



# Coordinated Land Use and Transportation Planning Task Force

Introductory Virtual Meeting | July 8, 2020



North Central Texas  
Council of Governments

# Outline

1. Welcome and Introductions
2. Why coordinate land use and transportation?
3. NCTCOG's projects and resources
4. Fate – Fiscal Impacts
5. Fort Worth – Form Based Codes
6. Feedback and discussion

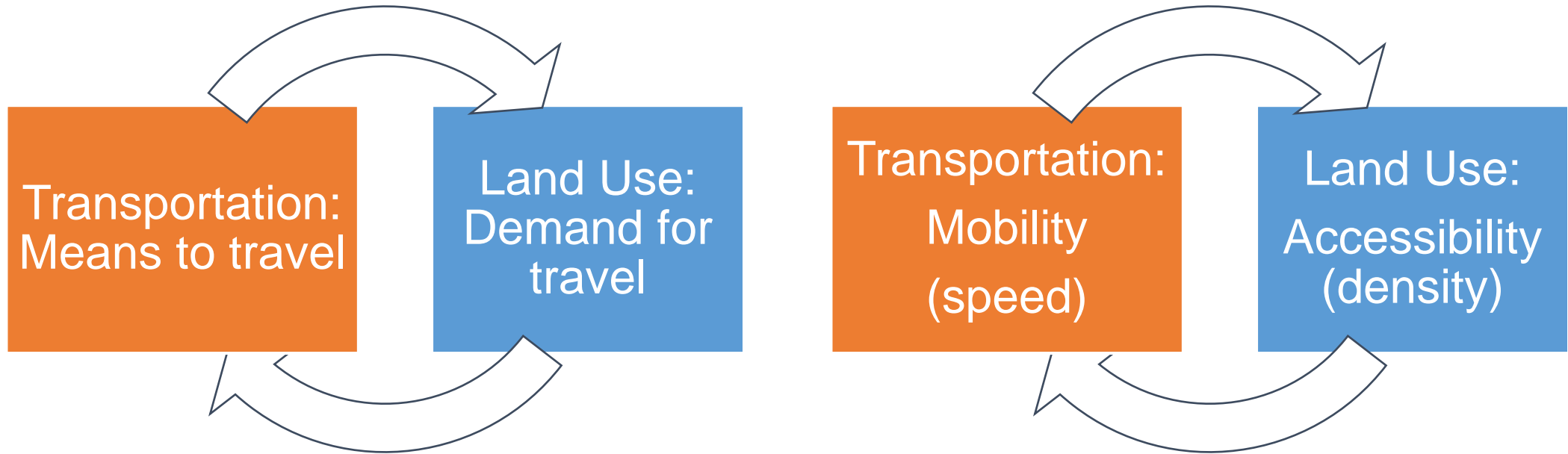


# **Why coordinate transportation and land use planning?**

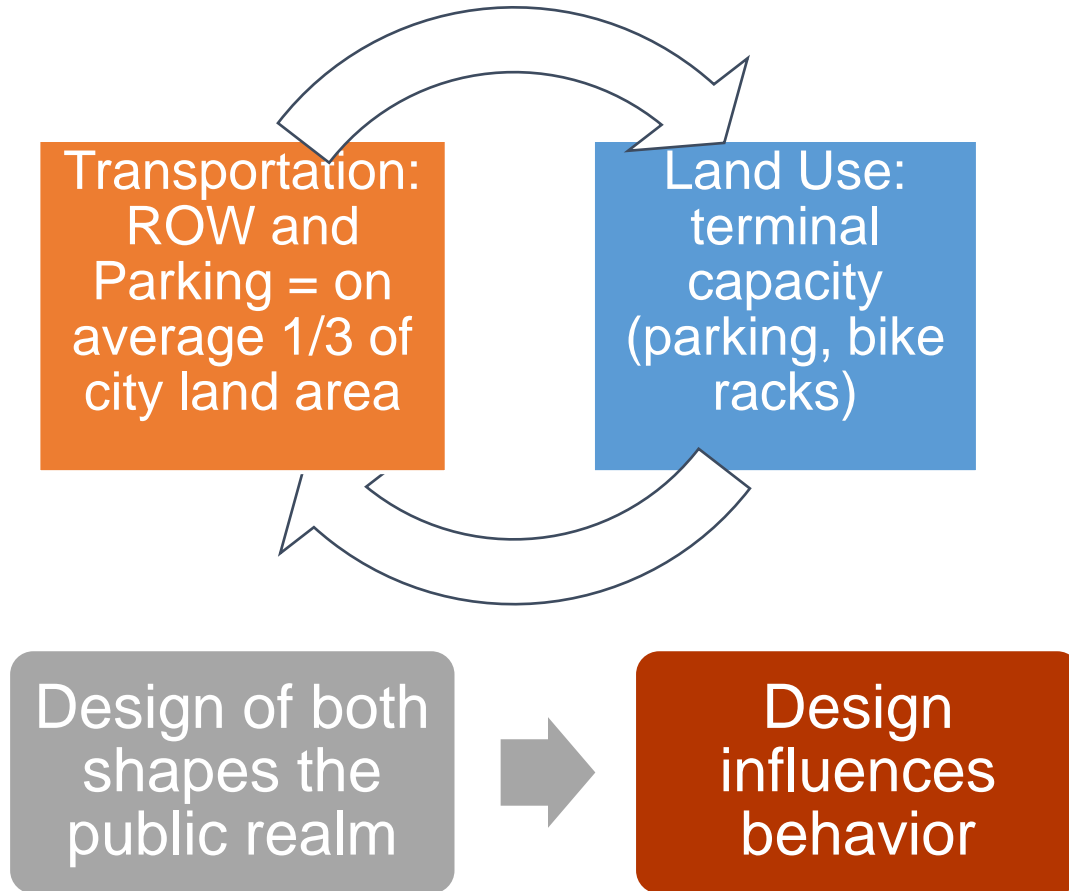


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# Transportation and Land Use are Critically Linked



# Transportation and Land Use are Critically Linked





# Cities are a Transportation Innovation

Cities exist to provide access, short travel time to: jobs, housing, culture, education, etc.

Using land strategically to reduce burden of traveling, both a land use decision and transportation innovation

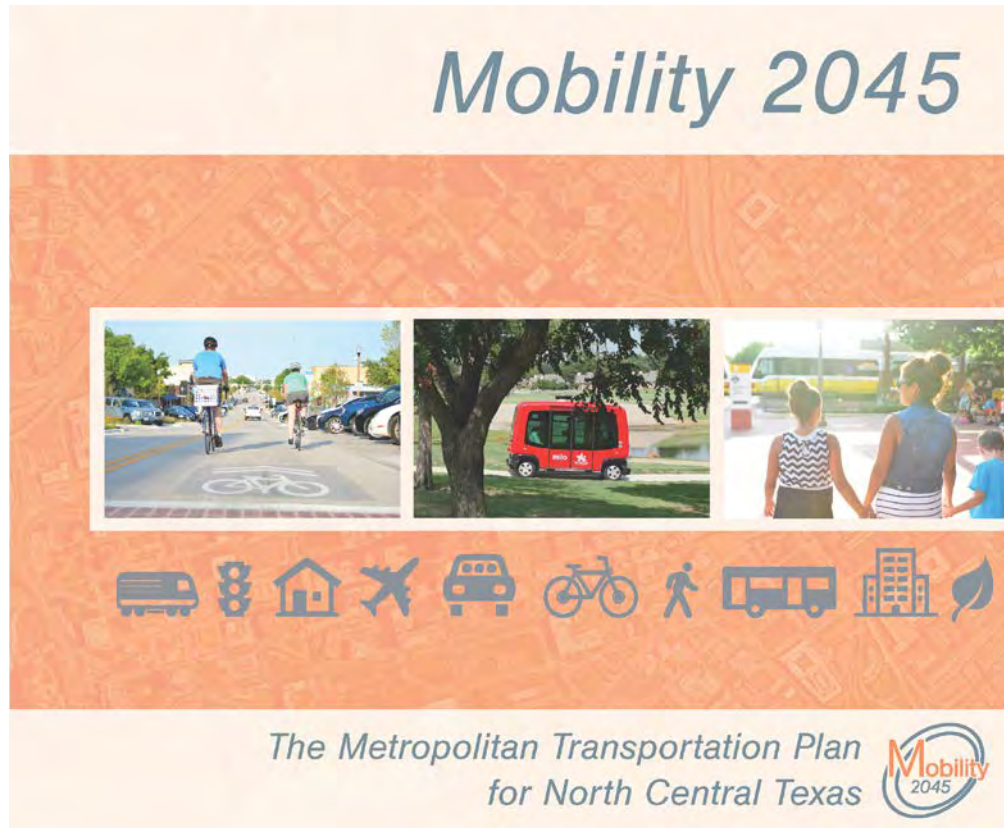
Source: Levinson, David. (2020) "The 30-Minute City: Designing for Access"



<https://www.smu.edu/libraries/digitalcollections/mav/>



# Connect Land Use and Transportation



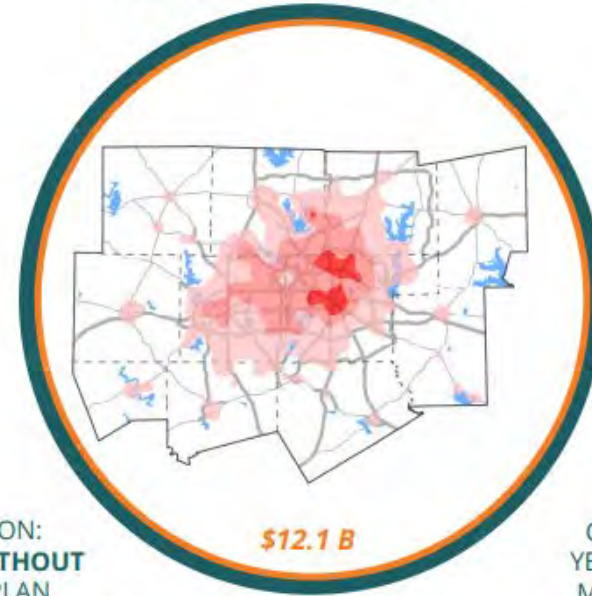
“Building enough capacity to completely solve the region’s congestion problems is not a viable option”



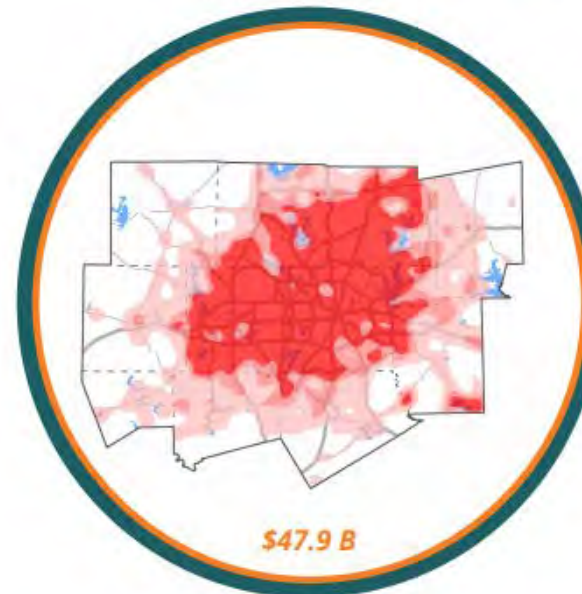
# Congestion

Even with implementation of all Mobility 2045 transportation project recommendations the collective cost of congestion delay to the region is still \$27 billion by 2045.

