

North Central Texas Council of Governments

Coordinated Land Use and Transportation Planning Task Force

September 24, 2025

Today's Meeting

Announcements

Presentations and Panel

- Why Density? The Regional Perspective
- Panel Perspectives and Strategies

Discussion

- How does the region move forward with strategic density?



The background image is a faded, high-key photograph of a city street. On the left, a multi-story building features a sign for 'PIZZA PASTA' with a red and white logo. A large, leafy tree stands in front of it. In the foreground, two women are walking away from the camera; one is wearing a dark shirt and the other a light-colored shirt. To the right, another building has a sign that reads 'PATRIZIO'. Two more people are walking further down the street. The overall scene is bright and airy, with a soft, hazy quality.

Announcements

An Eye On: **Electric Vehicles**

We're working to expand charging regionwide.

Where would you like to charge?

- Office buildings
- Restaurants/Retail
- Parks
- Multifamily Complexes
- Gyms/Rec Centers

Tell us by completing a survey at
PublicInput.com/nctcogEVcharging



Regional Bicycle Safety Action Plan for North Central Texas

Purpose of the Plan

To provide a **framework** to State, regional, and local governments **for reducing bicycle crashes and fatalities** in the NCTCOG Metropolitan Planning Area

To serve as the **guide** for NCTCOG and the region in the development of:

- **bicycle-related safety policies,**
- **enhancing existing bicycle facilities,**
- **programming and implementing new projects and programs, and**
- **Local Safety Action Plans**

Plan Goals

- 🚲 **Eliminate** all serious injury and fatal bicycle crashes across the region by 2050
- 🚲 **Address** urgent community safety needs
- 🚲 **Enhance** safe connections to daily destinations
- 🚲 **Balance** the safety and needs of all modes of transportation
- 🚲 **Develop** a culture of safety

For more information
nctcog.org/bikesafety



Next stakeholder meeting
October 2025

Contact Catherine Richardson
crichardson@nctcog.org if you
would like to participate or
provide feedback on the DRAFT
Plan recommendations



Engage with NCTCOG

Sign up for our quarterly newsletter and other COG happenings here:

<https://nctcog.publicinput.com/hub/Subscriptions/2768>

Land Use & Transportation Task Force

The Coordinated Land Use and Transportation Planning Task Force is a forum for North Texas local governments to discuss best pra...[Show More](#)

Email



The background image is a faded, high-angle view of a city street. On the left, there's a building with a sign that says "PIZZA PASTA". In the center, a large tree with green leaves stands prominently. To the right, another building has a sign that says "PATRIZIO". Several people are walking on the sidewalk, and there are outdoor seating areas with tables and chairs. The overall scene depicts a vibrant, walkable urban environment.

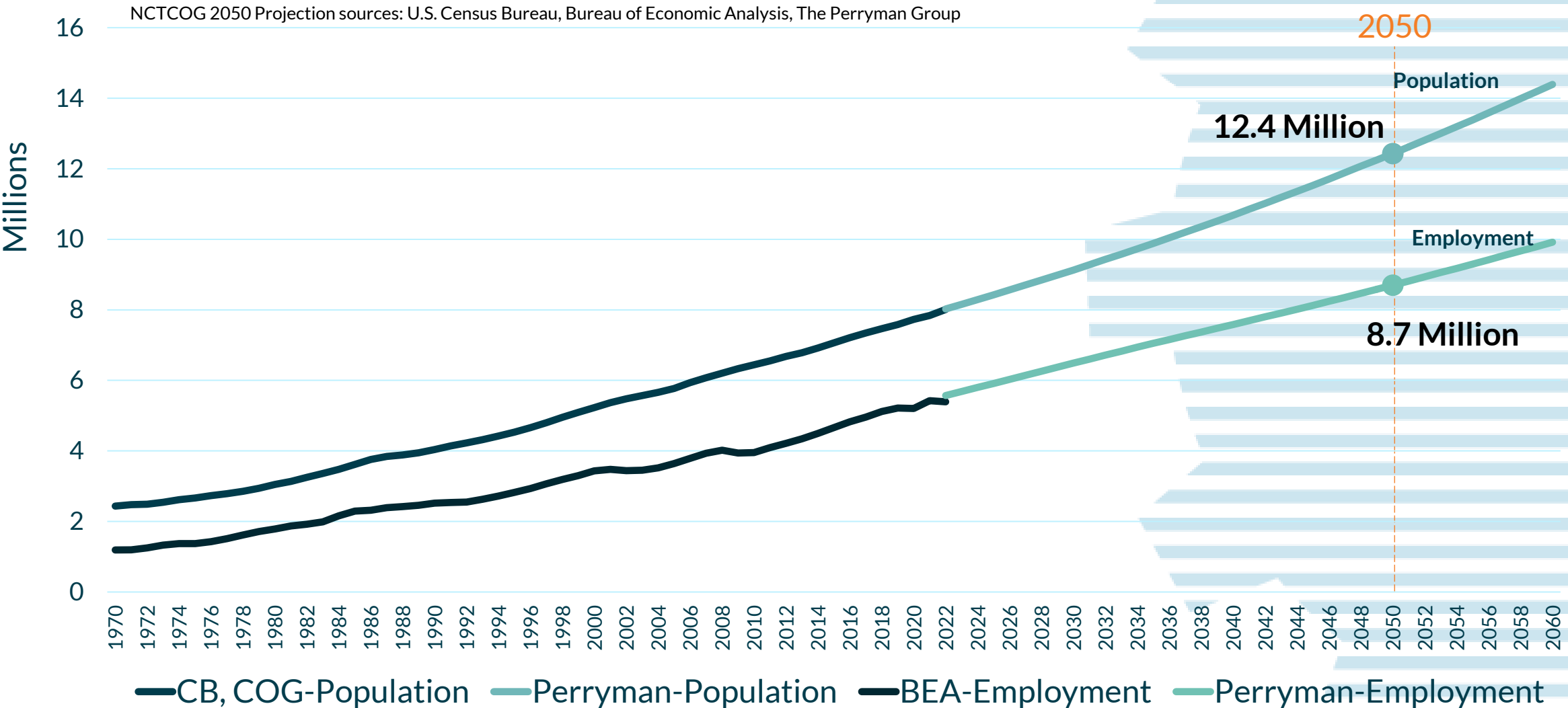
Why density? The Regional Perspective

Mobility 2050

- Long-range transportation plan required by federal law
- 20-year horizon for transportation projects, policies, and programs for 12 counties
- Adopted by the Regional Transportation Council June 2025
- Priorities: access to jobs, education, healthcare, healthy food, and improving system safety and air quality
- Strategic infill, density, and mixed use are key to supporting priorities



Regional Growth

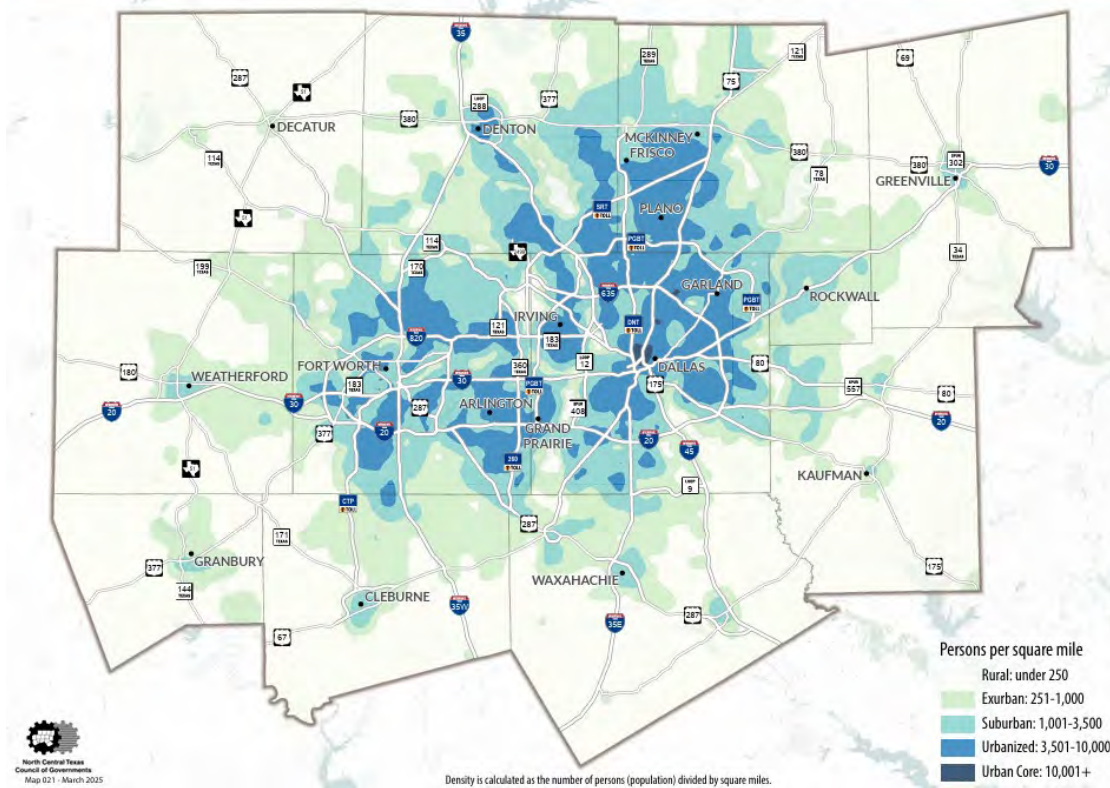


Low Density Growth Pattern

Mobility 2050: “From 2026 to 2050, 74 percent of population growth is projected to be outside core urban counties. Suburban sprawl increases vehicle miles traveled, exacerbates traffic congestion, and strains public infrastructure, particularly in areas located beyond existing transit systems.”

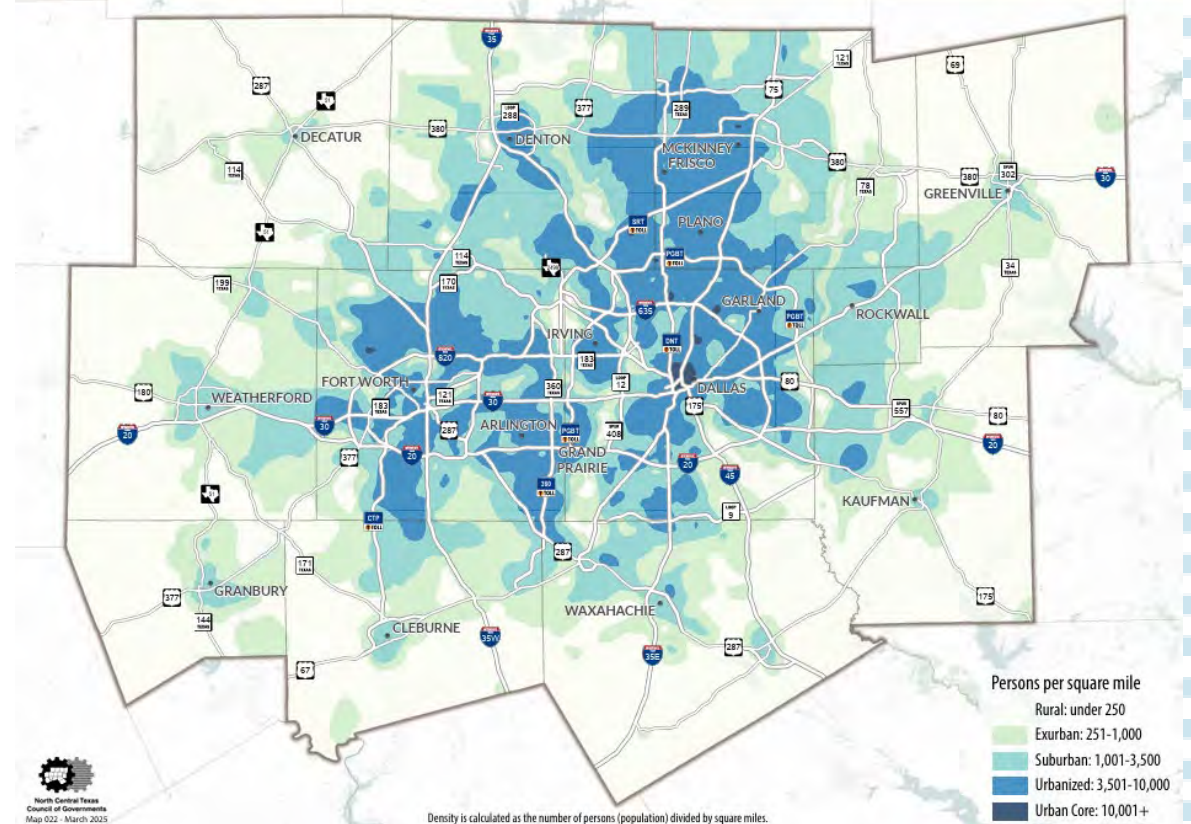
Population Density - 2026

MOBILITY 2050



Population Density - 2050

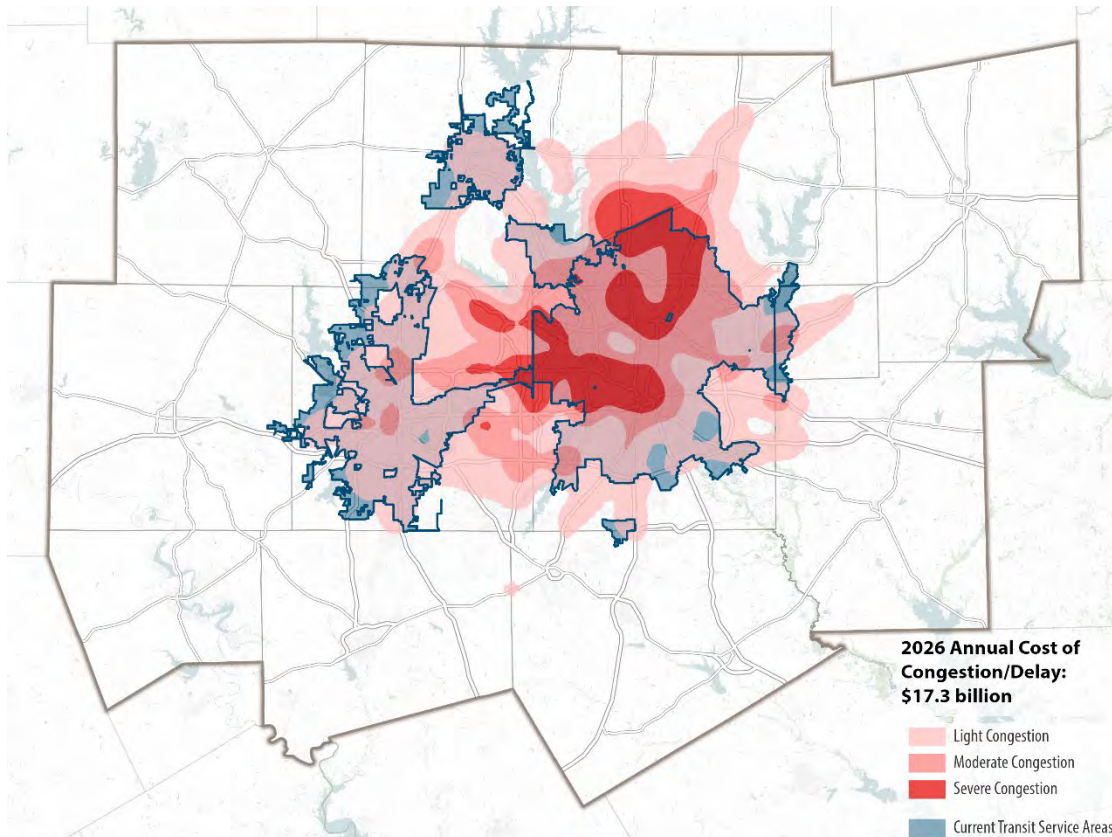
MOBILITY 2050



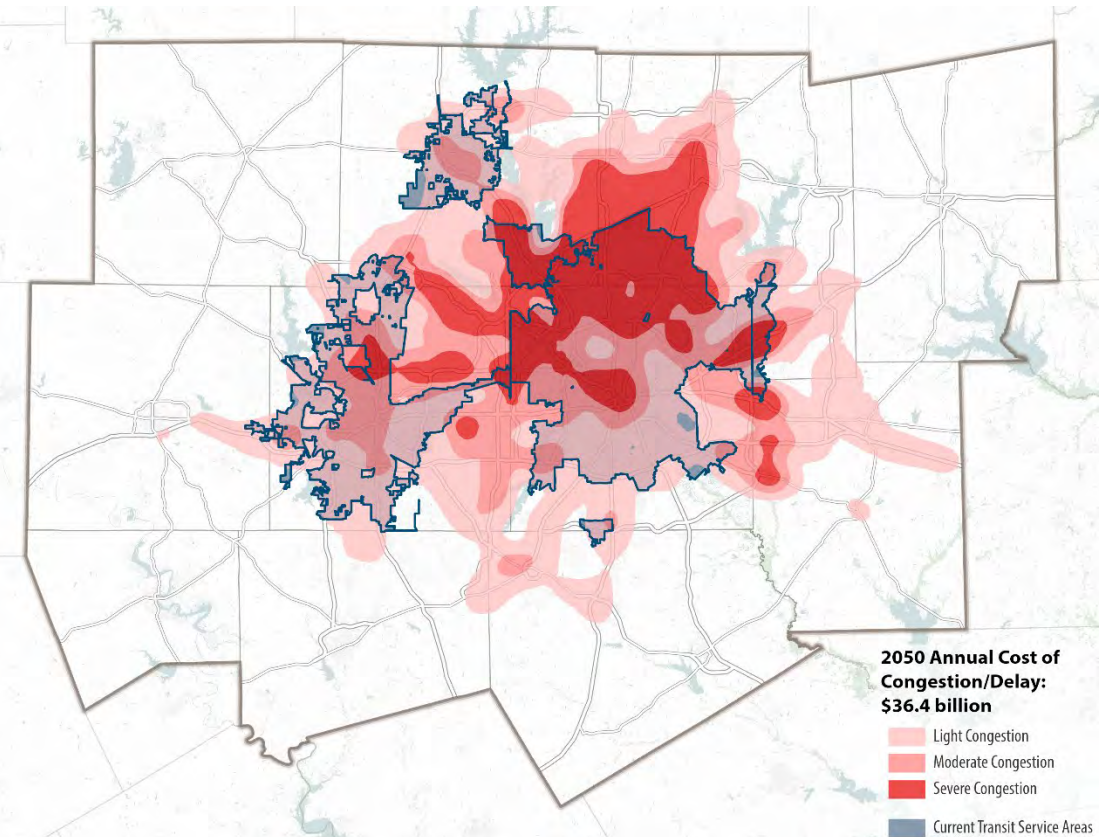
Low Density Impact: Congestion

Mobility 2050: “The average North Texas commute time was 27.1 minutes in 2023, up from 26.8 minutes in 2015, reflecting growing congestion and longer trips due to outward expansion in the Dallas-Fort Worth region.”

