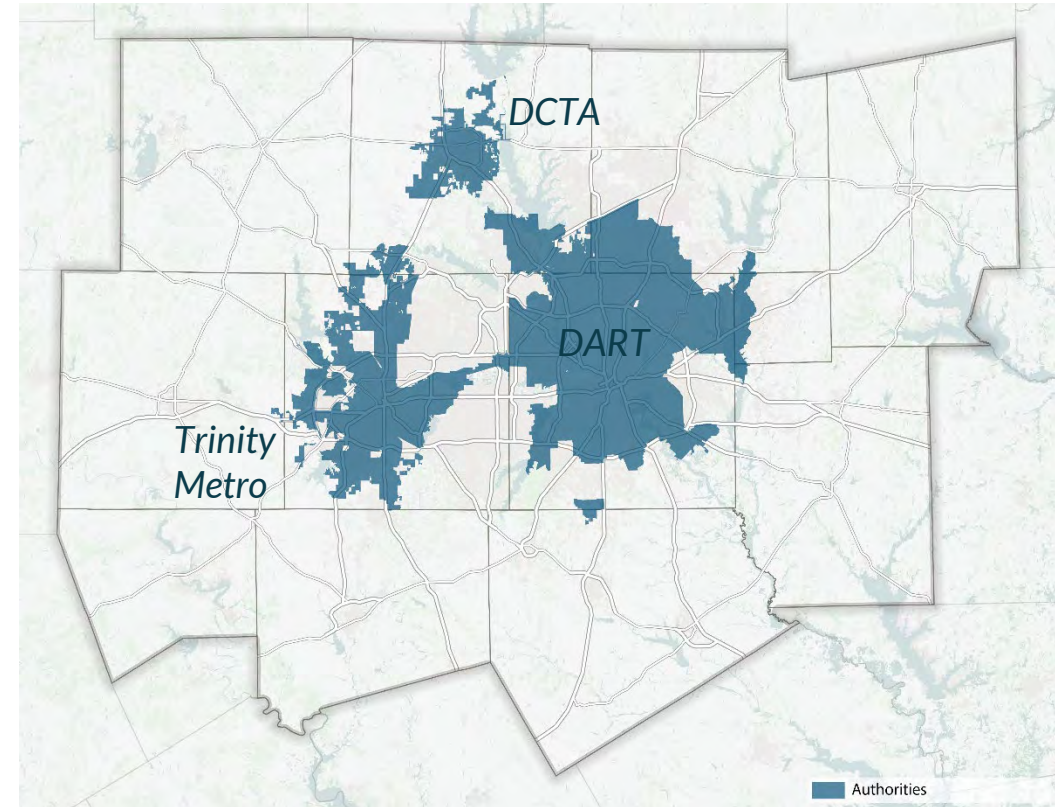
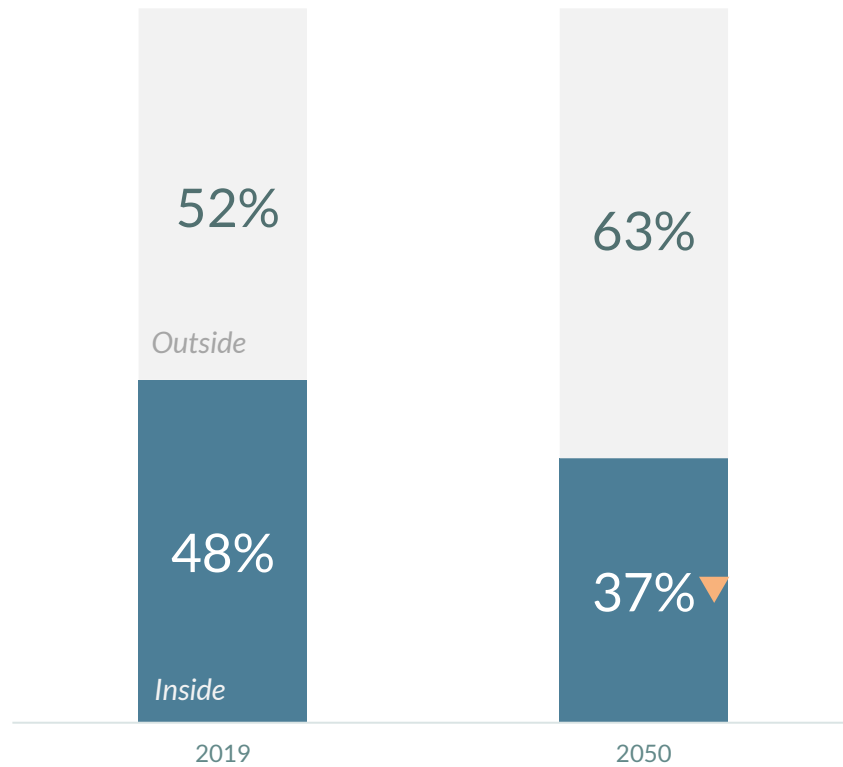


Draft Population Forecast: 2019 - 2050

COUNTY FORECAST TARGETS – POPULATION

County	2019	2035	2050	2019 – 2050 Change	2019 – 2050 Percent Change	2019 – 2050 Compound Annual Growth Rate
Collin	1,036,595	1,613,969	2,158,340	1,121,745	108.2%	2.4%
Dallas	2,563,285	2,835,539	3,094,330	531,045	20.7%	0.6%
Denton	879,286	1,390,052	1,872,385	993,099	112.9%	2.5%
Ellis	187,453	324,747	452,132	264,679	141.2%	2.9%
Hood	59,934	112,725	162,845	102,911	171.7%	3.3%
Hunt	96,015	152,527	205,848	109,833	114.4%	2.5%
Johnson	174,456	275,089	368,962	194,506	111.5%	2.4%
Kaufman	140,490	234,441	321,673	181,183	129.0%	2.7%
Parker	144,367	263,189	374,523	230,156	159.4%	3.1%
Rockwall	104,942	177,129	245,395	140,453	133.8%	2.8%
Tarrant	2,061,041	2,484,544	2,877,012	815,972	39.6%	1.1%
Wise	67,174	120,815	171,552	104,378	155.4%	3.1%
MPA	7,515,038	9,984,765	12,304,997	4,789,959	63.7%	1.6%

The population living inside a transit authority service area is expected to fall from 48% in 2019 to only 37% by 2050.

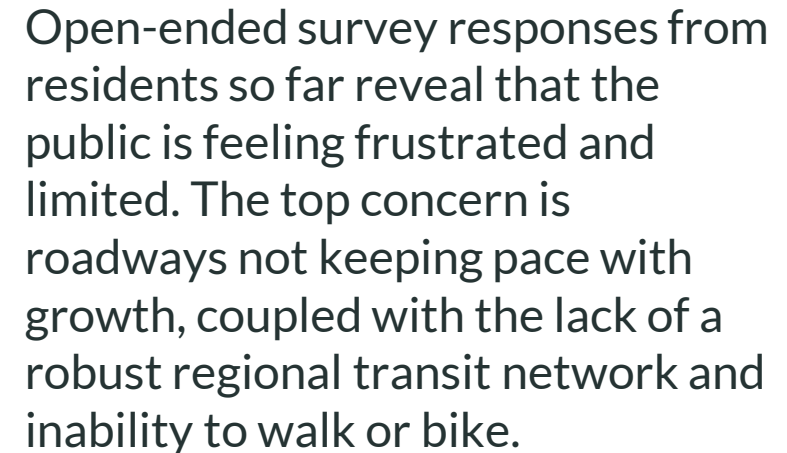


Public input reflects awareness of the population growth and its impacts.

4,282 + Survey responses through October 2024

3,135 + Open-ended responses collected through October 2024

418 + Map Your Experience comments through October 2024



Open-ended survey responses from residents so far reveal that the public is feeling frustrated and limited. The top concern is roadways not keeping pace with growth, coupled with the lack of a robust regional transit network and inability to walk or bike.

What should we solve?

Public input on transportation and land use is mostly related to multimodal integration and transit-oriented development.

Transit-Oriented Development (TOD)



Dense Neighborhoods

Desire for compact, mixed-use neighborhoods around transit stations

Walkable Communities:

Need for pedestrian-friendly areas that reduce car dependency

Connectivity

Lack of integration between residential, commercial, and employment centers

Suburban Sprawl and Connectivity



New Development

New neighborhoods being built without public transit access

Inter-Neighborhood Links

Lack of pedestrian and cyclist connections between neighborhoods

Live-Work-Play Integration

Proximity planning that brings residents closer to jobs and other services

Accessibility and Inclusive Design



Pedestrian Infrastructure

Insufficient sidewalks and safe walking paths

Multimodal Integration

Improved connectivity between transportation modes

Comprehensive Bike Network

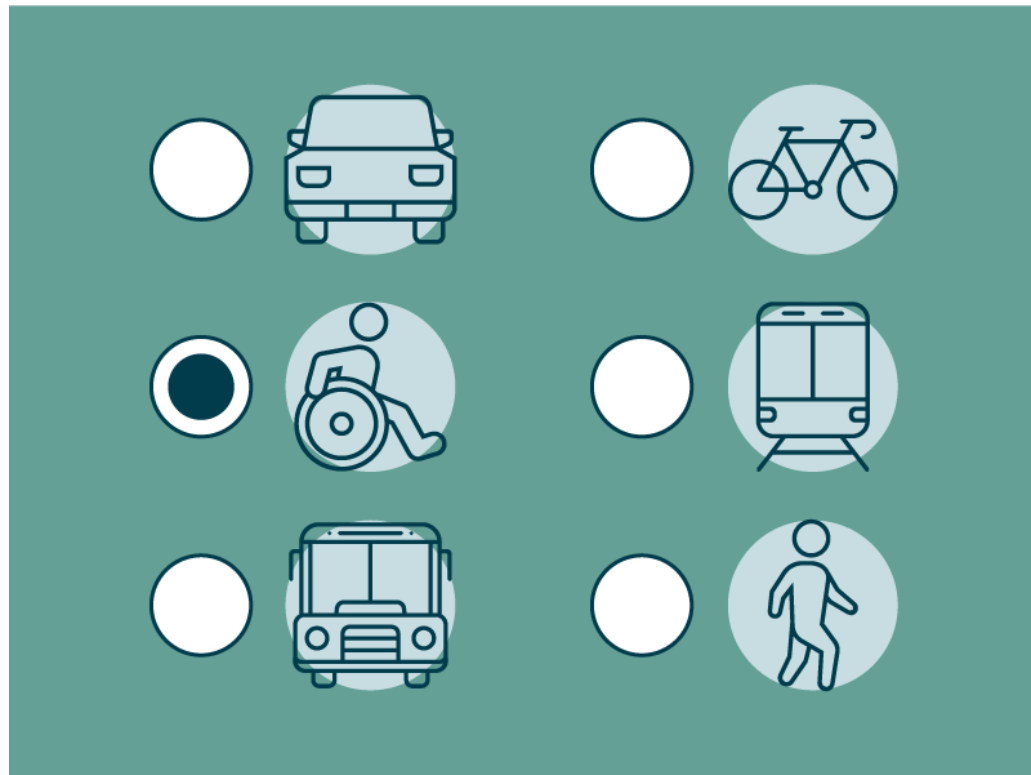
Extensive bike lanes and trail systems across the region

Policy Direction

- How to generate infill development/density to support alternatives to driving
- Transit 2.0 guidance for policies to support transit system strategy
- Safety as a priority, including performance measures, modal safety issues, and strategies
- Funding and cost of implementing projects

If you haven't already, there's still time to provide input at www.nctcog.org/M50

Take the Survey/Opinion Poll



Map Your Experience



Stay Connected



Website

nctcog.org/planinprogress



Social media

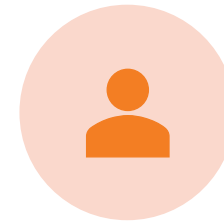
@nctcogtrans

#PlanInProgress



Public Meetings

nctcog.publicinput.com/#events



Public Input Platform

publicinput.com/mobility2050



Email Us

mobility2050@publicinput.com



Take the Survey

nctcog.org/mobility2050survey



Contact Us



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Principal Transportation Planner

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Website

www.nctcog.org/PlanInProgress



2025 Transportation Alternatives Call for Projects

for the North Central Texas Region

Coordinated Land Use and Transportation Task Force

November 7, 2024



Eligible Project Activities

May include:

- Safe Routes to School Planning (**NEW**)
- Safe Routes to School Infrastructure Projects
- Shared-Use Paths (Trails)
- On-Street Bikeways
- Sidewalks, Crosswalks, Curb Ramps
- Sidewalks and Bikeways to Transit (e.g., Rail Stations and High Frequency Bus Routes)
- Pedestrian and Bicycle Safety Countermeasures and Technology
- Protected Intersections



Funding Priorities

Connections:

- Regional Connections (e.g. Regional Veloweb)
- Connections to Jobs
- Connections to Schools
- Connections to Transit
- Connections between existing facilities (e.g. creating a connected network)

Project Readiness

Project feasibility and amount of advance planning completed to date (e.g. schematics or preliminary engineering)



Schedule

Milestone	Date
Call for Projects Opens	October 25, 2024
Call for Projects Public Workshop	October 29, 2024
Call for Projects Closes (Applications Due)	January 17, 2025, 5 PM
Review of Projects / Scoring by NCTCOG Staff	January – March 2025
Public Meeting	April 2025
Surface Transportation Technical Committee (STTC) – Action to Approve Recommended Projects	April 25, 2025
Regional Transportation Council (RTC) – Action to Approve Recommended Projects	May 8, 2025
Deadline for Project Sponsors to Submit Transportation Improvement Program (TIP) Modifications (November 2025 Cycle)	June 27, 2025
Deadline for Project Sponsors to Execute Agreements with TxDOT	May 8, 2026
Deadline for Project Sponsors to Open Bids and Obligate Funds	August 31, 2028



Contact Us

Active Transportation

[Daniel Snyder, AICP](#)

Senior Transportation Planner

dsnyder@nctcog.org

(817) 608-2394

Safe Routes to School Planning or Construction

[Shawn Conrad, PhD](#)

Program Manager

sconrad@nctcog.org

(817) 704-5695

Website: <https://nctcog.org/trans/plan/bikeped/active-transportation-funding-opportunities/2025-transportation-alternatives-call-for-projects>





Parking Toolbox

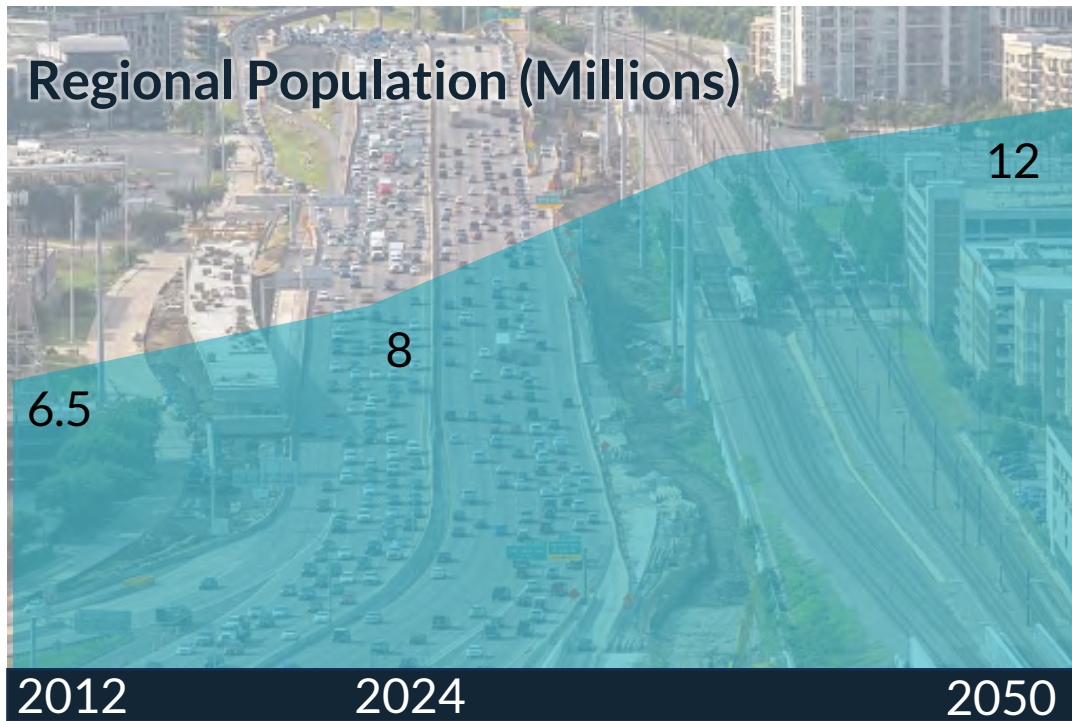
Parking Policy and Management Resources for North Texas

NCTCOG Coordinated Land Use and Transportation Task Force- November 7, 2024



North Central Texas
Council of Governments

Parking Management: **Why It Matters**



Parking Challenges

Do we have room? Parking spaces net 300 – 400 square feet each.

Can we afford it? Garage spaces can cost \$17,000 to \$40,000 per space.

Is it economically beneficial? Free parking drives up the cost of leases and disincentivizes other modes.

Are we prepared for the congestion? Without management people circle for parking and other modes are impacted.

Parking Toolbox: **DATABASE**

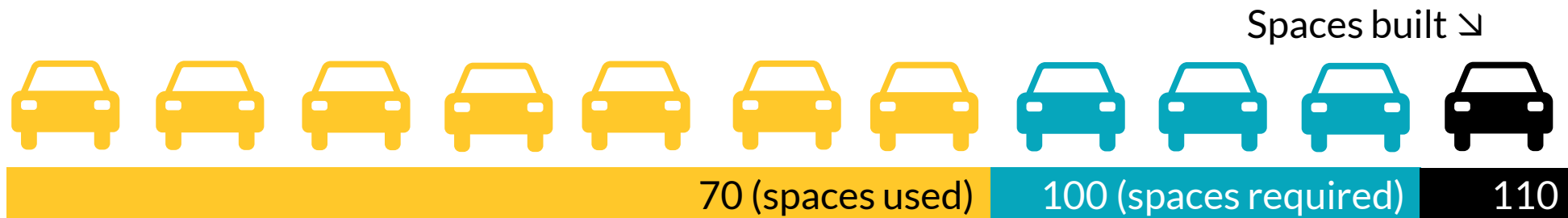
Regional Parking Demand Database

- Focused on North Central Texas region
- Observed parking count data from individual properties
- Goal: evaluate parking ratios for various land uses
- Ongoing regional data collection effort led by NCTCOG



How much parking do we need to build?