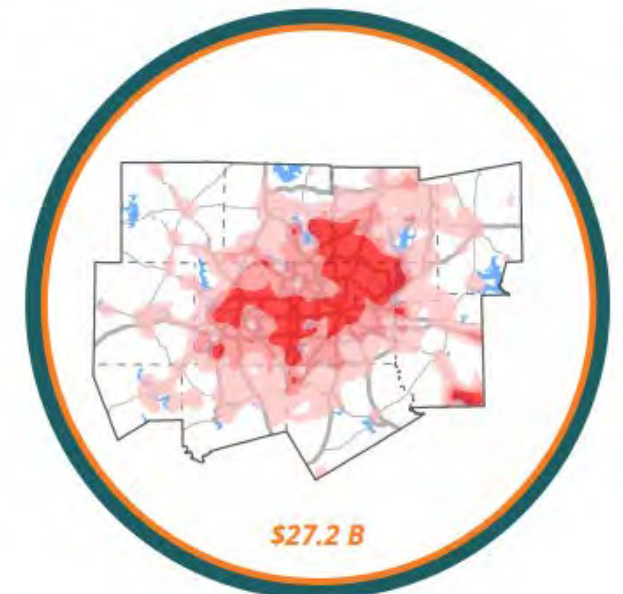
COST OF CONGESTION: TODAY



CONGESTION:  
YEAR 2045 **WITHOUT**  
MOBILITY PLAN

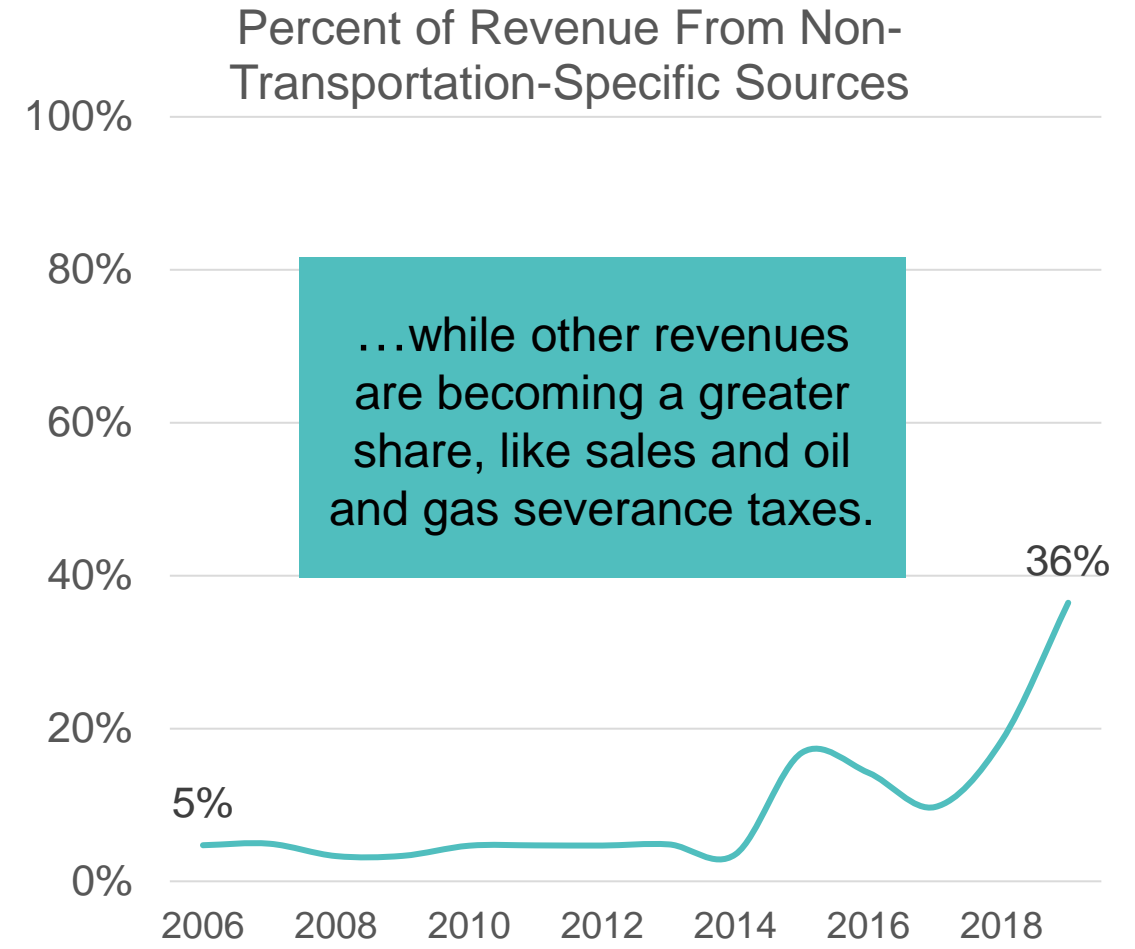
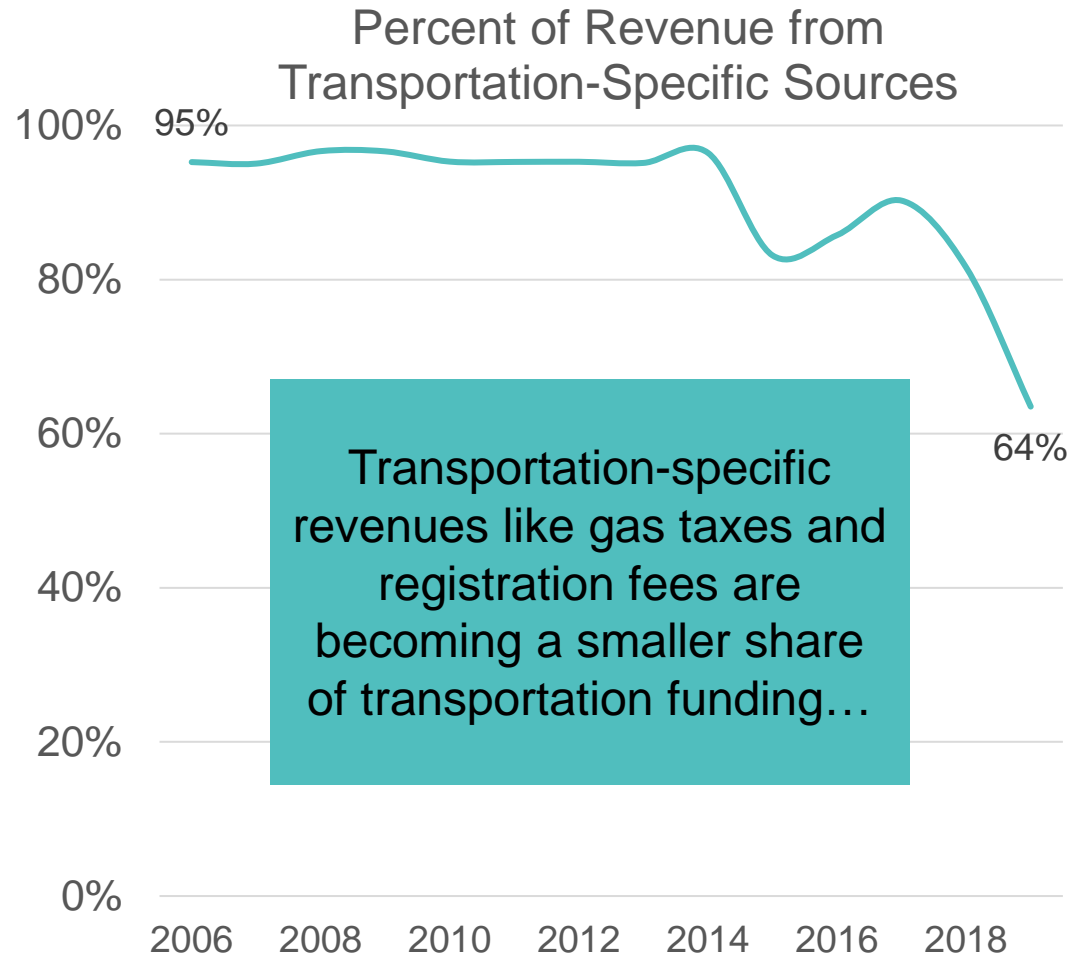


CONGESTION:  
YEAR 2045 **WITH**  
MOBILITY PLAN





# Funding



Source: Texas Comptroller of Public Accounts



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# Limited Coordination Today

Modern planning has often siloed transportation planning and land use.

How can we plan both together to maximize access, mobility, and fiscal sustainability?



# Goals of this Task Force



Increase coordination between transportation and land use departments, entities, and stakeholders.



Share best practices on coordination of land use and transportation planning, implementation, and policy.



A forum for information on resources, tools, techniques, and innovations in improving transportation and land use outcomes together.



# **NCTCOG Land Use & Transportation Efforts**



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# NCTCOG Support for Land Use/Transportation Coordination

## Sustainable Development Infrastructure Projects

Funded bike/ped/transit/roadway improvements supporting mixed-use development

Public-private partnerships

40 completed projects



<http://nctcoggis.maps.arcgis.com/apps/webappviewer/index.html?id=3508d14fde1b41639bc15674d62daeb8>

# NCTCOG Support for Land Use/Transportation Coordination

## Sustainable Development Infrastructure Projects

Call	Funding	Amount
2001	CMAQ/STPMM	\$45.6 M
2006	RTC Local	\$45.1 M
2010	RTR	\$54.0 M
2018 (Awarded)	CMAQ/STBG	\$52.4 M
TOTAL		\$197.1



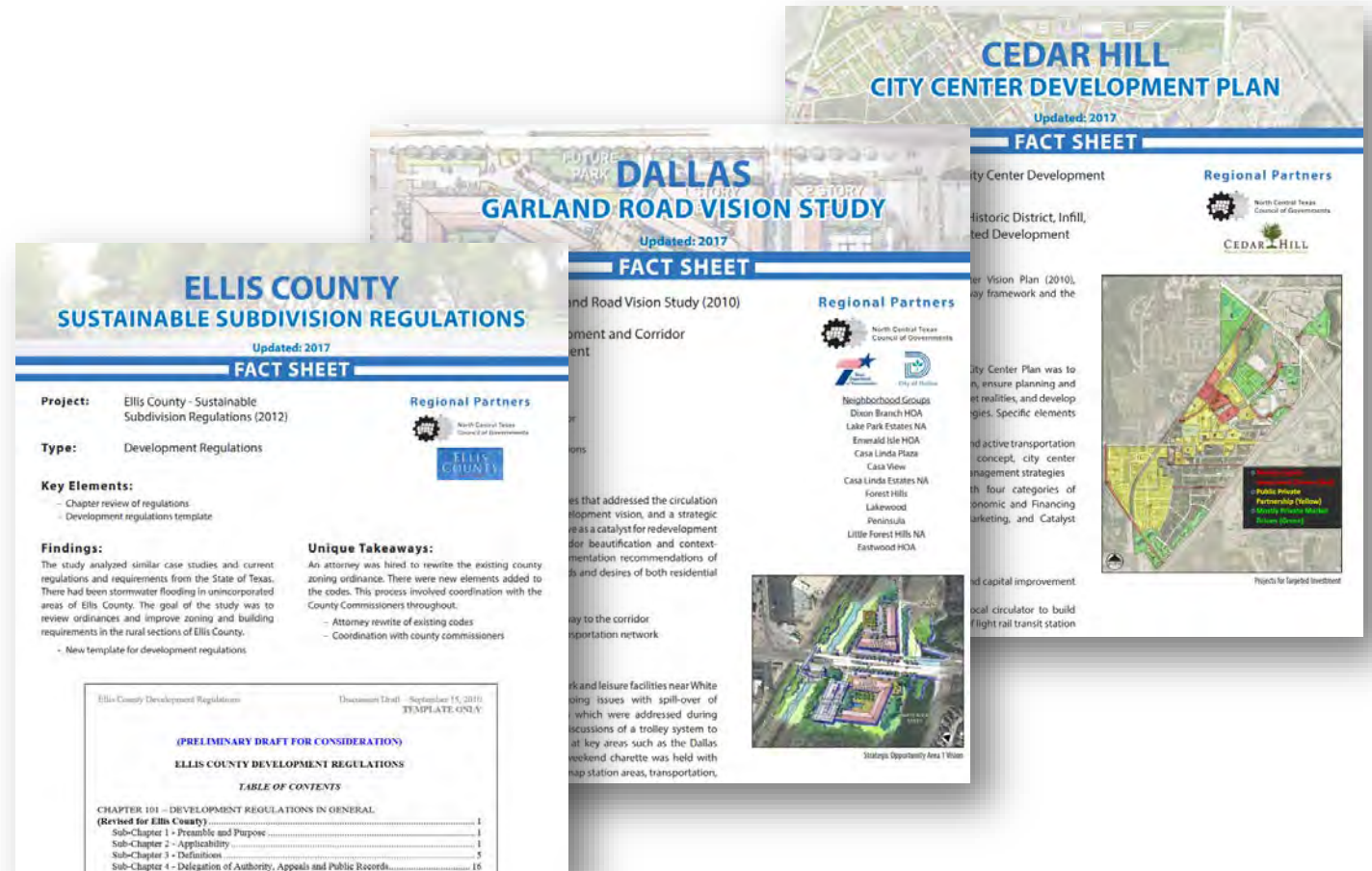
<https://www.nctcog.org/trans/quality/land-use/sustainable-development-infrastructure-landbanki>

# NCTCOG Support for Land Use/Transportation Coordination

## Sustainable Development Planning Projects

Promote sustainable growth by planning for land use and transportation integration

16 completed plans



[www.nctcog.org/trans/quality/land-use/land-use-planning-projects](http://www.nctcog.org/trans/quality/land-use/land-use-planning-projects)