2026

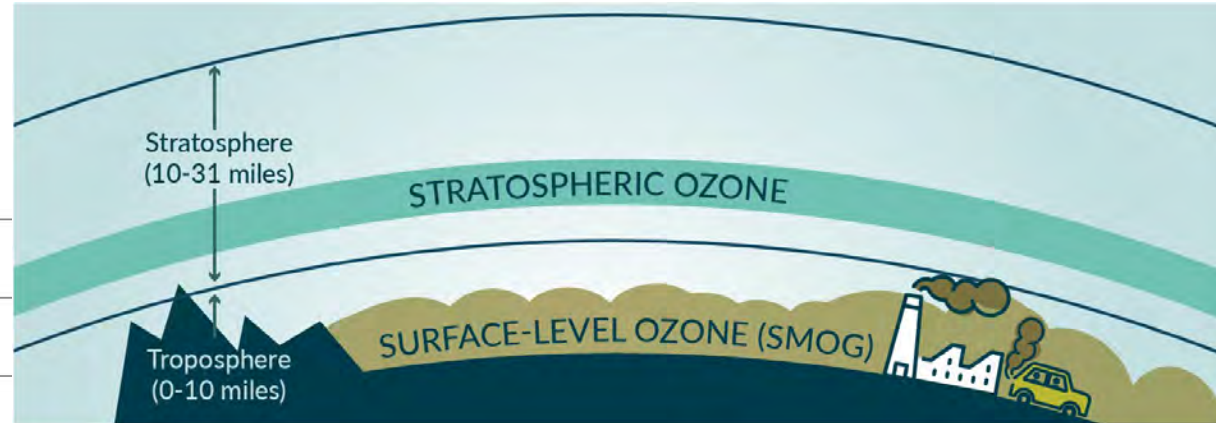


2050

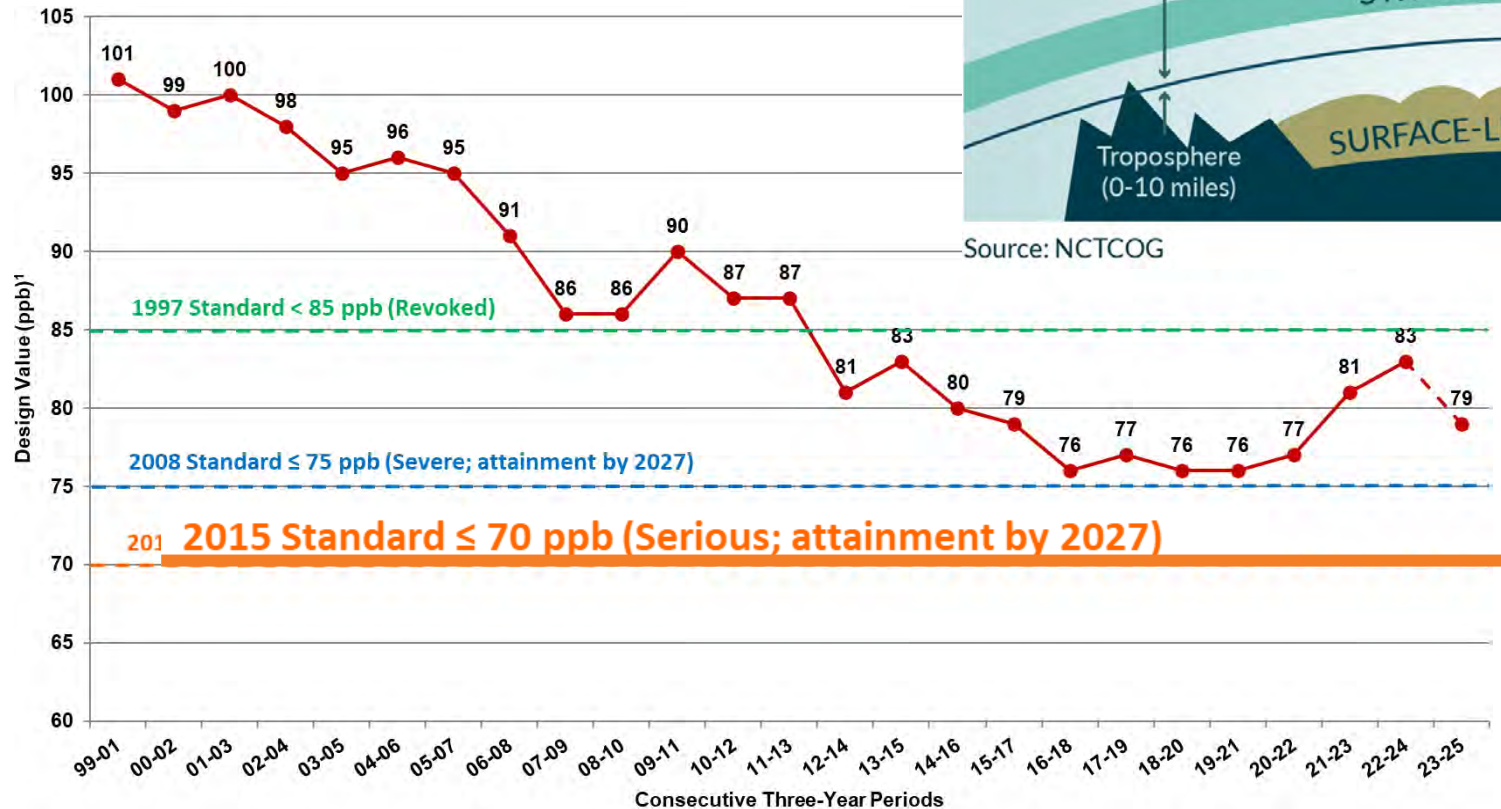


Low Density Impact: Air Quality

Ozone Historical Trends

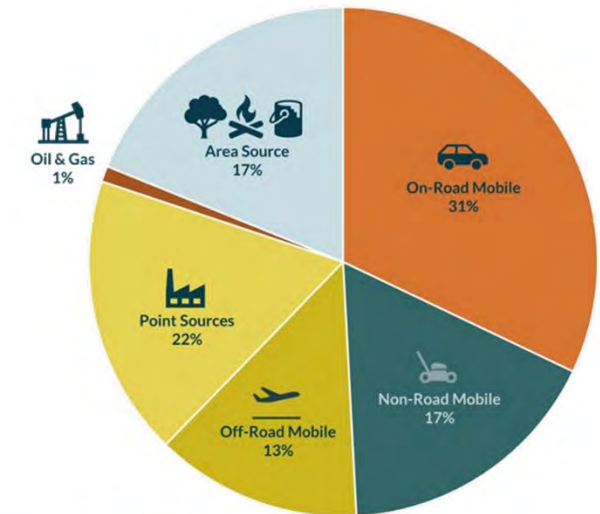


Source: NCTCOG



¹Attainment Goal - According to the US EPA National Ambient Air Quality Standards, attainment is reached when, at each monitor, the Design Value (three-year average of the annual fourth highest daily maximum eight-hour average ozone concentration) is equal to or less than 70 parts per billion (ppb).

ESTIMATED 2026 NO_x EMISSIONS INVENTORY SOURCES



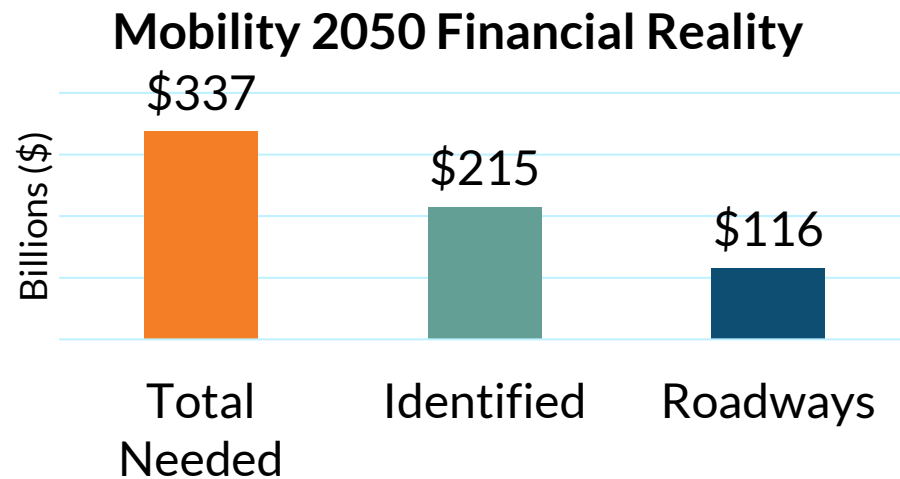
Source: TCEQ (data); NCTCOG (graphics)



Coordinated Land Use and Transportation
Planning Task Force

Low Density Impact: Financial

Fiscal



- Greater cost to maintain and extend transportation system at edge of the region
- Some uncertainty with local, state, and federal sources

Household

Mobility 2050

Table 2-18: Housing and Transportation Costs as a Percentage of Household Income

	2016	2019	2022
Housing Costs as a Percentage of Household Income	28%	27%	27%
Transportation Costs as a Percentage of Household Income	22%	20%	18%
Housing and Transportation Costs as a Percentage of Household Income	49%	47%	45%

Source: Center for Neighborhood Technology Housing and Transportation Affordability Index



Strategic Density

Mobility 2050

By focusing on increasing density near transit hubs and encouraging compact growth in suburban downtowns, the region can support:

- a better balance between housing and jobs
- shorter commutes
- reduced transportation costs

This approach not only enhances mobility options but also improves air quality and overall quality of life, making the region more resilient and prepared for future growth.



Strategic Density

- ✓ Address regional challenges
- ✓ Located in areas with transportation options:
 - Transit service areas, transit-oriented development (TOD)
 - Downtowns, main streets, town centers
 - Mixed-use districts
 - Infill inside suburban cities
 - Areas needing increased access: food, education medicine
 - Trail-oriented development



Strategic Density



Image source: <https://domz60.wordpress.com/tag/transect/>





How is NCTCOG currently supporting density?

Planning Studies

Area plans with local governments:

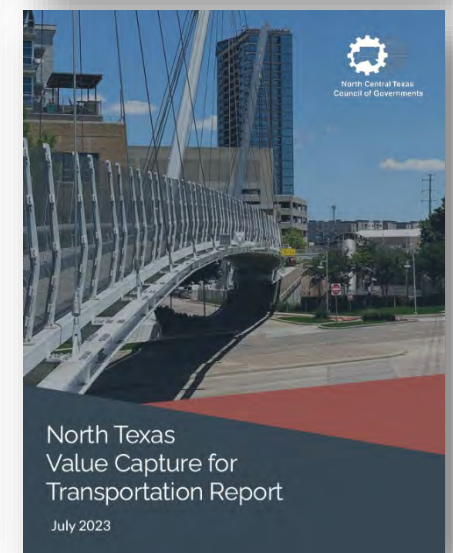
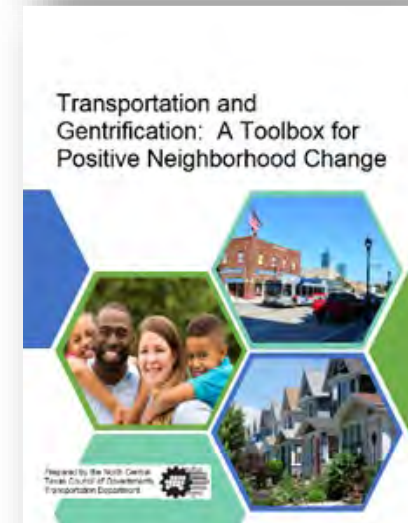
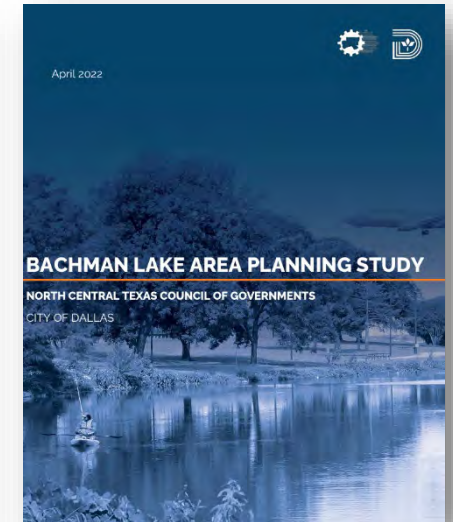
- Land Use-Transportation Corridor Studies (Urban Thoroughfares)
- Form-Based Codes and Design Guidelines
- Downtown Plans/Area Visioning Studies

Regional issues around coordinating land use and transportation:

- Value Capture and Transportation - <https://nctcog.org/trans/plan/Land-Use/Economic-Development>
- Gentrification and Housing - www.NCTCOG.org/Housing
- Collin County Mixed-Use Development Pilot Study - www.NCTCOG.org/mxd



Coordinated Land Use and Transportation
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Sustainable Development Funding Program

Goals

- Respond to demand for more travel and development choices
- Complement and coordinate investments in all modes of transportation with land use
- Reduce vehicle miles traveled per person
- Promote economic development - public/private partnerships



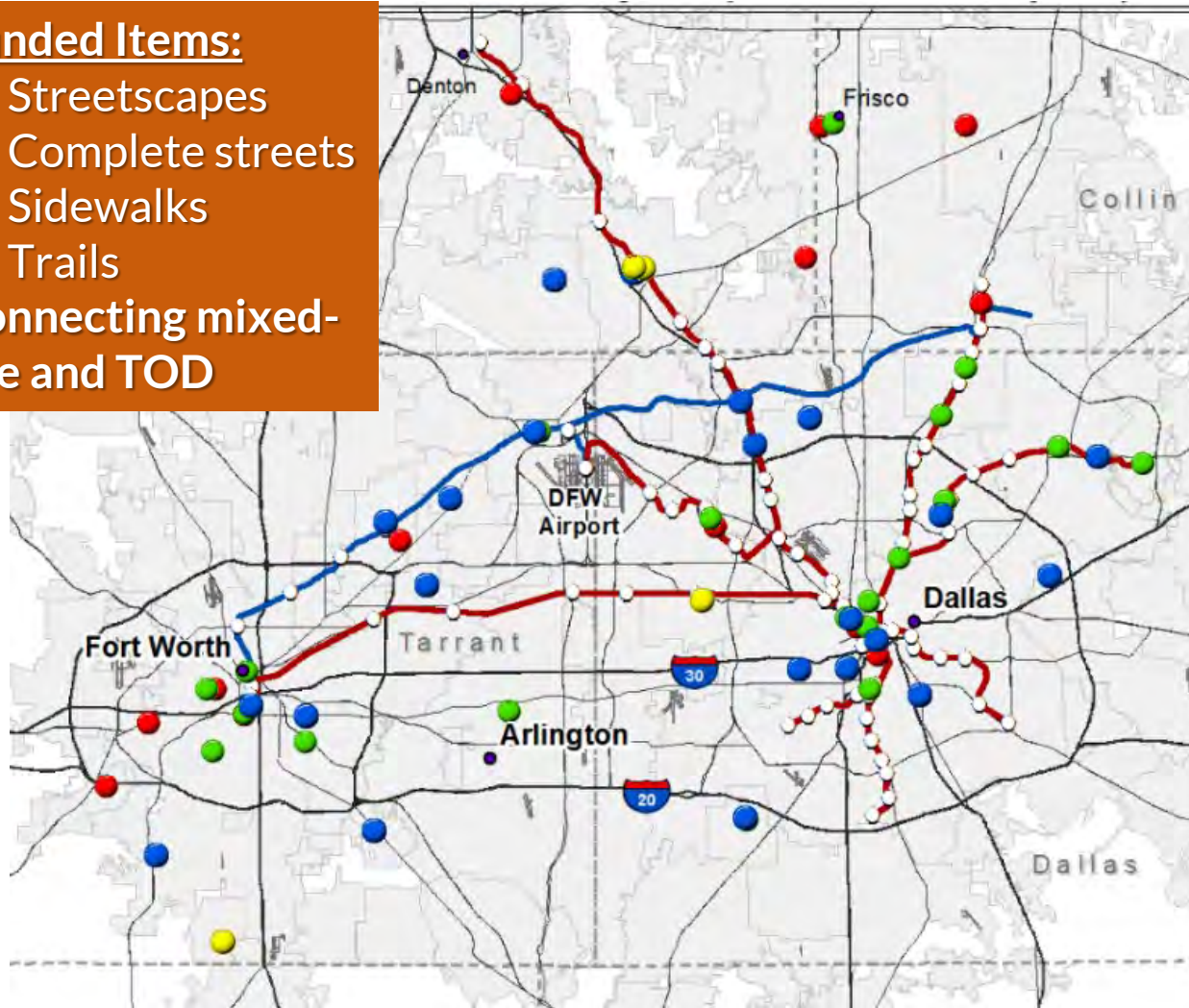
Sustainable Development Funding Program

Calls for Projects (\$197.1M invested by RTC since 2001)

Funded Items:

- Streetscapes
- Complete streets
- Sidewalks
- Trails

Connecting mixed-use and TOD



NCTCOG Sustainable Development | www.nctcog.org/sdcfp

Irving: State Highway 356/Irving Boulevard



Lewisville: College St Retrofit/Streetscape



Transit-Oriented Development

Regional data analysis

Corridor and station area plans

Implementation/ Funding
(SDCFP, bicycle and pedestrian)

www.NCTCOG.org/TOD



Parking Management

Coordination with local governments on area plans

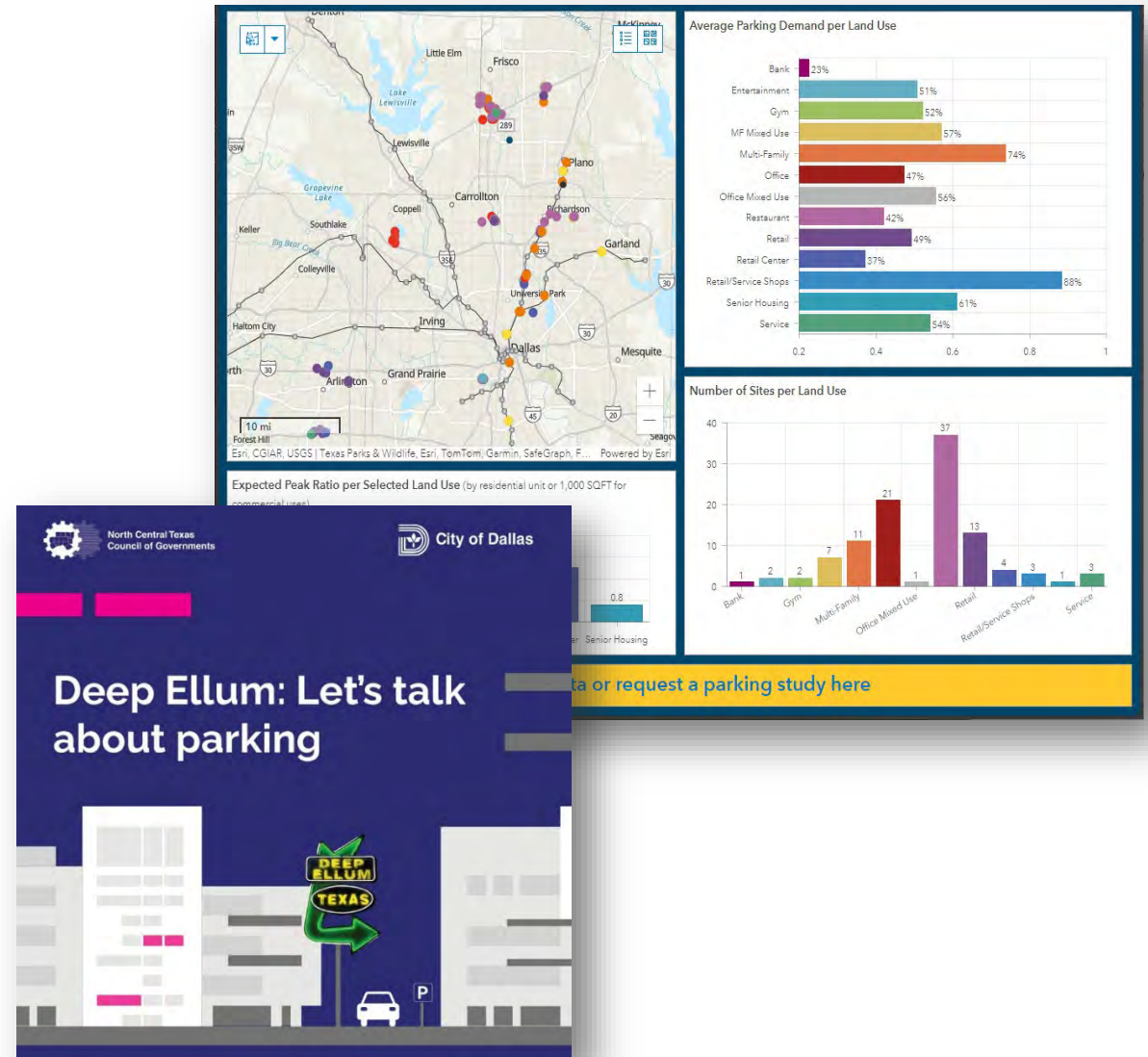
Data collection and Regional Parking Database

Best practice parking management strategies

www.NCTCOG.org/Parking



Coordinated Land Use and Transportation Planning Task Force



Transit 2.0

Key Recommendations

1. Encourage higher-density (TOD) at transit hubs and stations
2. Provide competitive transit service (faster/more frequent)
3. New and stable funding sources

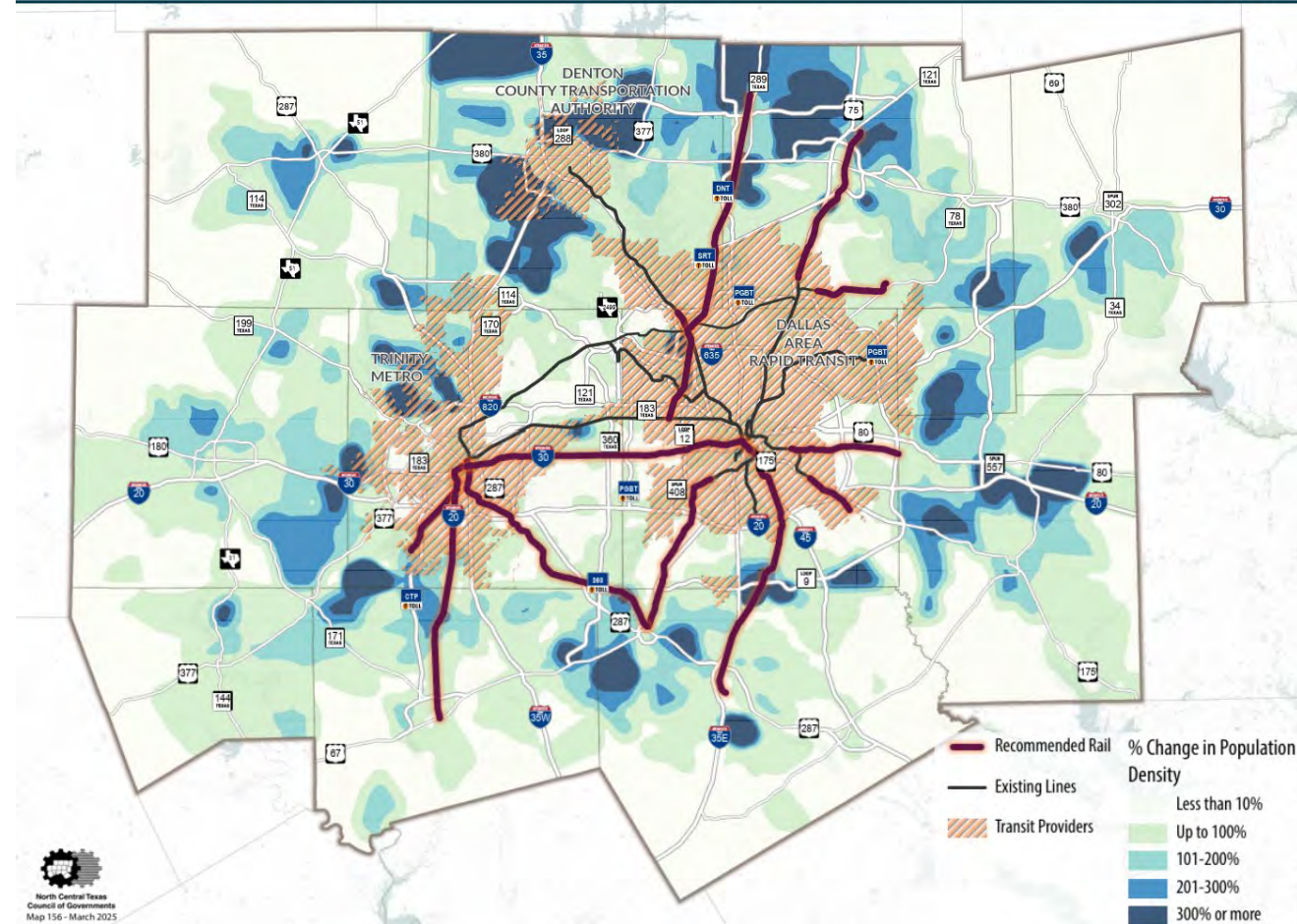
Regional Transit Vision

Economic development is a key theme in ongoing discussions by elected officials.