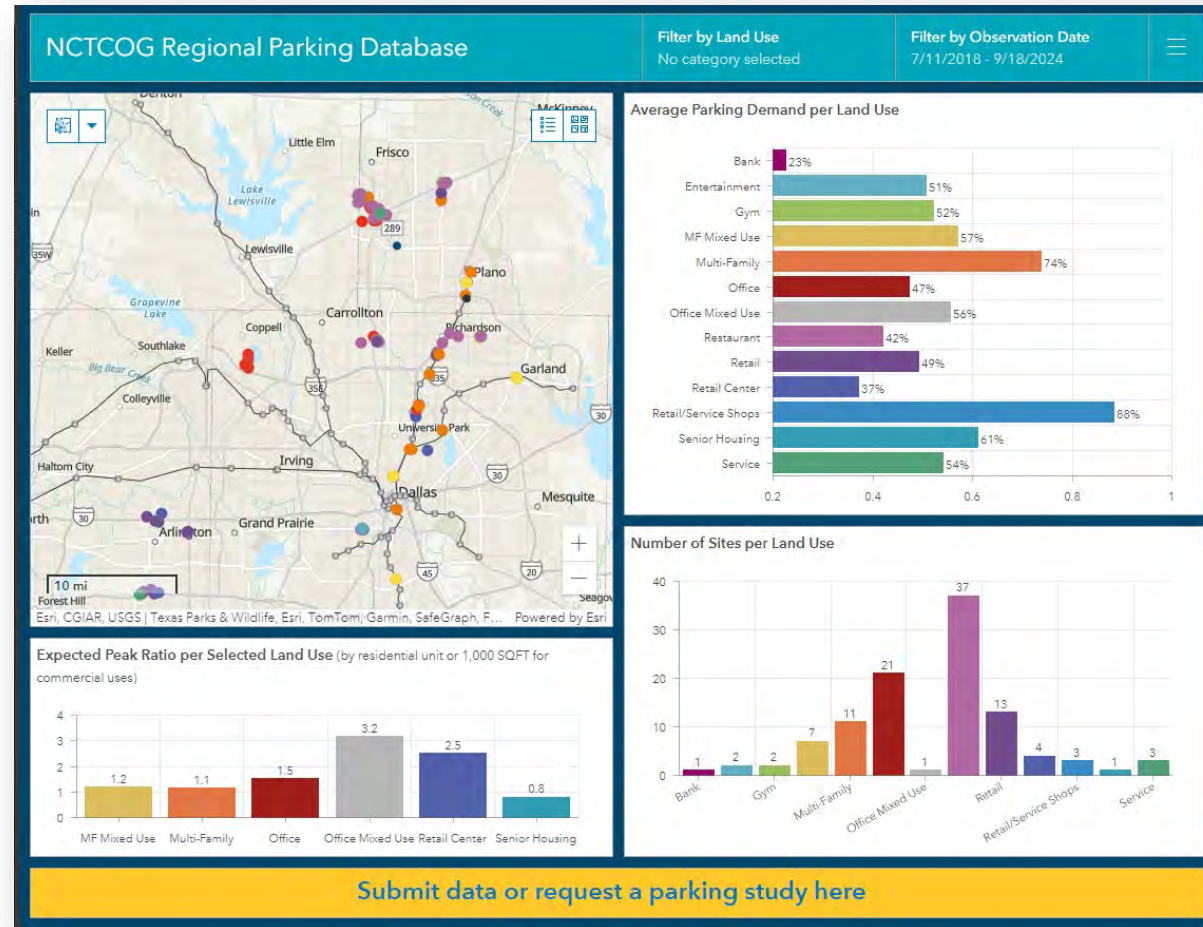
Can zoning and commercial real estate stakeholders require less?



Parking Toolbox: DATABASE

2024 Publication

- 106 private properties counted
- 12 land use categories (focus is on commercial and multi-family)
- Around 50,000 parking spaces counted from 2018 – 2022
- Data dashboard and summary report online



www.NCTCOG.org/Parking



Parking Toolbox: **DATABASE**

2024 Key Findings

- More study is needed, findings are limited
- Sample data is consistent with national averages for parking demand such as those from the Institute of Transportation Engineers (ITE) Parking Generation Manual (e.g. multi-family at 1.2 per unit)
- Restaurants have the largest supply ratio
- Telecommuting impact? Office demand observed at 1.5 spaces per 1,000 SQFT
- Unclear impact of transit, no significant difference from non-transit sites



Parking Policy and Management Resources for North Texas



MORE DATA NEEDED. WE NEED COMMERCIAL PROPERTIES TO VOLUNTEER!

www.NCTCOG.org/Parking



Parking Toolbox: DATABASE

Next Steps – Help us collect more data!

Two methods of input



**Parking
Toolbox**

Parking Policy and Management Resources for North Texas

1. Send Data

Count yourself, send data to NCTCOG
(see guidelines on our website)

	A	B	C	D	E	F
1	Observed Parking Count Table Template					
2	1	Property Name				
3	2	Address:				
4	3	Collection Date				
5	4	Collection Time	e.g. 10 AM	e.g. 2 PM		
6	5	Land Use	e.g. Office	e.g. Office		
7	6	Total Supply	40	40		
8	7	Occupancy Observed	32	32		
9	8	*Individual Residential	N/A	N/A		
10	9	*Total On-Street space	7	7		
11	10	*On-Street Space Occupancy	5	5		
			e.g. 2 spaces in lot currently used for storing construction material	e.g. 2 spaces in lot currently used for storing construction material		
12	11	Notes / Observations				

2. Request

Ask NCTCOG to do a count at your property (commercial development)

Parking Database - Request NCTCOG Study

This form is for properties requesting NCTCOG staff (or their representatives) come to your property to count parking use at a scheduled time.

Please see www.NCTCOG.org/parking for more information about this study.

Site Name *
Property or building where parking demand will be studied

Site Address *
Street address of location to be studied



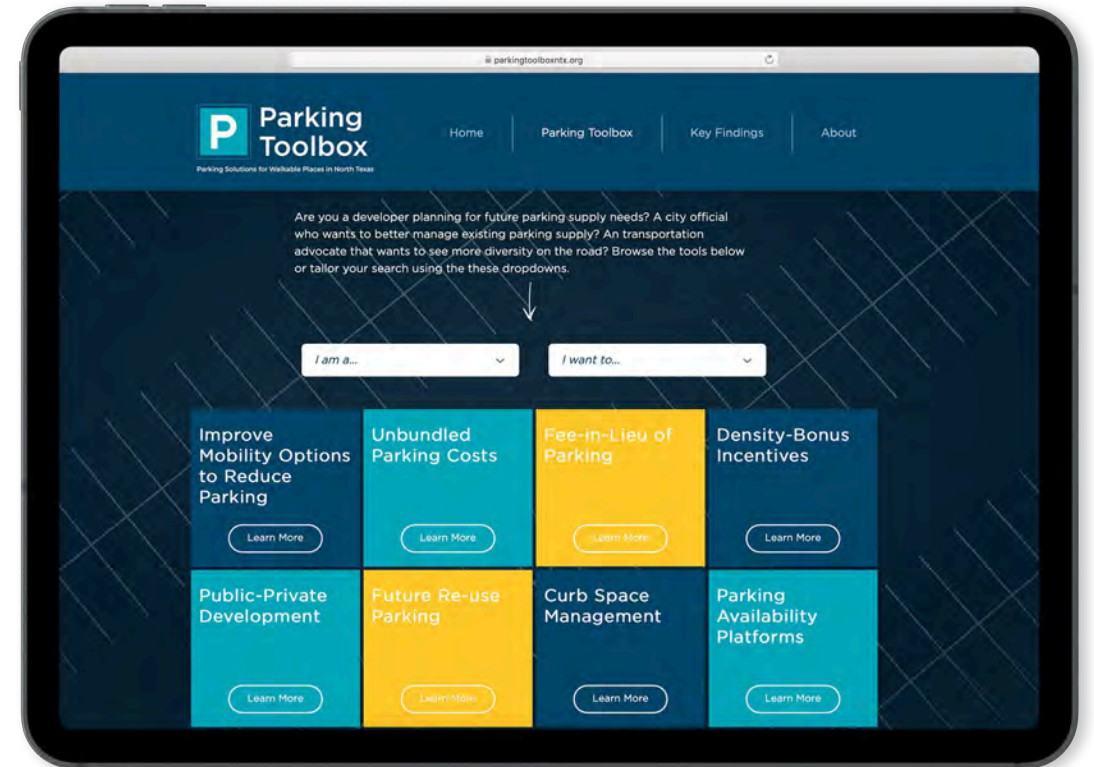
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www.NCTCOG.org/Parking

Parking Toolbox: STRATEGIES

Parking Management Best Practices

- Complements the database
- 15 strategies with implementation examples
 - Shared parking
 - Parking Management Districts
 - Availability Platforms
 - And more...
- Updates are ongoing





Parking Toolbox

Parking Policy and Management Resources for North Texas

Contact: Travis Liska, AICP - Program Manager | tliska@nctcog.org

Parking Demand Database – Learn more and how to help:
www.NCTCOG.org/Parking



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Comprehensive Plan Updates: Coordinating Land Use and Transportation in Long-Range Planning

Comprehensive Plans- Land Use and Transportation

Best Practices

- Land Use and Transportation chapters/ sections reference each other
- Encourages more modes of transportation than just driving
- Land use recommends more density, mixed-use developments/ areas, and building design supporting multi-modal public realm

Related Trends

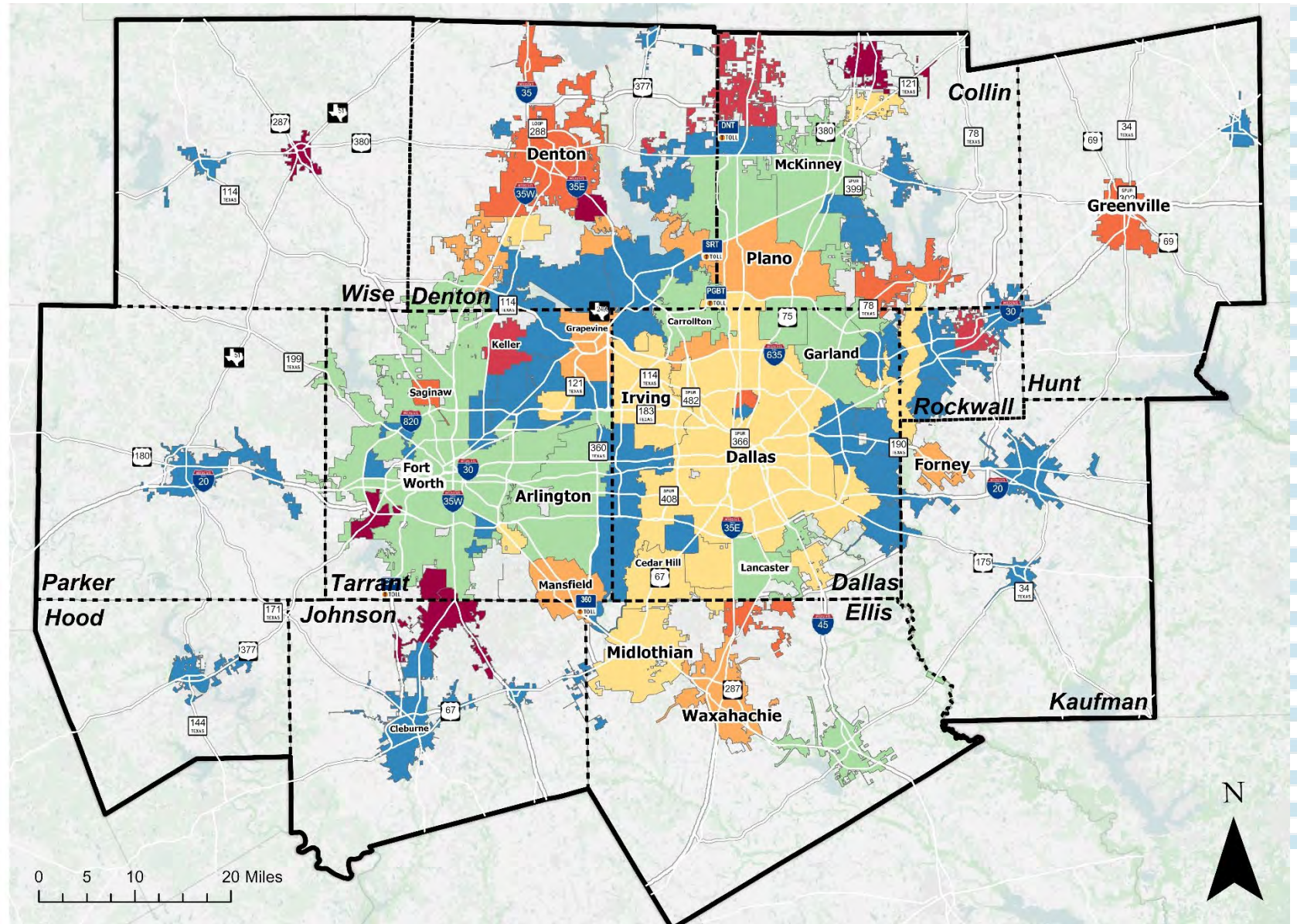
- Scenario Planning
- Fiscal impacts
- Complete/ context sensitive streets
- Place types and placemaking
- Suburbs without historic downtown often plan for one or more similar area (e.g. town center)



Comprehensive Plan Updates Regionally

Comprehensive Plan Update Year

2020	6
2021	4
2022	9
2023	11
2024	12
Ongoing Update	16
Before 2020	49





Land Use and Mobility Planning in Denton

Julie Wyatt, AICP
Principal Planner
City of Denton
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Planning Network

Denton 2040 Comprehensive Plan

Land Use

- Denton Development Code
- Southeast Denton Area Plan
- Design Downtown Denton
- Denia Area Plan
- Oak Gateway Vision & Goals

Community Character & Urban Design

- Citywide Branding and Placemaking Strategy
- 2019 Historic Preservation Plan
- Southeast Denton Area Plan
- Design Downtown Denton
- Oak Gateway Vision & Goals

Mobility

- [2022 Mobility Plan](#)
- Denton Design Criteria Manual
- Capital Improvement Plan
- Airport Master Plan

Community Health, Safety & Services

- Simply Sustainable: A Strategic Plan for Denton's Future

Fiscal & Economic Vitality

- 2020 Economic Development Strategic Plan
- Capital Improvement Plan
- Airport Master Plan

Parks, Conservation & Environment

- Parks, Recreation, and Trails Master Plan
- Southeast Denton Area Plan
- Design Downtown Denton
- Simply Sustainable: A Strategic Plan for Denton's Future
- Capital Improvement Plan
- Water Conservation and Drought Contingency Plan
- Denton Renewable Resource Plan (2018)

Housing & Neighborhoods

- Affordable Housing Toolkit
- Southeast Denton Area Plan
- Design Downtown Denton
- Oak Gateway Vision & Goals
- 2019 Historic Preservation Plan

Infrastructure & Utilities

- Capital Improvement Plan
- Denton Design Criteria Manual
- Wastewater Master Plan
- Water Conservation and Drought Contingency Plan
- Denton Renewable Resource Plan (2018)

Denton 2040 Comprehensive Plan Themes

The Sustainability Theme

Sustainability, by definition, is addressed in three “prongs”: social, environmental, and economic. As such, sustainability is addressed within elements focused on these topics, as well as alongside **Mobility**, Land Use, and Community Character.

The Community Health Theme

Community Health includes policies that contribute to the physical health of the people of Denton, including access to healthy foods, recreation, and pedestrian and bicycle mobility and land use patterns that promote physical activity. Community health is addressed throughout the Plan, particularly in **Mobility**, Land Use, and in Community Health and Safety.

The Mobility Theme

Mobility considerations and modal choice affects land use, community character, community health, and fiscal and economic vitality as it relates to the physical development of the city, physical activity, and the network to build a functional and healthy economy.

The Community Character Theme

The Community Character and Urban Design element addresses specific goals and policies related to community character, yet the preservation, celebration, and creation character of Denton is an underlying theme in all the Plan elements.



Comprehensive Plan & Mobility Coordination

Denton 2040 & 2022 Mobility Plan were drafted and adopted together to ensure plans are **consistent**.
Thoroughfare Plan also reflects **regional** transportation plans.

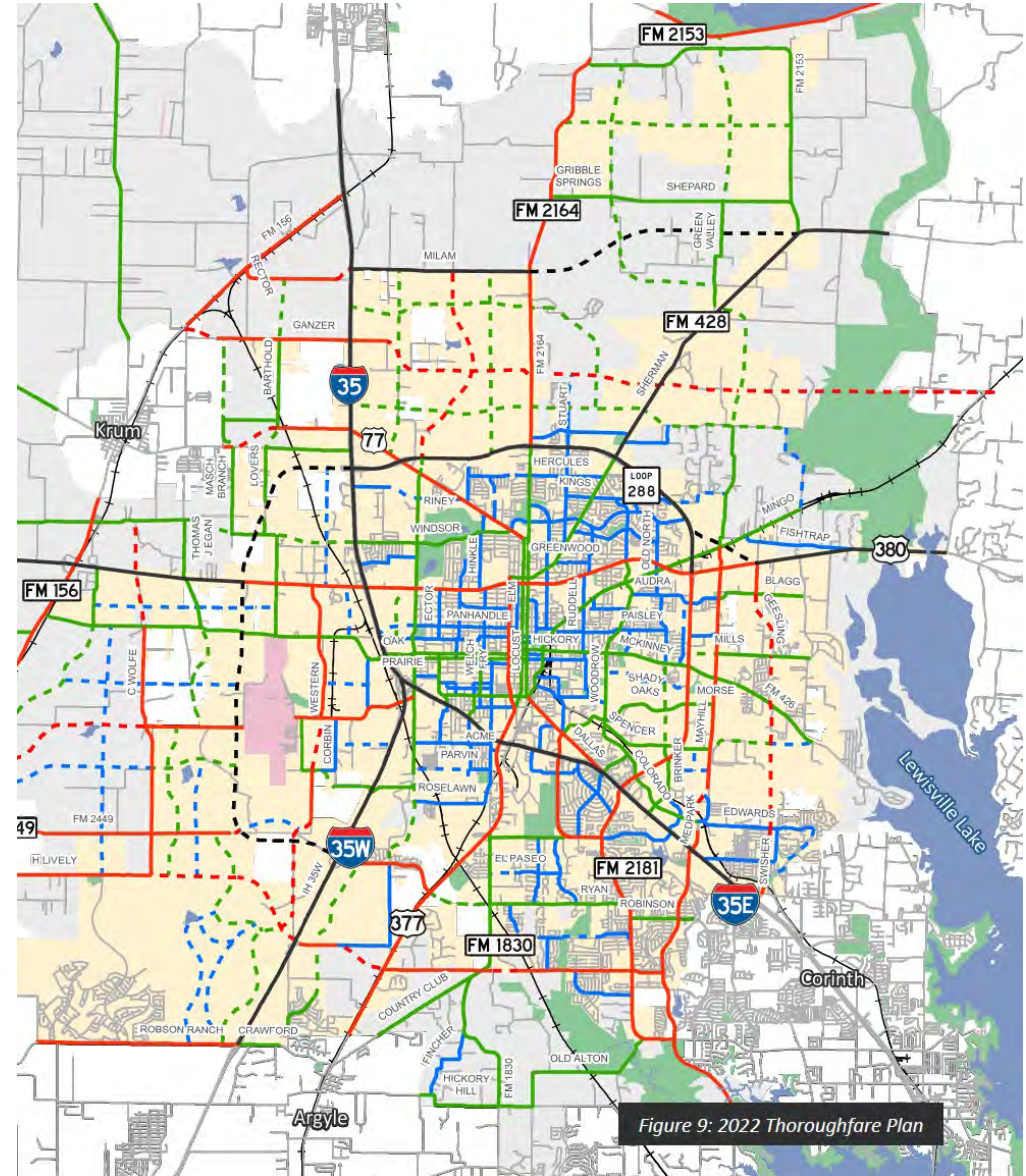
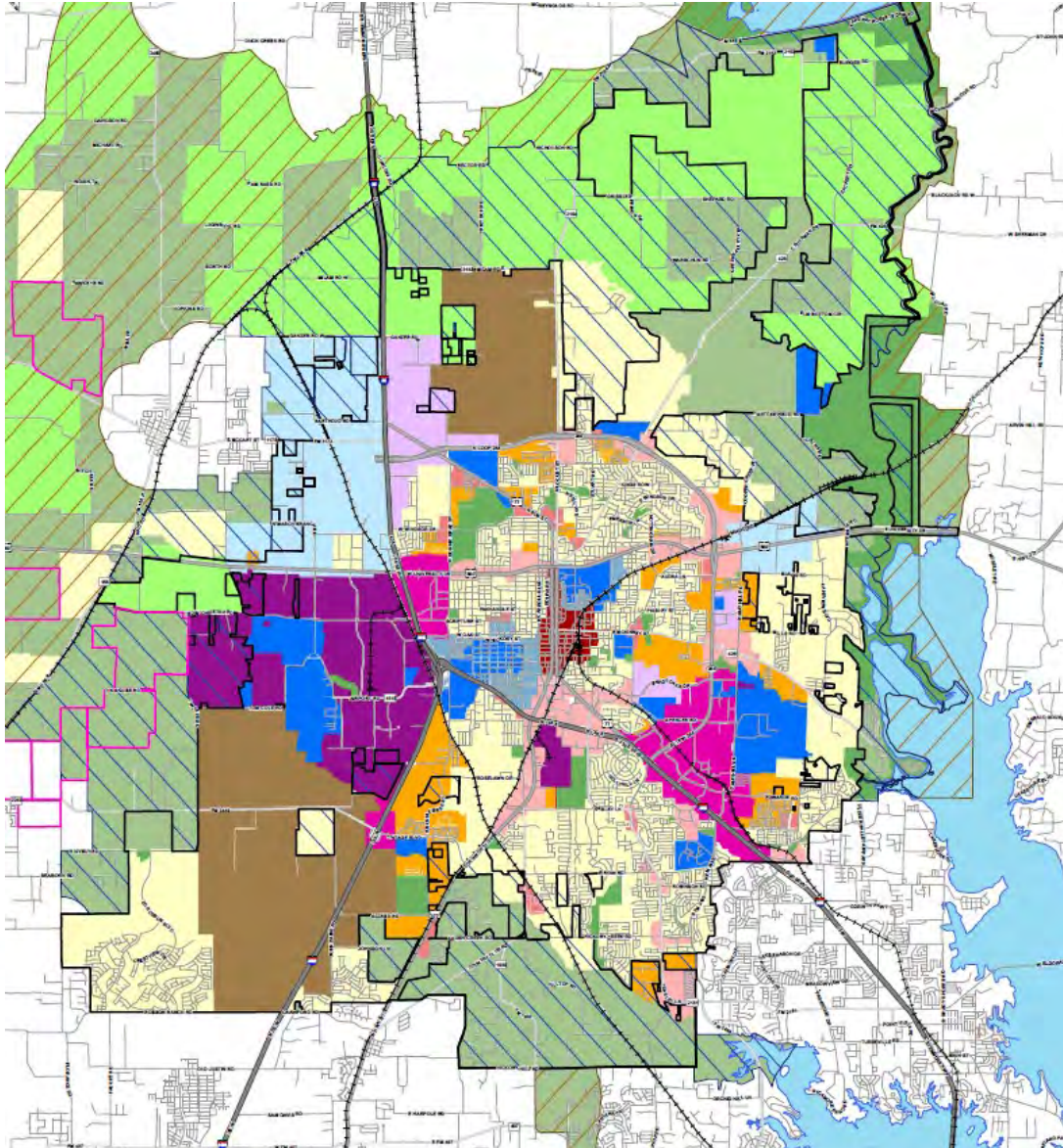


Figure 9: 2022 Thoroughfare Plan

Denton 2040 Comprehensive Plan | Element 6: Mobility



1. Provide for the **safe**, efficient movement of motor vehicles, bicycles, and pedestrians in a sustainable way that complements Denton’s planned **growth strategy**.
2. Enhance Denton’s **economy** by supporting the city’s freight network.
3. Create a transportation network where residents can **walk, bicycle, and use other forms of non-motorized transportation** for exercise, recreation, and to get to daily destinations.
4. Create an environment where **transit** is convenient and safe for travel both within Denton and to the rest of the region.