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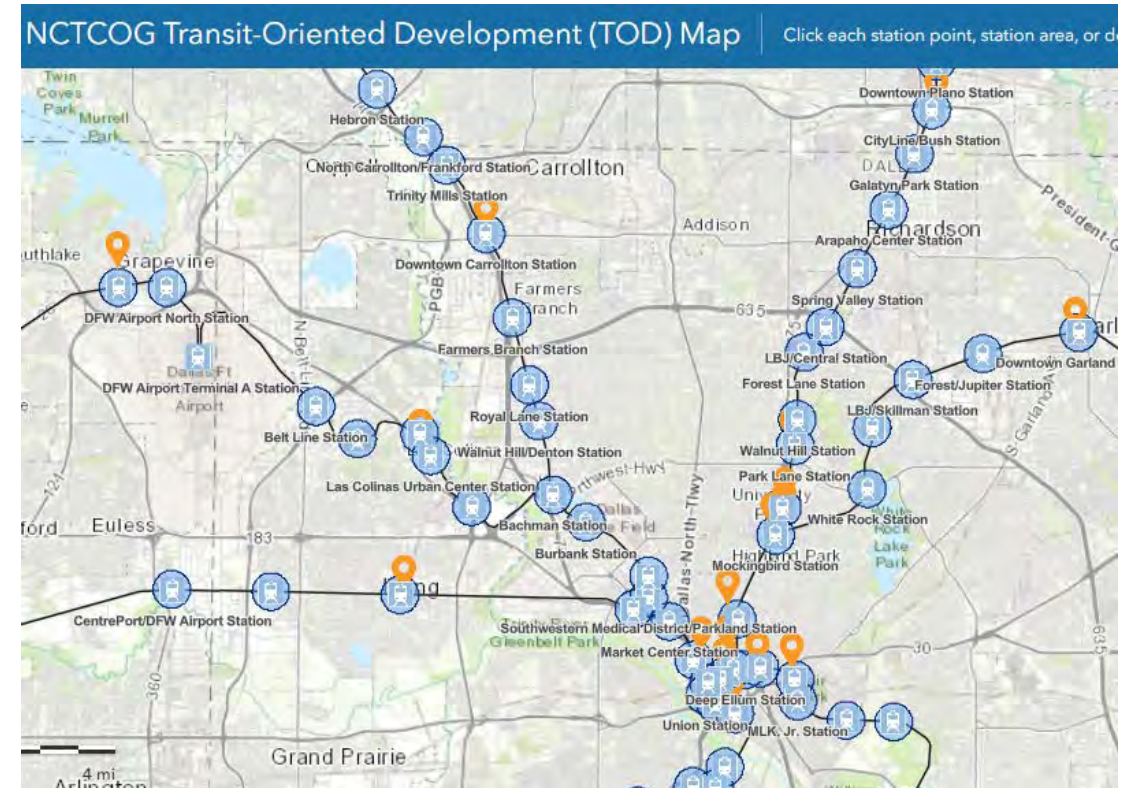
# NCTCOG Support for Land Use/Transportation Coordination

## Transit-Oriented Development Planning

Encourages pedestrian activity, mixed-use within half-mile walking distance of rail stations

\$95 Million awarded for TOD infrastructure and planning projects

\$1.7 Million FTA TOD Planning Pilot Grant



<http://nctcoggis.maps.arcgis.com/apps/Style/index.html?appid=db57adf32c9748aea4dcb16912eee58b>



# NCTCOG Support for Land Use/Transportation Coordination

Private sector /commercial real estate coordination

2018 ULI North Texas TOD Product Council – TOD Market Potential Inventory

Understanding market support for infill development/redevelopment

North Texas Regional TOD					
TOD Market Potential Inventory					
Line Code	Agency / Line	Station Name	COSTAR Office/Retail/ MF UC or Proposed within 1/2 mile	Office Inventory (1/2 mile radius)	Office Under Construction
Tier 1					
	DART Red/Orange	Downtown Plano	Yes	411,374	0
	DART Red/Orange, DART CB	CityLine/Bush	Yes	2,904,352	0
	DART Red/Orange	Galatyn Park	Yes	4,901,054	0
	DART Red/Orange	Mockingbird	Yes	1,278,094	0
	DART Red/Orange	CityPlace	Yes	2,868,266	0
	DART Red/Org/Blue/Green	Pearl Street	Yes	22,062,693	789,120
	DART Red/Org/Blue/Green	St. Paul	Yes	28,162,264	555,010
	DART Red/Org/Blue/Green	Akard	Yes	30,962,845	163,025
	DART Red/Org/Blue/Green	West End	Yes	20,087,021	163,025
	DART Red/Blue	Cedars	Yes	445,469	0
	DART Red (S)	Tyler Vernon	No	129,704	0
	DART Blue (S)	VA	No	4,148	0
	DART Blue (N)	Downtown Rowlett	Yes	133,918	0
	DART Blue (N)	Downtown Garland	Yes	307,773	0
	DART Blue (N)	Lake Highlands	Yes	64,548	0
	DART Green (N) / DART CB	Downtown Carrollton	Yes	182,581	0
	DART Green (N)	Farmers Branch	Yes	189,766	0
	DART Green (N)	SW Medical District / Parkland	Yes	563,861	0
	DART Green (N) / Org / TRE	Victory	Yes	3,930,322	649,230
	DART Green (S)	Deep Ellum	Yes	7,008,570	704,870

<https://www.nctcog.org/trans/plan/land-use/tod/tod-resources-research>

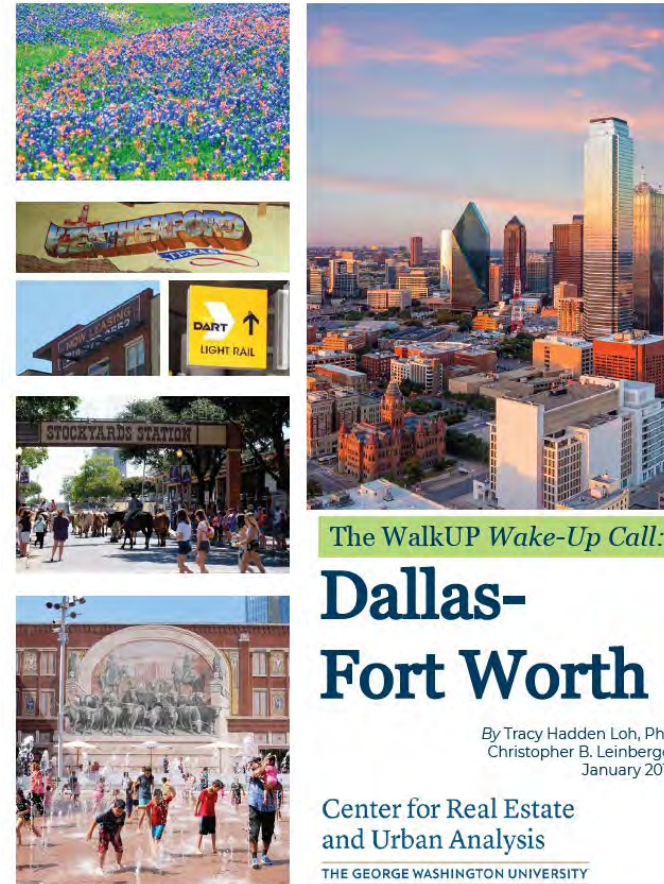


# NCTCOG Support for Land Use/Transportation Coordination

## WalkUP Wake-Up DFW

Identifies regionally significant walkable urban neighborhoods and demand for walkable places in DFW and their economic benefit

Assisted GWU with site identification



<https://creua.business.gwu.edu/research/walkups/>



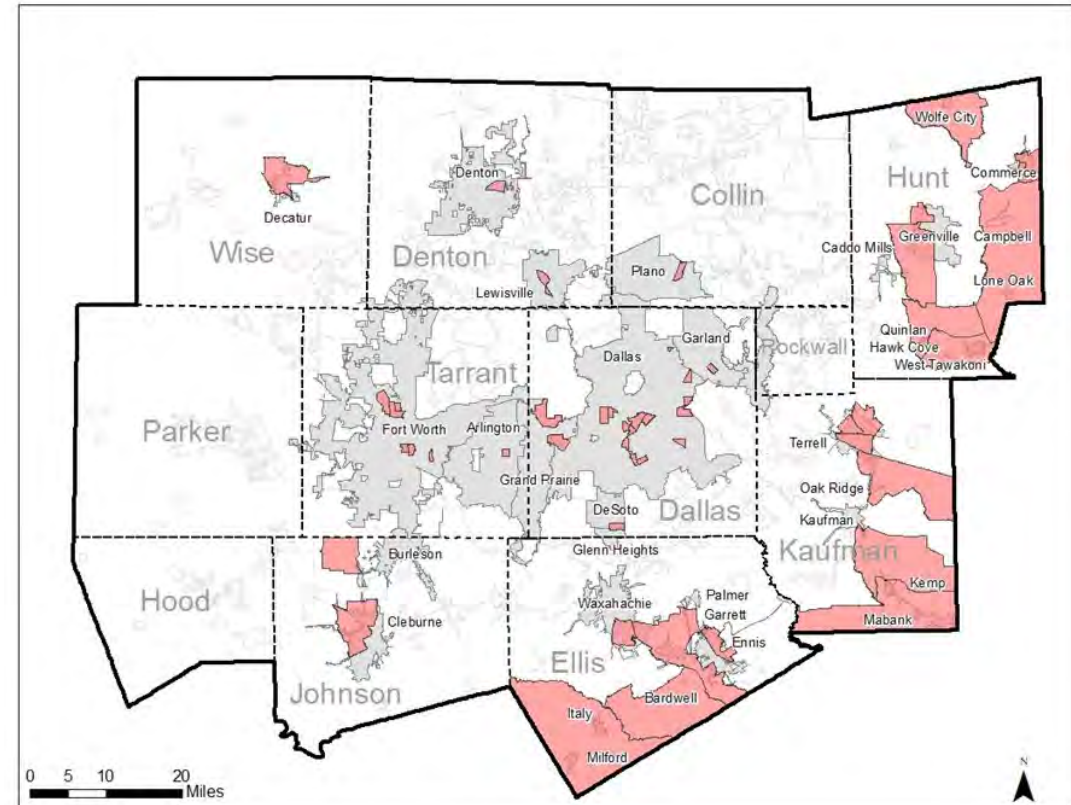
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# NCTCOG Support for Land Use/Transportation Coordination

## Opportunity Zones

Economically distressed areas eligible for preferential tax treatments

Hosted regional workshop with HUD in June 2019



[www.nctcog.org/trans/quality/land-use/economic-development](http://www.nctcog.org/trans/quality/land-use/economic-development)

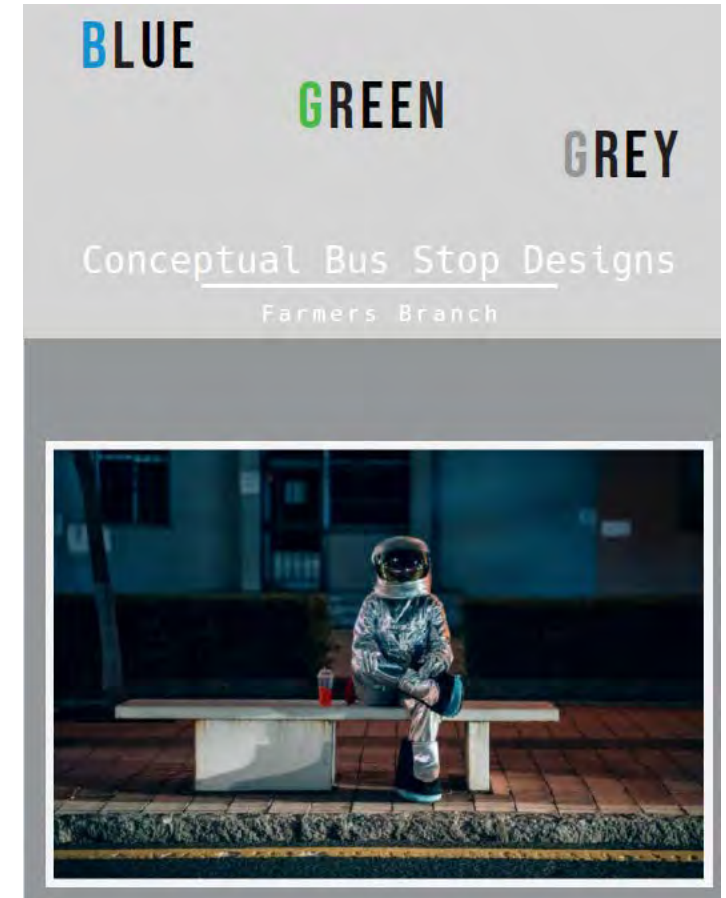


# NCTCOG Support for Land Use/Transportation Coordination

## Blue-Green-Grey Grants

Seed money for pilot projects incorporating water/environmental/transportation solutions to break down silos and replicate innovative approaches through region