Population Density Change and Transit Recommendations

MOBILITY 2050



The background image is a faded, high-angle view of a city street. On the left, a multi-story building has a sign that reads "PIZZA PASTA". In the center, a large, leafy tree stands on the sidewalk. To the right, another building has a sign that reads "PATRIZIO". Several people are walking on the sidewalk, and there are outdoor seating areas with tables and chairs. The overall scene is bright and sunny.

Panel: Experience and Issues with Density

Today's Panel

Emily Liu

Planning Director
City of Dallas

Michael
Kovacs

City Manager
City of Fate

Richard
Luedke

Planning Director
City of Lewisville

Andrew
Blake

Presidio Interests





City of Dallas

Coordinated Land Use and Transportation Planning Task Force

September 24, 2025

Emily Liu, FAICP
Director Of Planning & Development
City of Dallas

Planning & Development



June 2024

Planning &
Urban Design



Development
Services



Planning &
Development





1-8 Units in International Residential Code Adopted 4/23/2025



✓ Dallas City Council unanimously
APPROVES landmark Building
Code Amendment for
One- to Eight-Family Dwellings

Parking Reform-Adopted 5/14/2025



On May, 14, 2025, Dallas City Council adopted Parking Reform for flexible parking...removing many of the current rigid one-size fits all parking minimums and establishing a more flexible context-sensitive framework for off-street parking in Dallas.



On May 14, 2025, Dallas City Council adopted Parking Reform for flexible parking.



Texas Senate Bill 840 (Effective September 1, 2025)



Information Sheet Texas Senate Bill 840

Purpose

Texas Senate Bill 840 (SB 840) is intended to address the state's housing shortage by: (1) allowing mixed-use residential and multifamily residential development in more zoning districts; (2) limiting development regulations for these projects in general; and (3) streamlining the permitting process for the conversion of commercial buildings to mixed-use residential and multifamily residential occupancy.

Applicability and definitions

SB 840 is applicable to permit applications for mixed-use residential and multifamily residential projects submitted on or after September 1, 2025.

The bill defines **mixed-use residential** as "the use or development of a site consisting of residential and non-residential uses in which the residential uses are at least 65 percent of the total square footage of the development" and **multifamily residential**, as "the use or development of a site for three or more dwelling units within one or more buildings."

Mixed-use residential and multifamily residential allowed by right

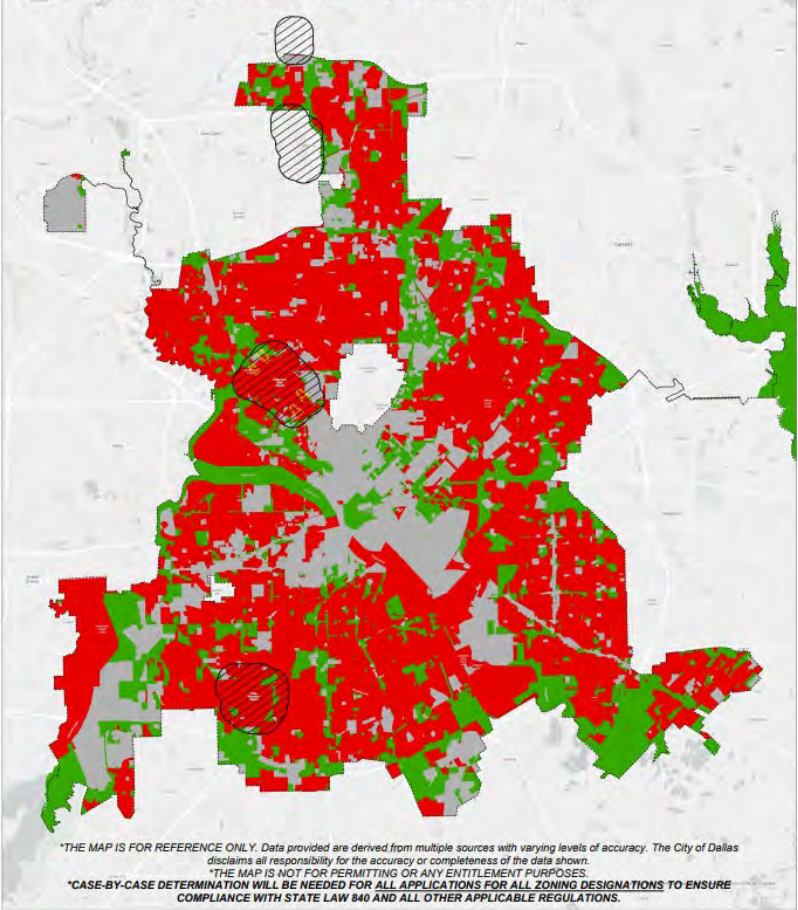
SB 840 requires the City to allow mixed-use residential and multifamily residential projects by right in all zoning districts that allow office, commercial, retail, or warehouse uses, including planned development districts, conservation districts, historic districts, and districts with public deed restrictions.

This means that the City may not require a zoning change, an amendment to a planned development district or development plan, or any other discretionary approval to allow a mixed-use residential or multifamily residential development in one of these districts.

As an example of applicability, the Chapter 51A zoning districts that do not currently allow multifamily residential but will now allow mixed-use residential or multifamily residential projects by right are listed below:

Chapter 51A Zoning District	Applicable because district allows the following uses:
Agricultural [A(A)]	Retail and commercial
Neighborhood office district [NO(A)]	Office, retail, and commercial
Limited office districts [LO-1, LO-2, LO-3]	Office, retail, and commercial
Mid-range office districts [MO-1, MO-2]	Office, retail, and commercial
General office district [GO(A)]	Office, retail, and commercial

GENERAL APPLICABILITY OF STATE LAW NO. 840



- The map is for demonstration purposes only.
- It is NOT for permitting or other entitlement purposes.
- A case-by-case determination will be needed for each permit application for a MF/MU-R development to determine if the location qualifies under SB 840.



Dallas Zoning Reform: Simple. Clear. Future Ready.



Dallas Zoning Reform Simple. Clear. Future Ready.

Simple.

Streamlined regulations
that reduce unnecessary
complexity.

Clear.

Rules that are
understandable by everyone,
not just specialists.

Future Ready.

Designed for the Dallas
we're becoming, not the
Dallas of yesterday.

DallasZoningReform.com



HOW TO STRATEGICALLY IMPLEMENT DENSITY

OLD TOWN LEWISVILLE CASE STUDY

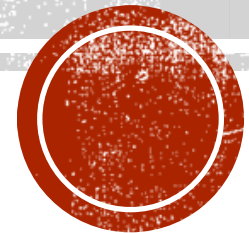
Coordinated Land Use and Transportation Planning Task Force

Wednesday, September 24, 2025

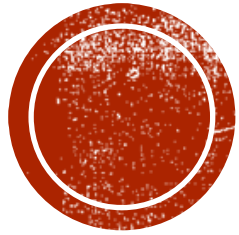
10:00 am – 12:00 pm

North Central Texas Council of Governments – Transportation Council Room

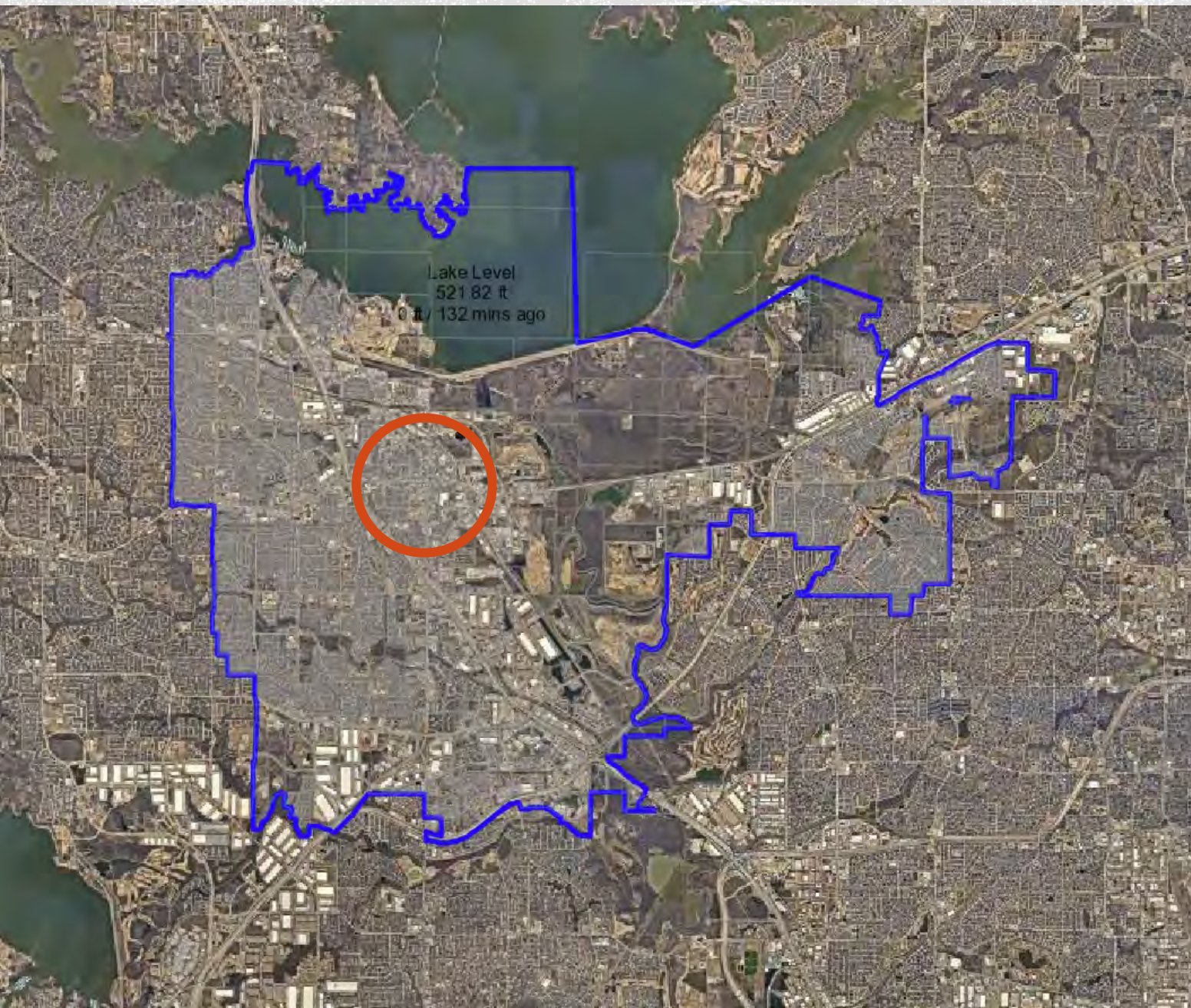
Presented by: Richard E. Luedke, AICP, Planning Director, City of Lewisville



PRESENTATION OUTLINE:



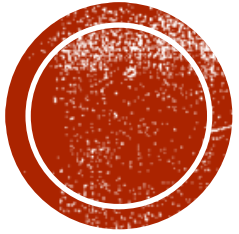
- OLD TOWN LEWISVILLE HISTORY**
- GAME CHANGING PLANS**
- GAME CHANGING PUBLIC PROJECTS**
- GAME CHANGING HOUSING PROJECTS**
- RESULTING NEW INVESTMENTS**
- OVERVIEW OF TOOLS USED FOR SUCCESS**



CONTEXT OF OLD TOWN WITHIN LEWISVILLE



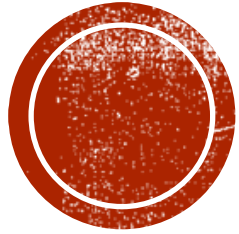
LEWISVILLE LATE 1800'S & EARLY 1900'S



The hub of
commerce and
agriculture for
southeast Denton
County



1953



POPULATION GROWTH:

1925: Lewisville incorporated, population 850

1930: 853

1940: 873

1950: 1,509

1960: 5,439

1970: 9,200

1980: 24,273

1990: 46,521

2000: 77,737

2010: 95,290

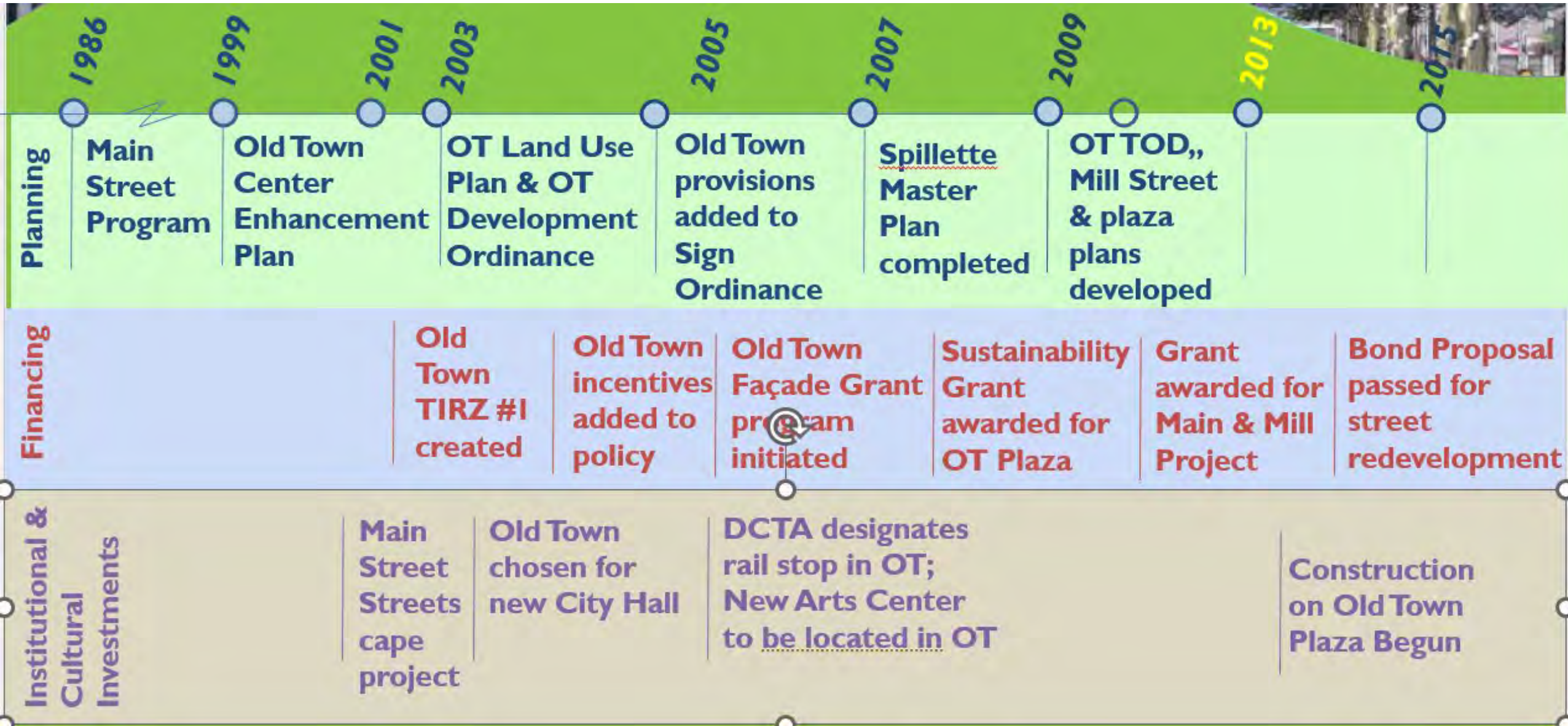
2020: 112,336

2025: 140,880



1968 Aerial Photo of Lewisville

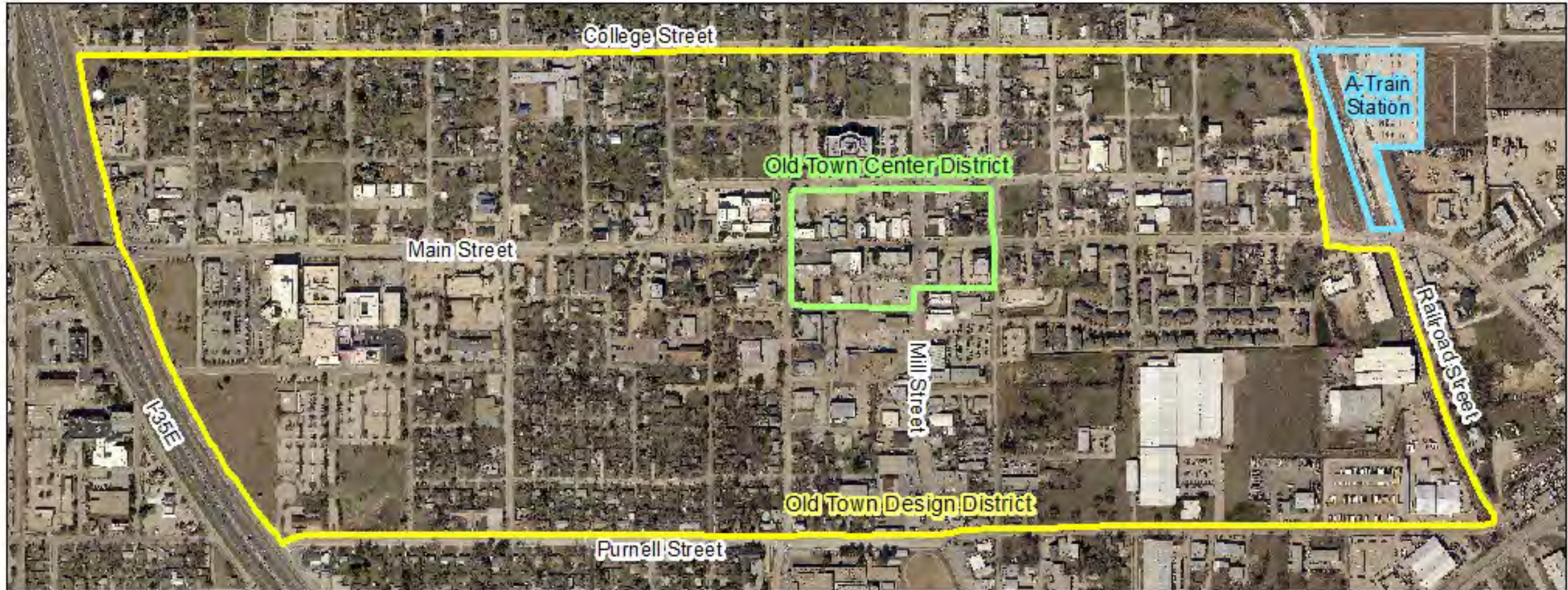
GAME CHANGING PLANS



GAME CHANGING PLANS

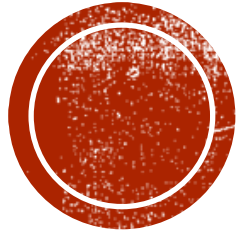


GAME CHANGING PLANS



GAME CHANGING PLANS:

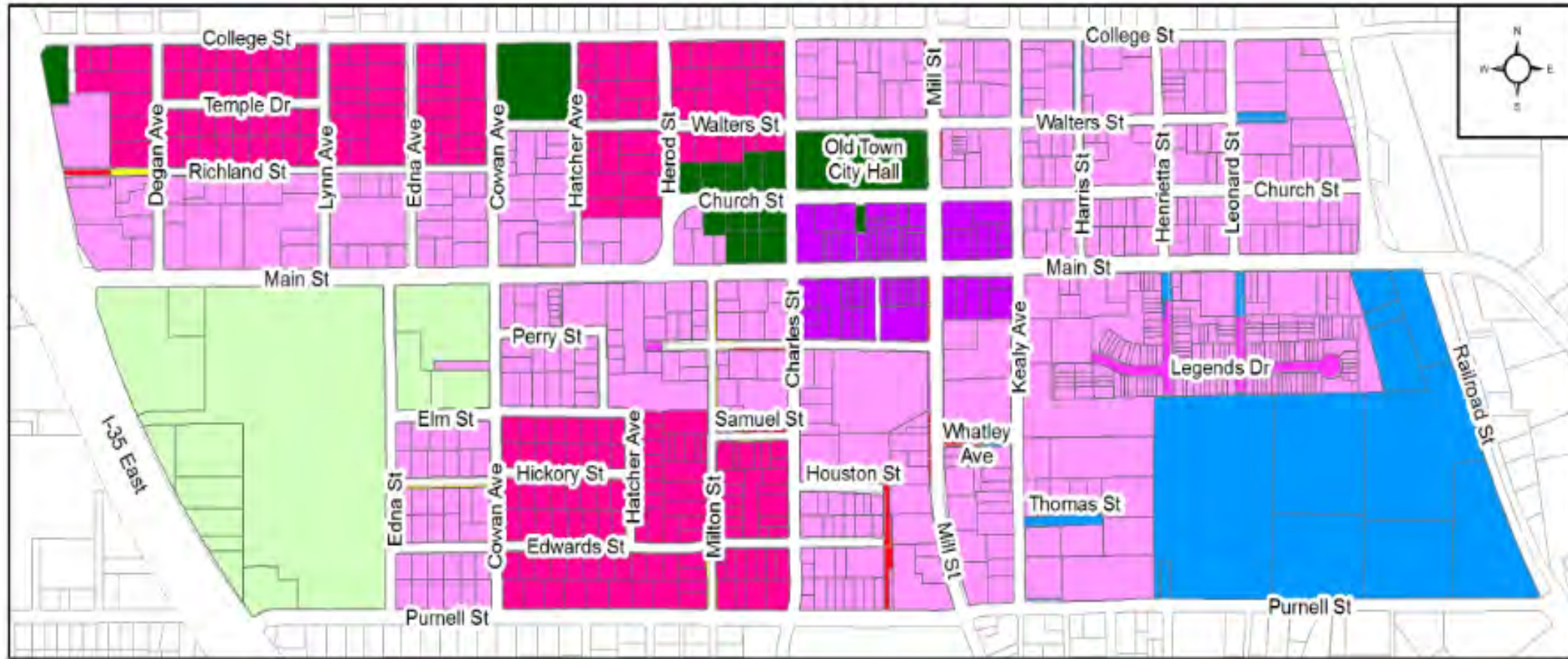
2003 Old Town Master Plan



OTMU-1,
OTMU-2 and
OTC Zoning
Districts
Added in 2003

Waiver of fees
for owner-
initiated zone
changes

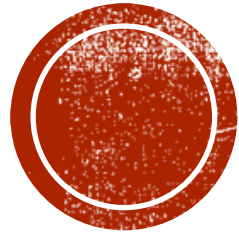
Recommended Zoning for Old Town



Legend

- Light Industrial
- Medical District
- Old Town Center
- Old Town Mixed Use 1
- Old Town Mixed Use 2
- Public Use

GAME CHANGING PLANS

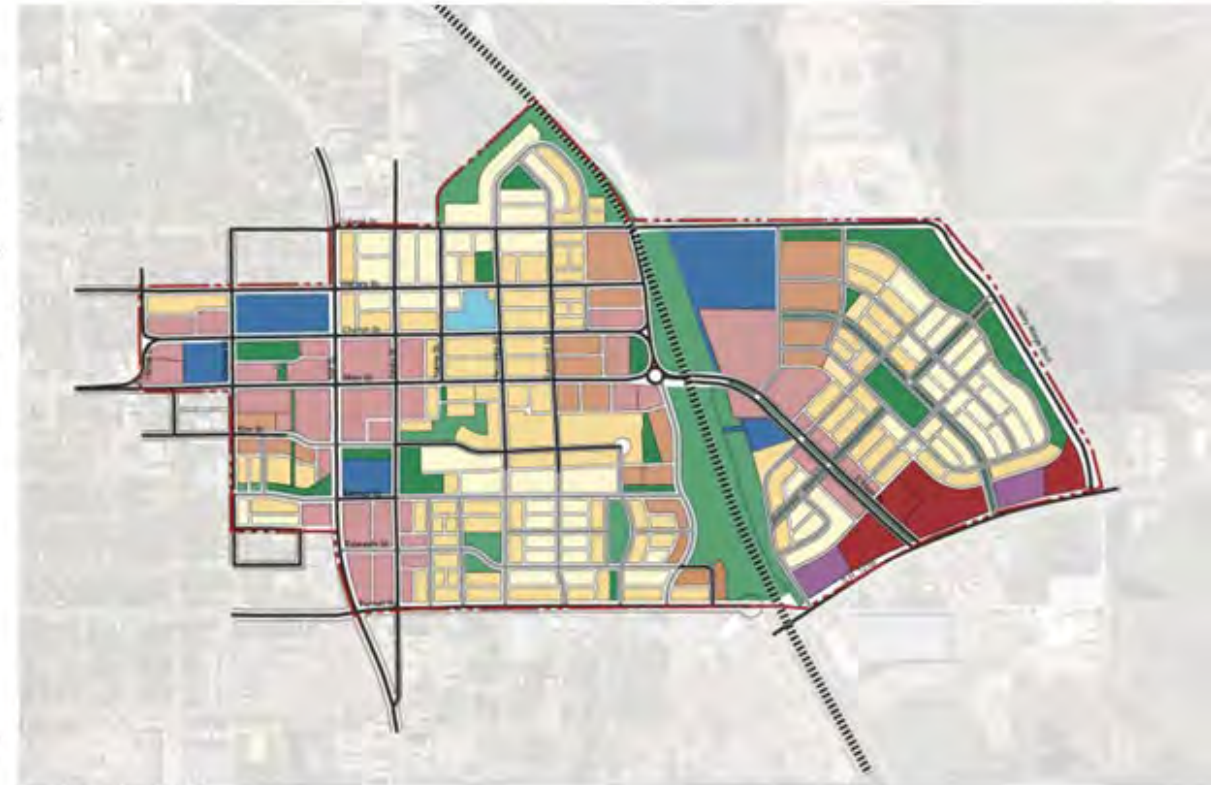
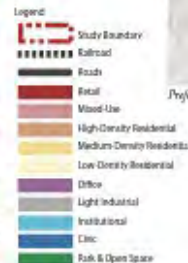


2010 Old Town Transit- Oriented Development Master Plan

Preferred Alternative

The Preferred Alternative was defined through multiple work sessions with City staff and City Council. Key elements of the Preferred Alternative include office and retail uses that can support a level of job creation. Mixed-use and commercial uses are focused around the intersection of Mill Street and Main Street, while a smaller destination, food and beverage, and entertainment use is located at the Old Town Station. Diversity of housing types are integrated throughout the plan while ensuring that park and open space amenities are accessible within two-minutes of all units. A large central park spine along the railroad serves as a buffer and amenity, and ties directly to the regional stormwater management strategy and DCTA regional trail system. The integration of the stormwater systems with green space and streets creates a more environmentally sustainable streetscape environment. Alleys are used to buffer varying uses and densities. The proposed ratios of the Preferred Alternative would create a strong residential community and over 16 acres of retail land use that would be shared between Old Town and the Old Town Station. At the high end of proposed units, and with a current household size of 2.58, a population increase of 5,392 would be provided with sufficient park and open space as recommended by national standards.

Proposed Residential Units	# of Units
High Density	514-774
Medium Density	632-948
Low Density	207-372
Total	1352-2090
Proposed Commercial Acreage	Acreage
Mixed-Use	1.68
Retail	1.68
Office	10.81
Light Industrial	—
Total	27.59
Proposed Institutional Acreage	Acreage
Institutional	1.68
Proposed Civic Acreage	Acreage
Civic	16.82
Proposed Park & Open Space Acreage	Acreage
Park and Open Space	33.70

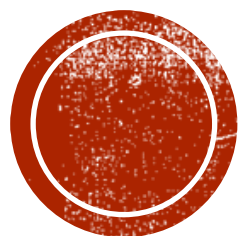


Preferred Alternative Land Use Plan



*Mixed-Use areas were broken out within residential, retail, and office uses.

GAME CHANGING PLANS

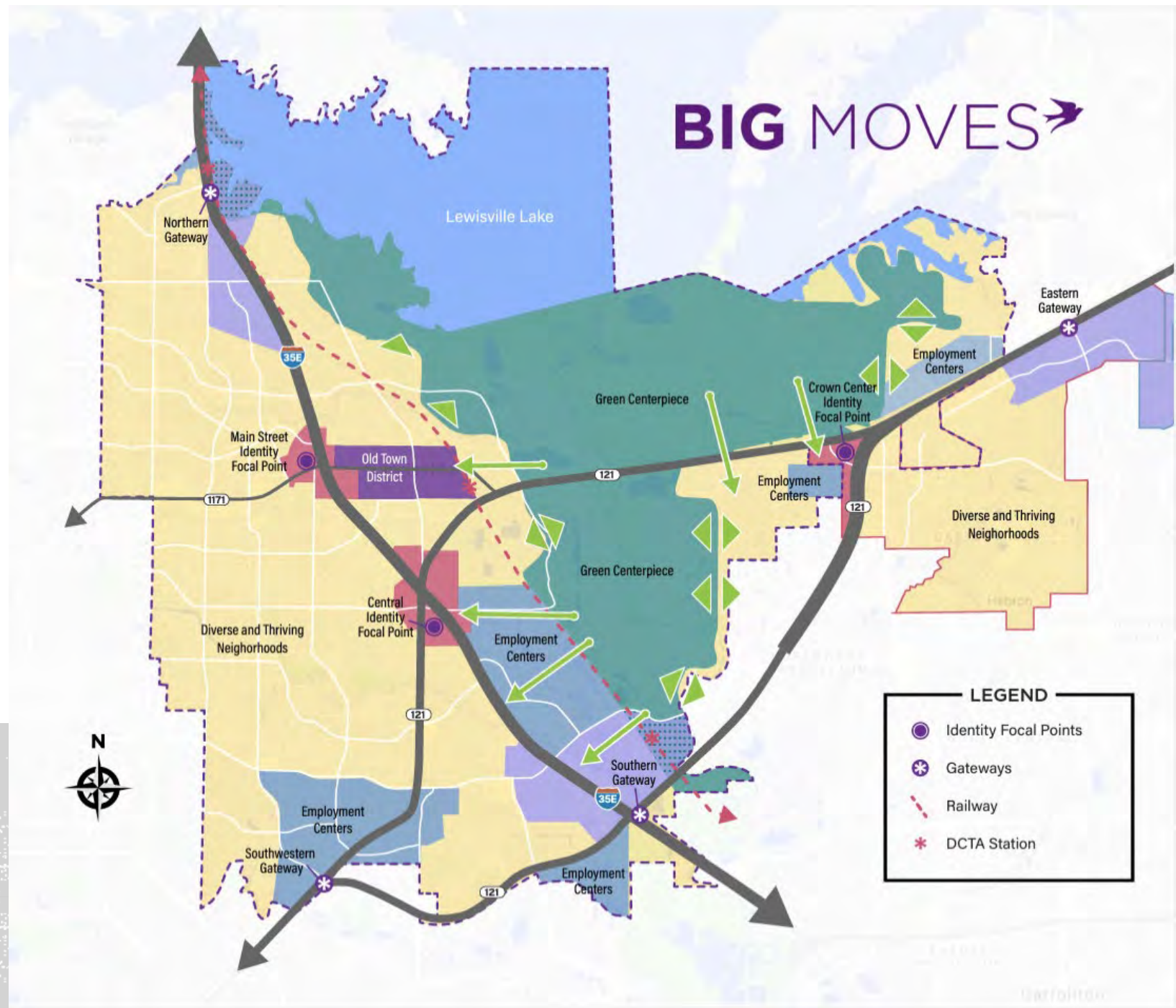


Lewisville 2025 Vision Plan

Adopted 2014

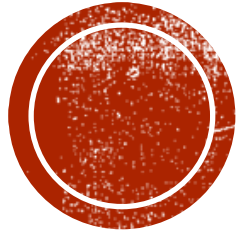
Updated 2021

Old Town is one of 7 Big
Moves within the plan



GAME CHANGING PLANS

2017 Old Town TOD Master Plan Update



Master Plan

Market-based focus shown on all development sites

8 developments highlighted as being catalytic:

- Two mixed-use
- Two restaurant
- Two urban apartment
- Two townhome

Emphasizes urbanity:

- East-west connection
- Street block closure
- Street parking
- M/U on Church & Main
- Townhome transition
- Community garden
- Programmatic anchoring:
 - Institutional east of rail station
 - Housing density north of College
 - Restaurant density on Main
 - Townhome and M/U in core



LEWISVILLE



Old Town Lewisville – TOD Master Plan Update

GAME CHANGING PLANS

Master Plan

Illustrative Build-Out Plan

Historic Old Town

- Expands the historic and walkable core west of rail and includes new small open spaces

Transit-Oriented Development

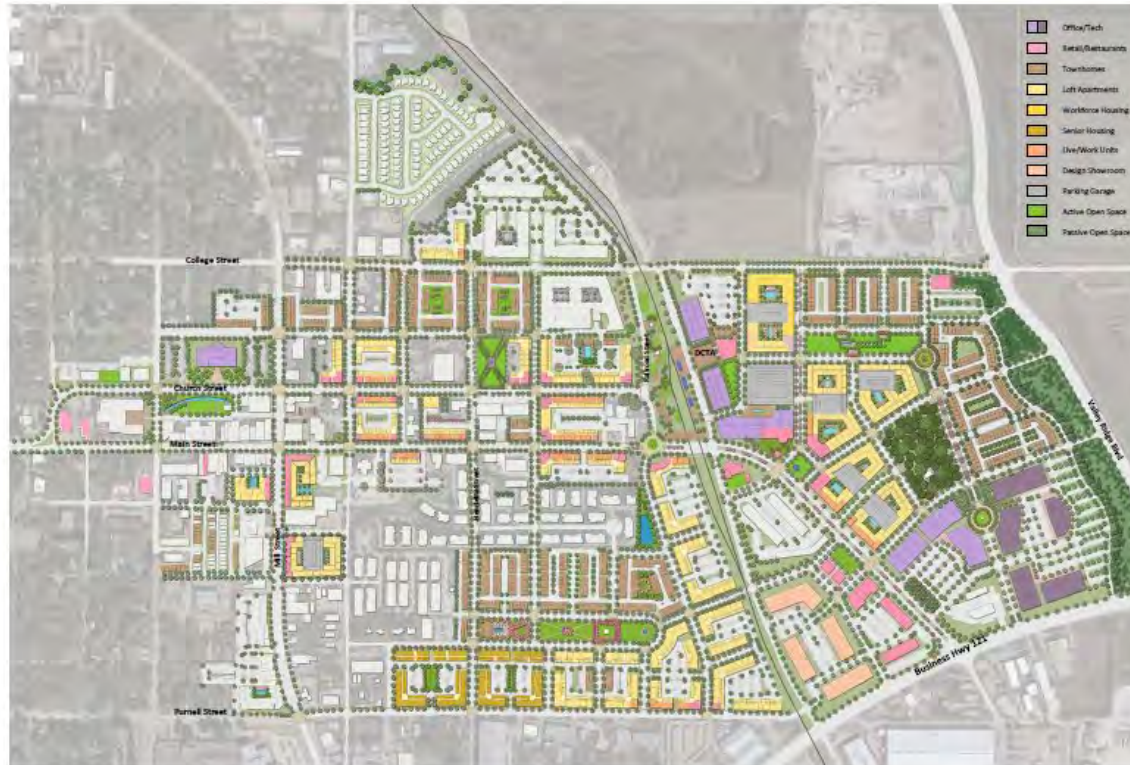
- Creates Transit-Oriented Development around station with DCTA HQ and related office, housing, and restaurants

Innovation District

- Creates a mixed-use Innovation District east of rail that offers employment, restaurants, housing, with an environmental / green focus

New Community

- Creates a new mixed-density and ownership community along Purnell



Old Town Lewisville – Master Plan Update

OLD TOWN LEWISVILLE TOD MASTER PLAN UPDATE

Began summer 2021

Includes expanded areas
to the east and southeast

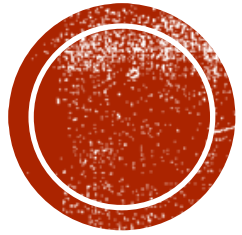
Added infrastructure
study component

Adopted October 2023



GAME CHANGING PUBLIC PROJECTS:

Lewisville City Hall



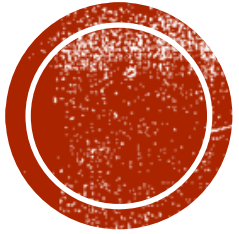
Completed
in 2003

Cost: \$15
million



GAME CHANGING PUBLIC PROJECTS:

Louisville
Grand
Theater

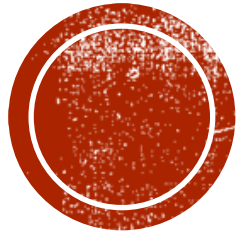


Completed
in 2011

Cost \$10
million



GAME CHANGING PUBLIC PROJECTS:

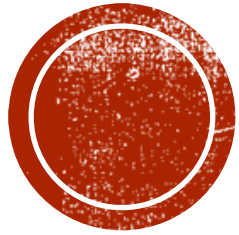


DCTA (A-Train)
Old Town Station
Planning 2006
Opened 2010



GAME CHANGING PUBLIC PROJECTS:

Wayne Ferguson Plaza



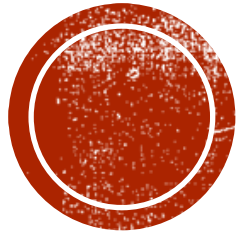
Completed in 2015

Cost: \$5.2 million



GAME CHANGING PUBLIC PROJECTS:

Façade Enhancement Grants



- The Old Town Façade Grant program created the most visible change to the Old Town Center
- Matching grant program calculated based on square feet of façade
 - Tiered to encourage early adopters
 - \$400,000 Budgeted
 - 22 projects initially funded
- Additional Funds provided for interior finish out of restaurant and retail uses

FAÇADE GRANT EXAMPLES



BEFORE



AFTER

FAÇADE GRANT EXAMPLES

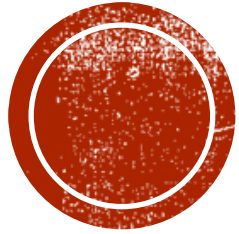


BEFORE



AFTER

FAÇADE GRANT EXAMPLES



BEFORE



AFTER



FAÇADE GRANT EXAMPLES



BEFORE



AFTER

FAÇADE GRANT EXAMPLES



BEFORE



AFTER

FAÇADE GRANT EXAMPLES



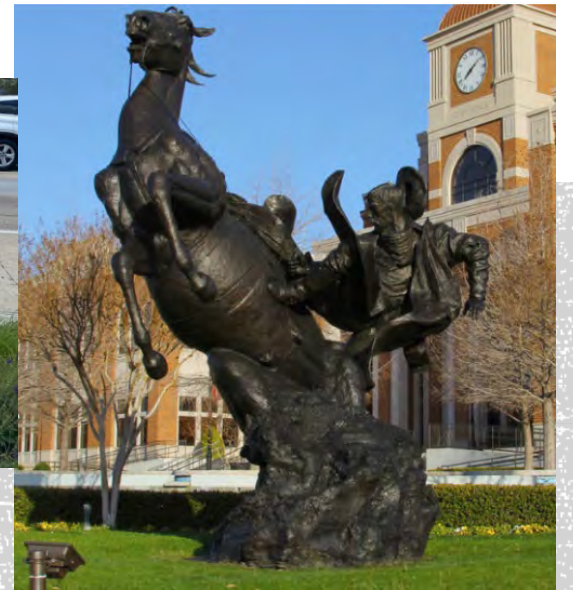
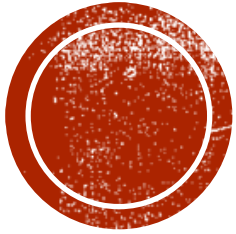
BEFORE