2022 Mobility Plan Goals

1

• **Safety** first: Development and Implement Vision Zero Plan for Denton

2

• Effectively Manage and Improve Roadway System

3

• Enhance Regional Mobility and Coordination

4

• Promote Transportation Demand Management, **Transit** and Efficiency

5

• Ensure Coordination between the **Land Use** and Circulation Systems

6

• Fund and Evaluate the City's Transportation Network

7

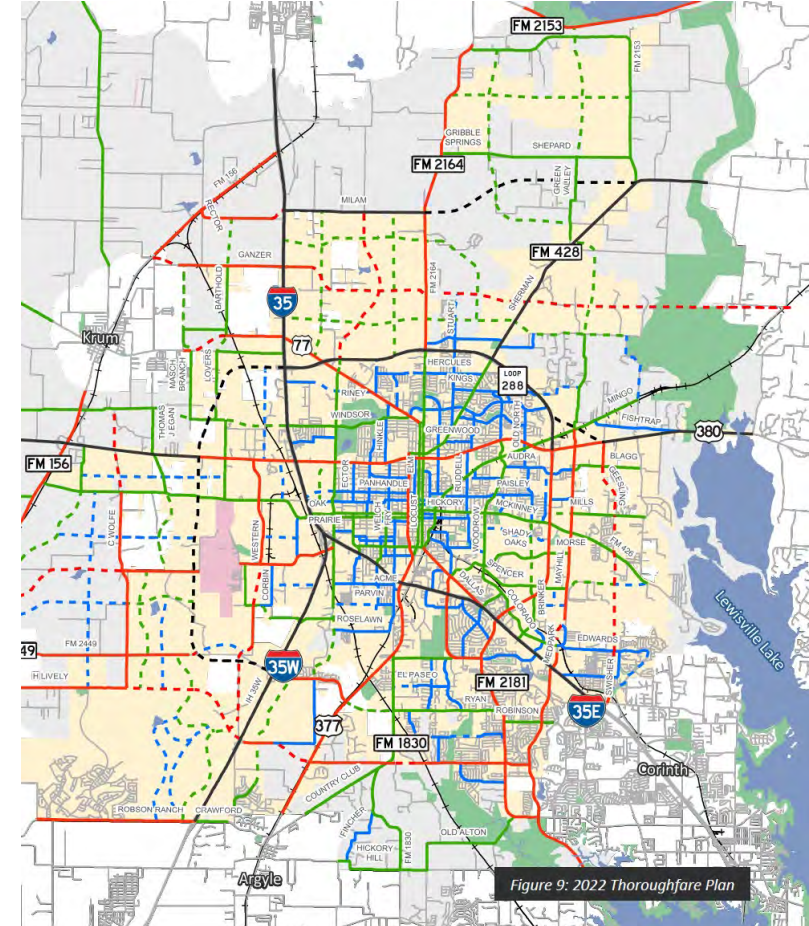
• Implement "**Complete Streets**" Strategies on Roadways in Denton

8

• Promote a Friendly **Active Transportation** System in Denton

9

• Create a **Safer** Place to **Walk** and **Ride** a Bicycle



Thoroughfare Plan

1. Determine roadway alignments
2. Needed right-of-way
3. Roadway design standards

Mobility Policy in Practice: Parking Study

Policy 6.11: Pursue a balanced parking strategy that provides reasonable accommodations and minimizes environmental and land use impacts.

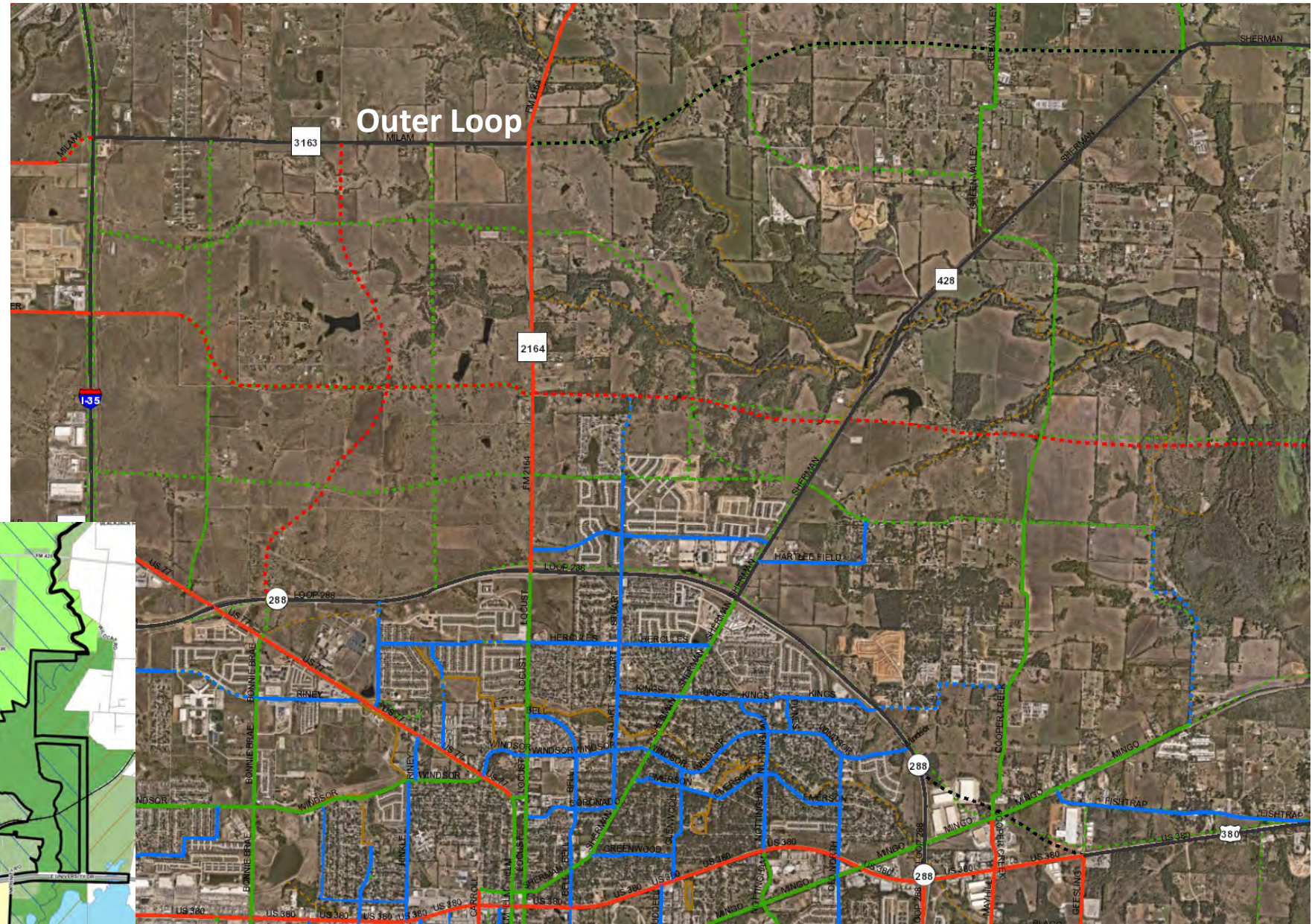
Citywide Parking Study

- Hired consultant (Nelson/Nygaard) and kicked off the project early 2024
- Reviewing current regulations, enforcement challenges, transit availability, parking supply, and nationwide best practices, including market-based approaches



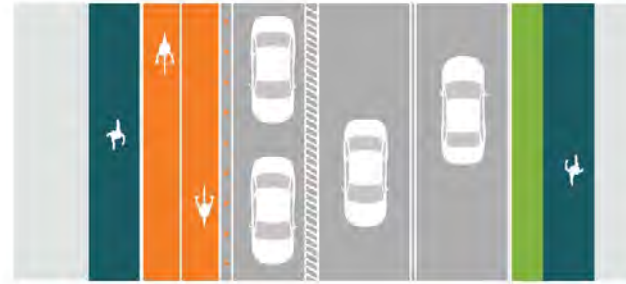
Case Study: Urban Fringe

- Existing land uses are rural
- Denton 2040 anticipates rural, agricultural, and low-density residential uses
- TxDOT plans include the **Outer Loop**
- Existing residents prefer rural development
- Local & regional growth will happen, requiring planning for future connectivity, regardless of FLUM

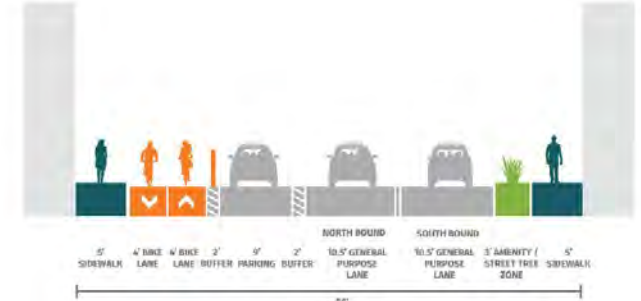


Case Study: Southeast Denton

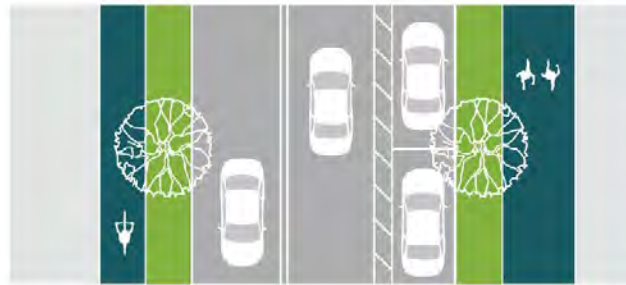
- Denton 2040 recommends **area plans** to address local challenges and enhance potential opportunities of a specific area
- Transportation team provided technical assistance on recent area plans to ensure community vision, existing conditions, & plan recommendations could be implemented
- **The Southeast Denton community indicated concerns regarding speeding, cut-through traffic, lack of sidewalks**
- As a **historic area** of the City, ROW widths are not typical of new development
- Existing conditions and community goals required **coordination** with Transportation — final document included narrowed lane widths to fit in existing ROW and slow traffic, enhanced pedestrian crossings, and tactical urbanism program to test safety interventions



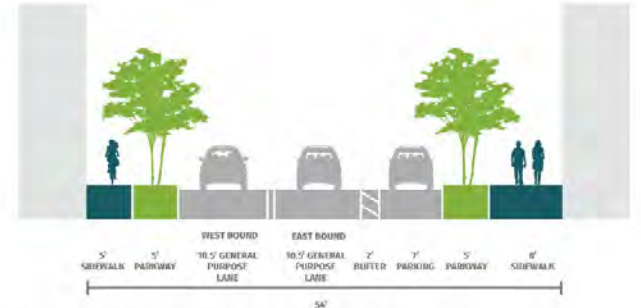
Lahey A Plan



Lahey A Section



Prairie Plan



Prairie Section



Robertson Plan



Robertson Section

Case Study: Design Downtown Denton

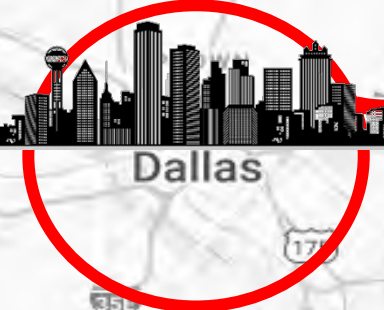
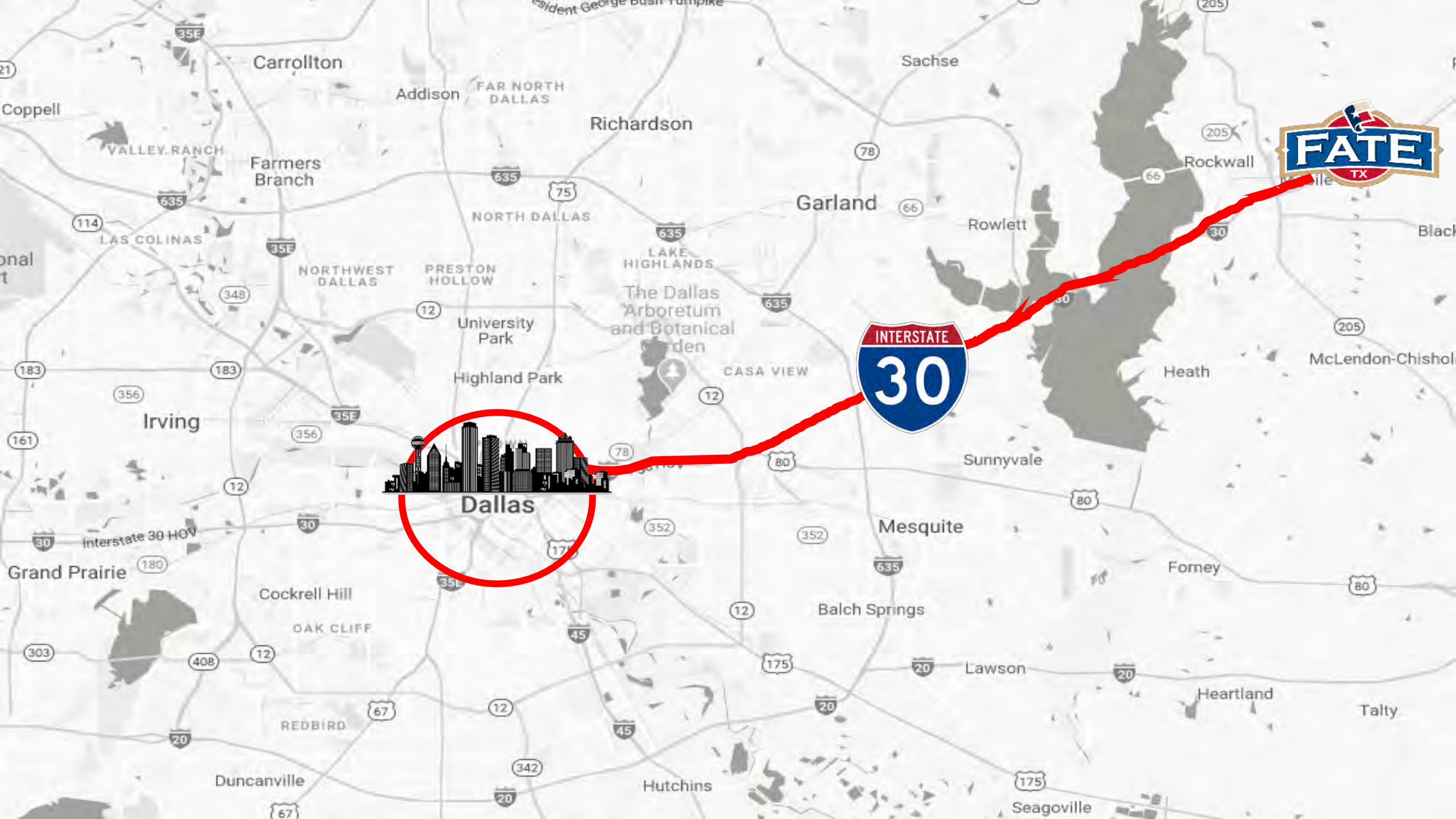
- Design Downtown Denton identified the need to expand the **pedestrian-friendly environment** beyond the Courthouse Square.
- Designated as “Chill Streets” pedestrian priority routes should include
 - Broad-leaf trees along sidewalks
 - Vegetation beds
 - Awnings in areas that do not have tree wells
 - Light, reflective paving
 - Shaded benches, bike racks, and bus stops
 - Wayfinding that directs people to parks, cooling stations, water fountains, and water features
 - New pedestrian crosswalks





Fate Comp Plan – Fiscal Sustainability

For NCTCOG CLUTPTF
Nov., 2024





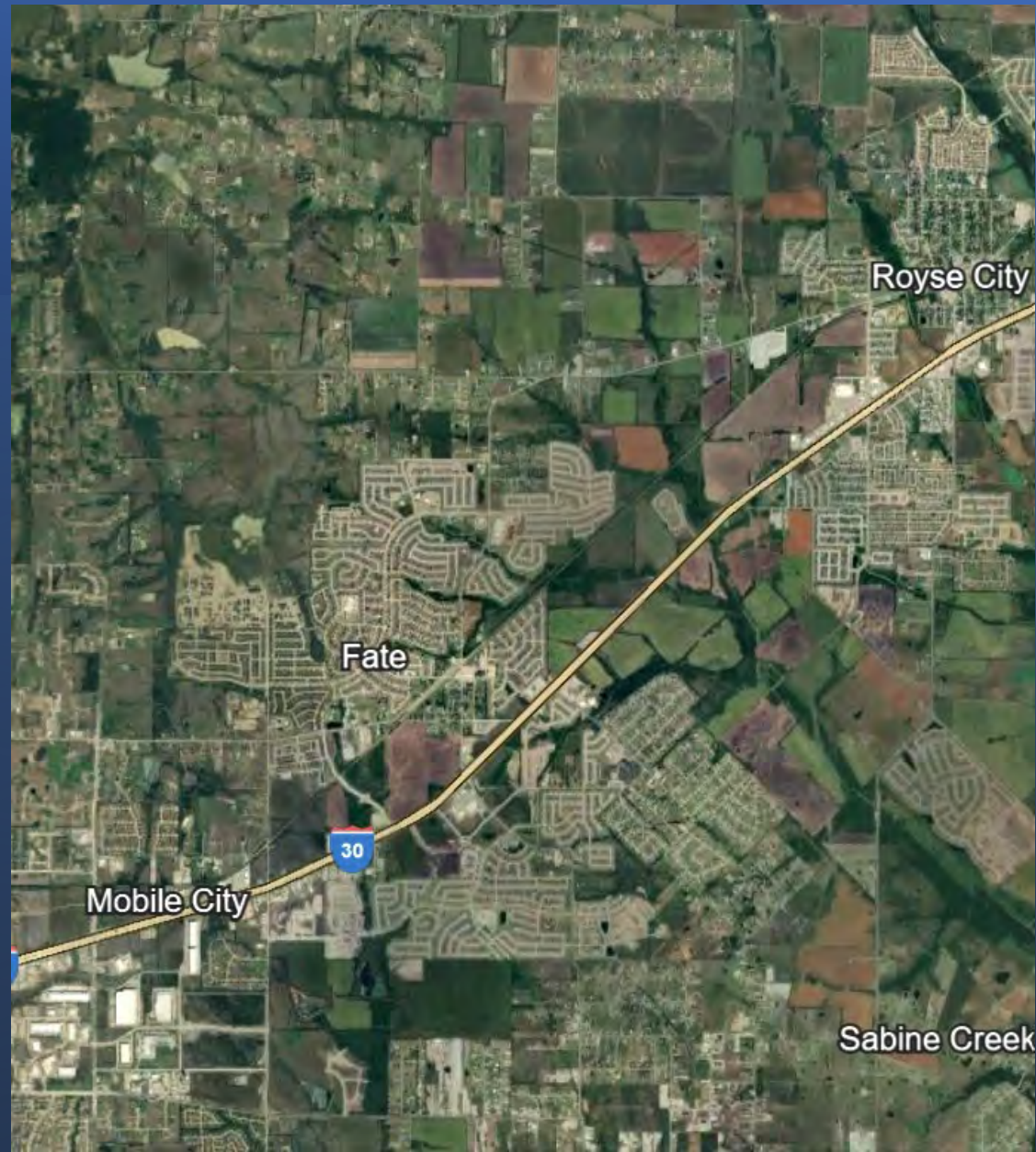
City Management & Planning Team

- Michael Kovacs, City Manager
- Steven Downs, Asst. City Manager
- Ryan Wells, Dir. of Development Services
- Omar Williams Asst. to the City Manager – not pictured (from TCAP)

Influential Life Experiences

- Toronto
- Beach cities
- Park City, UT





•What's Wrong?