[www.nctcog.org/trans/quality/land-use/green-infrastructure](http://www.nctcog.org/trans/quality/land-use/green-infrastructure)





# NCTCOG Support for Land Use/Transportation Coordination

## Parking Toolbox

Results of 16-site TOD parking usage study

15 best practices

Numerous management case studies

[www.Parkingtoolboxntx.org](http://www.Parkingtoolboxntx.org)



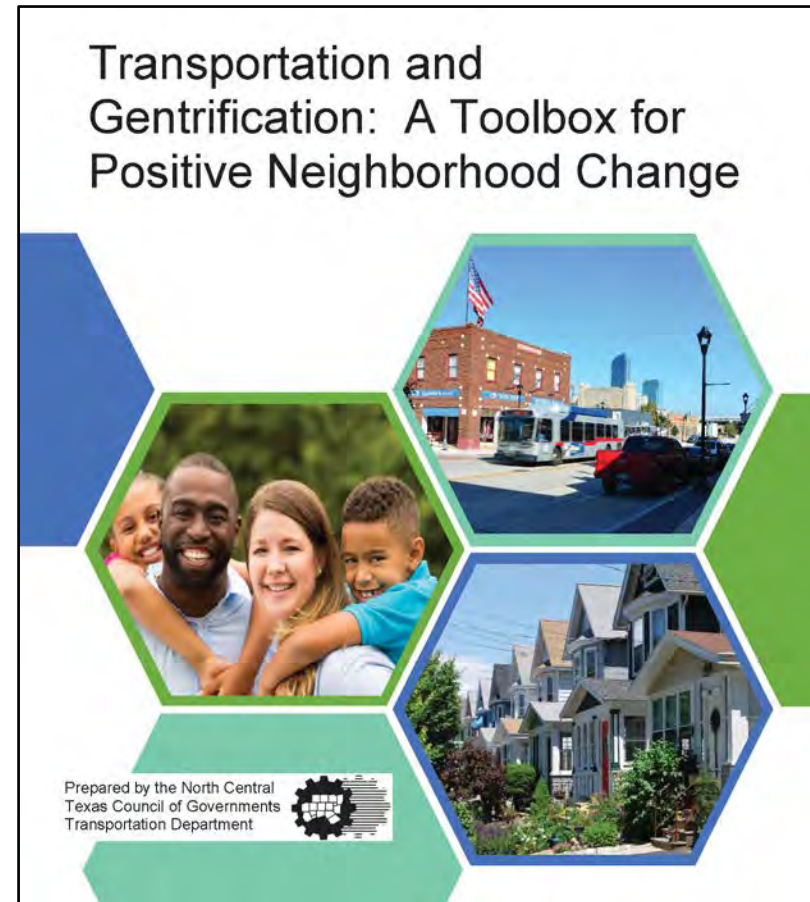
# NCTCOG Support for Land Use/Transportation Coordination

## Gentrification Report

Definition, causes, and indicators of gentrification and displacement

Tools and strategies to prevent or mitigate

<https://www.nctcog.org/trans/quality/land-use/housing-economic-development>

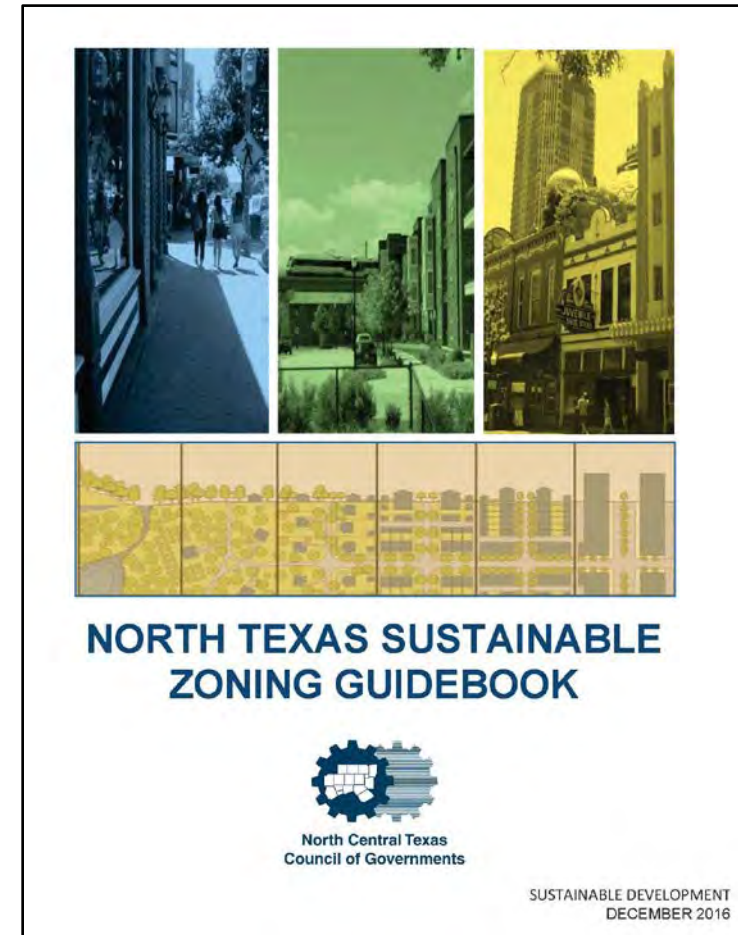


# NCTCOG Support for Land Use/Transportation Coordination

## Sustainable Zoning Guide

Resource for zoning approaches supporting walkable, mixed-use, and transit-oriented developments

<https://www.nctcog.org/trans/quality/land-use/zoning-context-sensitive-design>



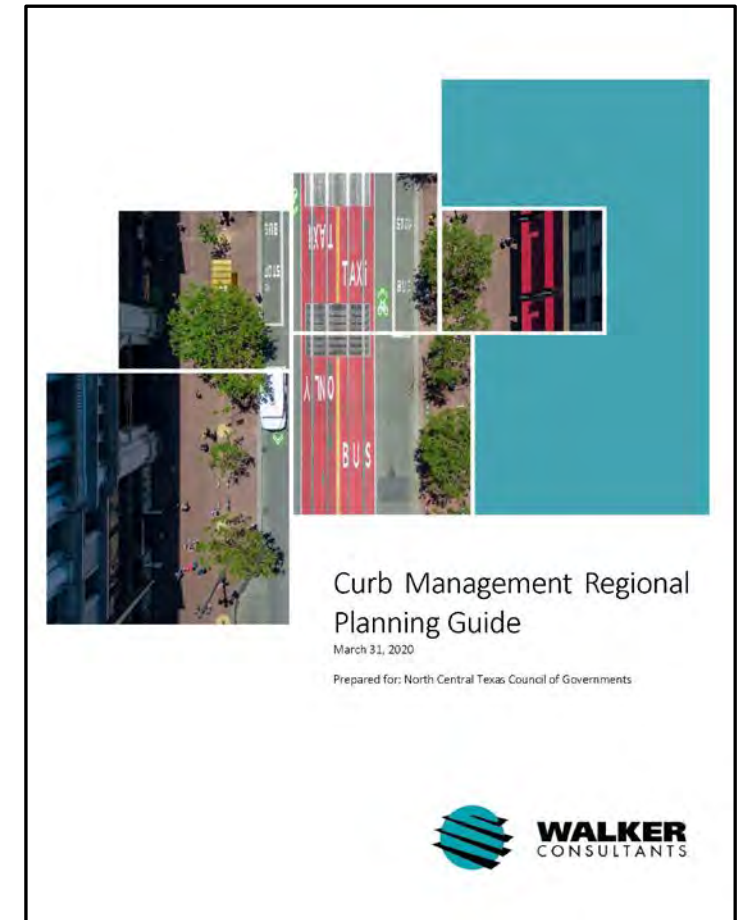
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# NCTCOG Support for Land Use/Transportation Coordination

## Curb Management Regional Planning Guide

Curb management purpose, function, tools, treatments, and best practices for DFW

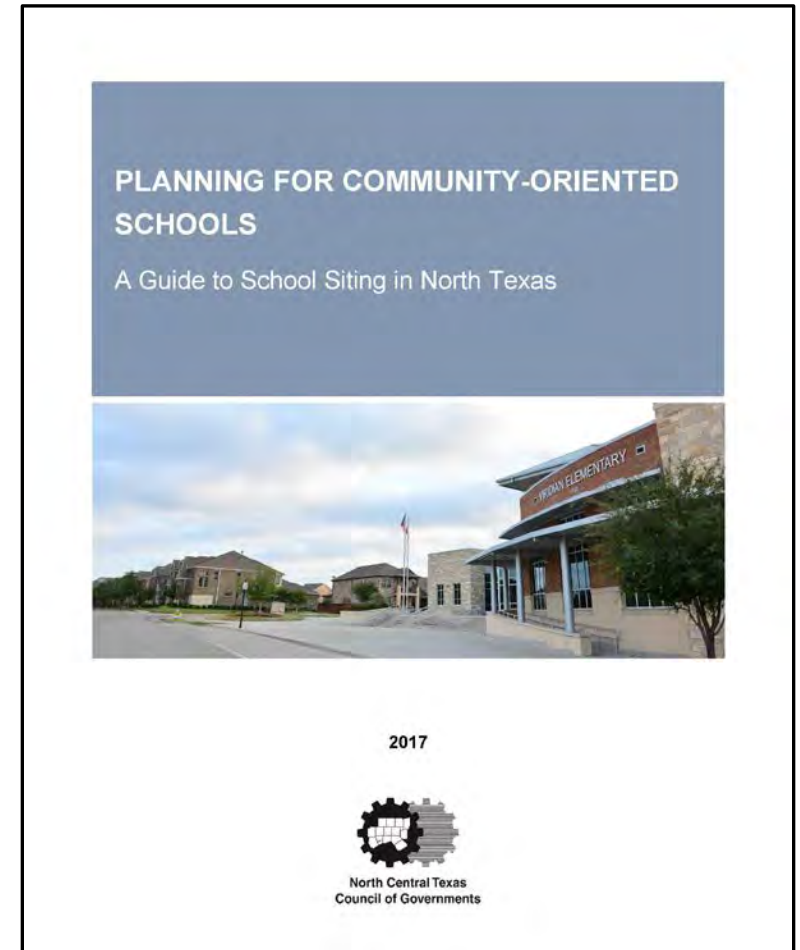
[www.nctcog.org/parking](http://www.nctcog.org/parking)





# School Site Planning & Access

- Encourage ISDs and cities to work together to locate schools so that they take advantage of existing infrastructure and enable students to walk and bike to school.
- Resources: [www.nctcog.org/schools](http://www.nctcog.org/schools)
  - School Siting Guide
  - Review of Legislation and Policies
  - Land Banking Best Practices
  - Demographic Projections
  - Workshops



# Guest Speakers



**North Central Texas  
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City of Fate  
Economic Value of Walkable Urban  
Development  
July 8, 2020

Fatefully Purposeful!