AFTER

GAME CHANGING PUBLIC PROJECTS:

Public Art





GAME CHANGING PUBLIC PROJECTS:

MAIN AND MILL COMPLETE STREET PROJECT

Funded with \$3 million
TOD Grant

Total Project cost: \$9
million

Completed in 2021

Photo: Northeast corner
of Main Street and Mill
Street facing west



GAME CHANGING PUBLIC PROJECTS:

MAIN AND MILL COMPLETE STREET PROJECT

Photo: Southwest corner
of Main Street and Mill
Street facing east





GAME CHANGING PUBLIC PROJECTS:

MAIN AND MILL COMPLETE STREET PROJECT

Photo: West side of Mill
Street, north of Purnell
Street facing south





GAME CHANGING PUBLIC PROJECTS:

MAIN AND MILL COMPLETE STREET PROJECT

Photo: West side of Mill
Street, north of Purnell
Street facing north





GAME CHANGING PUBLIC PROJECTS:

MAIN AND MILL COMPLETE STREET PROJECT

Photo: Northwest corner
of Mill Street and Purnell
Street facing north





GAME CHANGING PUBLIC PROJECTS:

MAIN AND MILL COMPLETE STREET PROJECT

Photo: North side of Main
Street, east of Mill Street
facing east





GAME CHANGING PUBLIC PROJECTS:

MAIN AND MILL COMPLETE STREET PROJECT

Photo: North side of Main
Street at rail crossing
facing west





GAME CHANGING PUBLIC PROJECTS:

MAIN AND MILL COMPLETE STREET PROJECT

Photo: Southwest corner
of Main Street and Kealy
Street facing west





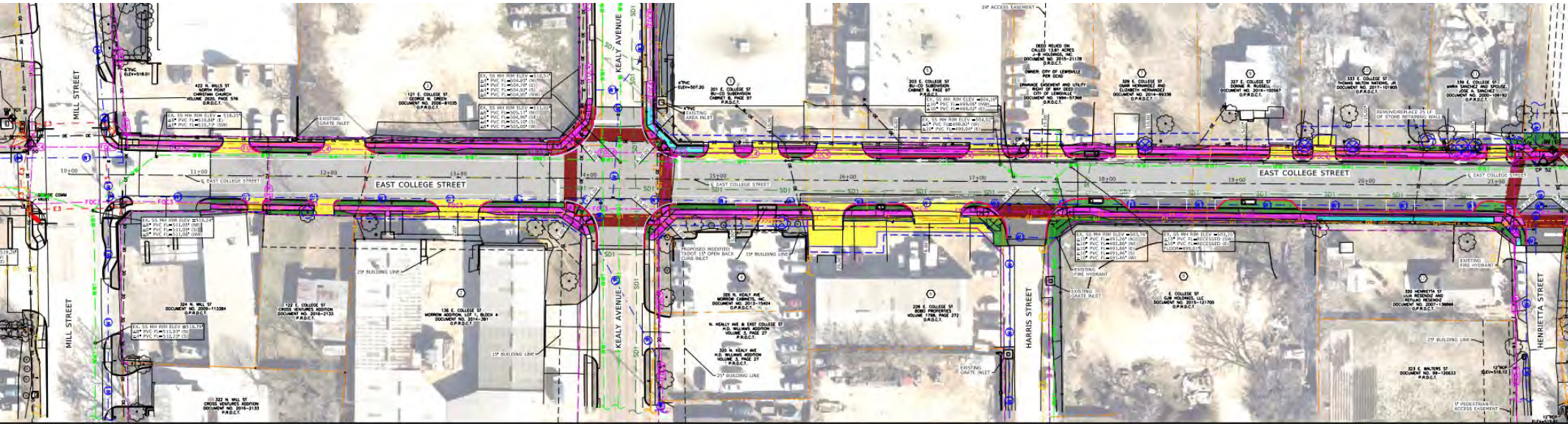
GAME CHANGING PUBLIC PROJECTS:

MAIN AND MILL COMPLETE STREET PROJECT

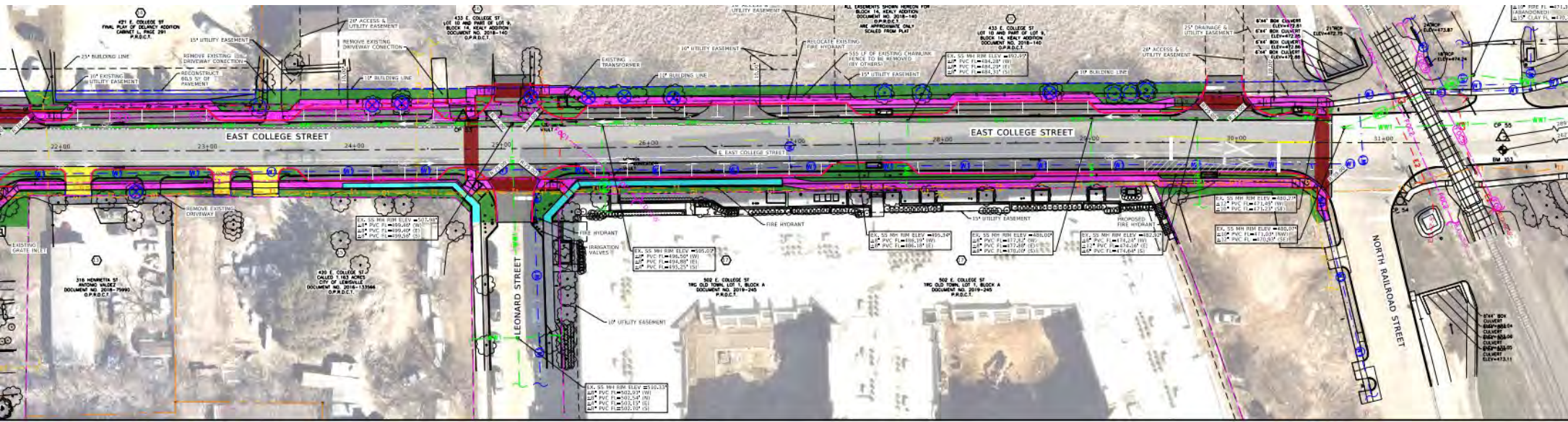
Photo: South side of Main
Street between Mill Street
and Kealy Street facing
west



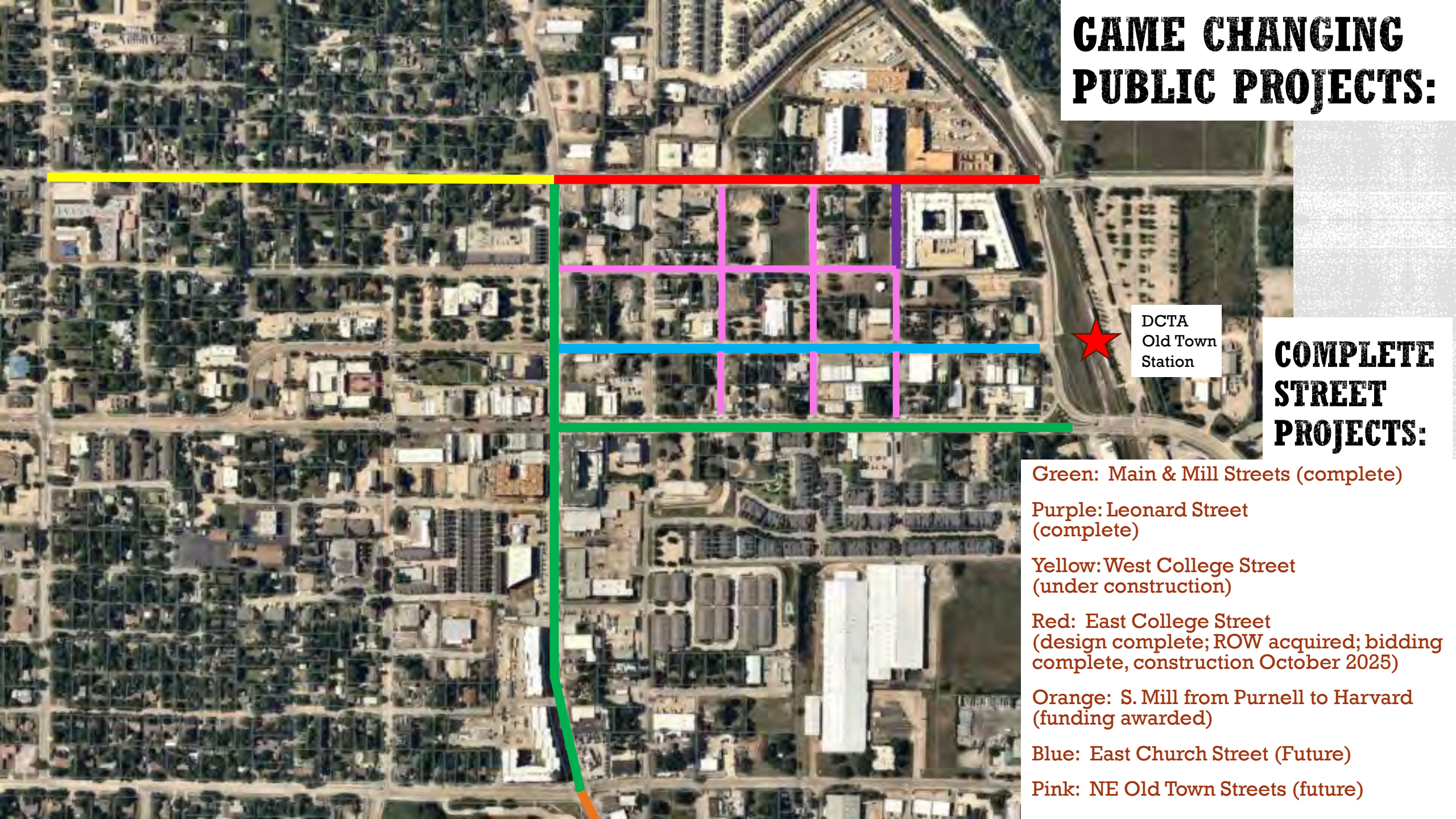
GAME CHANGING PUBLIC PROJECTS:



EAST COLLEGE STREET COMPLETE STREET



GAME CHANGING PUBLIC PROJECTS:



DCTA
Old Town
Station

COMPLETE STREET PROJECTS:

Green: Main & Mill Streets (complete)

Purple: Leonard Street
(complete)

Yellow: West College Street
(under construction)

Red: East College Street
(design complete; ROW acquired; bidding
complete, construction October 2025)

Orange: S. Mill from Purnell to Harvard
(funding awarded)

Blue: East Church Street (Future)

Pink: NE Old Town Streets (future)



GAME CHANGING HOUSING PROJECTS:

THE STATION AT OLD TOWN

Southeast corner of East College Street and Leonard Street (across tracks from station)

4-story, 286-unit urban residential development with parking garage

Construction began November 2019, completed summer 2021; 100 % leased

Density: 74.7 units per acre

\$40 million investment





GAME CHANGING HOUSING PROJECTS:

MAIN AND MILL LOFTS

- Southeast corner of Main Street and Mill Street (Building A) Northwest corner of Mill Street and Elm Street (Building B)
- 203 urban multi-family units over 2-level parking garages (including 175 public parking spaces)
- Restaurant/retail on ground floor facing Main Street and Mill Street
- Investment of \$40 million
- Density: 98.0 units per acre
- Completed Summer 2024



GAME CHANGING HOUSING PROJECTS:

MILL OLD TOWN



- Redevelopment of former REW Materials, a drywall wholesale distributor – NWC Mill & Purnell
- 4-story, 213 urban multi-family units
- Includes pocket park on north end
- \$30 million investment
- Density: 45.4 units per acre
- Completed Spring 2024



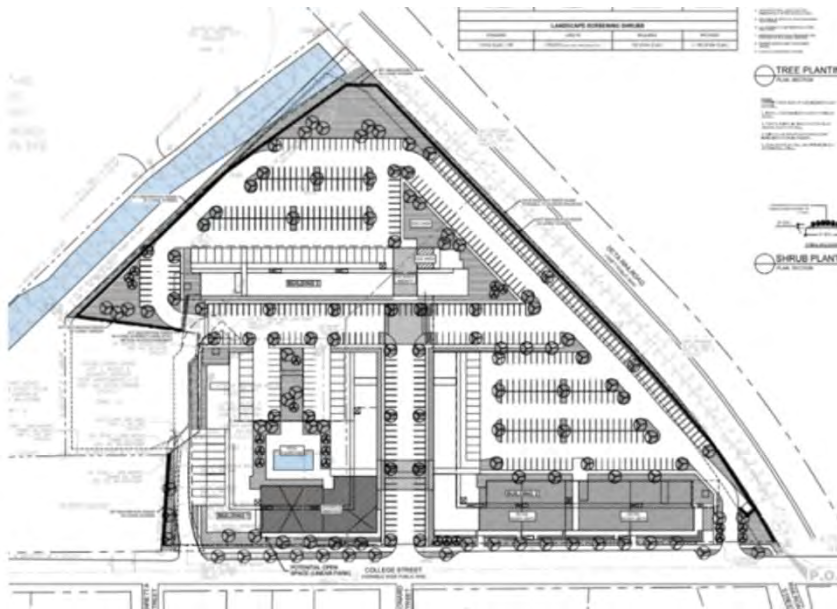
TABULATION:

214 UNITS (4) STORY
25 - STUDIO UNITS
129 - 1 BR 1 BA UNITS
56 - 2 BR 2 BA UNITS
4 - 3 BR 2 BA UNITS

PARKING PROVIDED:
140 - SURFACE SPACES
41 - ATTACHED GARAGE SPACES
20 - DETACHED GARAGE SPACES
80 - CARPORTS
39 - ON STREET SPACES
320 - TOTAL SPACES - 1.5 PER UNIT

GAME CHANGING HOUSING PROJECTS: THE WHITLOW

- North side of East College Street west of rail line
- 3 buildings, 4-5 stories, 420 urban multi-family units
- \$77 million investment
- 23,000 square feet retail ready at ground level along East College Street closest to DCTA station
- Density: 40.5 units per acre
- Completed Summer 2024



GAME CHANGING HOUSING PROJECTS:

Aura Main Street

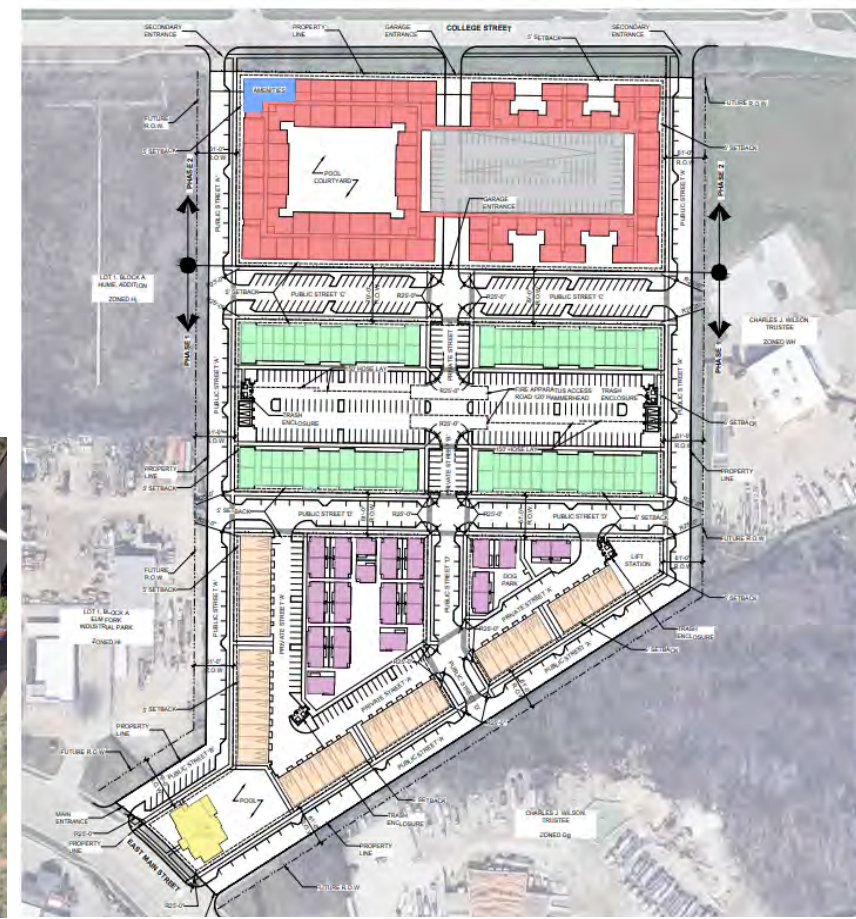
- Southwest corner of West Main Street and Cowan Avenue
- 5-story urban multi-family with structured parking garage; 325 units
- \$45 million investment
- 88.6 units per acre
- Completed Summer 2024



GAME CHANGING HOUSING PROJECTS:

The Standard at Old Town

- 600 units, consisting of 30 cottages, 155 townhomes, and 415 multi-family units configured within a traditional street grid
- Over half of the units will be affordable, with:
 - 17 units at 50% AMI
 - 42 units at 60% AMI
 - 247 units at 80% AMI
- Density of 35.3 units per acre
- Infrastructure currently under construction
- Phase I expected completion 2027 and phase II in 2028



RESULTING NEW INVESTMENT:

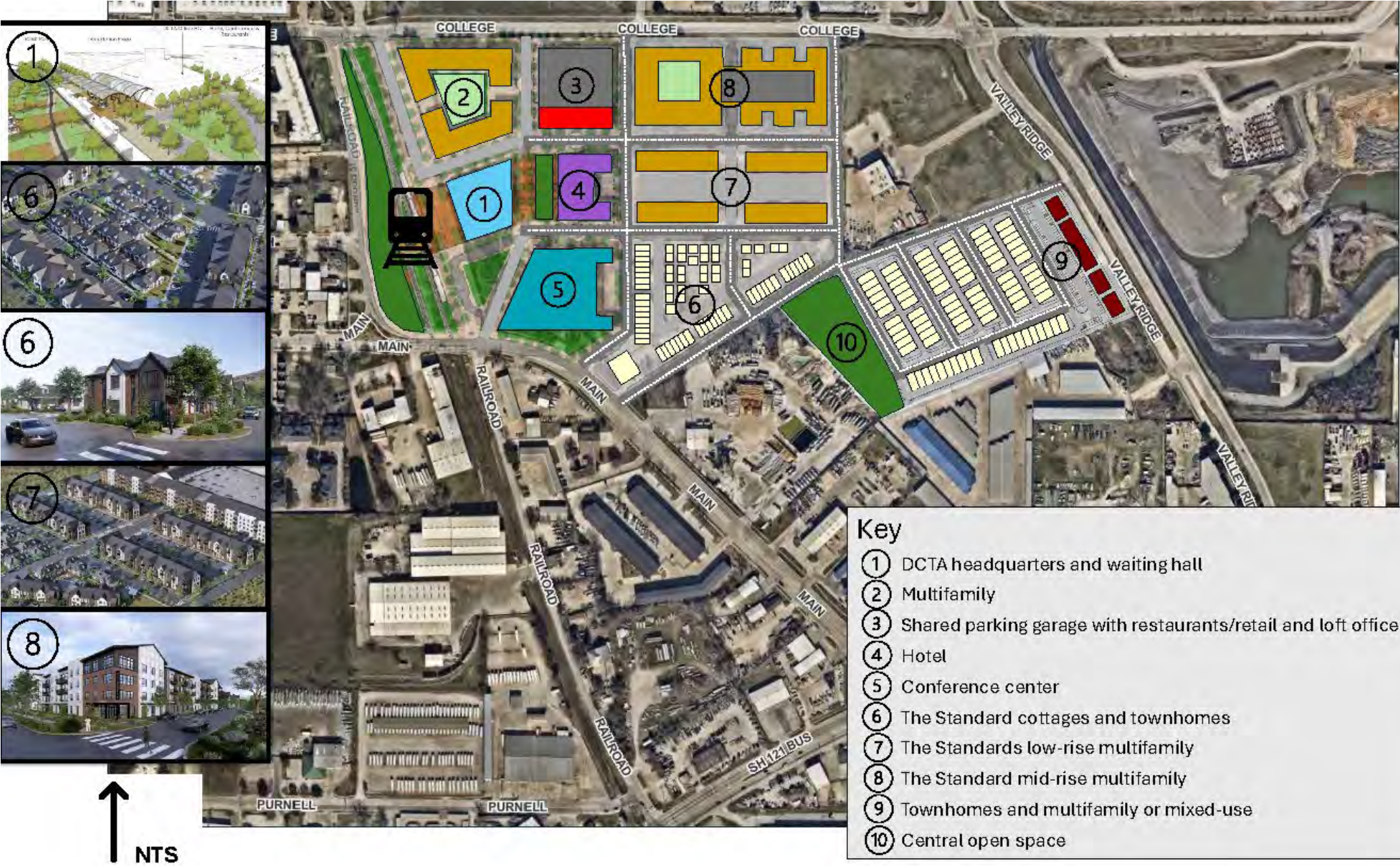
DECK ON MAIN



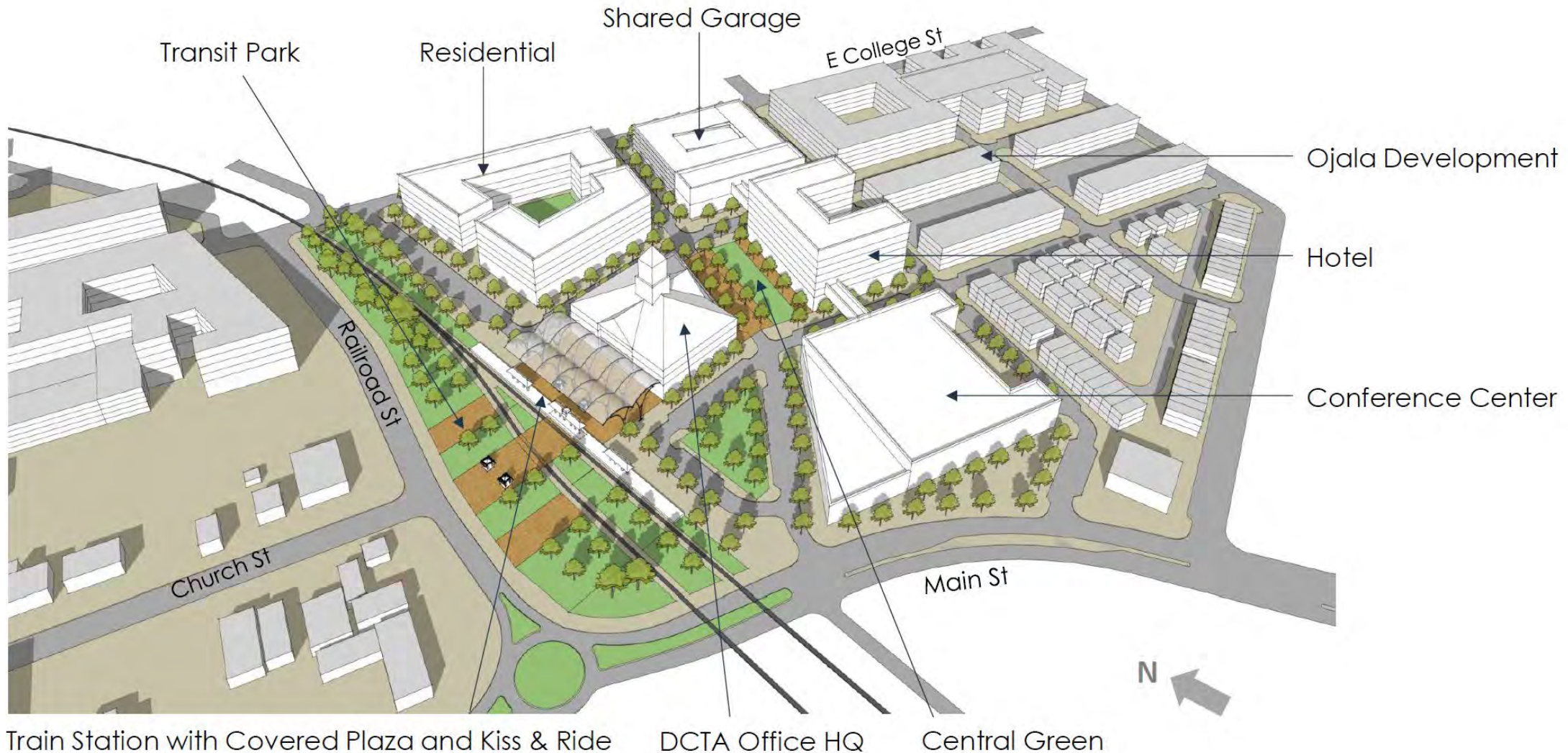
- Northeast corner of West Main Street and Charles Street with historic core
- 3-story commercial
- 1st floor – restaurants
- 2nd floor – Office uses
- 3rd floor – event space with covered deck overlooking Wayne Ferguson Plaza
- \$8 million investment
- Completed September 2025



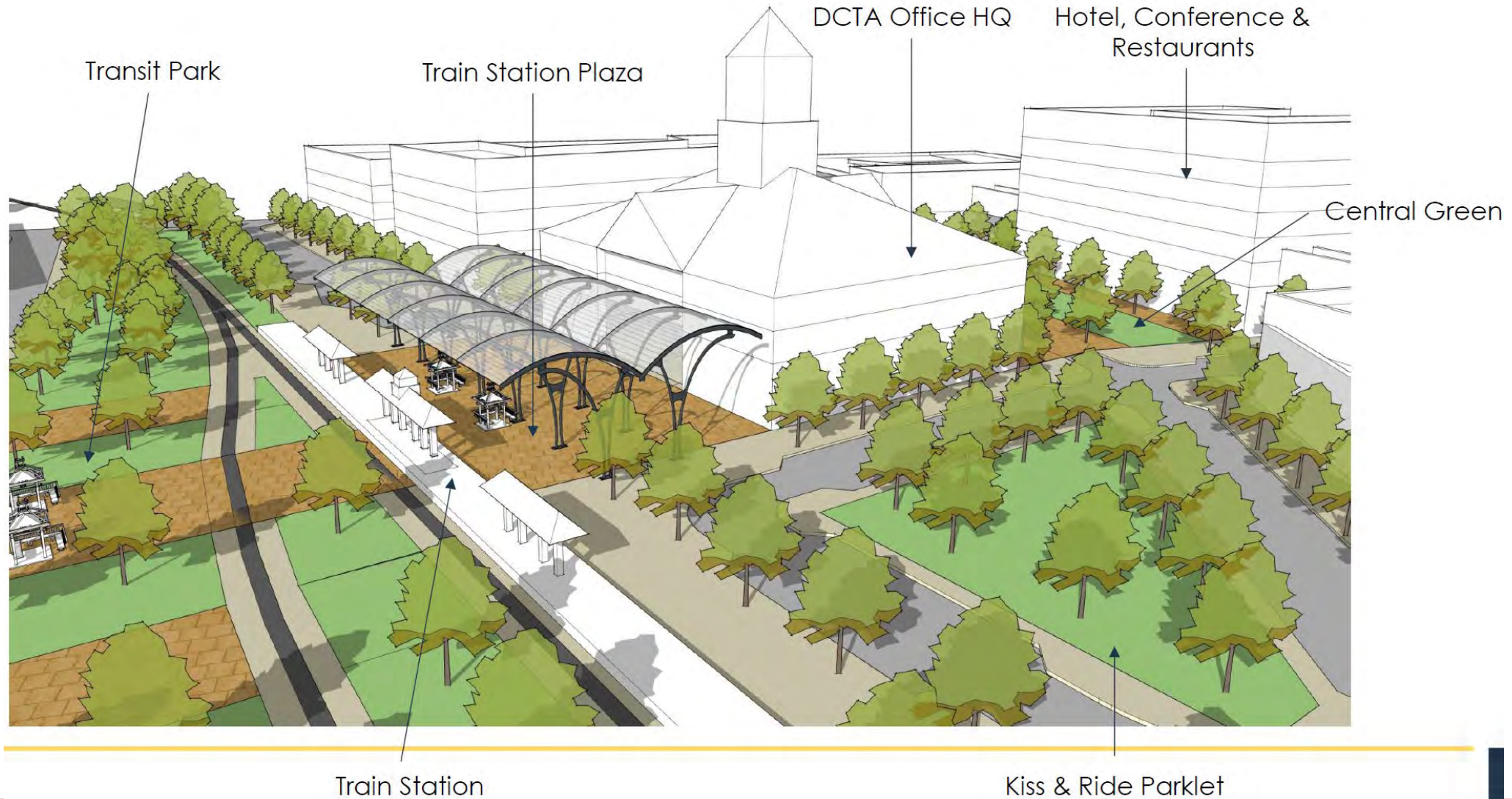
RESULTING NEW INVESTMENT: DCTA IMPROVEMENTS



PROPOSED DCTA IMPROVEMENTS



PROPOSED DCTA IMPROVEMENTS



OVERVIEW OF TOOLS USED FOR SUCCESS

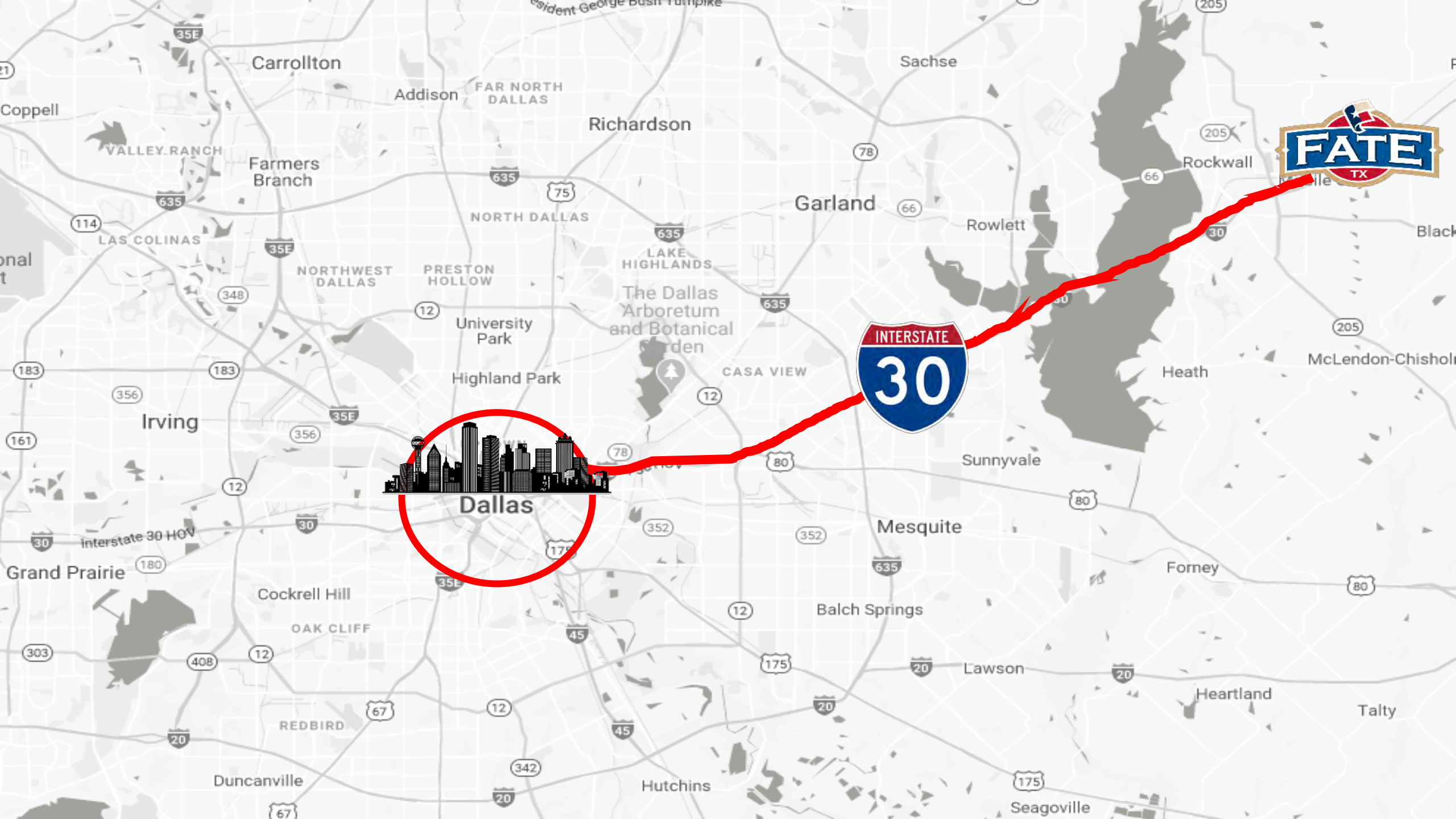
- Planning to establish future vision
- Implementation of plans through new ordinances and amendments
- Place-making public projects
 - Parks
 - Complete Streets
 - Civic facilities
 - Public Art
- Variety of financing tools:
 - TIRZ
 - Bonds
 - General Fund
 - Grants
- Injection of new housing units
- Economic Development Incentives
 - Façade Improvement Grants
 - Grease Trap Grants
 - 380 Agreements
 - Public Parking Participation
 - Brownfield Grants
 - Opportunity Zones
- Partnerships
 - Developers
 - School District
 - County
 - Business Association
 - Arts Council

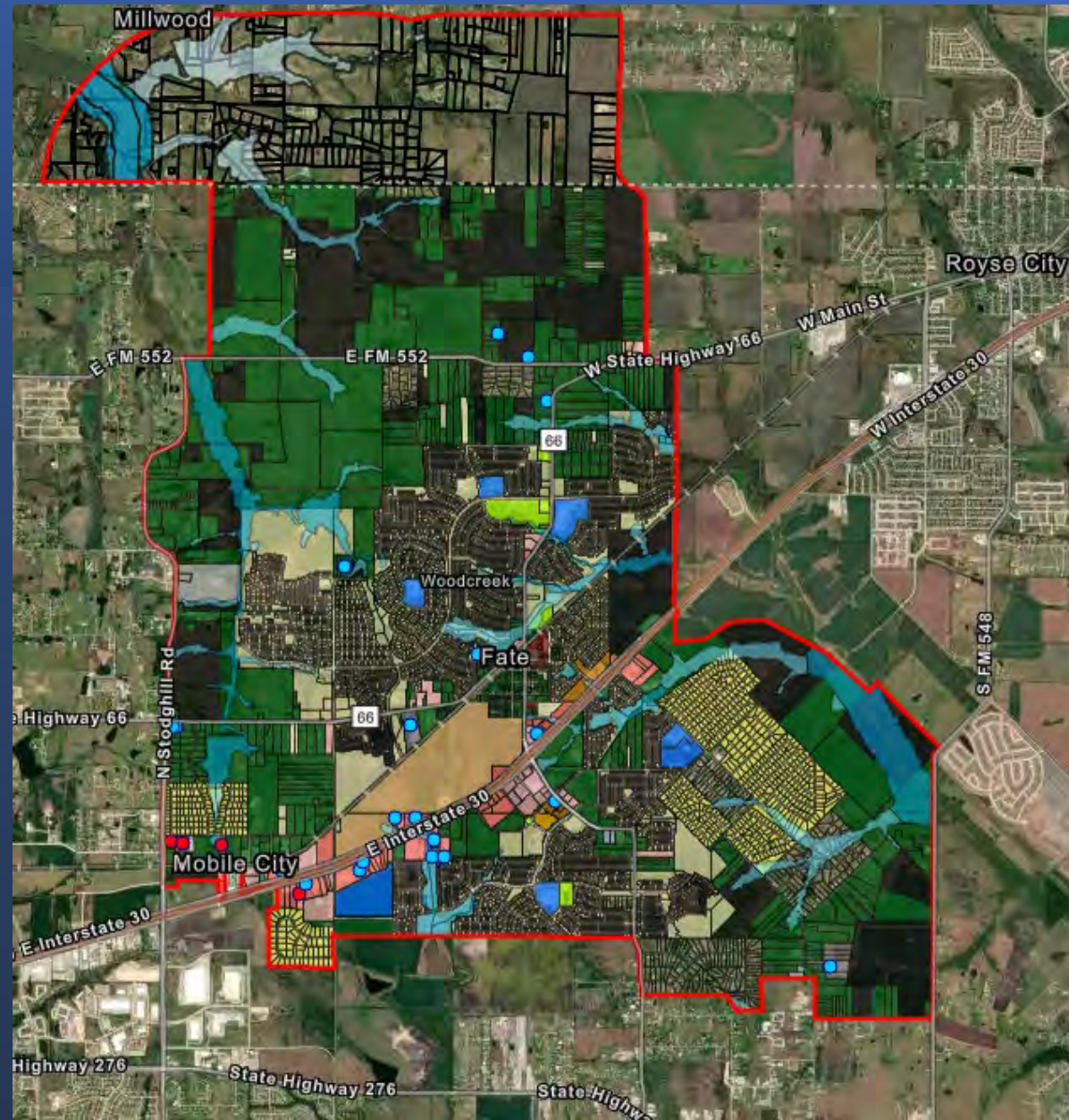




Density & Development in a 4th Ring Suburb

For NCTCOG CLUTPTF
Sept. 24, 2025





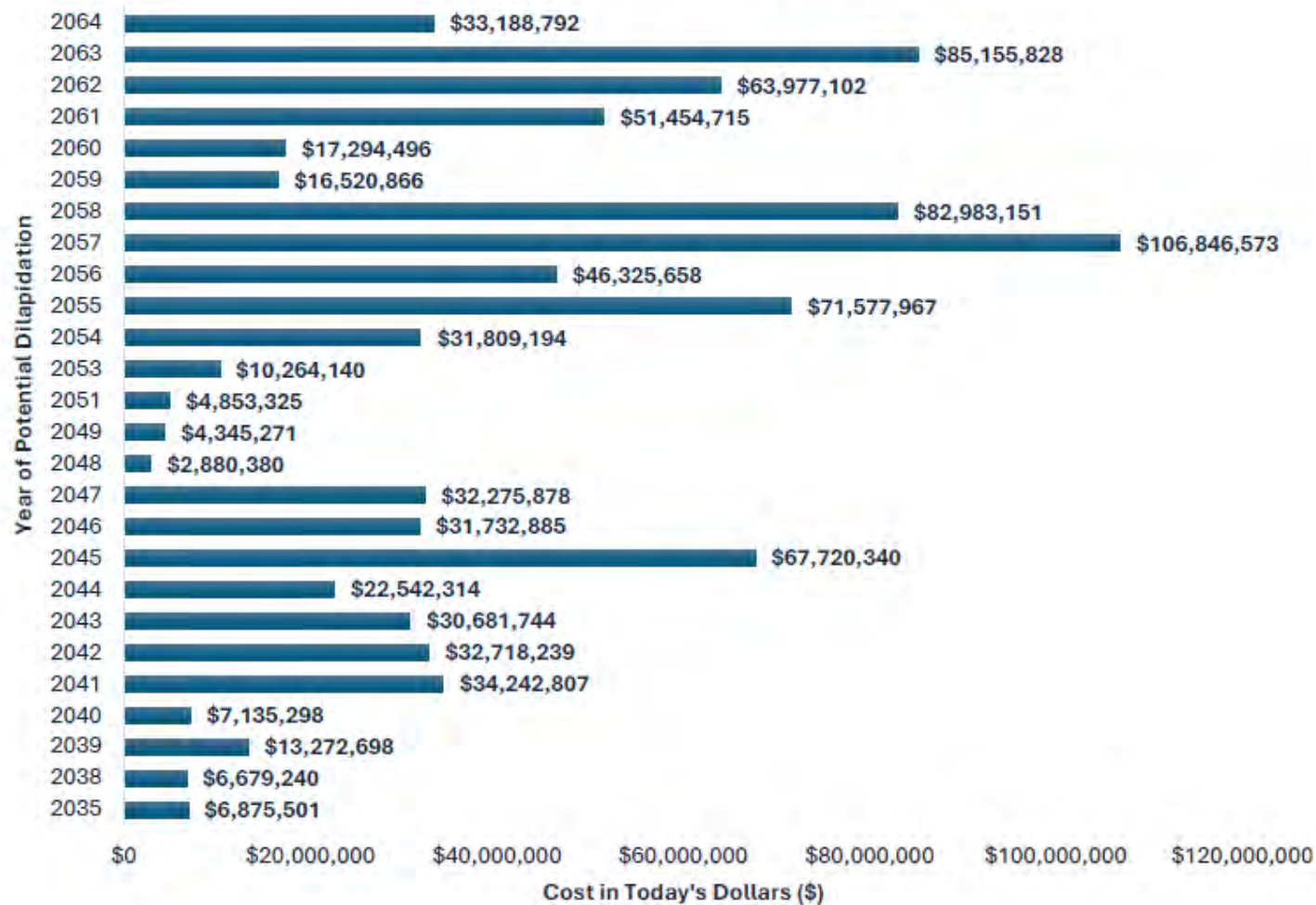


City Management & Planning Team

- 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)

The total cost to replace all 103 road miles of road in City of Fate would be **\$ 973,584,729**.