Unfunded
Liabilities

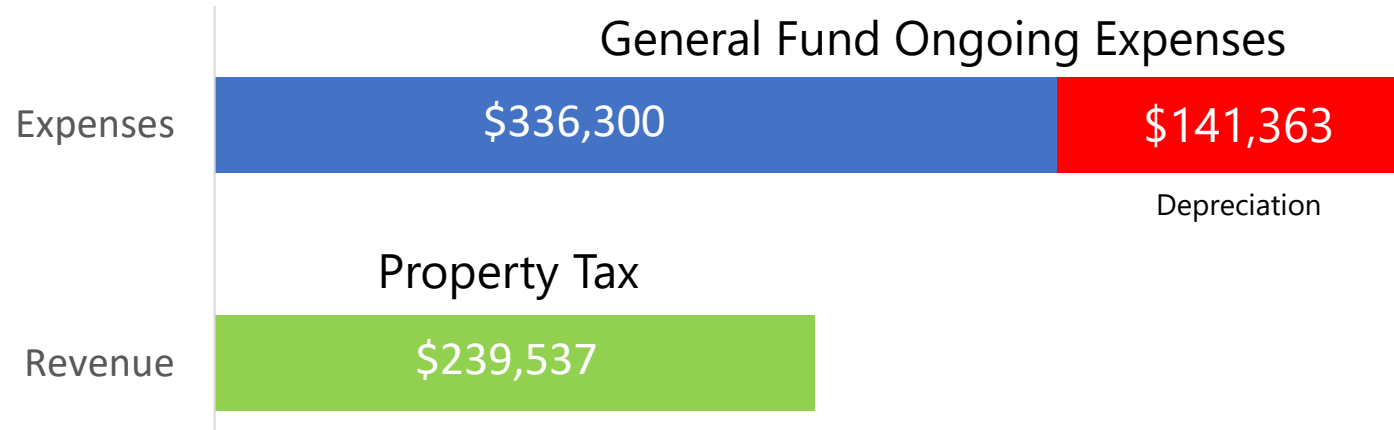
Car
Payment

Student Loans

Mortgage

Credit Card
Debt

Sample Neighborhood in Fate



WOODCREEK FRONT SECTION, FATE, TX

CD Boren Pkwy

CD Boren Pkwy

Peek Dr

Lowry Dr

Cox Dr

Cox Dr

Woodcreek Blvd

Price Dr

Collins Ln

Cable Dr

DCS Health Care Services

Ben Payne Rd

Woodcreek Fate
Community Cen

KatyBo Cookies
Cookies

Vernon Dr

White Dr

Vernon Dr

Price Dr

Woodcreek Blvd

Woodcreek
HOA - Com

Jeremiah Stanley
Commercial...

White Dr

Meushaw Dr

White Dr

Zeter Dr

Price Dr

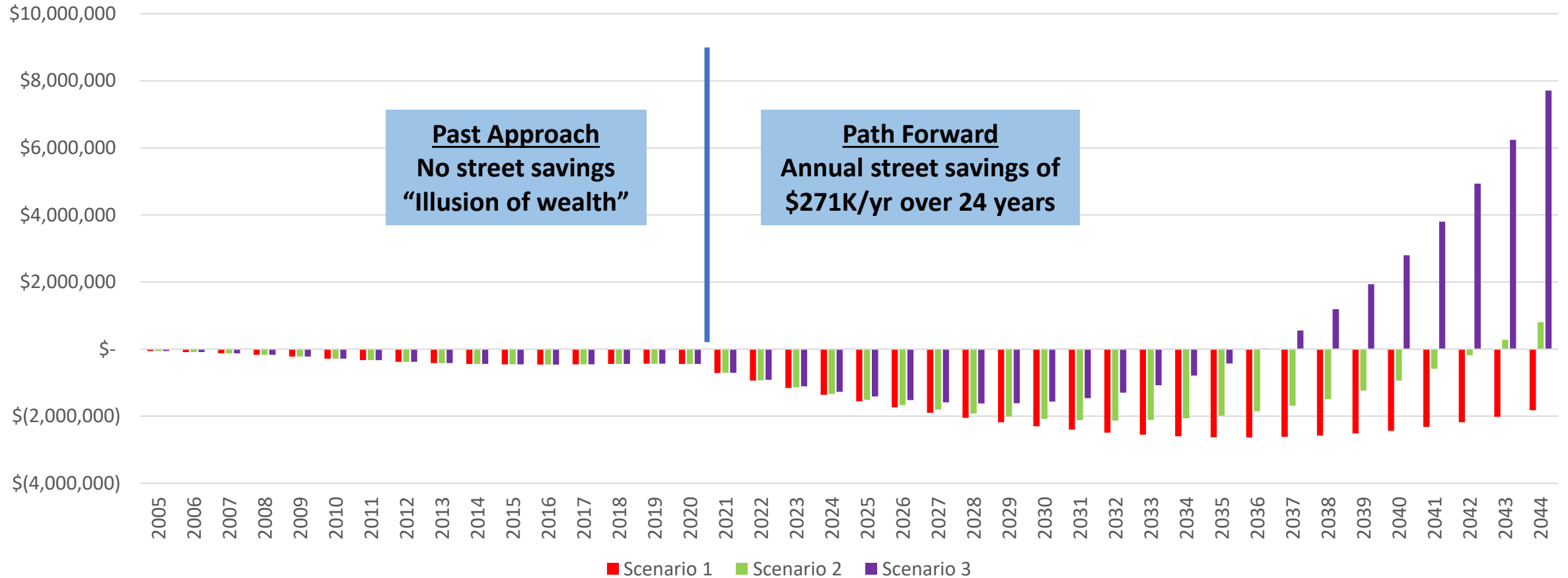
CrossFi

Ben Payne Rd

WOODCREEK FRONT SECTION ANALYSIS AND RESULTS

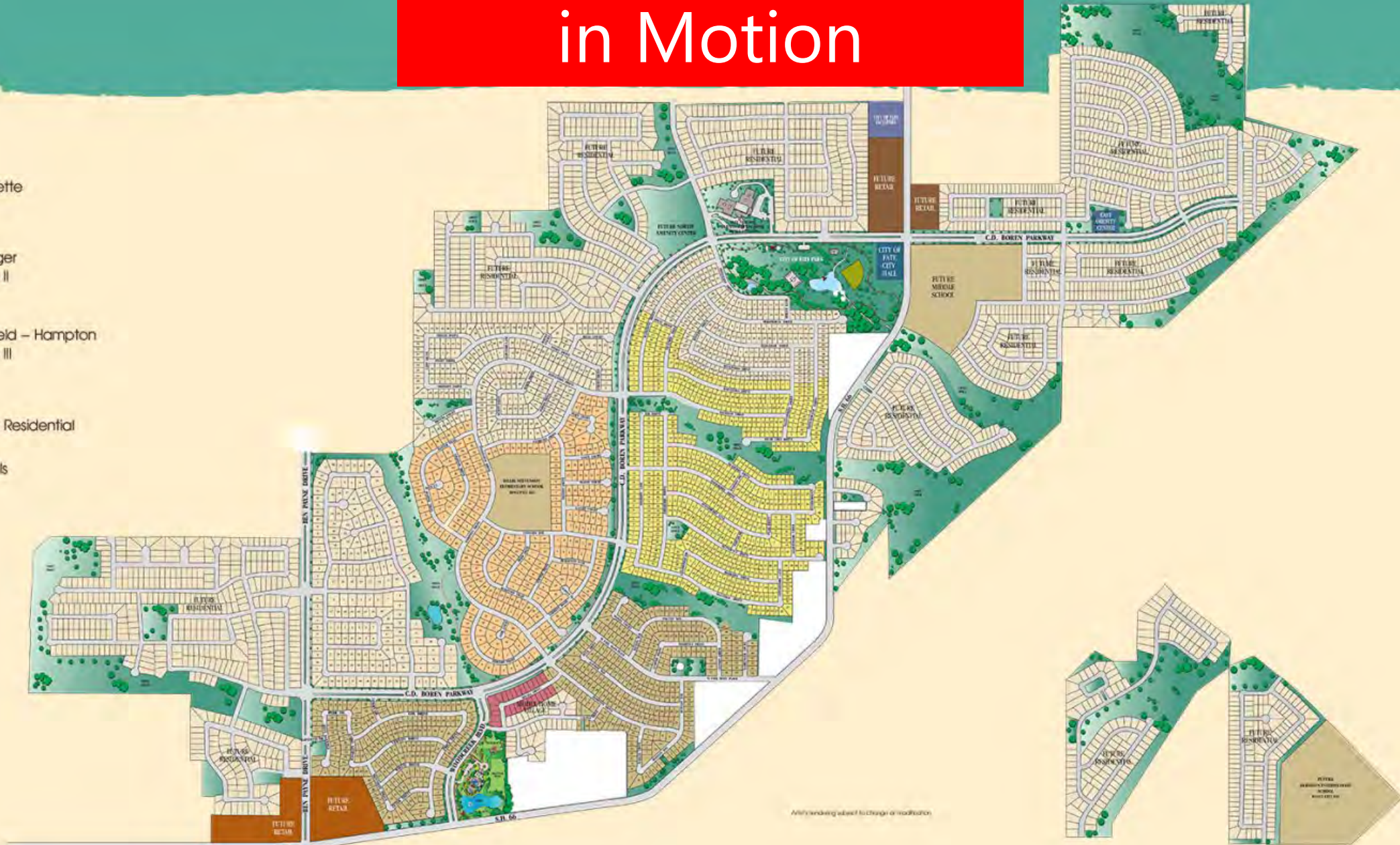
SAVING FROM THE PRESENT FORWARD (\$271K/YR, 24 YRS) **\$1,342 /HOME/YR.**

Combined - Saving for Streets from Present Day



Poverty Cycle Set in Motion

- Lafayette
- Barringer Phase II
- Bradfield – Hampton Phase III
- Future Residential
- Models



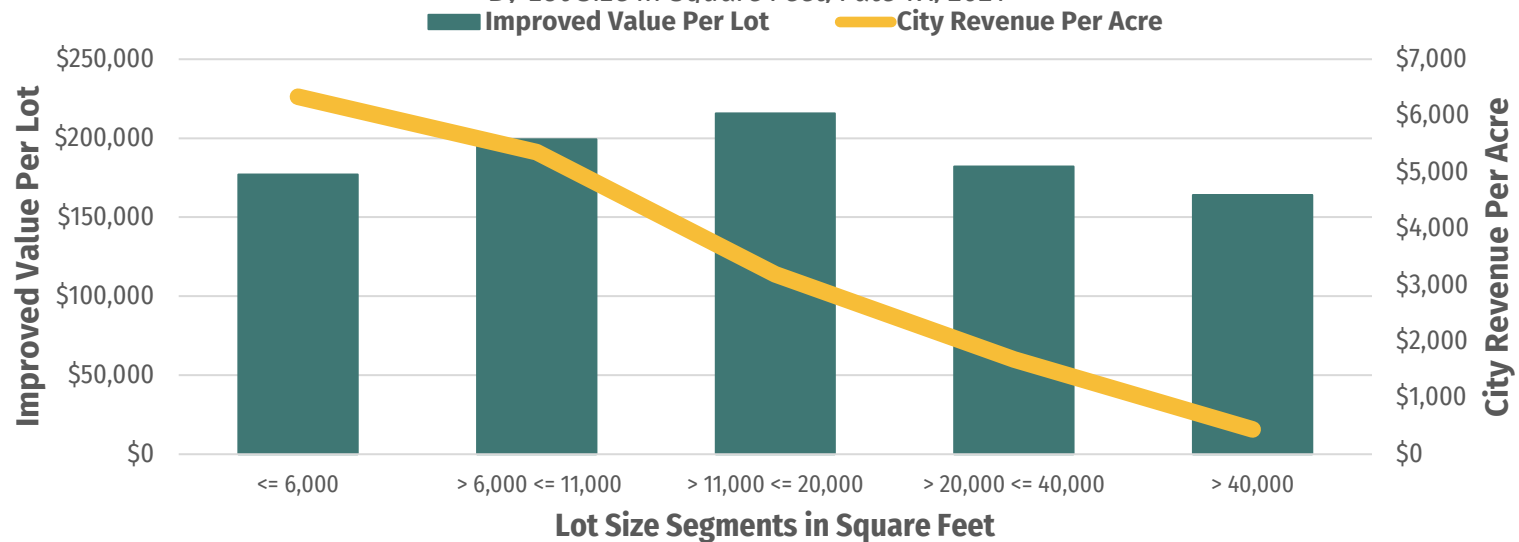
Any rendering subject to change at realization

Single Family Residential

	Lot Size (SqFt)	Count	Area (acres)	Improvement Value Per Lot	Total Value Per Acre	Revenue Per Acre	Land Value Per Acre
Single Family	All	5,738	1,684.8	\$190,242	\$924,866	\$3,046	\$6.36
	<= 6,000	1,588	205.8	\$177,096	\$1,905,778	\$6,335	\$12.38
	> 6,000 <= 11,000	3,013	520.3	\$199,218	\$1,618,494	\$5,353	\$10.67
	> 11,000 <= 20,000	238	73.6	\$215,776	\$963,993	\$3,186	\$6.12
	> 20,000 <= 40,000	624	337.8	\$182,112	\$516,413	\$1,677	\$4.13
	> 40,000	275	547.2	\$164,157	\$143,213	\$440	\$1.39

City Revenue Per Acre vs. Improved Value Per Lot

By Lot Size in Square Feet, Fate TX, 2021



Neighborhood Costs

South Bend, IN

Originally Built 1920s-1940s



Originally Built 1970s



	1920-1940s	1970s	Difference
Lots	88	88	0
Road Cost	\$38,465	\$75,161	2x
Water Pipes	\$12,154	\$11,675	-0.96x
Storm & Sewer Pipes	\$28,382	\$35,176	1.2x
Annual Total Costs	\$78,981	\$122,012	1.5x
Property Taxes	\$21,965	\$21,079	-0.96x
Deficit	-\$57,016	-\$100,933	1.8x