# WalkUp Economics

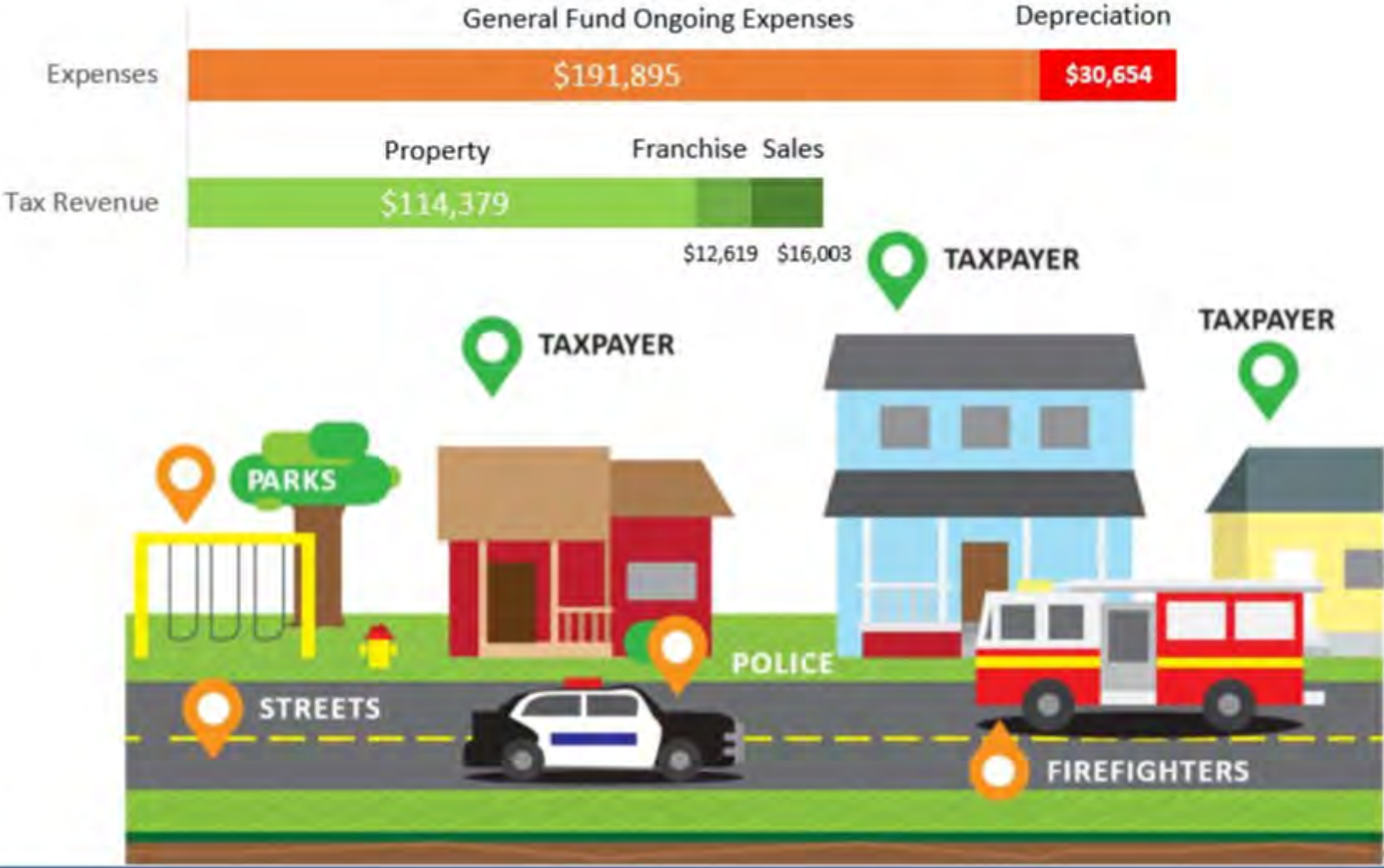
# Overview

- Where we're headed as cities/counties
- Walkable Urban – what it is & what's it worth .... and is it still worth doing now?
- Neighborhood-Urban or Town Building - the good stuff in Fate (edge community)



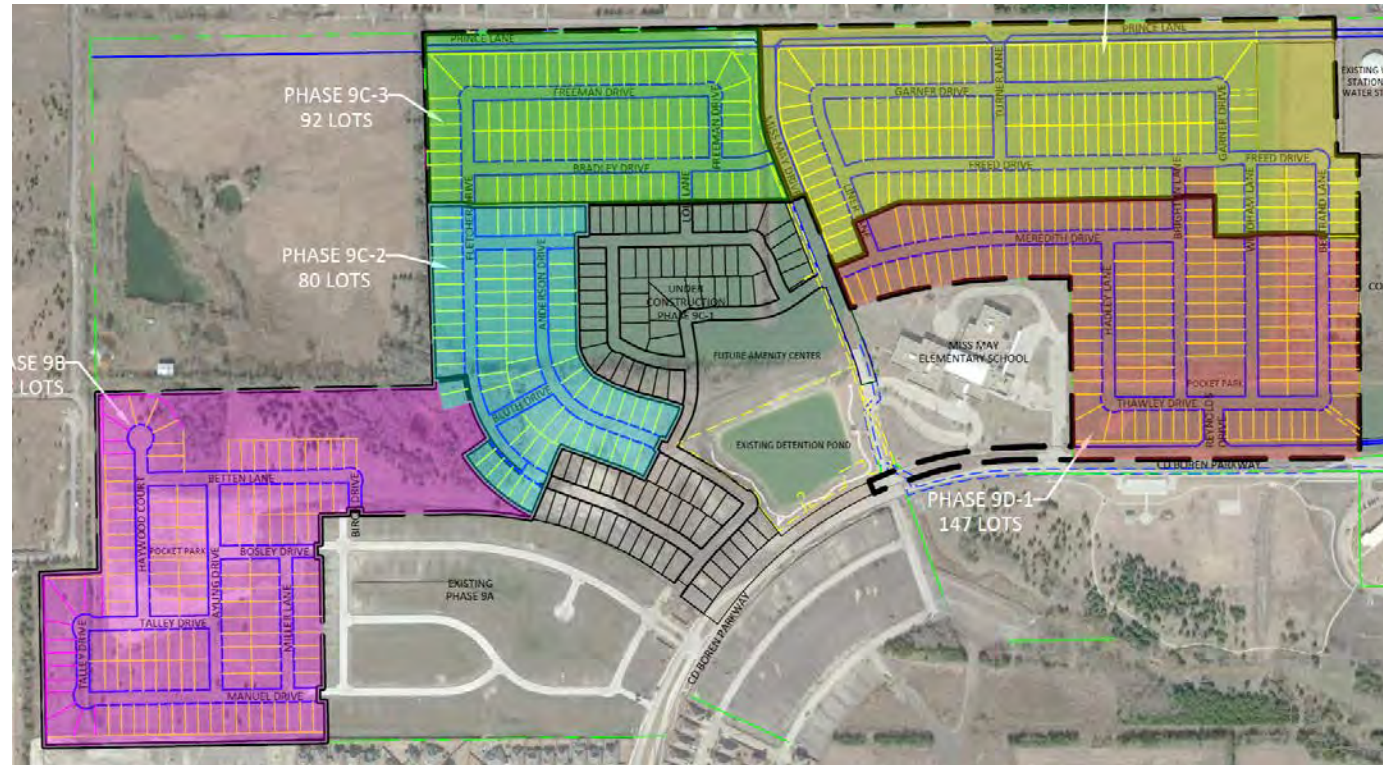


# Sample Neighborhood in Fate

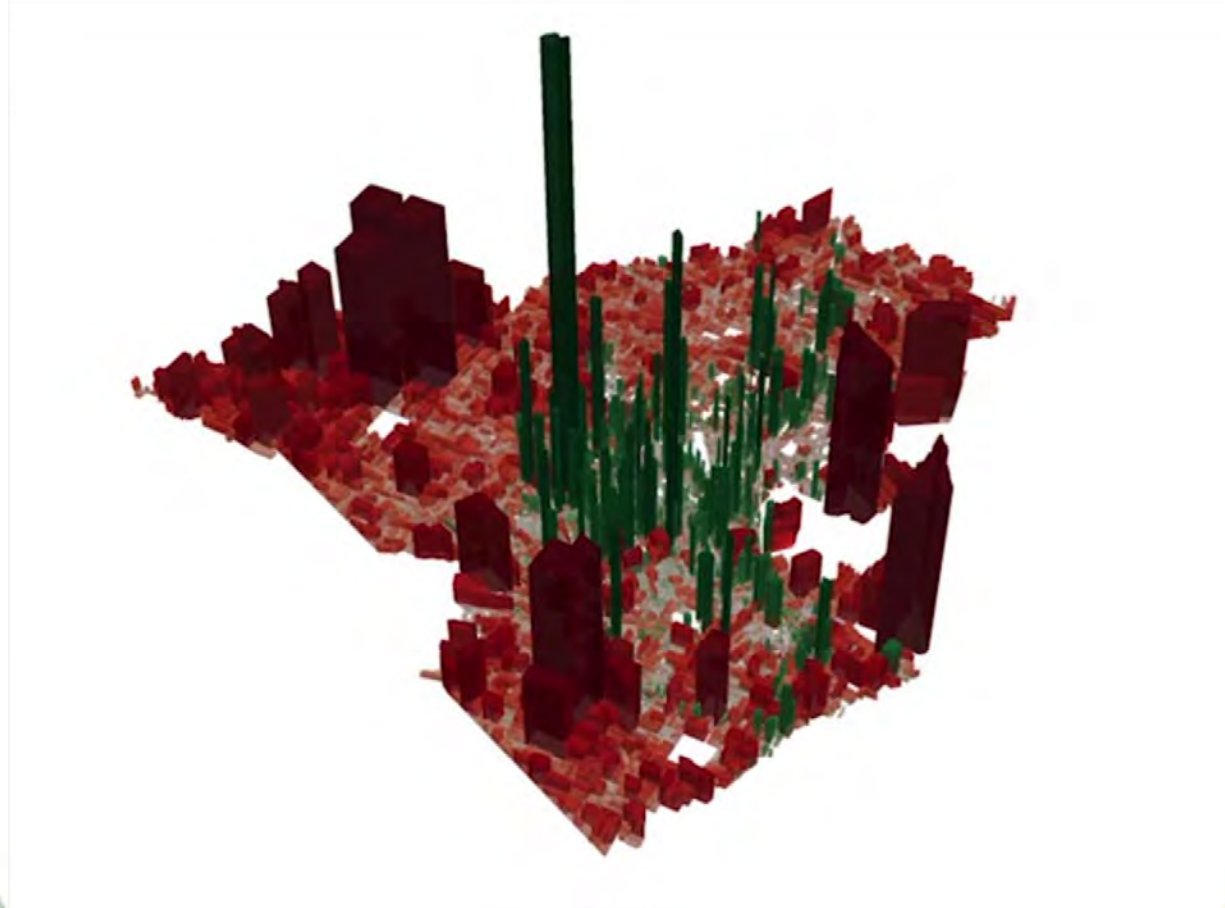




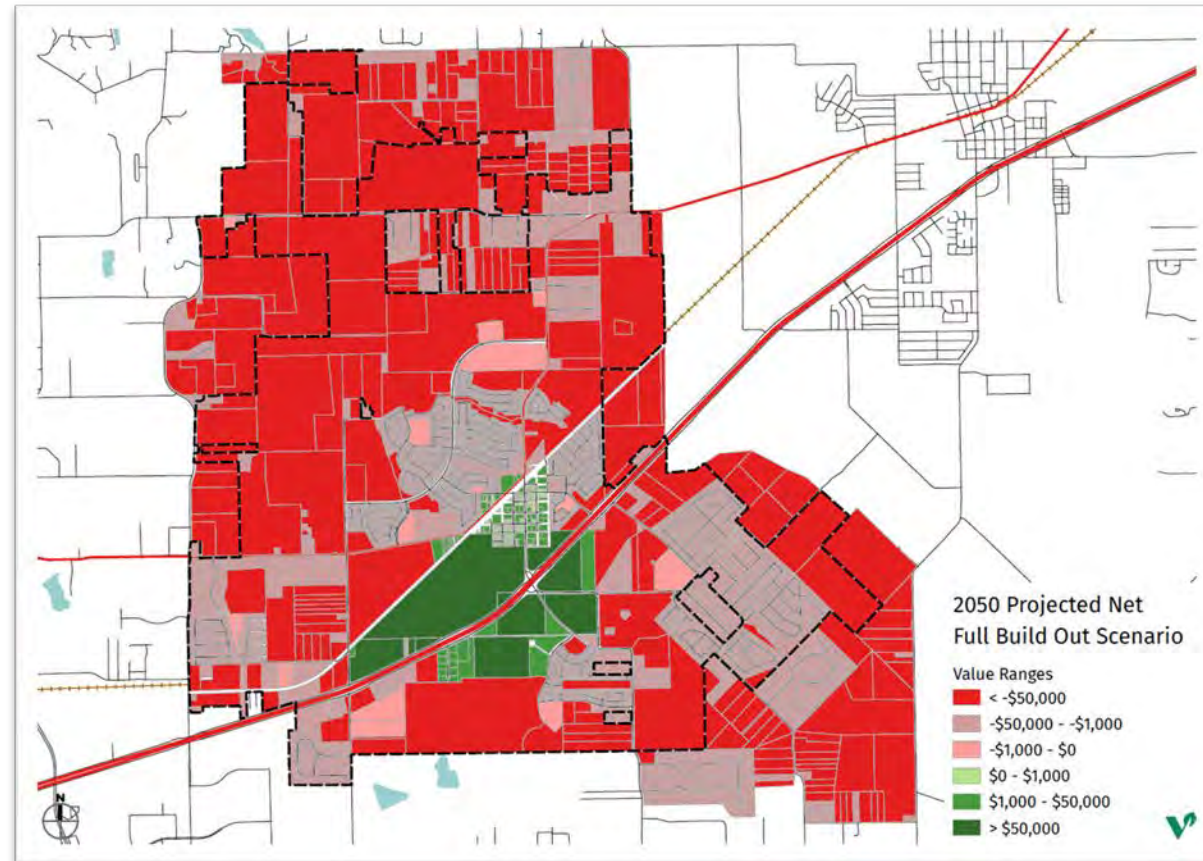
Poverty cycle set in motion 8:1 ... Not enough value!