Street Replacement Obligations



Contribution to 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

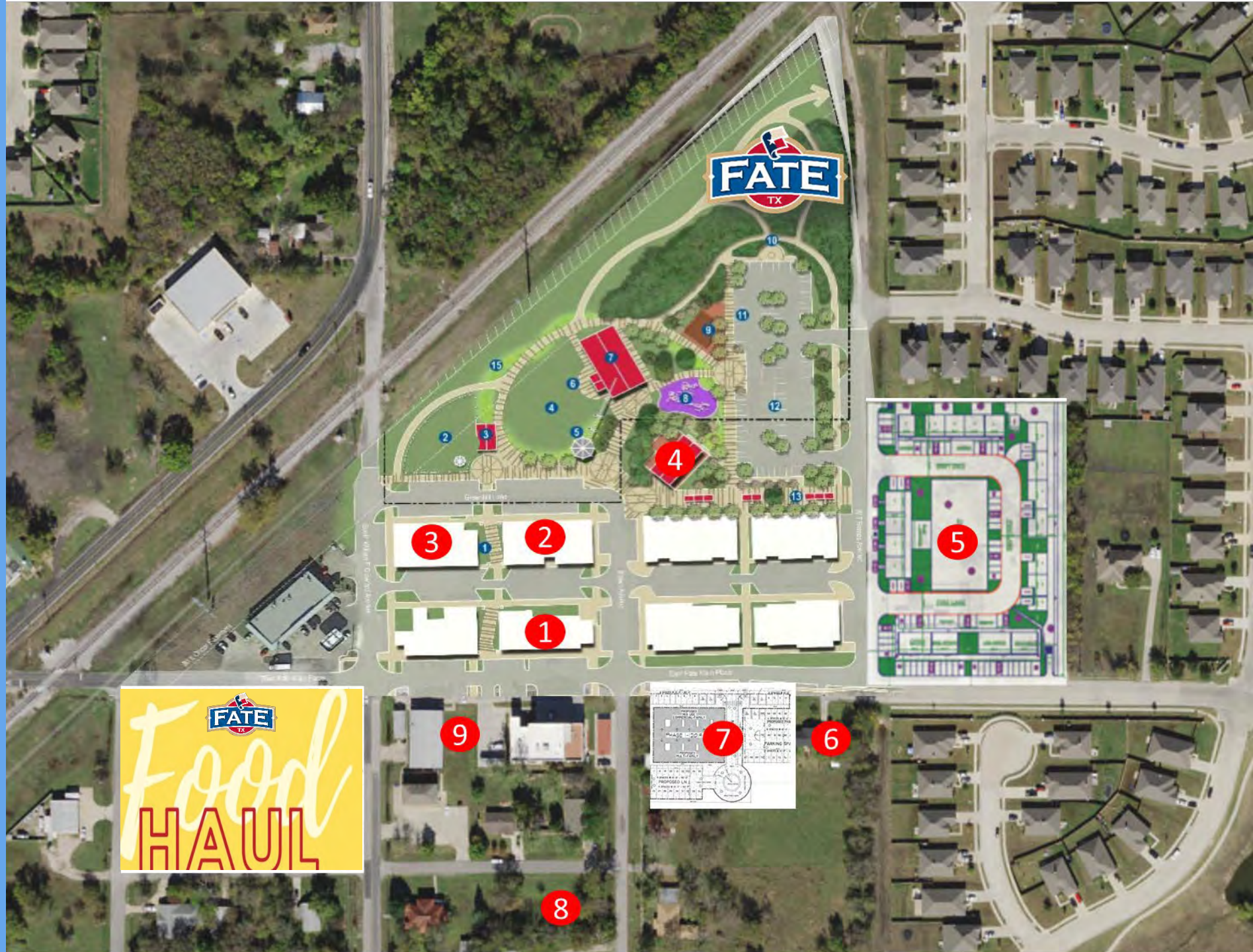


Downtown



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





FATE
BROUGHT
US HERE.







BE SOCIAL

BREAKFAST • LUNCH • COFFEE BAR

100



**NOW
LEASING**
850-554-1945

**NOW
LEASING**
850-554-1945

SUB-DISTRICT MAP





MIXED-USE STREET ENTRY



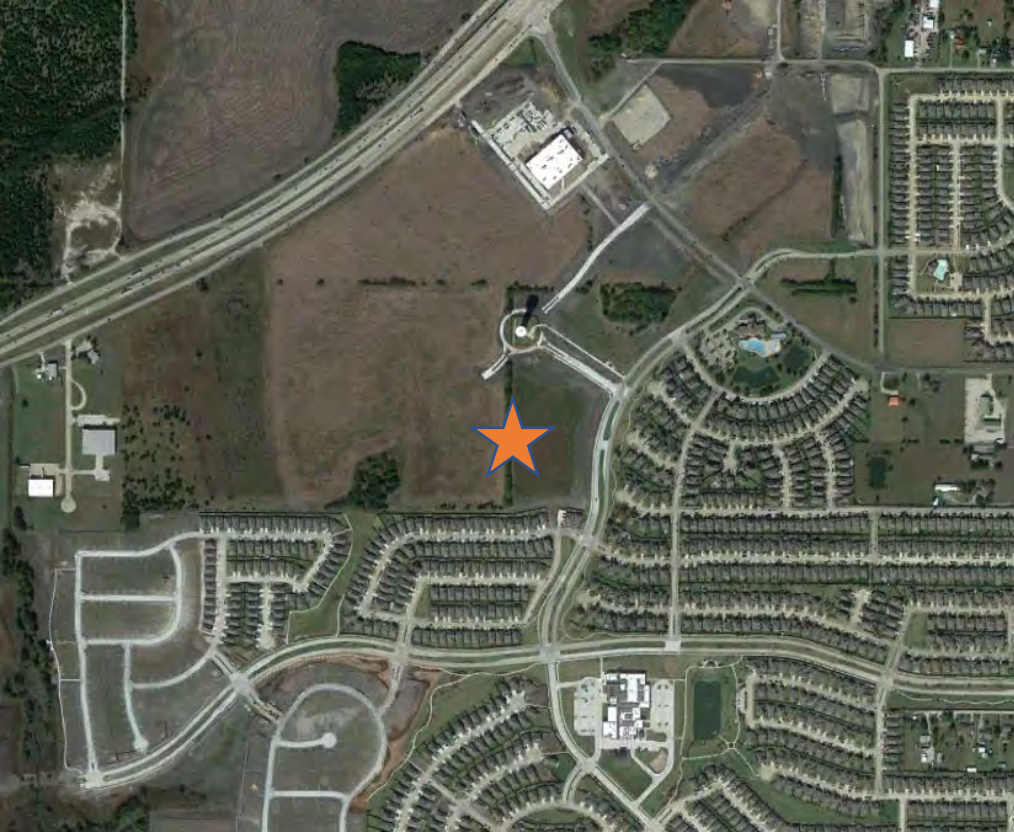
WOODCREEK BLVD ENTRY



CIVIC PARK



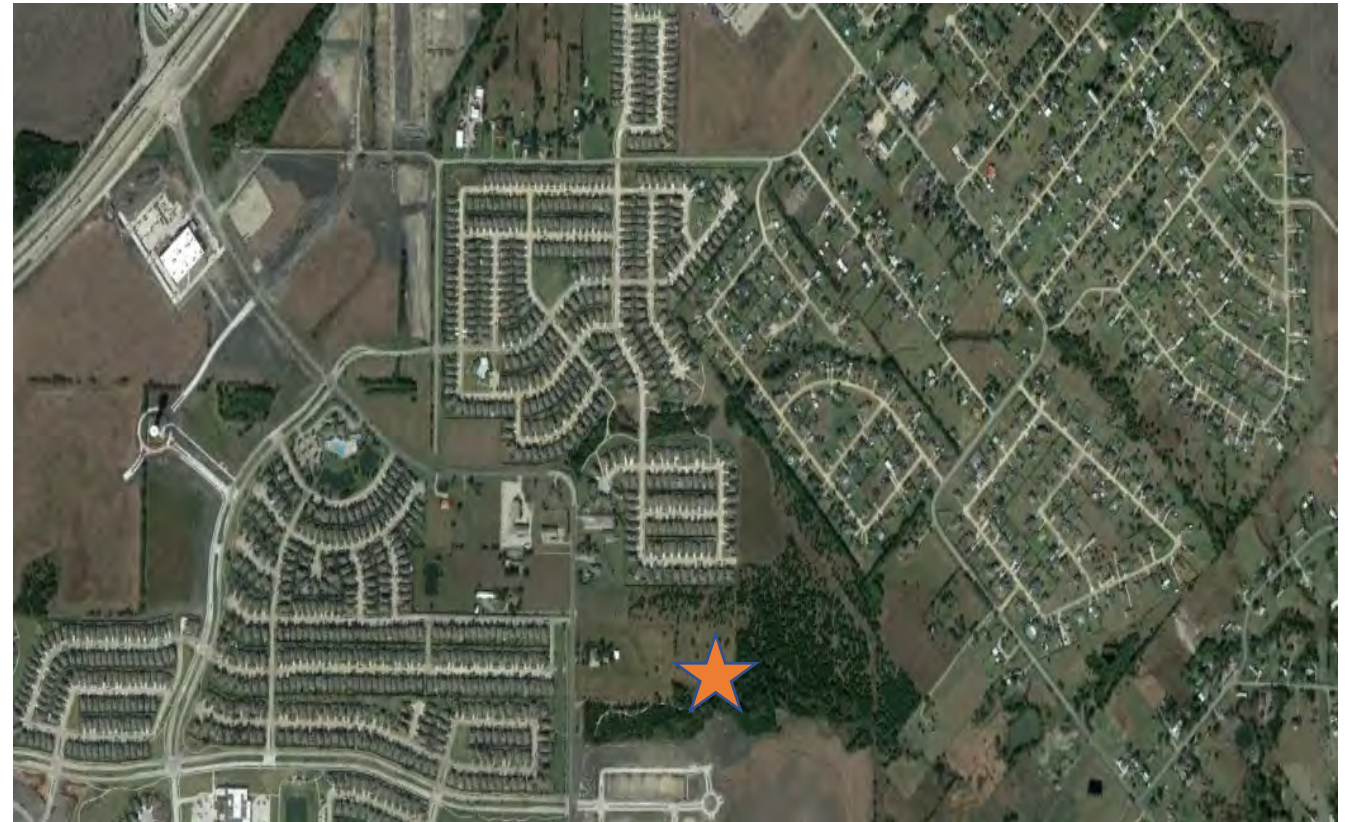
RESIDENTIAL STREET



Jamison & Prose Fate

- 702 1- and 2-br MF units over 2 phases
- 25.8 acres (27.2 units/acre)
- Phase 2 complete and leasing



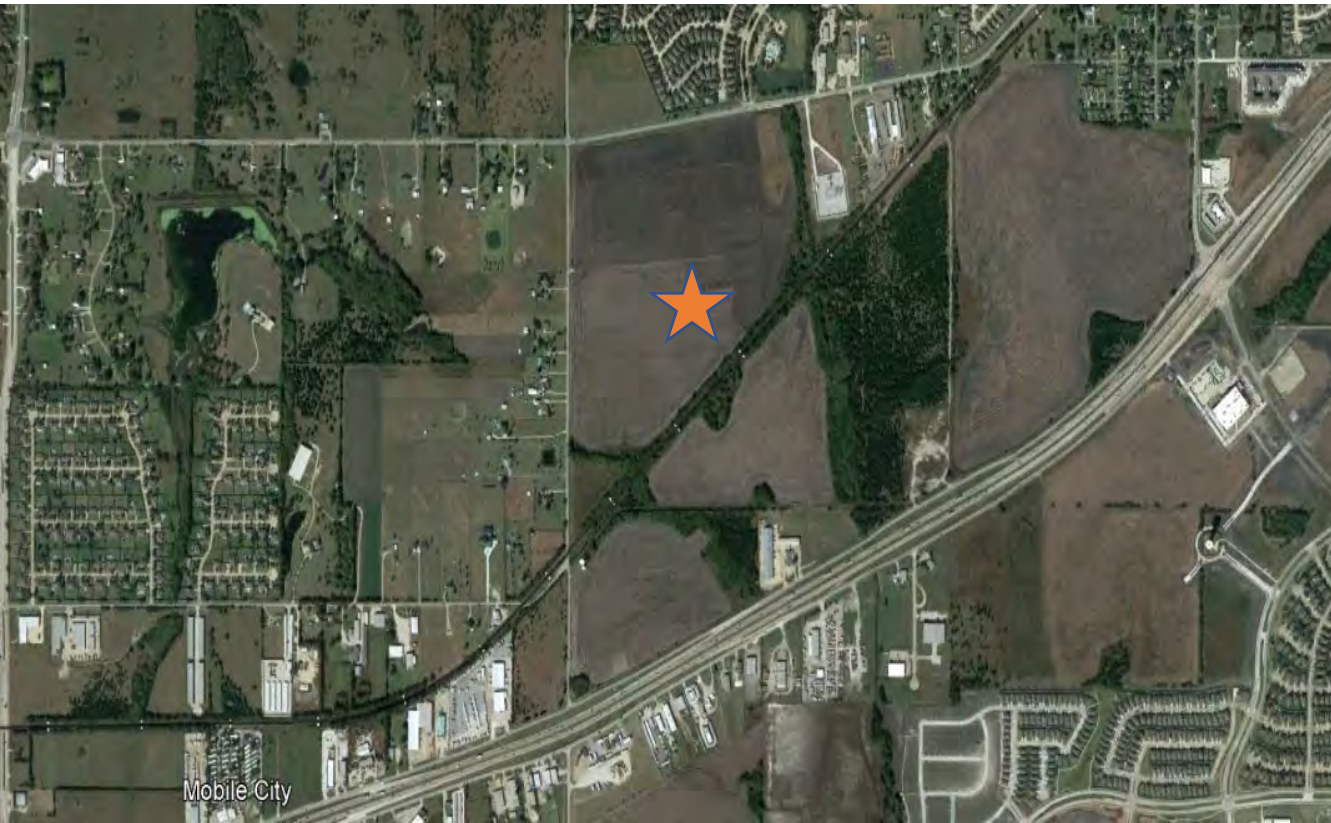


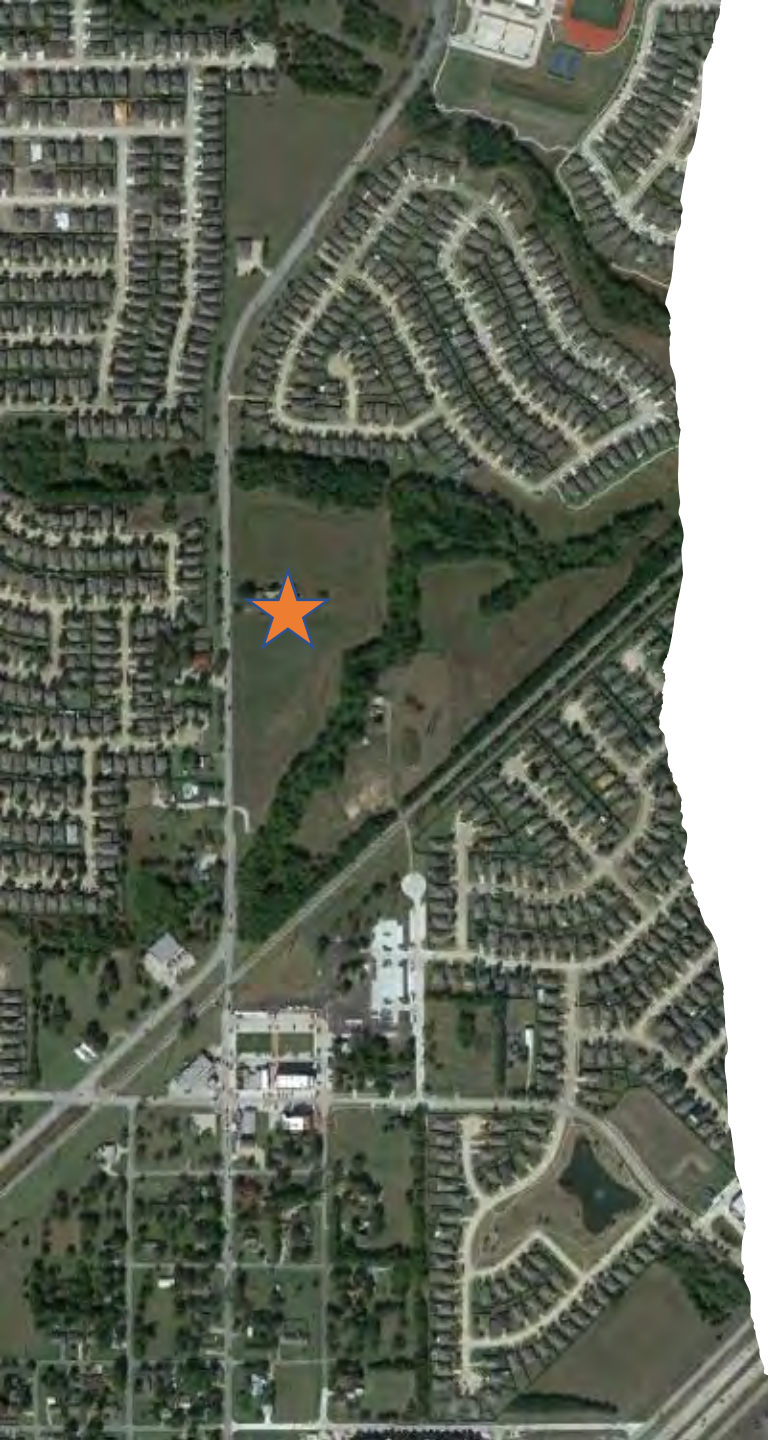
Edgewater

- 601 Single-family Residential units over 4 phases
- Gettysburg East

Avondale

- 467 Single-family Residential units over 2 phases
- Phase 1 (242 units) complete, Phase 2 building
- Woodcreek Blvd.





Woodcreek SFR

- 105 1-3 build to rent units
- 14.997 acres
- Trail & bridges to downtown



- A1
- B1
- C1



Market Threats

- Debt inducing inflation
- Lack of rent growth
- Construction costs
- Infill projects will struggle