Infrastructure

- Roads
- Water Pipe
- Combined Sewer
- Separated Sewer
- Storm Water

Rapid Education & Planning

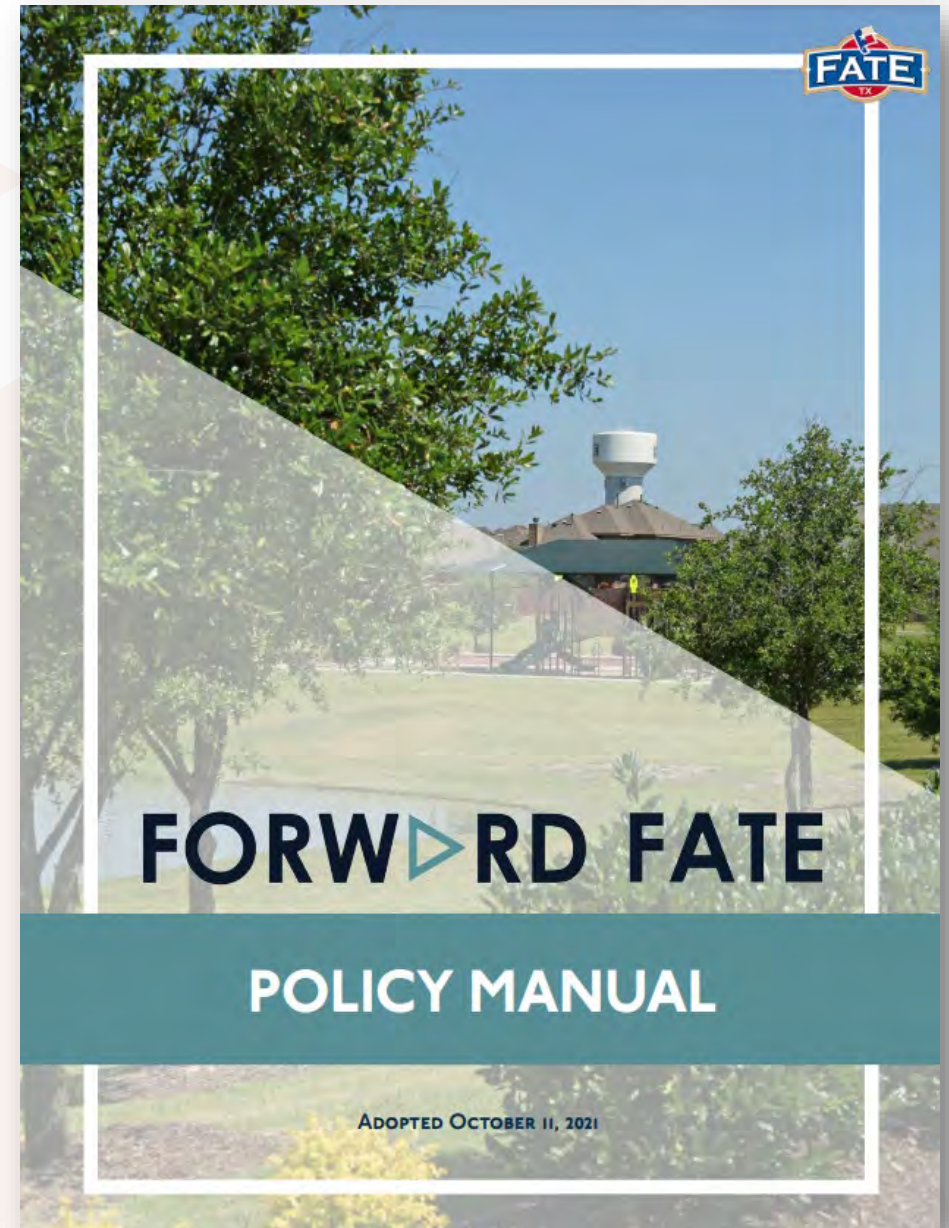
Rethinking Parking Requirements



Blueprint for City

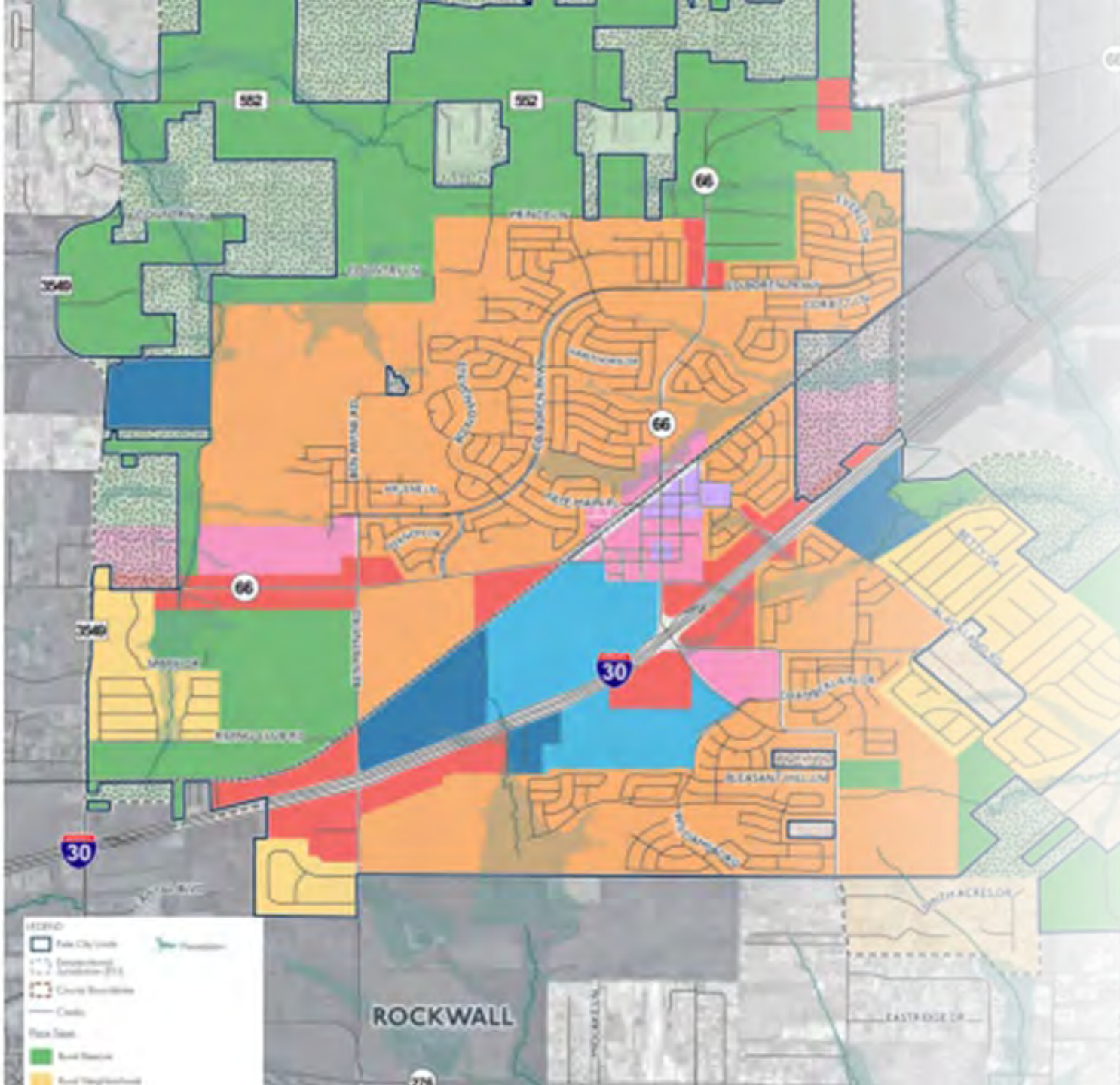
Our Values

- **Managed Growth**
- Distinctive Identity
- Quality Housing Choices
- Connected Transportation System
- Places to Play
- Economic Opportunity



Fate Comp Plan

- *Fate will be 30,000 pop. by the end of 2024*
- **An education campaign with a plan by-product**
- Preserve rural places/Halt revenue-negative developments
- **STOP DIGGING THE HOLE**
- Encourage both large chain and mom-n-pop business locations
- **Do infill development that is revenue-positive and quaint**
- *Be different ... "Fate Funky"*



Paying for City Services		Descriptions
Land Market Value	\$ 1,053,618	Value of land according to the Appraisal District (most recent market land value, excluding exemptions)
Estimated New Development Market Value	\$ 89,680,000	Projected value of new development (per the developer) (assumed \$380k per home for 236 lots)
Total Estimated Taxable Value	\$ 90,733,618	Sum of land value and new development value
City Property Tax Rate	0.264	Current city property tax rate (M&O only)
Expected Year 1 Property Tax to City	\$ 239,537	Tax rate applied to the total taxable value
Expected Property Taxes to City over 40 years	\$ 28,935,986	Year 1 property tax value extrapolated over 40 year timeframe with 5% annual escalation
Expected Taxable Sales Revenues	\$ -	Expected annual taxable revenue from sales (est. \$300/sf; assume 60% taxable sales floor area)
Sales Tax Rate	0.015	Current City sales tax rate
Expected Annual Sales Tax to City	\$ -	Sales tax rate applied to the expected annual taxable sales
Year 1 Contribution to City	\$ 239,537	Sum of expected property tax and sales tax to the City for Year 1

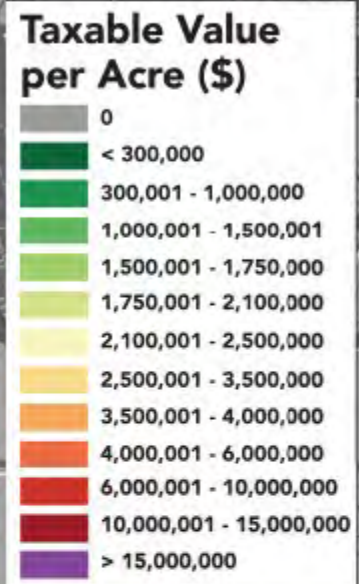
Ongoing Costs for Providing Services		Descriptions
Developed Acres	70.39	Number of acres within the development with proposed improvements
Total Estimated Public Road Replacement Cost	\$ 5,654,529	Estimated cost to replace public roads (0.25x for perimeter collector streets, 0.5x for internal; 0.5x for perimeter local streets, 1.0x for internal). Based on 2022 City Engineer est. of \$1.2 million per lane mile construction cost or developer's cost estimate.
Estimated Year 1 Public Road Cost	\$ 141,363	Total public road replacement cost divided by the number of years (40 on average) before infrastructure needs to be completely replaced; represents unfunded liability
Total Escalated Public Road Replacement Cost	\$ 13,433,113	Year 1 public road cost extrapolated over 40 year timeframe with 4% annual escalation; represents unfunded liability
New Single Family Units	236	Number of SF units proposed within the development
New Multifamily Units	-	Number of MF units proposed within the development
New Commercial/Industrial Square Feet	-	Amount of commercial or industrial square footage proposed within the development
Estimated Year 1 City Service Costs	\$ 336,300	(Est. cost to serve a SF unit (\$1,544) x # proposed units) plus (the est. cost to serve a MF unit (\$696) x # proposed units) plus [SF (commercial/industrial)/10,000 times \$1,544]

Productivity		Descriptions
Estimated Taxable Value Per Acre	\$ 1,289,013	Total Estimated Taxable Value divided by total acres
Estimate Net Value Per Acre	\$ 1,208,681	Total Estimated Taxable Value minus Public Road Replacement Cost, divided by total acres
Annual Project Net Revenue	\$ (96,763)	Difference between the annual contribution to the city and total annual city cost (based on Year 1 values)
Annual Project Net Revenue with Roads	\$ (477,663)	Difference between the annual contribution to the city and total annual city cost plus annualized road depreciation costs (based on Year 1 values)
Gain/(Loss) over 40-year period	\$ (11,688,979)	Total escalated expected property taxes (5%) plus total escalated expected sales taxes (5%) minus escalated annual city service costs (5%) over 40 years
Gain/(Loss) over 40-year period with Roads	\$ (25,122,092)	[Total escalated expected property taxes (5%) plus total escalated expected sales taxes (5%)] minus [escalated annual city service costs (5%) plus escalated annual city road depreciation costs] over 40 years
Revenue to Cost Ratio	0.71 : 1	Year 1 estimated revenue divided by the annual cost to the city (> 1:1 is net positive)
Revenue to Cost Ratio with Roads	0.5 : 1	Year 1 estimated revenue divided by the annual cost to the city (> 1:1 is net positive); includes road depreciation
Private to Public Ratio	16.0 : 1	Total taxable value divided by total estimated road replacement cost (40:1 is net positive target)
Est Years to repay public liabilities	28	# of years from escalated cumulative property tax revenues to repay total escalated public road replacement cost



Value Per Acre

Fate, TX



Value Per Acre

Downtown Fate, TX

66
TEXAS

30



The Villages at Fate



Destiny Life Church



Along Came Tamale

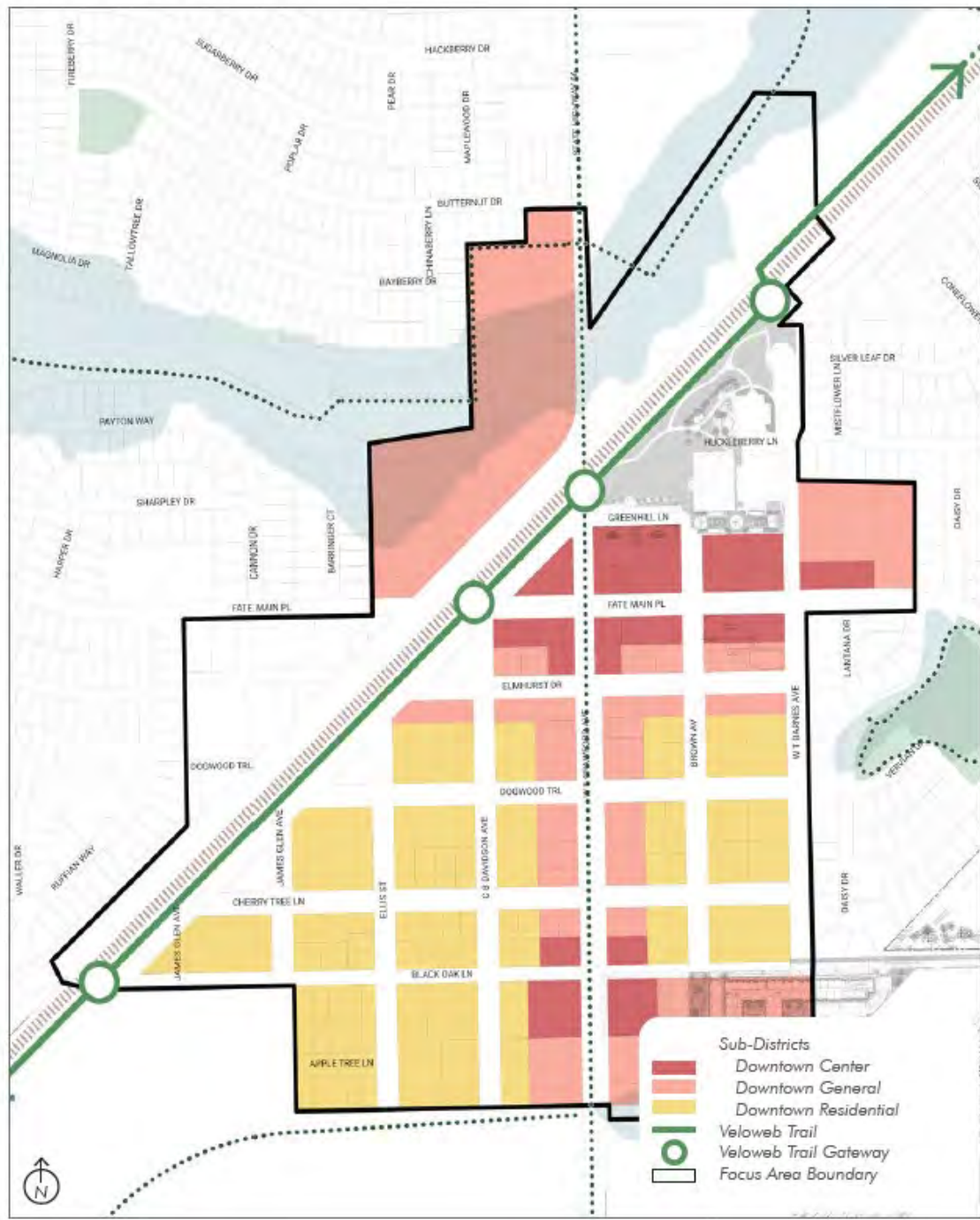
Taxable Value per Acre (\$)

0
< 300,000
300,001 - 1,000,000
1,000,001 - 1,500,001
1,500,001 - 1,750,000
1,750,001 - 2,100,000
2,100,001 - 2,500,000
2,500,001 - 3,500,000
3,500,001 - 4,000,000
4,000,001 - 6,000,000
6,000,001 - 10,000,000
10,000,001 - 15,000,000
> 15,000,000



66
TEXAS

SUB-DISTRICTS MAP



SUB-DISTRICT: DOWNTOWN CENTER



Description. Development here would include the highest intensity for mixed use buildings. Ground floor heights would be designed as “retail ready” to accommodate new retail demand over time.

Blocks. Use existing blocks, require consolidated vehicular site access, and incorporate alleys where possible.

Frontage. Buildings would be pulled up to street and incorporate large, transparent windows and doors to activate ground floor facades. Ground story spaces would have tall ceilings and the floor would be at or near the sidewalk elevation.

Streetscape. Streetscapes would include trees in tree grates with parallel on-street parking.

Height. 1 to 3 stories.

Parking. On-street and to the rear of buildings.

DOWNTOWN STREET (TYPICAL) PRECEDENTS



Sidewalk with Street Trees in Tree Grates



Sidewalk, Street Trees in Tree Grates and Decorative Treatment

DOWNTOWN STREETS: PEDESTRIAN-ORIENTED STREETS



Streetscape Furnishings



Curb Separated Cycle Tracks



Pedestrian-Scaled Street Lighting, Furnishings and Parallel Parking



Street Trees and Plantings. Building Frontage with Entrances, Transparent Windows and Pedestrian-Scaled Signs.