## Lafayette, LA – Net Revenue to City by Acre

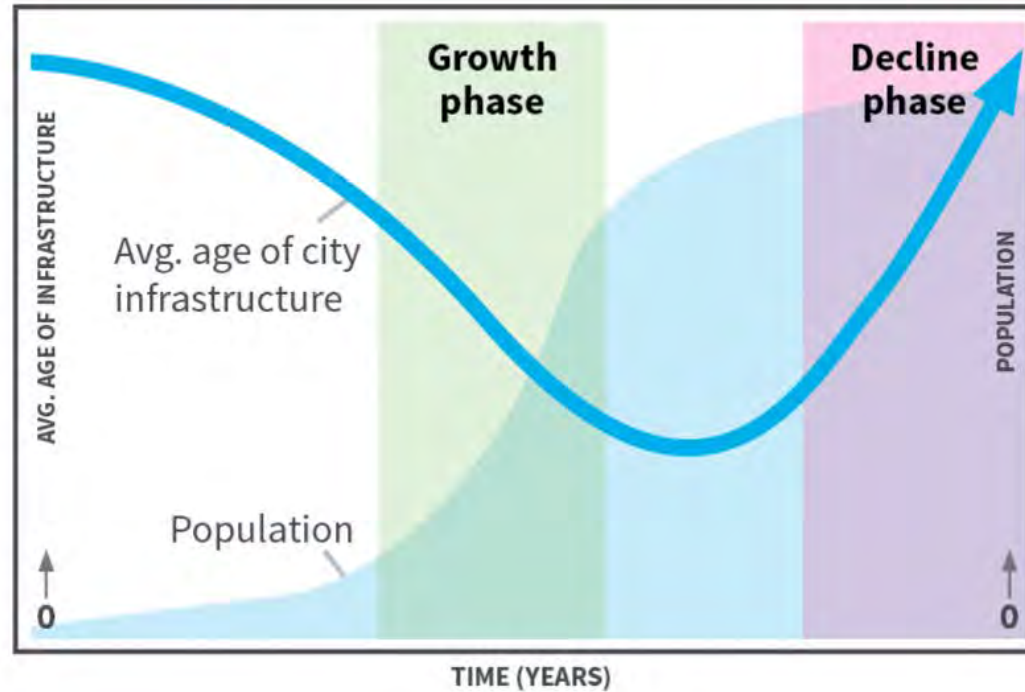






# Balancing Growth and Infrastructure Costs

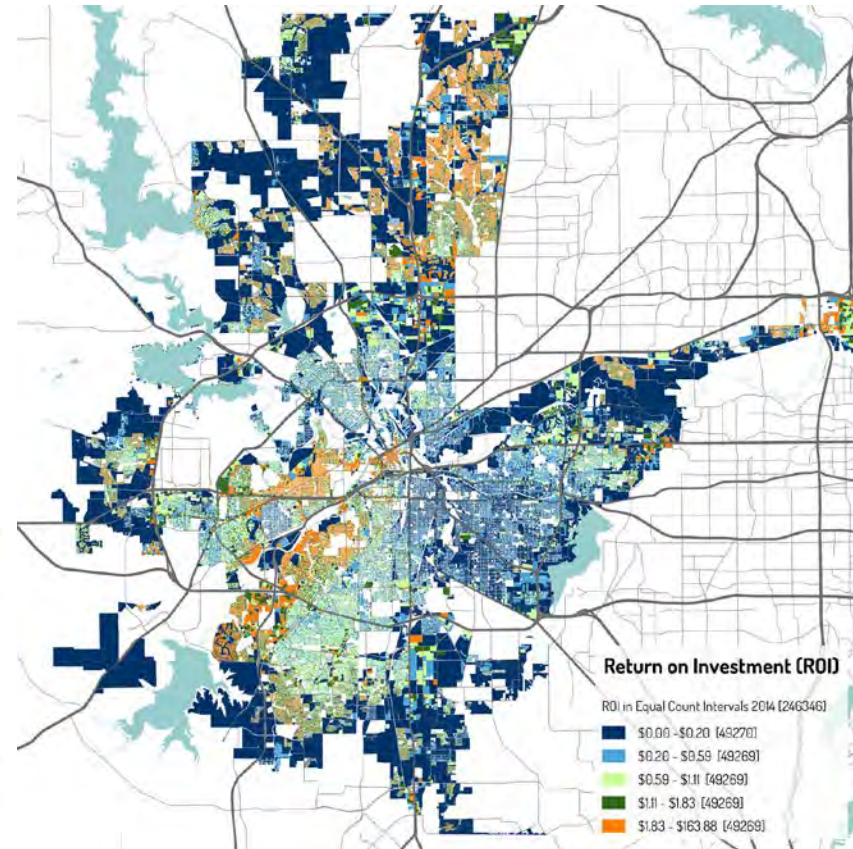
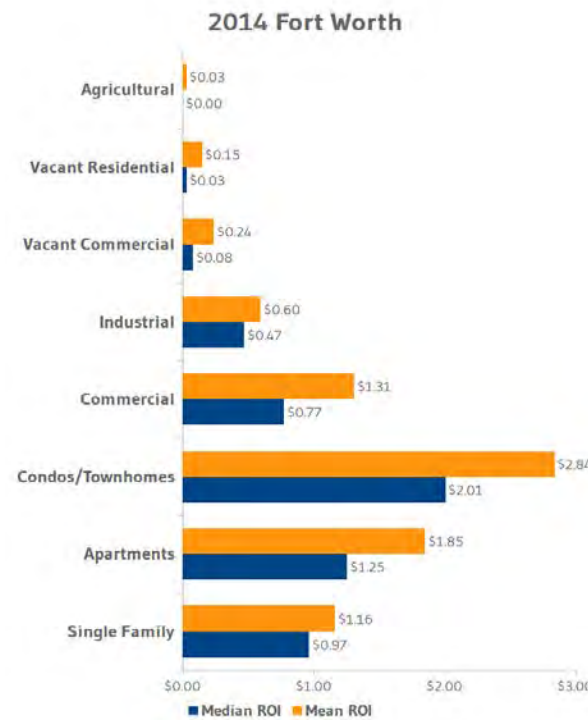
Understanding long-term impacts of rate and pattern of growth



Slide courtesy of: VERDUNITY







Courtesy of: Felix Landry, Urbex Solutions



**\$2 IN REVENUE**

FOR EVERY \$1 TO SERVE

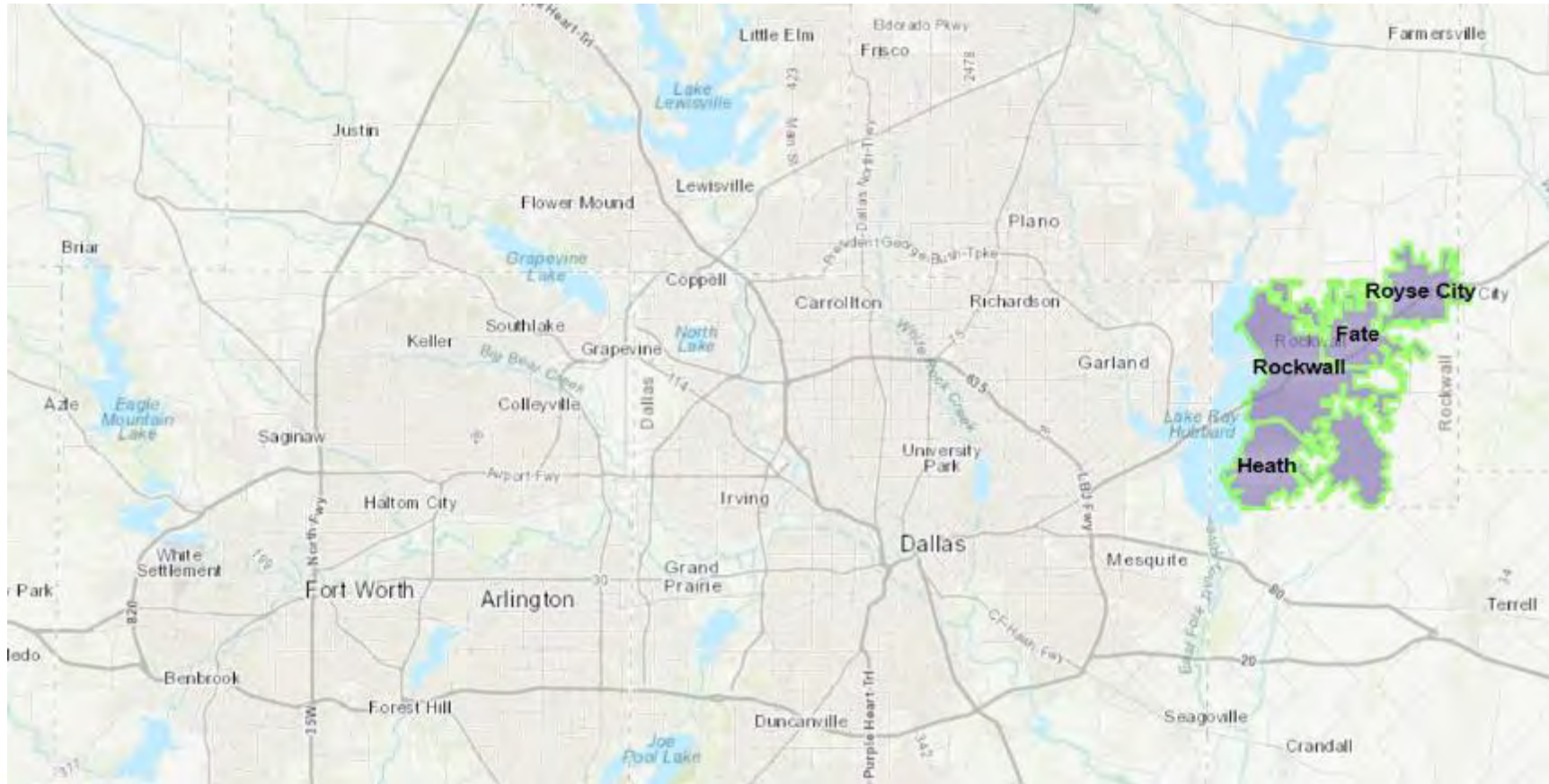




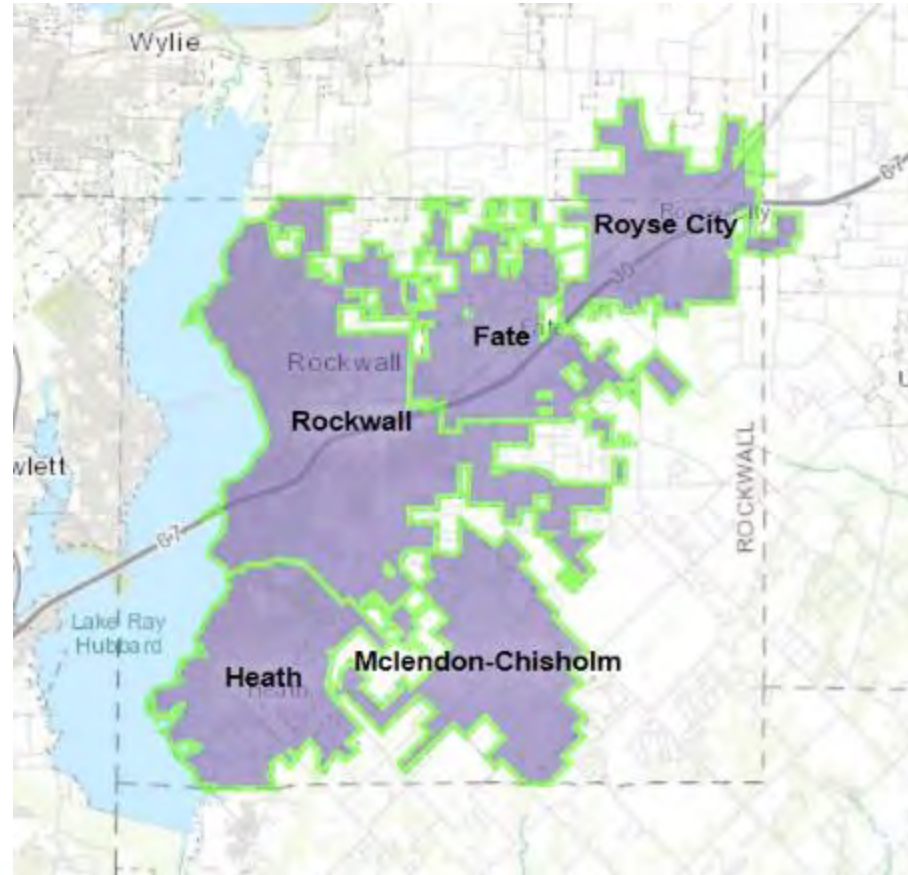
**ARE WALKABLE  
PLACES TOO  
DANGEROUS?**

Yes or No?