NOT
JUST
BIKES

LOW DENSITY

MEDIUM DENSITY

HIGH DENSITY

RESIDENTIAL



-\$1,381

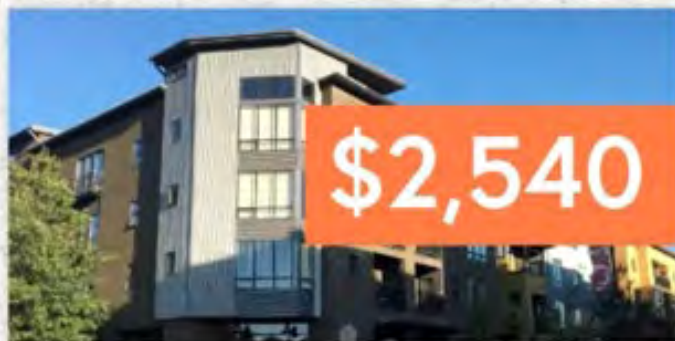


\$1,498



\$3,061

MIXED-USE



\$2,540



\$3,515



\$10,472

COMMERCIAL



\$551



\$9,614



\$12,051



Density & Development in a 4th Ring Suburb

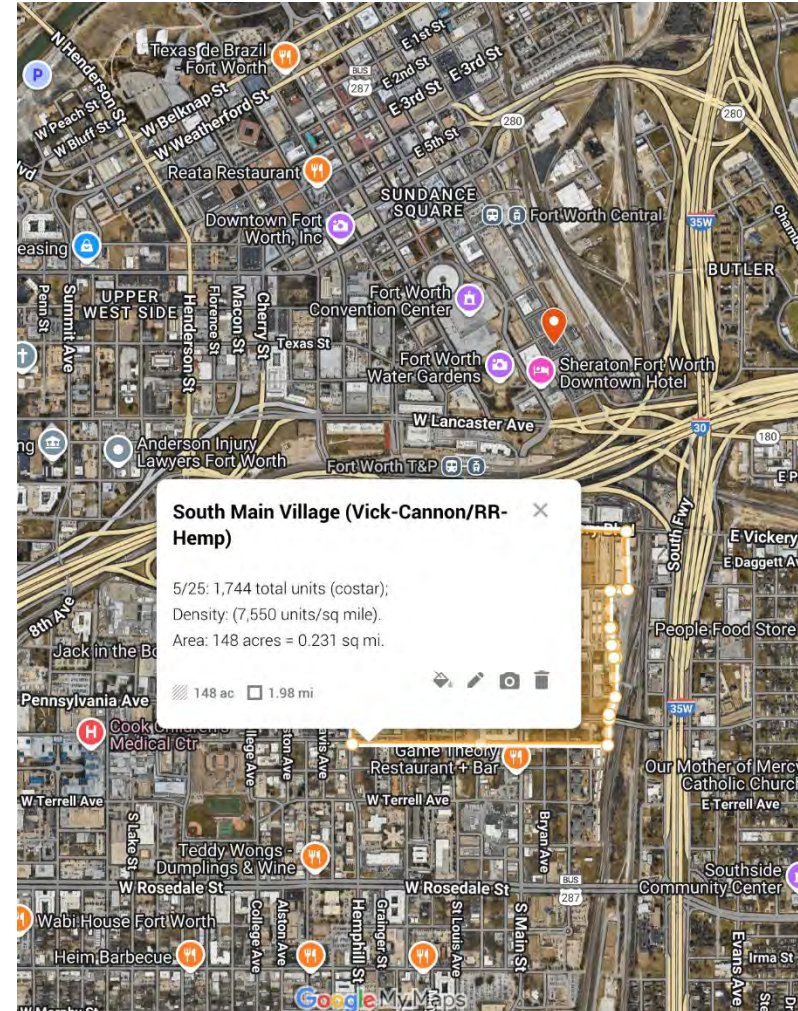
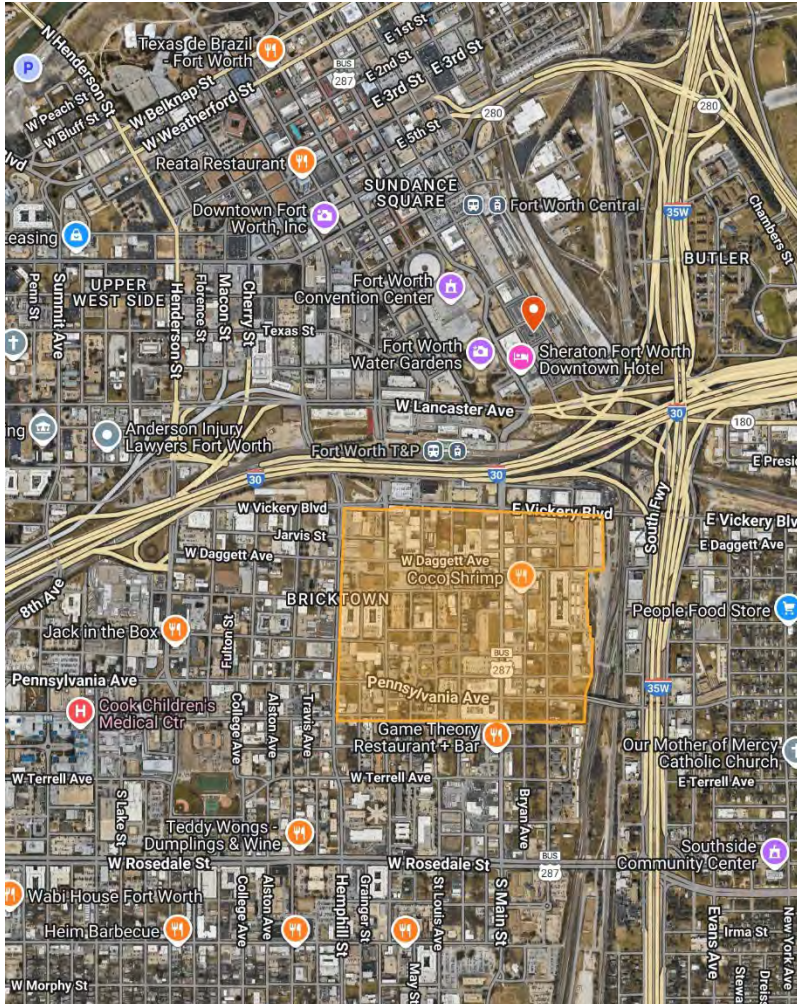
For NCTCOG CLUTPTF
Sept., 2025

AB Slides for NCTCOG Discussion

Incl South Main Village, Bryan Flats Project, Fort Worth
September 2025

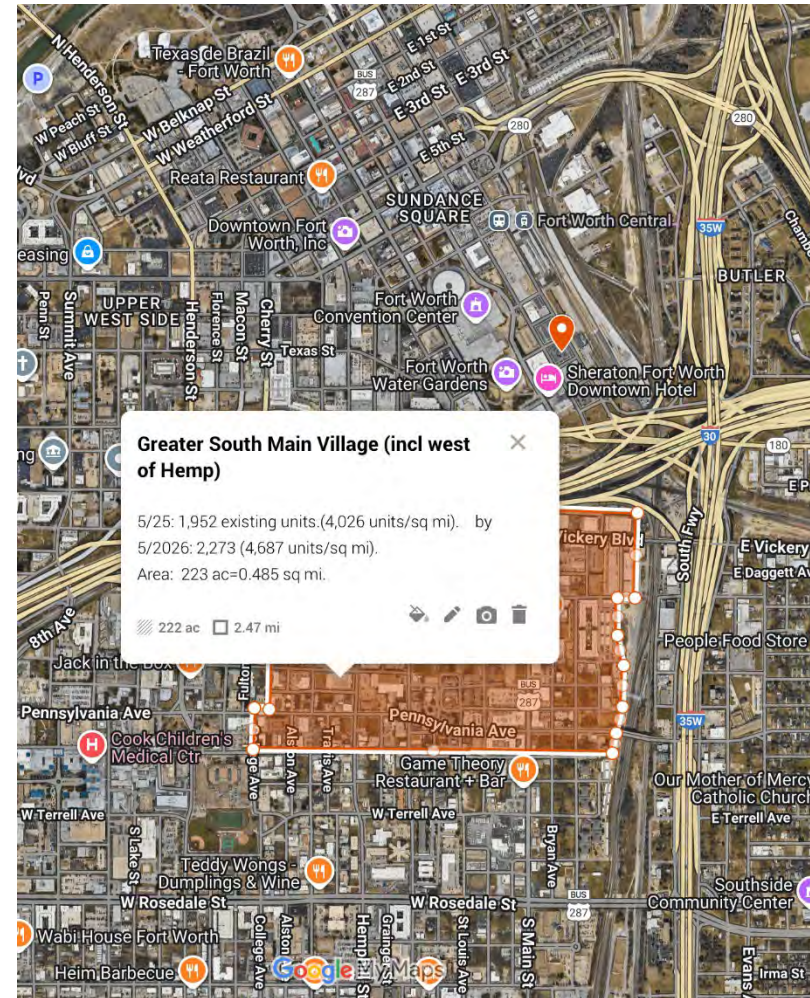
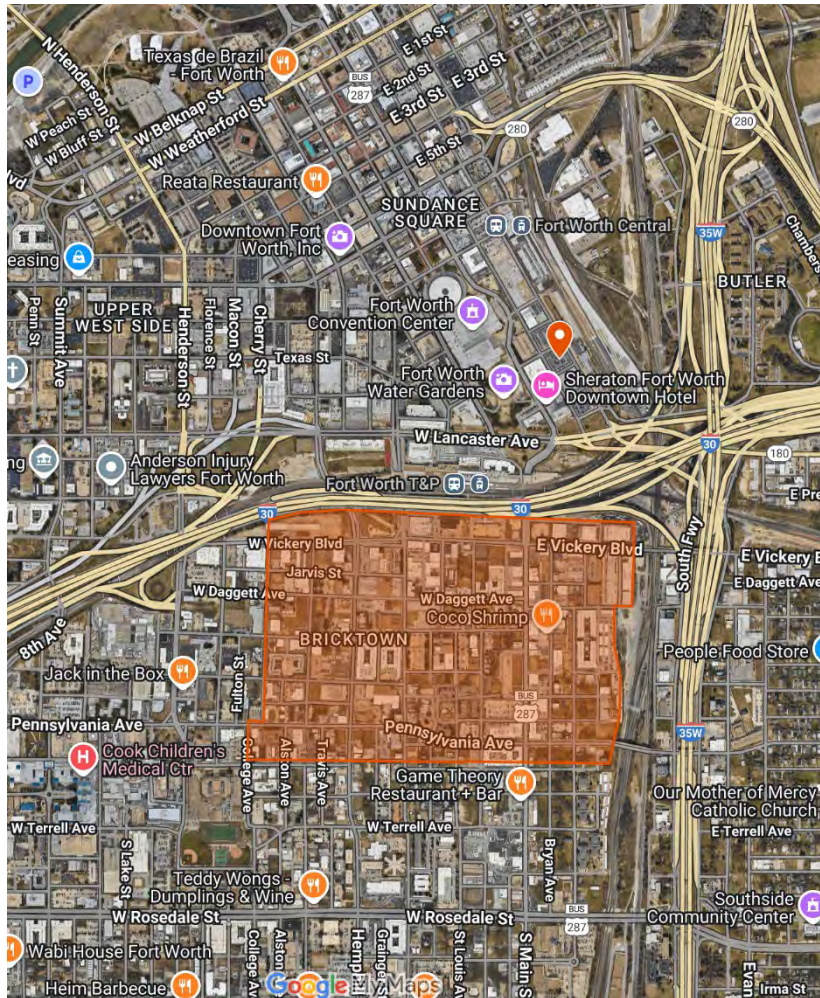
South Main Village

~143 acres/ 0.23 sq mi



Greater South Main Village

~225 acres/ 0.485 sq mi



South Main Village, Fort Worth



South Main Village



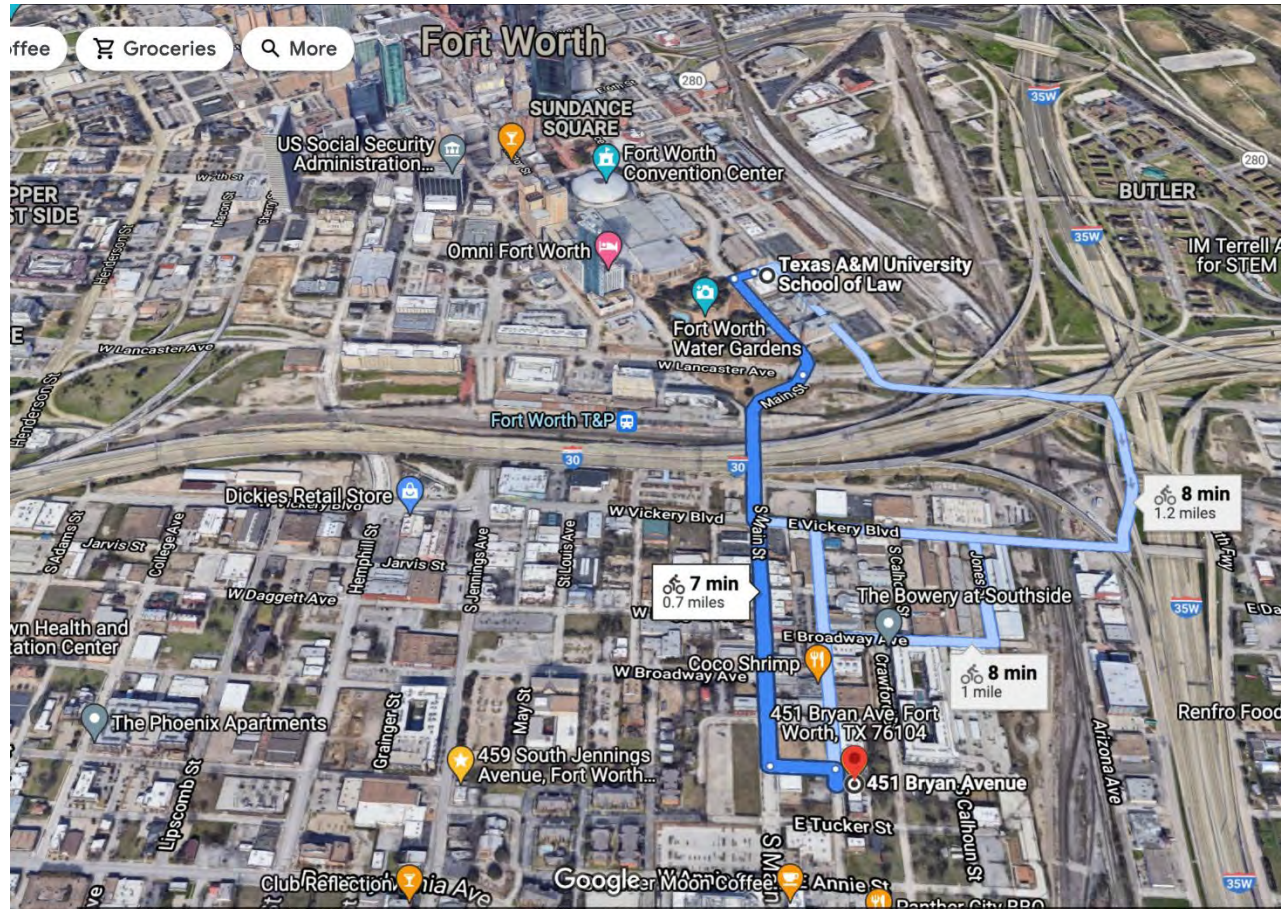
SMV Jan 2023 – Mid 2024



Bryan Flats



Bryan Flats to Texas A&M FW (cycle/scooter)



Bryan Flats: looking north along Bryan Ave.



Bryan Flats: looking south up Bryan Ave



AMANDA MCCOY · AMCCOY@STAR-TELEGRAM.COM

Context: southwest / north / northeast

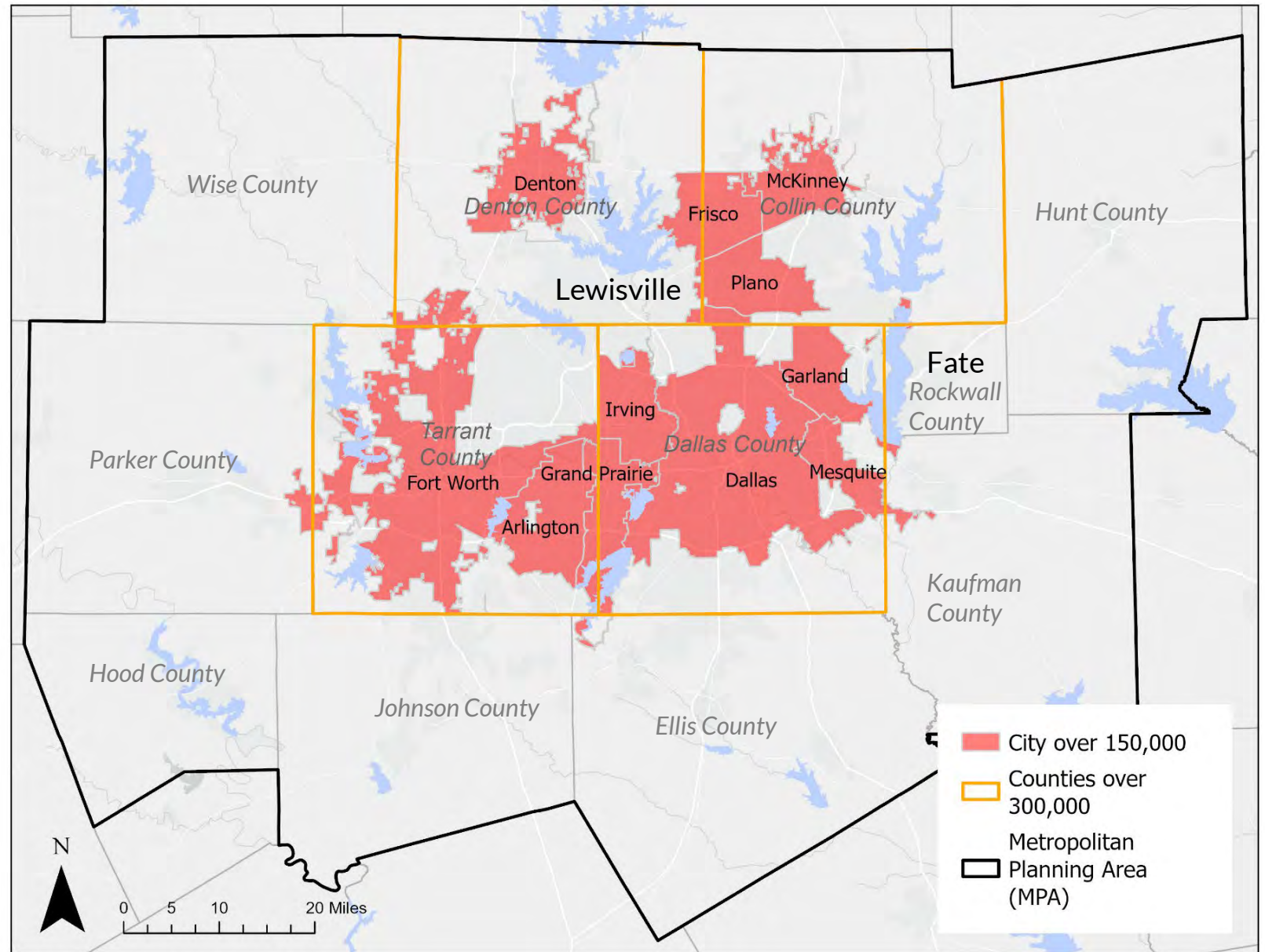


Bryan Flats from I-30 Flyover



94 units
~230 SF each
No parking provided
9,200 SF site
= 445 units/acre

Cities in North Texas Impacted by SB840



The background image is a faded, high-key photograph of a city street. On the left, a building has a sign that reads "PIZZA PASTA". In the center, a large, leafy tree stands in front of a building. On the right, a building has a sign that reads "PATRIZIO". Several people are walking on the sidewalk, and there are outdoor seating areas with tables and chairs. The overall tone is bright and airy.


Open Discussion



Scan the QR or use
link to join

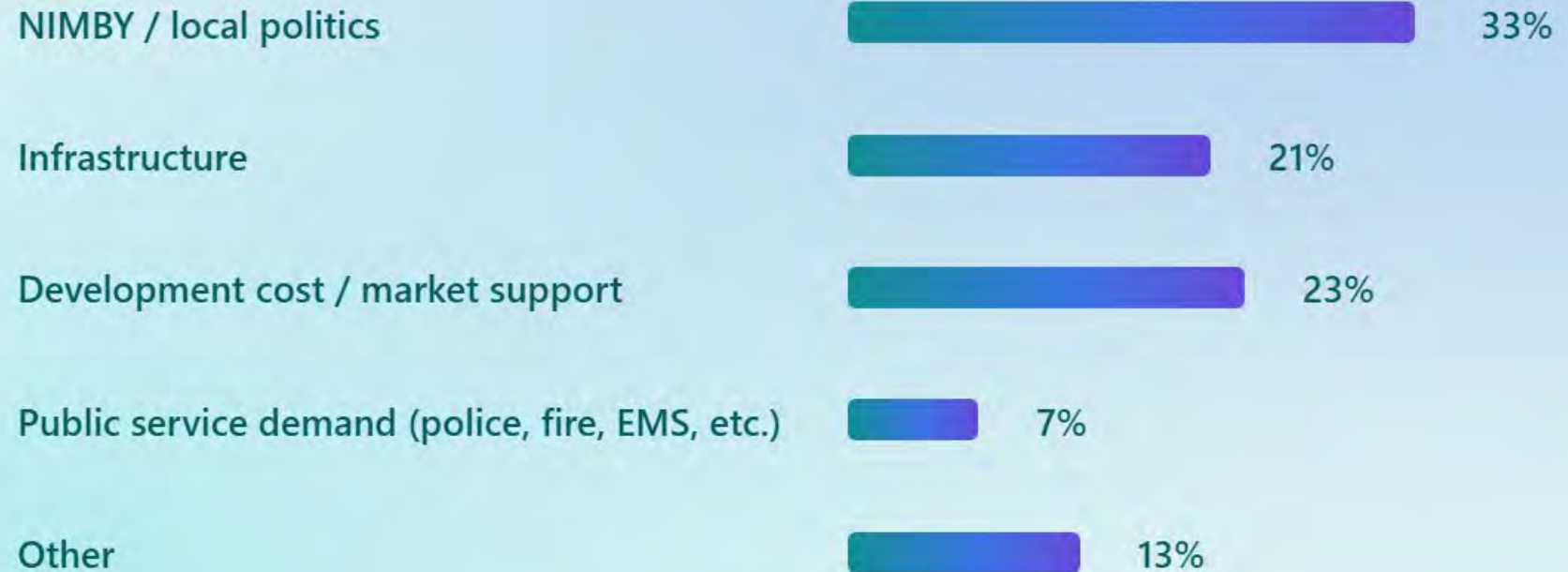


<https://forms.office.com/r/W5y5z5vXNM>

 Copy link

19 responses submitted

What are the top three challenges to implementing density in North Texas? (select at least three choices)



Today's Discussion

- What are the challenges to density local governments experience?
- What are possible solutions or strategies?



Possible NCTCOG Density Support

How can NCTCOG and local governments partner on planning and implementation of more density?

1. Regional plan/ study

- a) Impacts/ benefits of density
- b) Address common concerns and create materials for engagement

2. Area plans with local governments at strategic locations

- a) Work with cities to plan for development at transit stations or key mixed-use areas

3. Continued regional meetings

4. Other?



After Today's Meeting

Access meeting slides: www.NCTCOG.org/LUTTf

Next quarterly newsletter: November 2025

- Send us your projects to feature!

Next meeting scheduled for: March 2026

- Any topics of interest you'd like to see? Interested in presenting? Let us know



CONTACT US



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