Cafe Seating



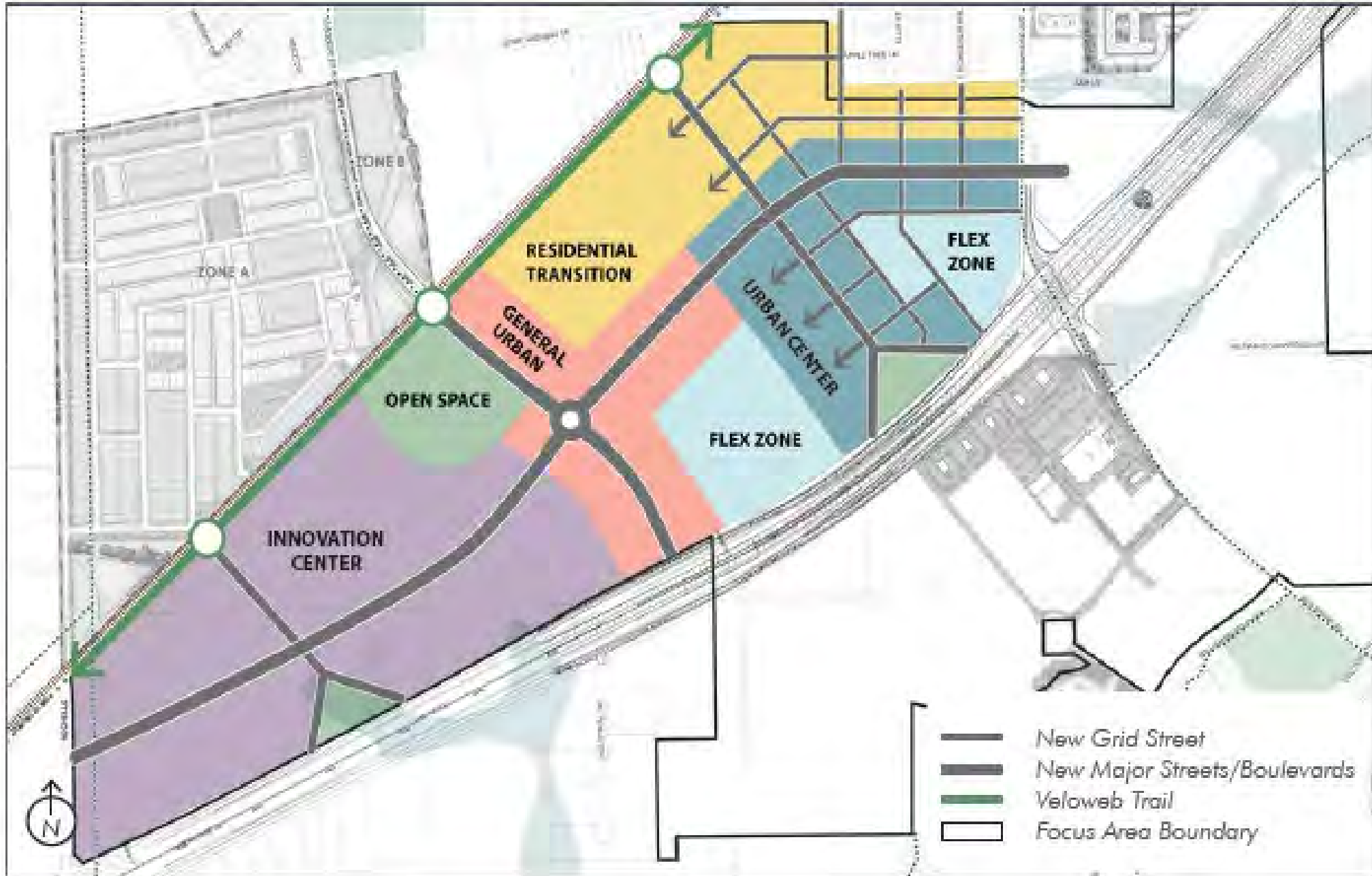
SUB-DISTRICT: DOWNTOWN GENERAL



SUB-DISTRICT: DOWNTOWN CENTER



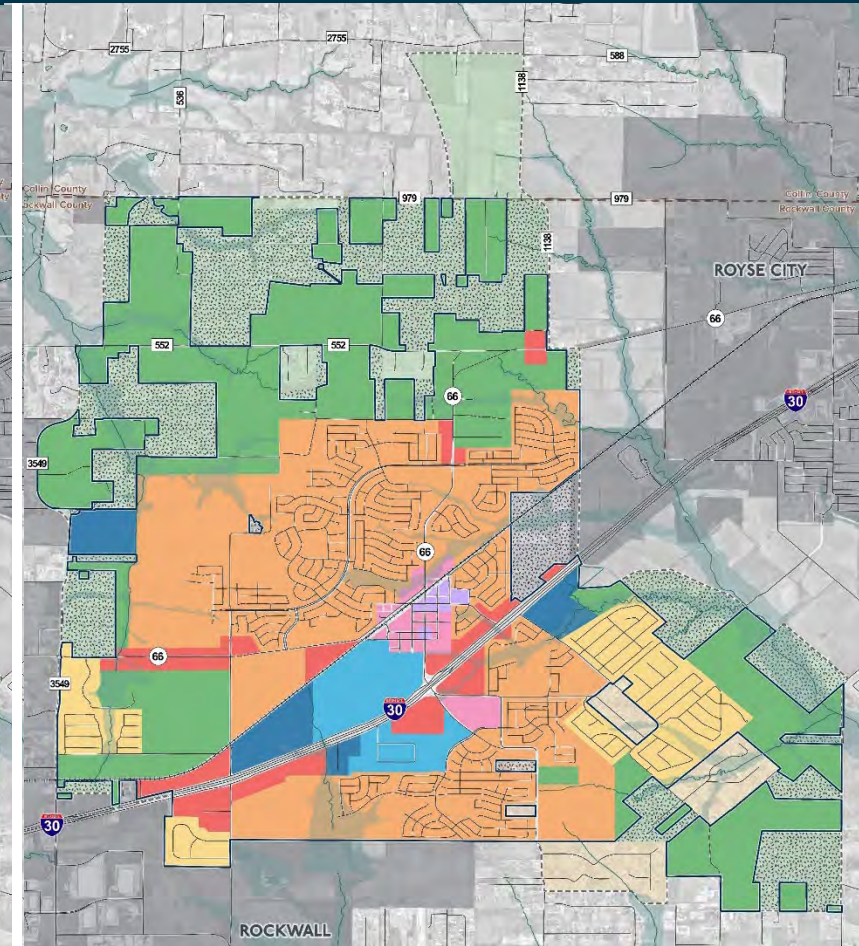
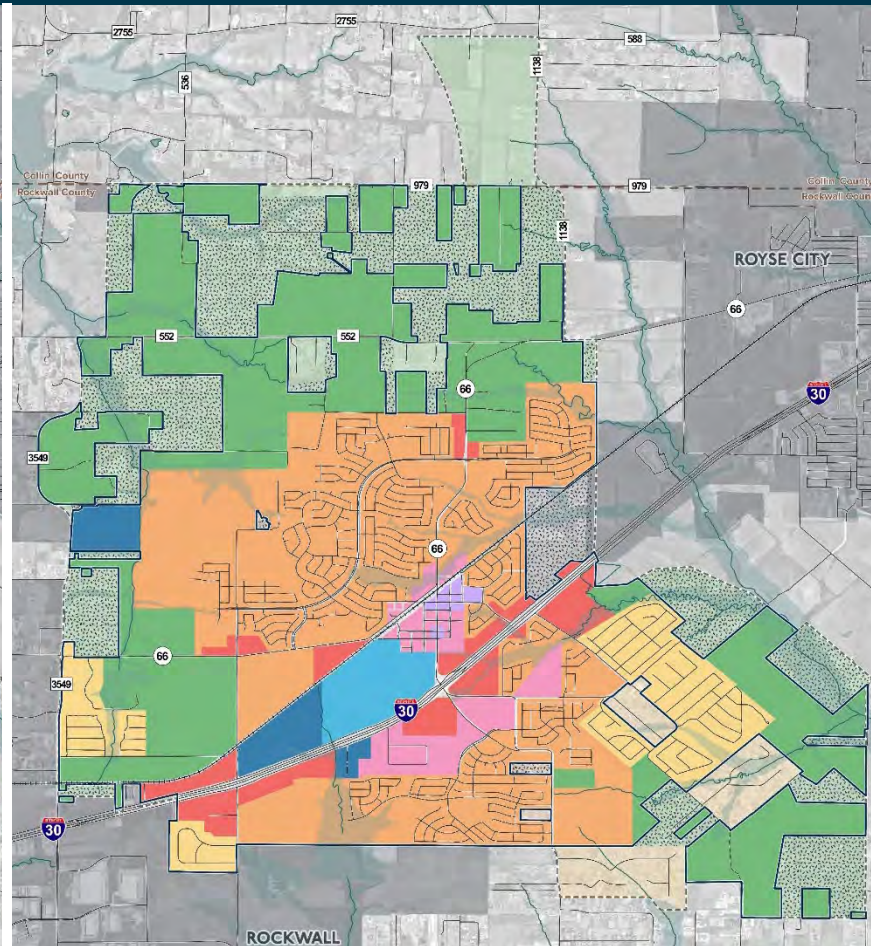
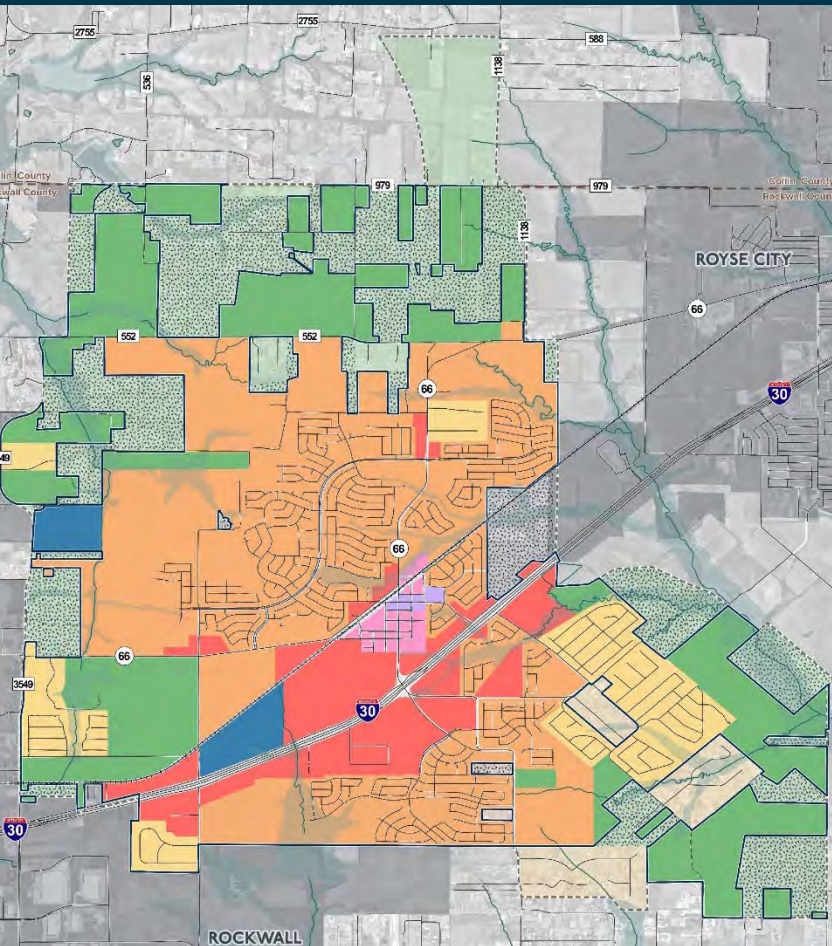
SUB-DISTRICT MAP



CURRENT TRENDS SCENARIO

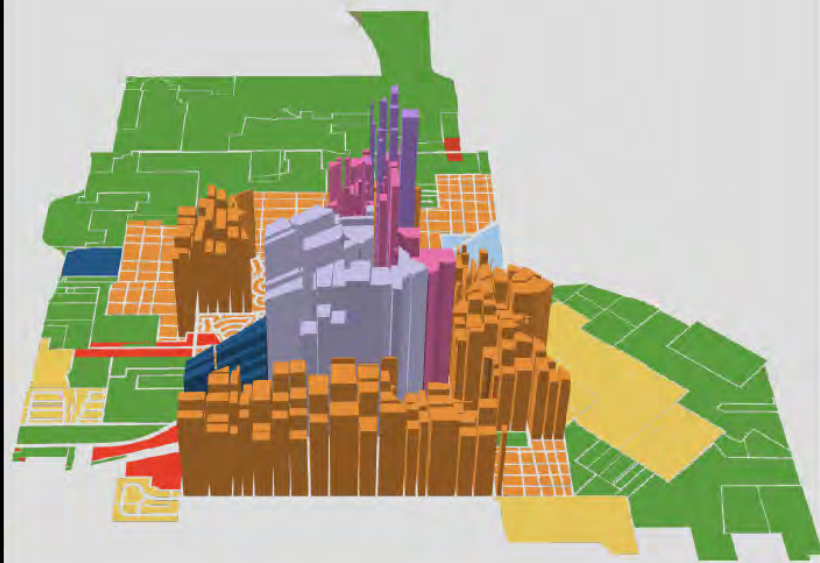
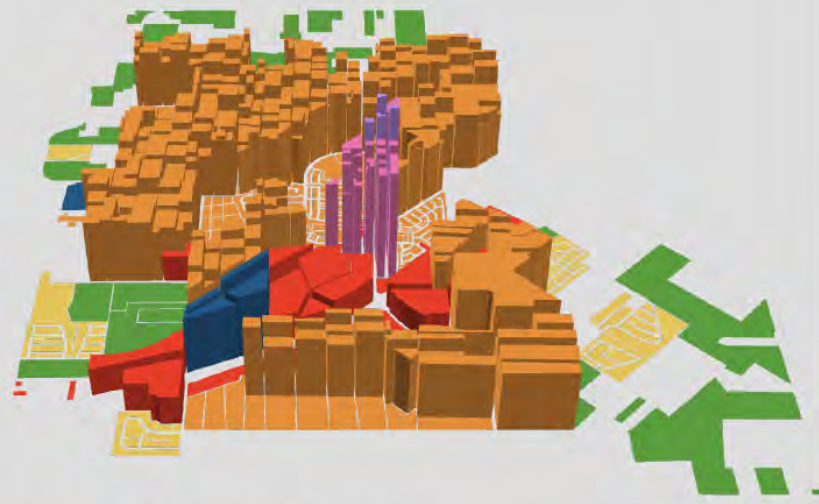
FATE FORWARD SCENARIO

PREFERRED SCENARIO



Fate City Limits	Rural Placetypes	Suburban Placetypes	Urban Placetypes	Other Placetypes
Extraterritorial Jurisdiction (ETJ)	Rural Reserve	Suburban Neighborhood	Urban Neighborhood	Non-Development Agreement Zone
County Boundaries	Rural Neighborhood	Supportive Commercial	Mixed-Use Center	
		Business & Innovation Center	Downtown Core	

Projection
Fate, TX

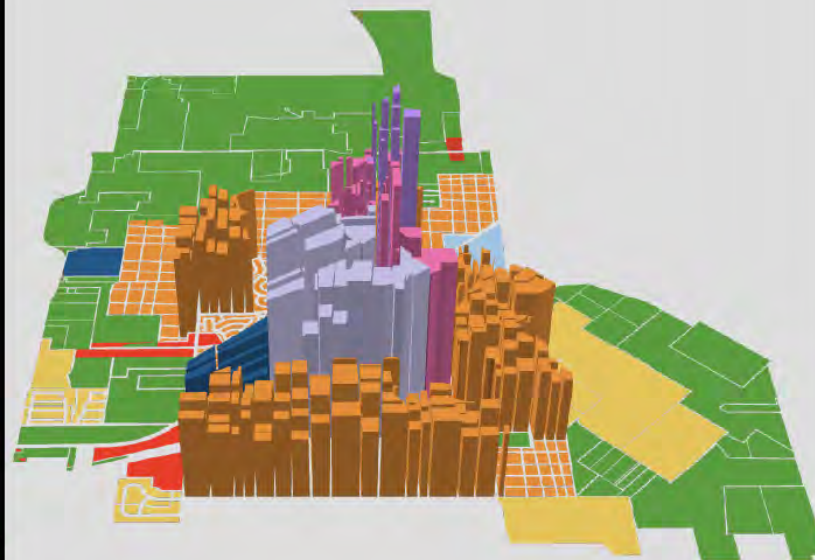
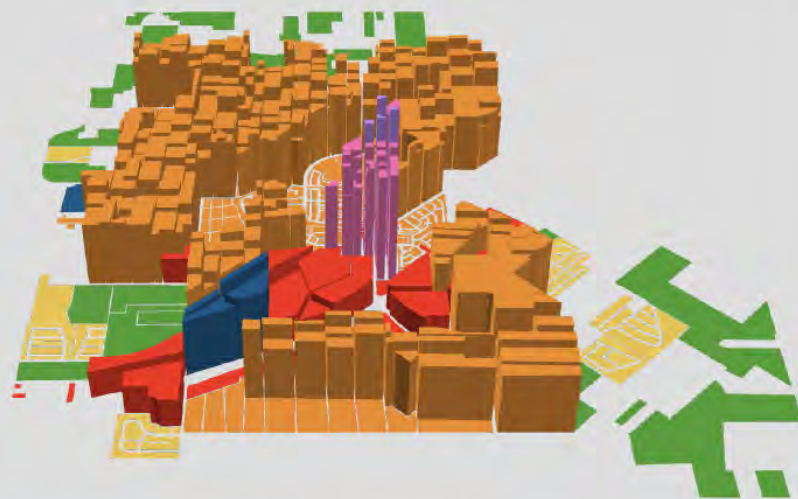


*Based on Fate's data & Urban3 estimates

	Trend Scenario		Draft Preferred Scenario		Fate Forward Scenario
Multi Family Units	4,950	=	4,950	=	4,950
Single Family Units	14,460	=	14,460	=	14,460
Total Value	\$4.1B	>	\$3.5B	>	\$3.2B
Acres	2,562	>	1,410	>	1,123
Value Per Acre	\$1.6M	<	\$2.4M	<	\$2.9M

Projection

Fate, TX



*Based on Fate's data & Urban3 estimates

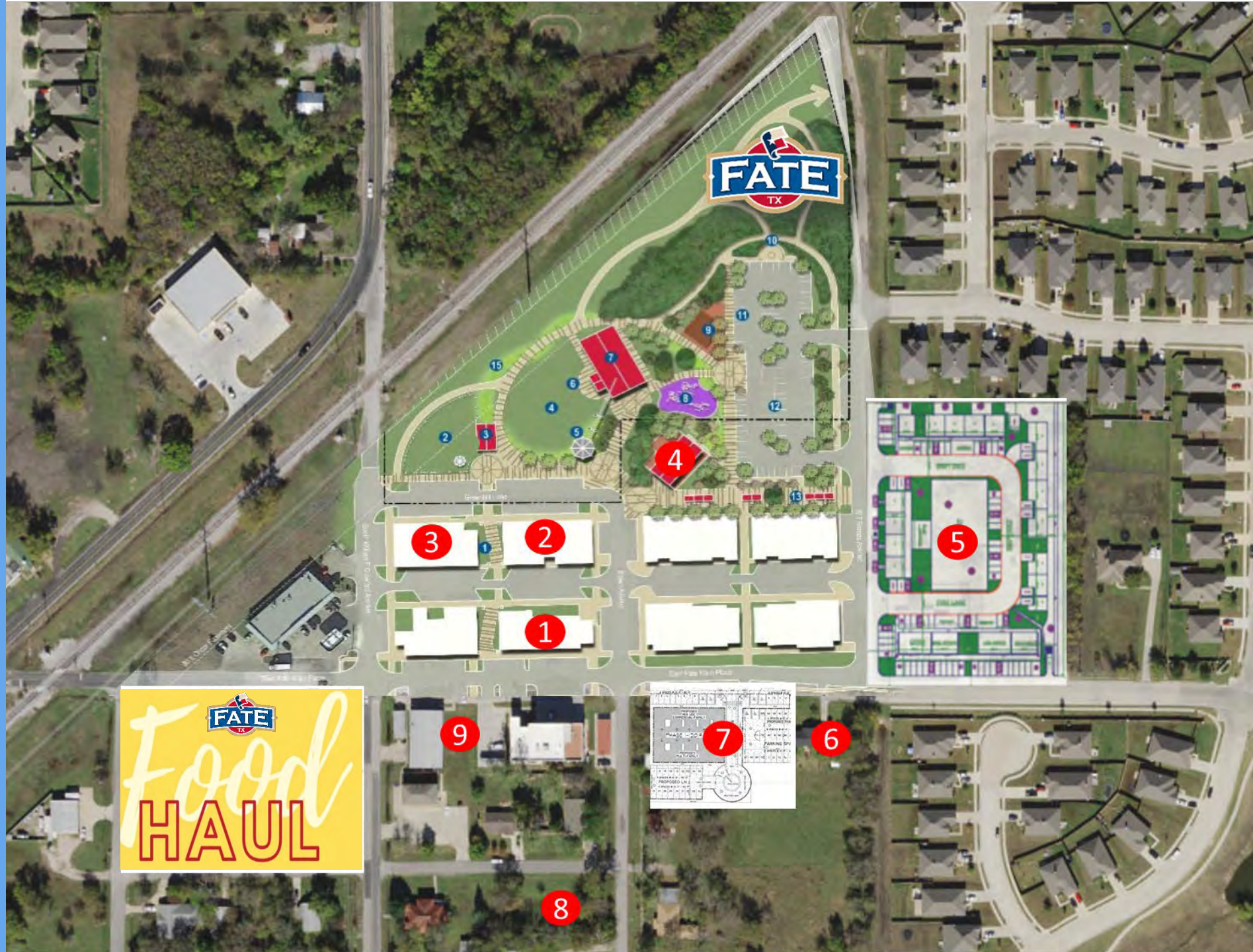
	Trend Scenario		Draft Preferred Scenario		Fate Forward Scenario
Value Per Acre	\$1.6M	<	\$2.4M	<	\$2.9M
Public Cost Per Acre*	\$113,000*	=	\$113,000*	=	\$113,000*
Private:Public Ratio	1:14	<	1:22	<	1:28

Downtown



Revitalization

1. Existing Downtown Mixed-Use Building
2. Fate Place Mixed-Use Building
3. Park Place Mixed-Use Building
4. Sauce & Vine Restaurant
5. Lafayette Place Horizontal Mixed-Use Building
6. Converted Residence
7. Canales Mixed-Use Building
8. Developable Lot
9. Developable Lot
10. Fate Food Haul





LAFAYETTE
CROSSING



MIXED-USE STREET ENTRY



WOODCREEK BLVD ENTRY



CIVIC PARK



RESIDENTIAL STREET



**Community Economic
Development Award**



SEDCC | Southern Economic
Development Council

CEDA
Awards
Community Economic Development Awards

Texas
DOWNTOWN
ASSOCIATION
AWARD★WINNER



New Development Fiscal Analysis

Fate, Texas



2022
ICMA 108TH
ANNUAL
CONFERENCE



★
Texas
DOWNTOWN

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exas
WNTOWN

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as
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★
Texas
DOWNTOWN
AWARD-WINNER
People's Choice
Best Economic
Game Changer

★
Texas
DOWNTOWN
AWARD-WINNER
2022
Resiliency Award
Under 50k population
Local Business Action Team
Fate

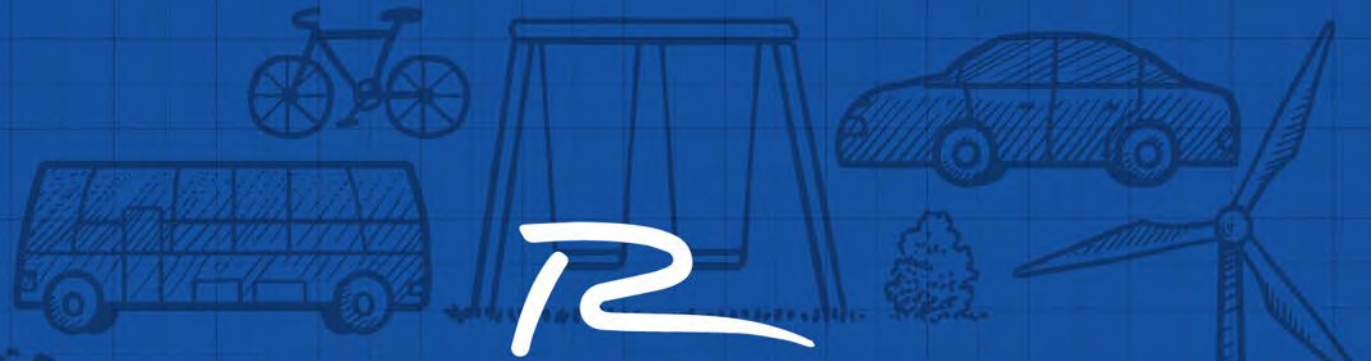
★
Texas
DOWNTOWN
AWARD-WINNER
People's Choice
Resiliency Award

★
Texas
DOWNTOWN
AWARD-WINNER
Best Economic Game Changer
Under 50k population
Fate Food Haul



Fate Comp Plan – Fiscal Sustainability

For NCTCOG CLUTPTF
Nov., 2024



ENVISION RICHARDSON

COMPREHENSIVE PLAN UPDATE

NCTCOG Coordinated Land Use and Transportation Task Force

November 7, 2024

Presentation Overview

- Comprehensive Plan Purpose and History
- Introduction to *Envision Richardson*
- Overview of Draft Plan
 - Land Use
 - Transportation and Mobility
 - Neighborhoods and Housing
- Project Status

Comprehensive Plan Purpose and History

What is a Comprehensive Plan?