**NOW WHAT?**









**Captions:**

- A. Downtown Dallas skyline
- B. Fort Worth water gardens
- C. Bass Hall angel
- D. Main Street Garden in Dallas
- E. Thanksgiving Chapel



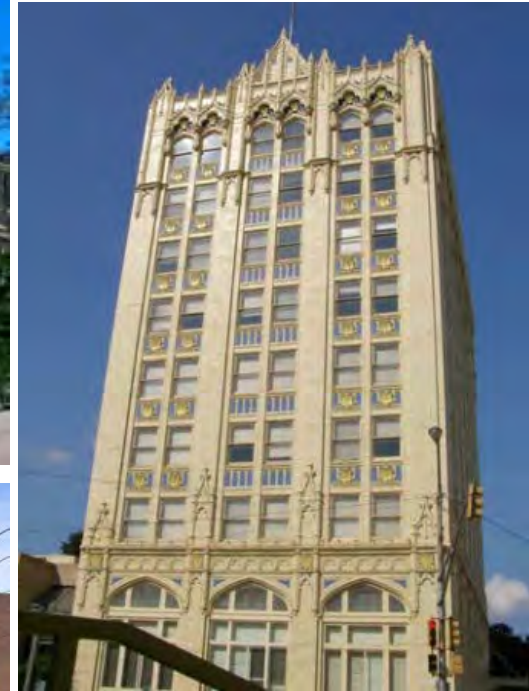






















Lagging

Leading

	DFW	ATL	DC
2010 WALKABLE URBAN BASE MARKET SHARE	7%	15%	33%




## Form/Function Matrix: *Metropolitan Land Use Options*

	REGIONALLY SIGNIFICANT	LOCAL SERVING
 <b>WALKABLE URBAN</b>	<b>WALKUP</b> (Walkable Urban Place)  ~1% <i>Metro Area Acreage</i>	<b>NEIGHBORHOOD</b>  1-3% <i>Metro Area Acreage</i>
 <b>DRIVABLE SUB-URBAN</b>	<b>EDGE CITY</b>  3-6% <i>Metro Area Acreage</i>	<b>SUB-DIVISION</b>  85-95% <i>Metro Area Acreage</i>






 **37% HIGHER**

**AVERAGE RENT IN INCOME  
REAL ESTATE PRODUCTS  
(OFFICE, RETAIL AND MULTI-  
FAMILY RENTAL) IN  
ESTABLISHED WALKUPS IN  
37% HIGHER.**

on a vacancy-adjusted, rent per-square-foot basis than the regional average





The net absorption market share in this real estate cycle (2010-2017) of the income real estate development is **established WalkUPS is 2.6 times the 2010 basis market share.**


**THIS MEANS THAT THE REST OF THE REGION THAT IS DRIVABLE SUB-URBAN IS LOOSING MARKET**





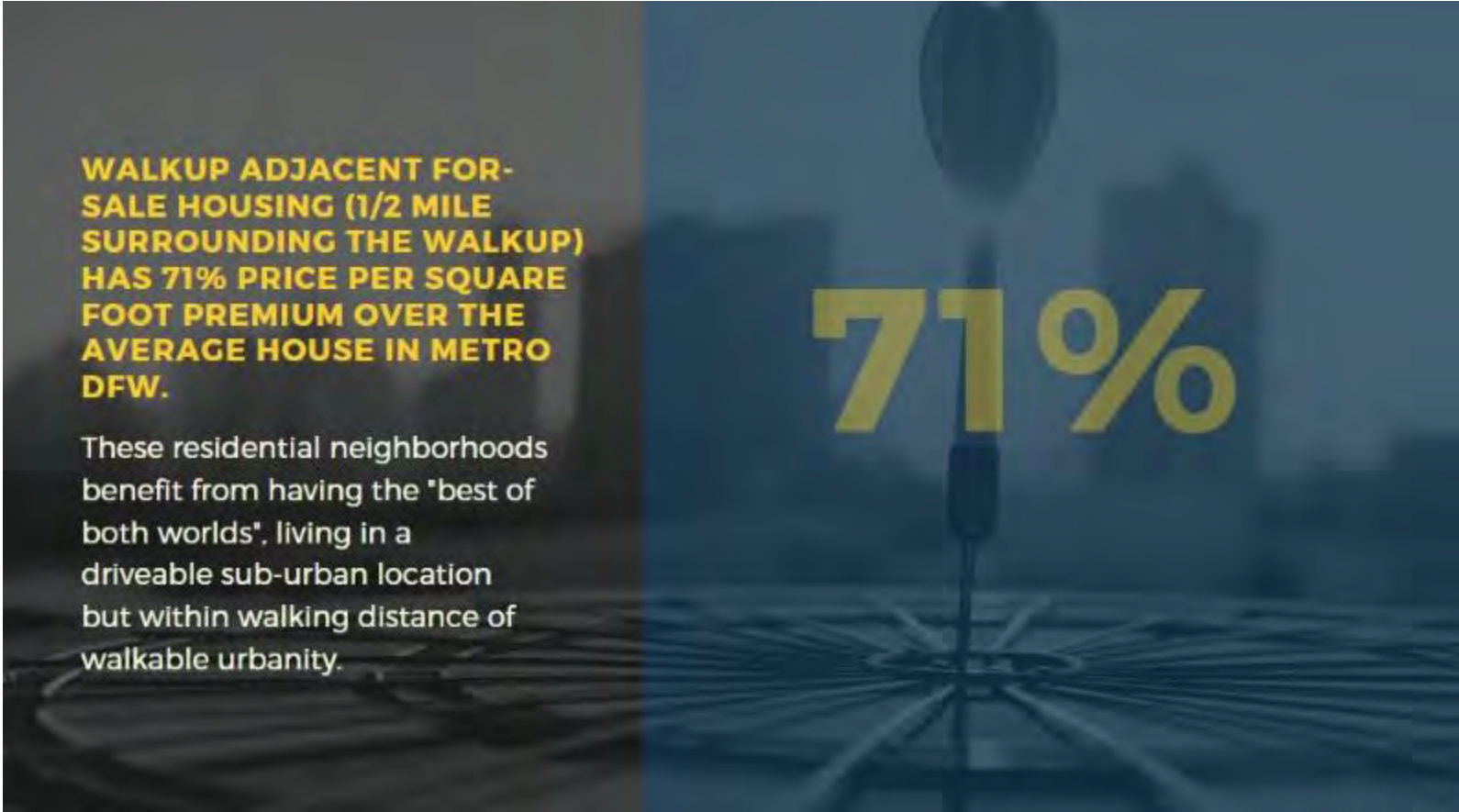
**In the current real estate cycle,  
26 percent of new multifamily  
rental housing in the region  
was developed in Established  
or Emerging WalkUPs**



 **103% HIGHER**

**FOR-SALE HOUSING IN  
WALKUPS HAS A 103% PRICE  
PER SQUARE FOOT PREMIUM  
OVER DRIVABLE SUB-URBAN  
HOUSING IN METRO DFW..**

However, this represents only a small  
fraction of the total for-sale housing in the  
metro area (0.52% of all housing).

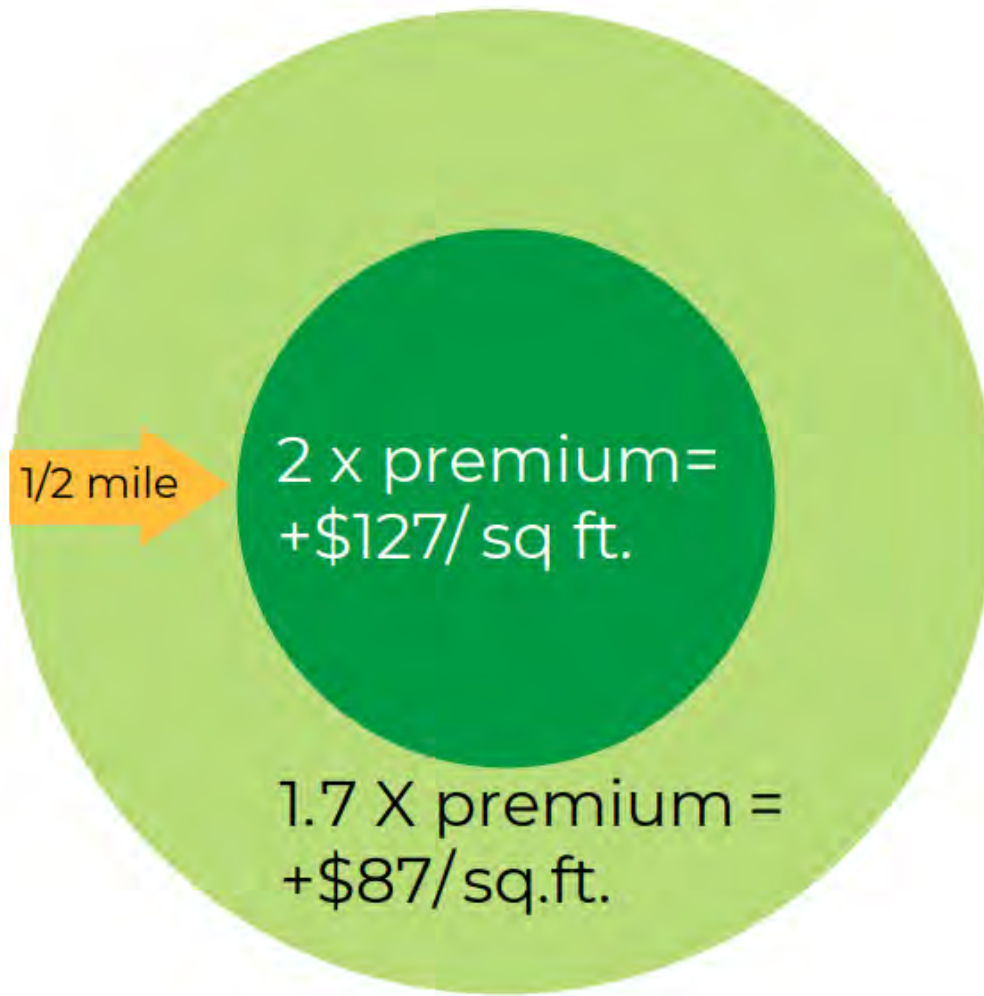


**WALKUP ADJACENT FOR-  
SALE HOUSING (1/2 MILE  
SURROUNDING THE WALKUP)  
HAS 71% PRICE PER SQUARE  
FOOT PREMIUM OVER THE  
AVERAGE HOUSE IN METRO  
DFW.**

These residential neighborhoods benefit from having the "best of both worlds", living in a driveable sub-urban location but within walking distance of walkable urbanity.

**71%**









# Making Walkable/Urban in Fate

Downtown – Revitalization, trailhead, redevelopment





# Walk-ups Now Finished!





# Walk-ups Now Finished! \$1.50-\$1.90/Sq.′

← Map



Menu



Español



Apartments.com™

1 Bedroom \$1,150   2 Bedrooms \$1,550

Staying home? [See Online Tour Options](#)

[Home](#) / [Texas](#) / [Fate](#) / The Villages at Fate

🔄 Today



4 Images

All

1 Bedroom

2 Bedrooms

1 Bedroom

1 Bathroom

\$1,150

604 - 628 Sq Ft

Available Now

[View Model](#)

2 BRs

2 Bathrooms

\$1,550

1,016 - 1,031 Sq Ft

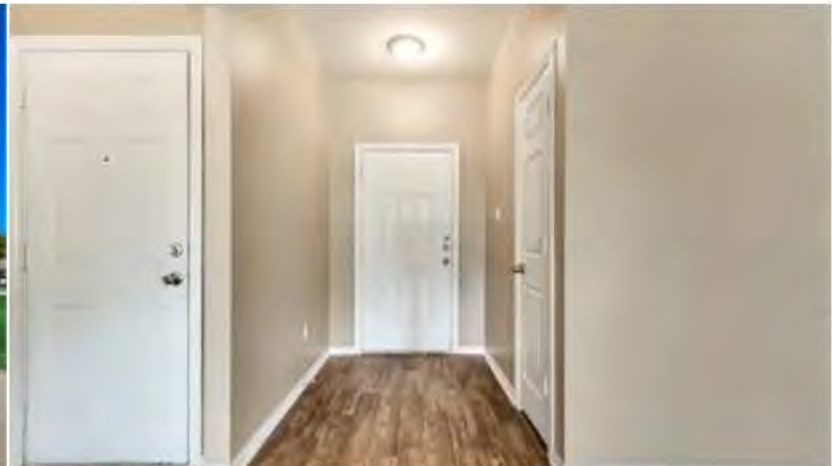
Available Now

[View Model](#)

# Proximity to downtown? \$0.99-\$1.18 Sq.′

← Map ForRent.com® Fate, TX 🔍

17 Images



## 403 Apple Tree Ln Rental ♥

403 Apple Tree Ln, Rockwall, TX 75087 - [Map - Rockwall](#)

🕒 Last Updated: 2 Wks Ago

⚠️ Avoid Scams

Staying home? [See Online Tour Options](#)



Monthly Rent  
**\$1,725**

Bedrooms  
**3 Beds**

Bathrooms  
**2 Baths**

Sq. Ft.  
**1,452 sq. ft.**



Big but farther away? \$0.78 Sq.'