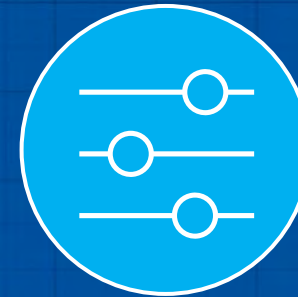
Provides general guidance on growth and development patterns in the City



Consists of a single plan in coordination with other technical plans to address the community's future



Presents a long-range vision for the City



Offers flexible guidance that can evolve as the City and market conditions change




Is not a zoning ordinance, but informs land use, development standards, and capital investment

Why Prepare a Comprehensive Plan?

- Texas Local Government Code requires zoning regulations to be adopted in accordance with a comprehensive plan.
- The current plan was prepared in 2009, and there have been significant changes in Richardson since that time.

2009 Comprehensive Plan

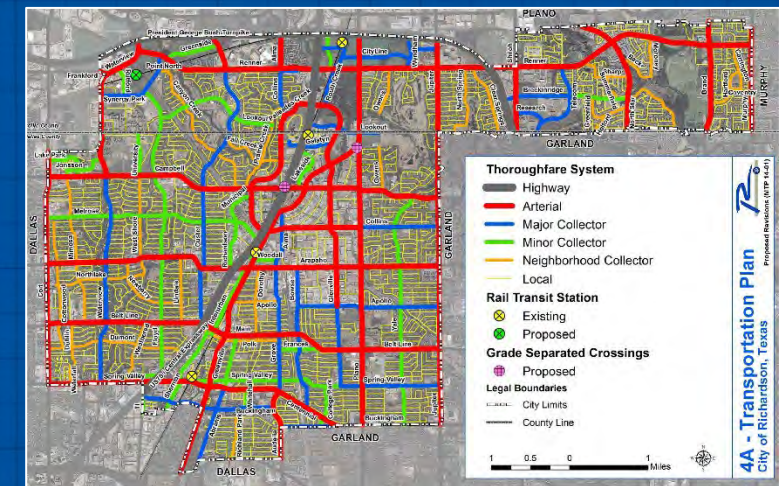
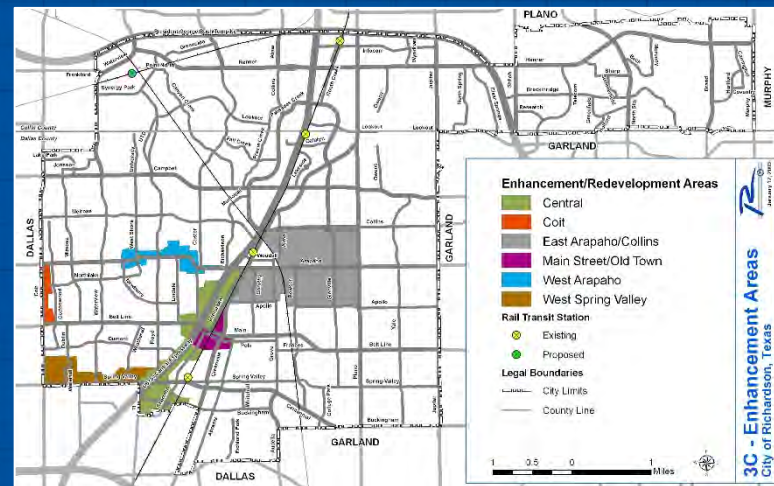
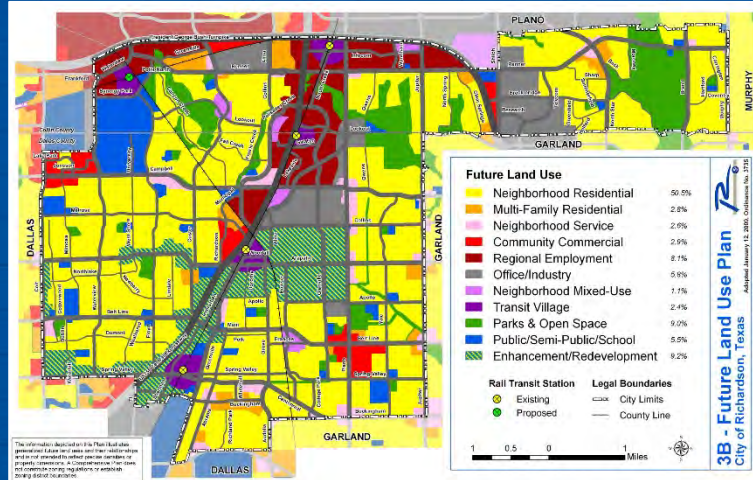
City of Richardson, Texas



Adopted January 12, 2009 ■ Ordinance No. 3735

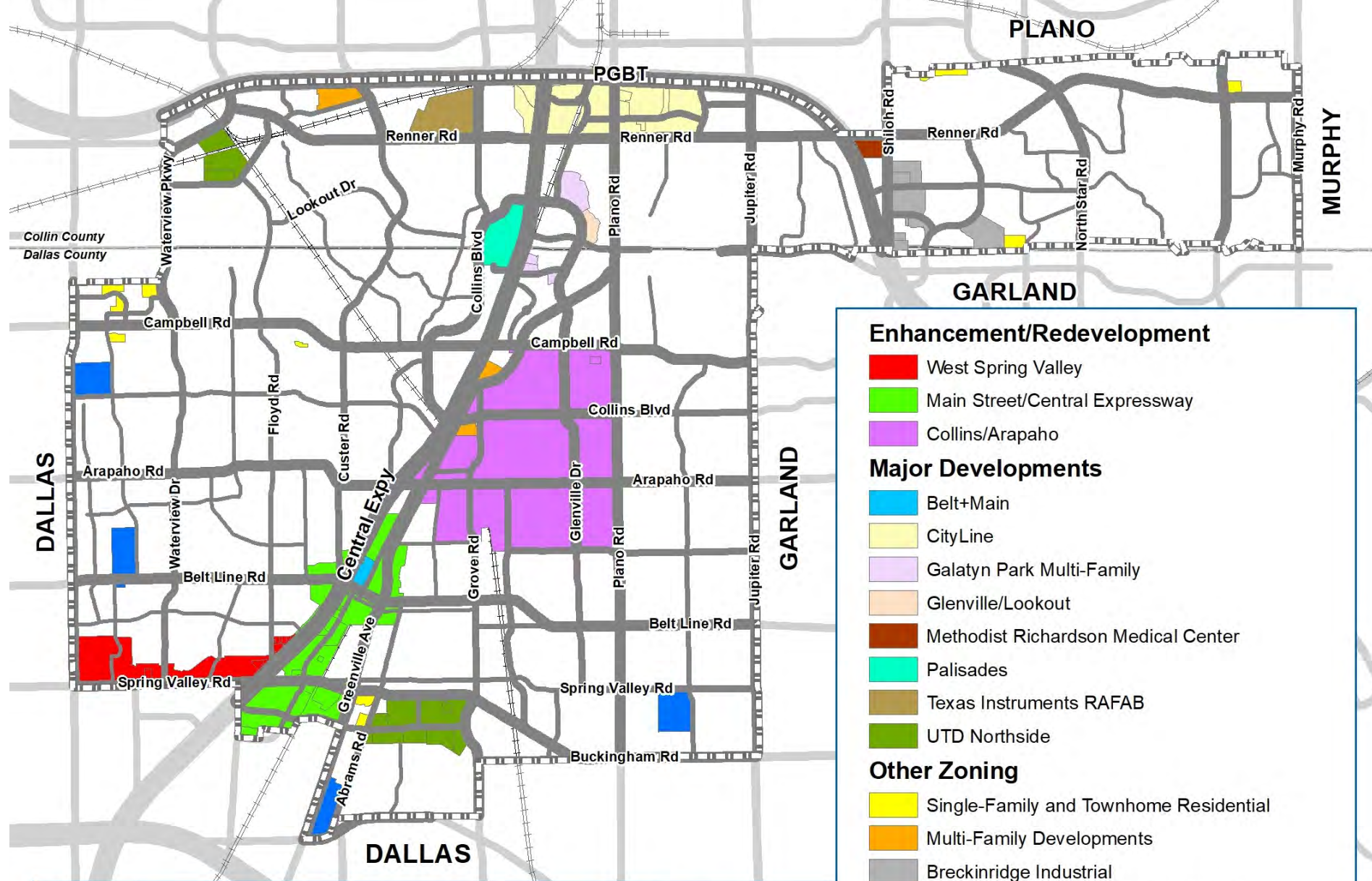
2009 Comprehensive Plan

- Four major themes and ten elements
- Revised Future Land Use classifications
- Identified 6 enhancement/redevelopment districts for further study
- Designated functional transportation plan roadway classifications



Changes and Growth Since 2009

	2009	2023	% Change
Population (NCTCOG Estimate)	97,448	122,615	25%
Undeveloped Land	Approx. 1,225 acres	Approx. 494 acres	-60%
Bike Lanes	0 miles	24.9 miles	
Parks and Open Space	Approx. 836 acres	Approx. 865 acres	3.5%
Trails	Approx. 73 miles	Approx. 87 miles	20%
Median Age	35.8 years old	35.1 years old	



Major Zoning Approvals 2009-2023

Enhancement/Redevelopment

- West Spring Valley
- Main Street/Central Expressway
- Collins/Arapaho

Major Developments

- Belt+Main
- CityLine
- Galatyn Park Multi-Family
- Glenville/Lookout
- Methodist Richardson Medical Center
- Palisades
- Texas Instruments RAFAB
- UTD Northside

Other Zoning

- Single-Family and Townhome Residential
- Multi-Family Developments
- Breckinridge Industrial
- Richardson Independent School District
- Town of Buckingham Zoning Regulation Update

Total Land Area = over 3,100 acres

New Development



TI RFAB



UTD Northside



CityLine



Methodist Medical Center



Palisades

Introduction to Envision Richardson

Jan 2023	Feb 2023	Mar 2023	Apr 2023	May 2023	Jun 2023	Jul 2023	Aug 2023	Sep 2023	Oct 2023	Nov 2023	Dec 2023	Jan 2024	Feb 2024	Mar 2024	Apr 2024	May 2024	Jun 2024	Jul 2024	Aug 2024	Sep 2024	Oct 2024	Nov 2024	Dec 2024
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Data Collection/Strategic Direction *(February 2023 to December 2023)*



Plan Drafts and Recommendations *(January 2024 to August 2024)*



Implementation *(February 2024 to November 2024)*



Branding/Promotion/Community Engagement *(February 2023 to November 2024)*



* Community Summits
Public hearings

We are here

Where We Are in the Process

Public Engagement Overview

- Three Community Summits were conducted between June of 2023 and July of 2024
- Each Summit was structured with multiple face-to-face and virtual options for engagement
- There were approximately 7,340 individual interactions with Richardson stakeholders during the three rounds of engagement

ONLINE
PRESENCE

TARGETED PUBLIC
ENGAGEMENT

COMMUNITY
EVENTS

Draft Report Overview

Report Structure

- Strategic Direction (Primary policy direction; serves as plan's Executive Summary)
- Plan Components (Chapters)
 - Guiding Principles
 - Content (specific subject matter plus call-out boxes highlighting Sustainability and Stakeholder Input)
 - Action Items
- Appendices (Additional relevant information that informed the related chapters)
- Community Comments
 - Not included within the report document for brevity, but will continue to be available on the City's website in recap form



Strategic Direction: Vision Statement

Richardson is an increasingly dynamic, diverse, and inclusive community with strong neighborhoods and attractive amenities, where people are connected and engaged, decision-making is guided by collaborative input and innovation, and fiscal, social, and natural resources are managed sustainably. It is a safe and livable place with opportunity for people and businesses to grow.

Strategic Direction: Guiding Principles

- 60 Guiding Principles provide guidance to City leaders in making decisions that are aligned with the Vision
 - Shape the more detailed discussions that pertain to each of the topical areas in the plan
 - Organized around the comprehensive plan elements, corresponding to a chapter in the plan
 - Drafted based on input from Richardson stakeholders during the first two community summits and reviewed by City Plan Commission and City Council in February 2024
- **Example**

Actively encourage the reuse, renovation, and redevelopment of older, underachieving retail, office, and industrial space

Comprehensive Plan Elements

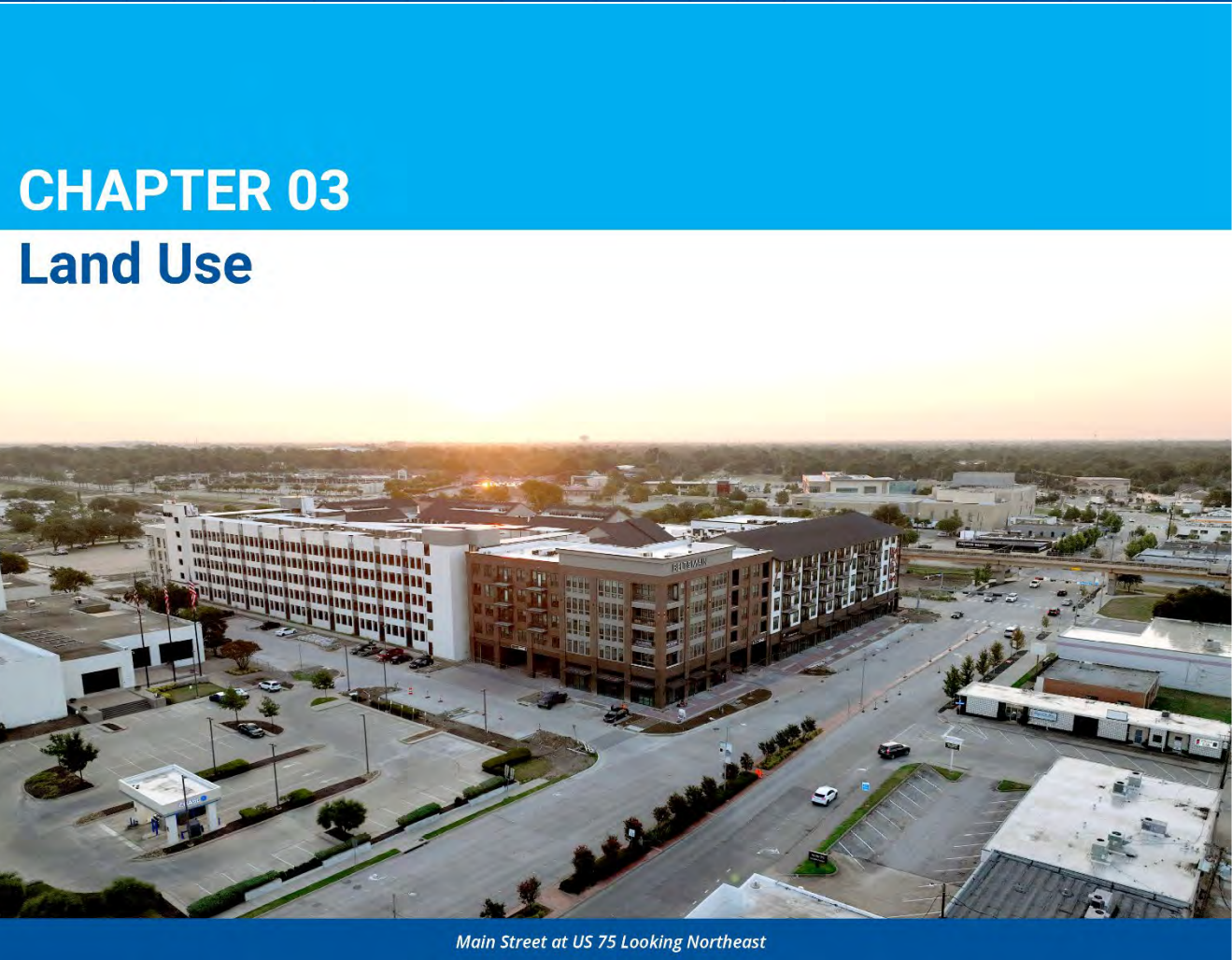
- Plan elements form the chapters of *Envision Richardson*
- Elements provide detail regarding steps to take to achieve the Vision Statement
- Plan Components (Chapters)
 - Guiding Principles
 - Content (specific subject matter plus call-out boxes highlighting Sustainability and Stakeholder Input)
 - Action Items
- Implementation chapter discusses how the Plan will be advanced following adoption



Land Use

Chapter Content

- Guiding Principles
- PlaceTypes
- Future Land Use Plan
- Development Implications
 - Residential Implications
 - Retail and Employment Implications
 - Quality of Life Implications
- Action Items

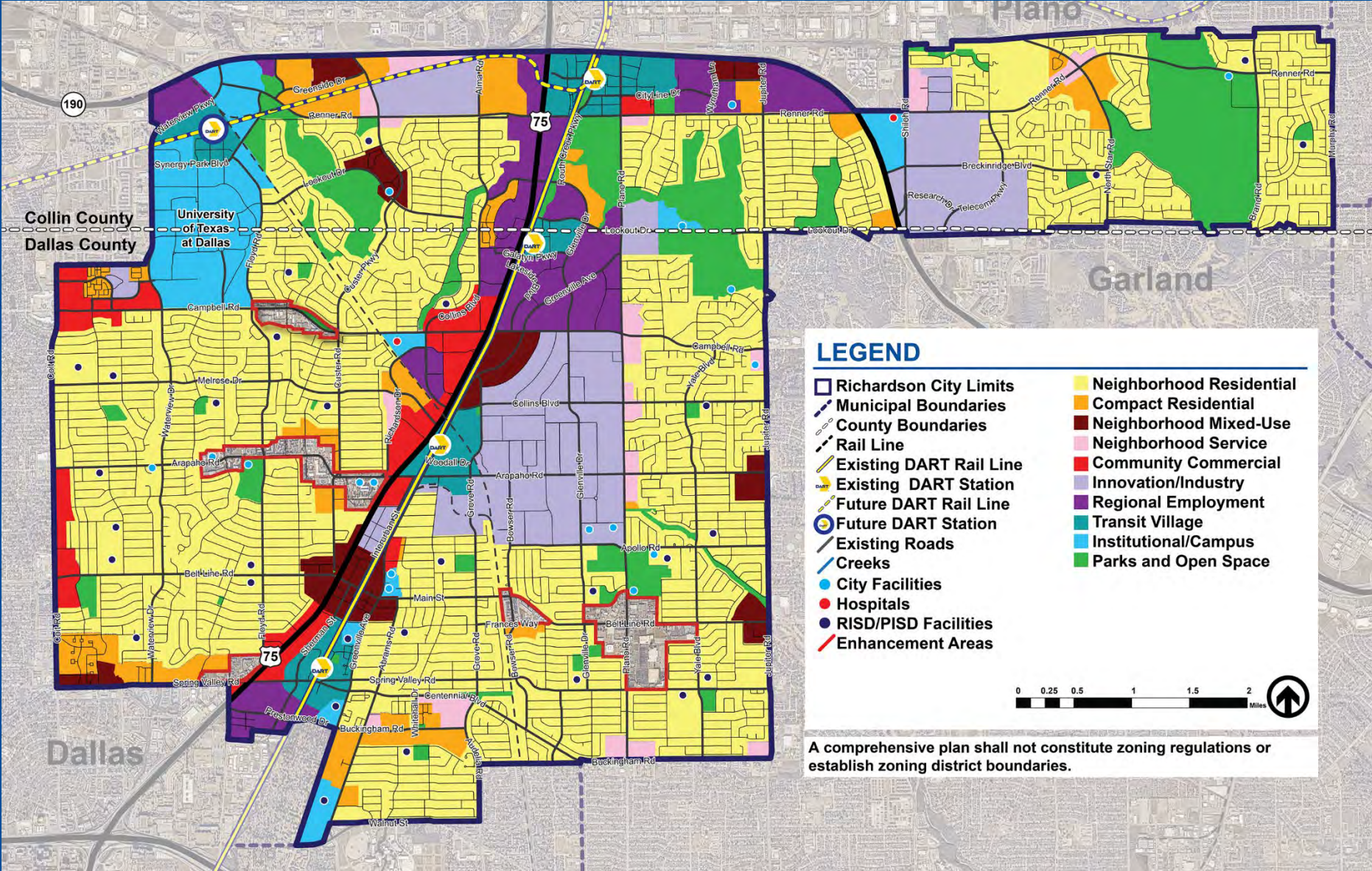


PlaceTypes

- Overall character and intent for an area
- Primary and Secondary Uses
- Builds in flexibility to respond to changing markets while promoting more walkable, mixed-use places

Place Type	Single-Family Detached	Single-Family Attached	Multi-Family	Retail/ Restaurant	Office	Entertainment/ Recreation	Mixed-Use Building	Drive-Through Restaurant	Light Industrial/ Manufacturing/ Distribution/ Research	Hotel	Public, Institutional	Open Space	Utilities
	Primary Use	Secondary Use											
Neighborhood Residential	●	○		○	○						○	○	○
Compact Residential	●	●	●	○	○	○	○				○	○	○
Neighborhood Mixed-Use	●	●	●	○	○	○	○	○			○	○	○
Neighborhood Service		○	○	●	●	●	○	○			○	○	○
Community Commercial		○	○	●	●	●	○	○			○	○	○
Innovation/ Industry			○	○	○	○	○		●		○	○	○
Regional Employment			○	○	○	○	○	○			○	○	○
Transit Village		○	○	○	○	○	○				○	○	○
Institutional/ Campus			○	○	○	○	○				○	○	○
Parks and Open Space											○	○	○

Future Land Use Plan



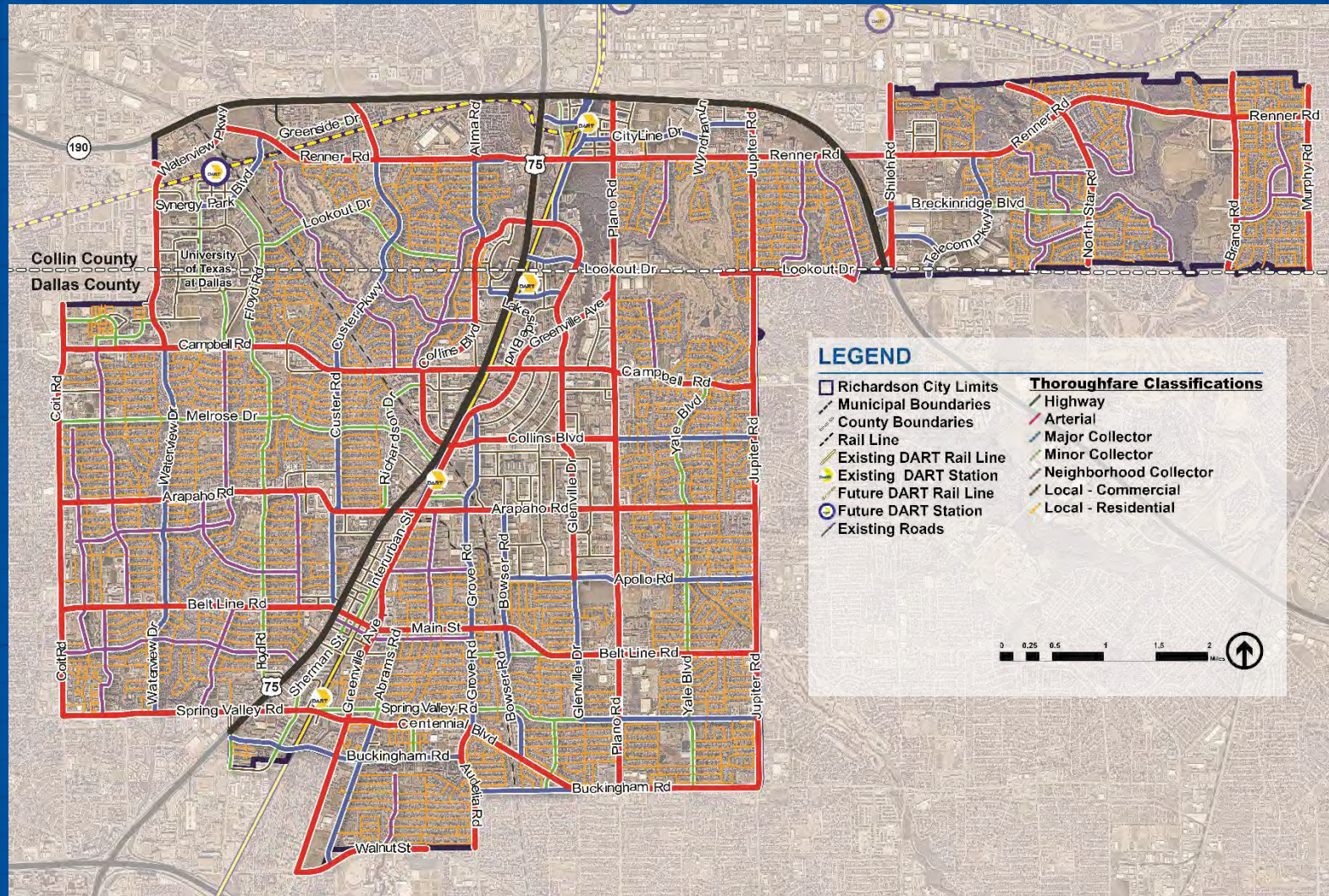
Transportation and Mobility

Chapter Content

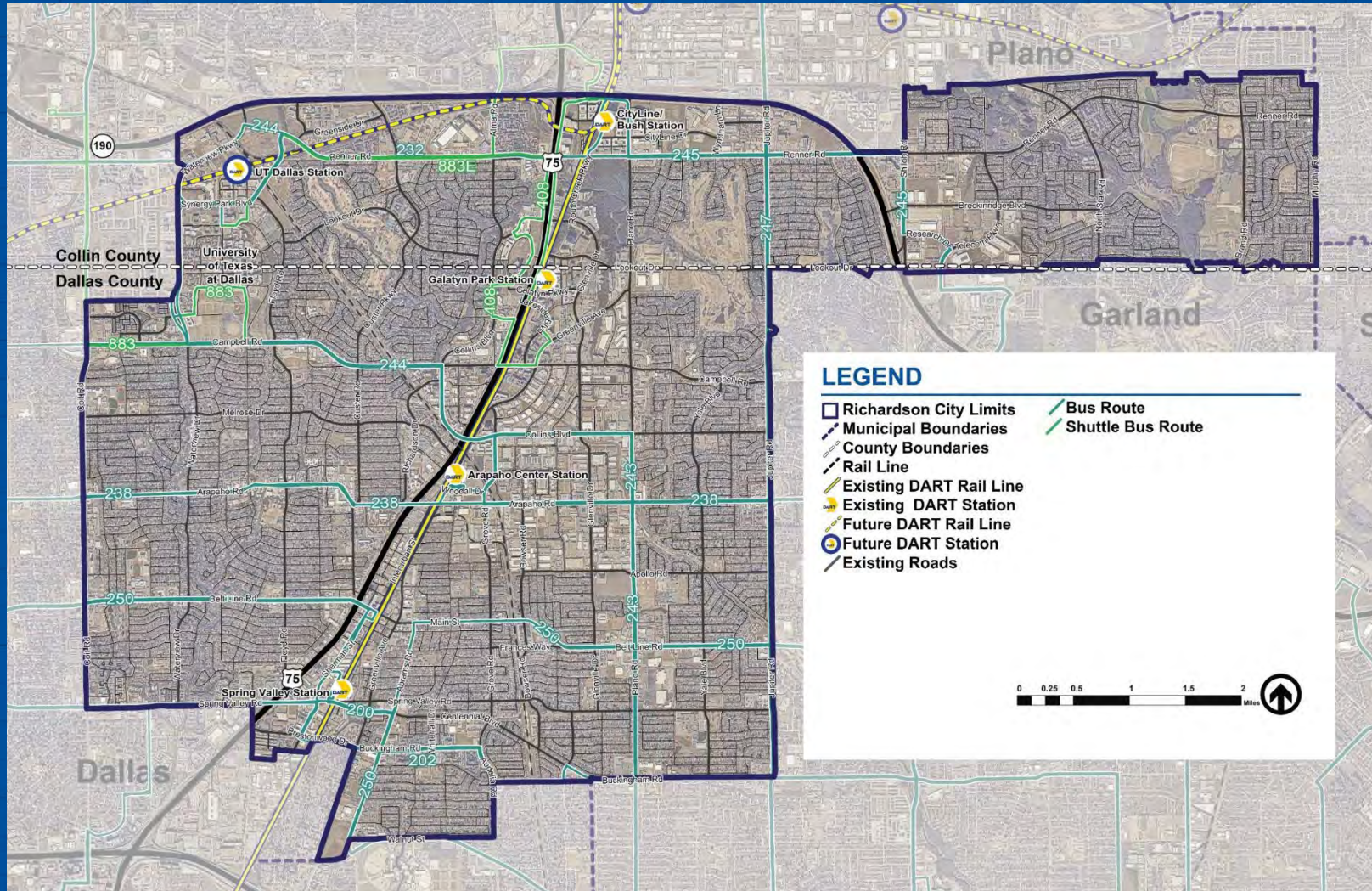
- Guiding Principles
- Building on Previous Plan
- Multimodal Networks
- The Richardson Active Transportation Plan
- Building on the Active Transportation Plan
- Transit Facilities
- Safety
- Technology
- Funding and Partnerships
- Action Items



Thoroughfare Classifications



Transit Facilities



Neighborhoods and Housing

Chapter Contents

- Guiding Principles
- Neighborhoods
- Housing
- Action Items

CHAPTER 07

Neighborhoods and Housing



National Night Out Event

Housing Forecast



Source: Kimley-Horn

Housing Forecast

HOUSING TYPE	LOW		MODERATE		HIGH	
	#	%	#	%	#	%
Single-Family Detached	154	2.0%	226	2.0%	294	2.0%
Townhouse/Attached	770	10.0%	1,130	10.0%	1,470	10.0%
Multi-Family	6,776	88.0%	9,944	88.0%	12,936	88.0%
Other	0	0.0%	0	0.0%	0	0.0%
TOTAL	7,700	100%	11,300	100%	14,700	100%

Source: Kimley-Horn

Missing Middle Housing

- Desire for increasing housing options to accommodate a wider variety of individual and family needs was heard throughout the process
- Missing Middle Housing – types that fall between single-family homes and large multi-family apartment buildings
- Applied to PlaceType framework based on community input
- Additional work and public input to be done to establish/revise regulations for implementation



	Accessory Dwelling Units	Bungalow Courts	Courtyard Housing	Duplex	Fourplex	Multiplex	Live-Work	Townhomes
Neighborhood Residential	●	●		●				●
Compact Residential		●			●	●		●
Neighborhood Mixed-Use					●	●	●	●
Neighborhood Service							●	●
Community Commercial						●	●	●
Innovation/ Industry			●			●	●	
Regional Employment						●	●	
Transit Village						●	●	●
Institutional/ Campus			●		●	●	●	

Implementation Matrix (Appendix III)

The strategy for implementing *Envision Richardson* is comprehensive and coordinated, going beyond a simple list of tasks. For implementation to be most effective, the Action Items must be prioritized, with estimated timing, relative costs, and responsibility clearly defined. The following matrix was developed for use as a tool by staff for implementation, tracking, and ensuring transparency.

Figure A.4 | Land Use

Action Item	Priority	Timing	Relative Public Sector Cost	Lead Department
Secondary Land Use Guidance. Establish criteria for consideration and approval of secondary land uses to allow an appropriate level of control associated with each PlaceType, particularly in those that would impact existing neighborhoods.	High	Short-term (0-3 years)	\$ (up to \$250K)	Development Services
Code Updates. Prepare updates to the City's zoning and subdivision regulations to align them with the vision reflected in this Land Use element, and remove barriers to development or revitalization.	High	Short-term (0-3 years)	\$\$ (\$250K to \$1M)	Development Services
Fiscal Impact Analysis. Use the fiscal impact analysis model developed as part of this plan to evaluate proposals for new development and redevelopment so that the costs and benefits to the City and the community can be considered as determinations are made on proposed projects.	High	Short-term (0-3 years)	\$ (up to \$250K)	Development Services
Communication with Development Interests. Work with development interests (developers, builders, real estate professionals, etc.) to inform them about <i>Envision Richardson</i> in general, highlighting the Place Type concept and the new opportunities for Missing Middle Housing in Richardson.	Medium	Short-term (0-3 years)	\$ (up to \$250K)	Economic Development

Envision Richardson Status

- October 29, 2024 – City Plan Commission recommended approval
- November 11, 2024 – City Council will hold their public hearing and consider approval
- November/December 2024 – City Council Adoption
- Draft plan available at EnvisionRichardson.com/DRAFT



EnvisionRichardson.com



AskEnvisionRichardson@cor.gov

972.744.4250

EnvisionRichardson.com

Keith Krum, AICP
Planning Projects Manager

Amber Pollan, AICP
Planner – Strategic Planning



ENVISION RICHARDSON

COMPREHENSIVE PLAN UPDATE

NCTCOG Coordinated Land Use and Transportation Task Force

November 7, 2024

A blue-tinted photograph of a city street scene. In the foreground, two women are walking towards the left. The background shows a street with buildings, trees, and other pedestrians. A sign for 'PATRIZIO' is visible on a building to the right. The overall scene is a typical urban environment.

Panel Discussion

A blue-tinted photograph of a city street scene. In the foreground, two women are walking towards the left. The background shows a street with buildings, trees, and other pedestrians. A sign for 'PATRIZIO' is visible on a building to the right. The overall scene is a busy urban environment.

Announcements

Blue-Green-Grey Application for New Ideas Round 4



- Breaking silos to create and fund innovative and replicable spaces and solutions
- Must include three elements: blue (water), green (environment), and grey (transportation infrastructure)
- Round 4 funding available: \$250,000
- Opened July 15, 2024; closed August 16, 2024
- Recommended awarding three projects:
 - Allen Inlet Floatable Filter Program
 - DART Vermiculture Food Waste Composting at Lawnview Station
 - Frisco Median Bioswale Retrofit Parkwood Blvd.
- RTC consideration of recommended funding awards: December 12

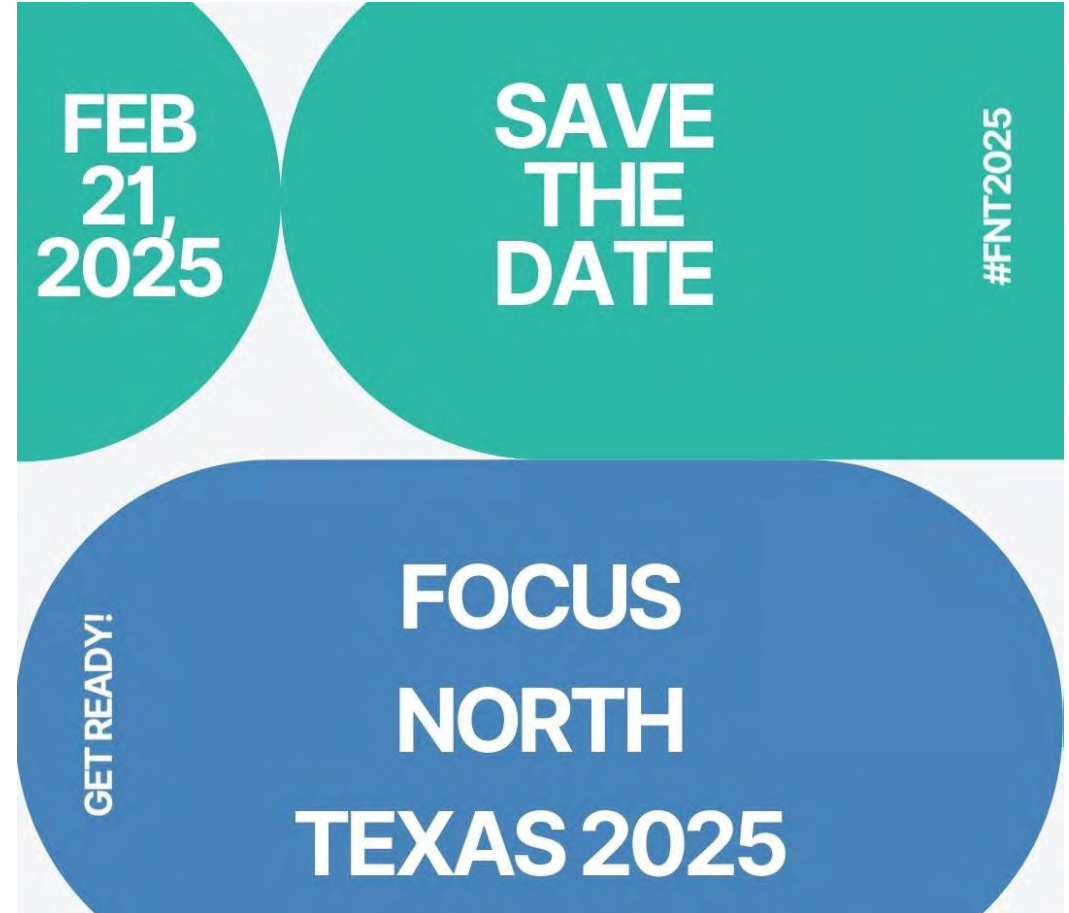


*Hatcher Station Community Garden, BGG
Round 2 Award (2018)
Image courtesy of DART*

Reports for eight completed projects:
www.nctcog.org/greeninfrastructure

American Planning Association Event

Focus North Texas (FNT) 2025
www.fnt2025.com



ACCESS NORTH TEXAS

Regional public transportation coordination plan to:

- Identify the public transportation needs of older adults, individuals with disabilities, low-income individuals and others with transportation challenges
- Specify strategies to address needs and current challenges
- Eliminate gaps in service, avoid duplication of transit services, and meet federal and State requirements for transit coordination in the 16 counties

Public outreach is ongoing until the end of April 2025

Two Surveys

1. Public agencies (transit provider staff) use this link: [Access North Texas - Public Agency Survey](#)
2. General public: [Access North Texas - PublicInput](#)



ACCESS NORTH TEXAS

TAKE OUR SURVEY

Help us identify transportation needs in your community



Access North Texas assesses transportation needs, prioritizing older adults, individuals with disabilities, and low-income populations. For more information visit: AccessNorthTexas.org

Scan this QR Code to take the survey. Survey closes April 2025.



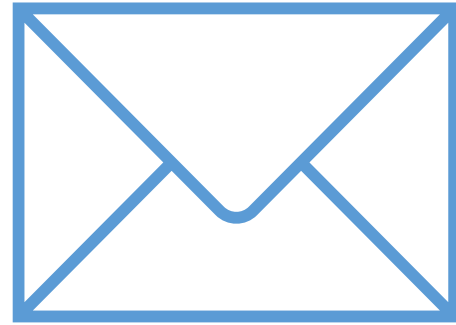
ACCESS NORTH TEXAS



North Central Texas Council of Governments

The graphic features a white bus with 'ACCESS NORTH TEXAS' written on its side. The background is dark blue with orange and light blue geometric shapes. The text is in white and orange.

GET INVOLVED!



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www.AccessNorthTexas.org



[@NCTCOGTrans](https://www.instagram.com/NCTCOGTrans)

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After Today's Meeting

Access Meeting Recording and Slides:

www.NCTCOG.org/LUTTF

Next meeting scheduled for: Early 2025

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