City of Fate  
Economic Value of Walkable Urban  
Development  
July 8, 2020

Fatefully Purposeful!

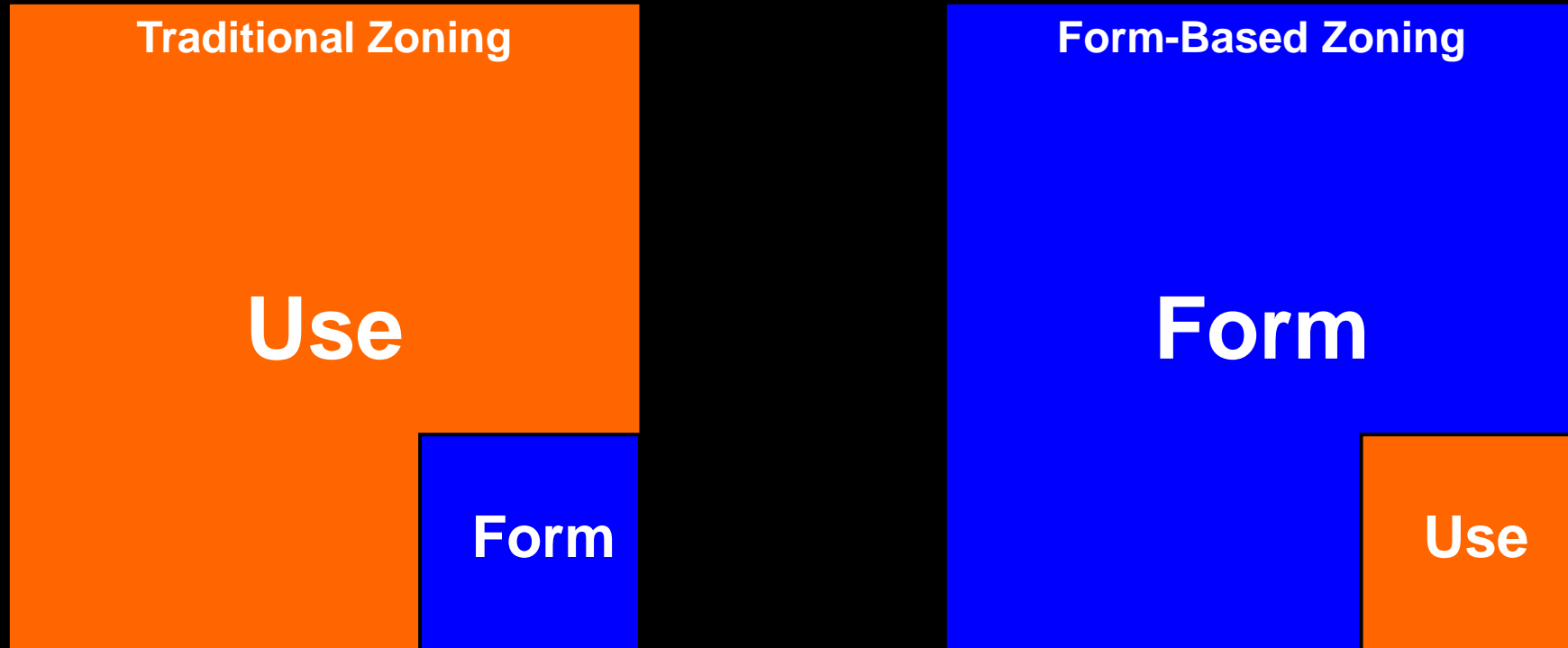
WalkUp Economics





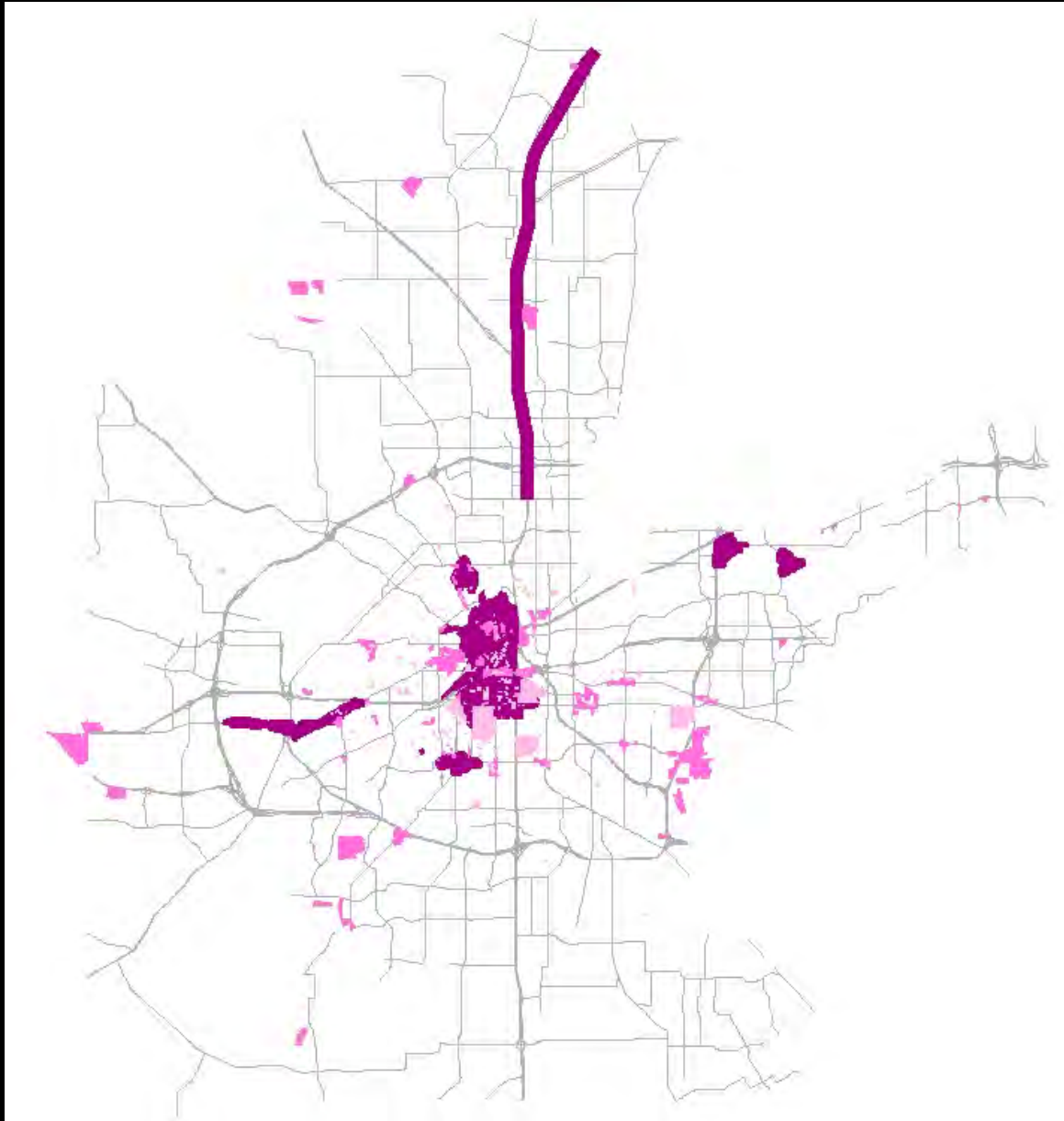
# Form Based Codes – Linking Transportation and Land Use

# Types of Zoning



Form-based codes create a **predictable** public realm primarily by controlling physical form, with a lesser focus on land use.

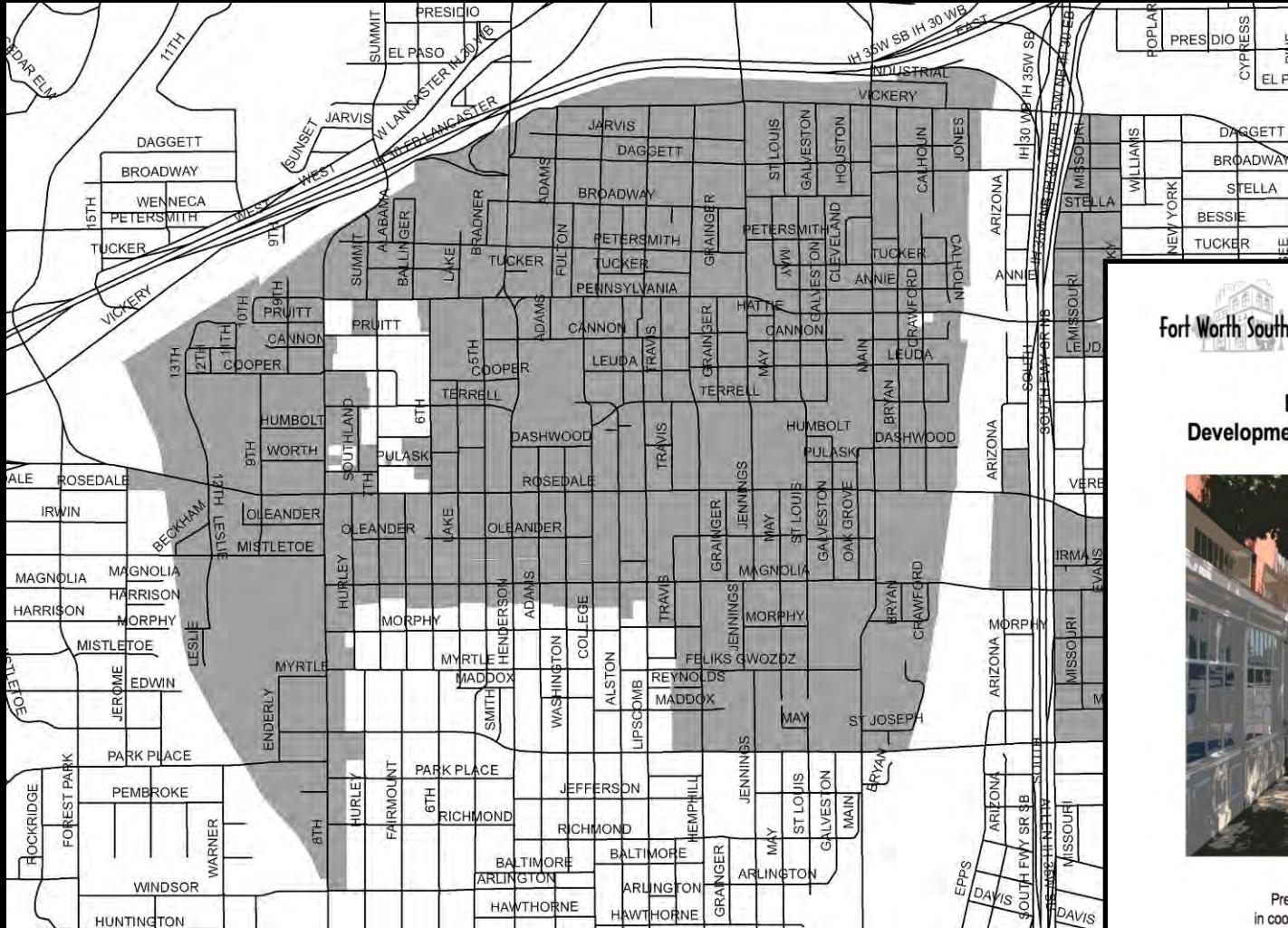
# Design Based Districts



- Historic
- Mixed Use
- Form Based



# Near Southside Development Standards and Guidelines



Fort Worth South, Inc.



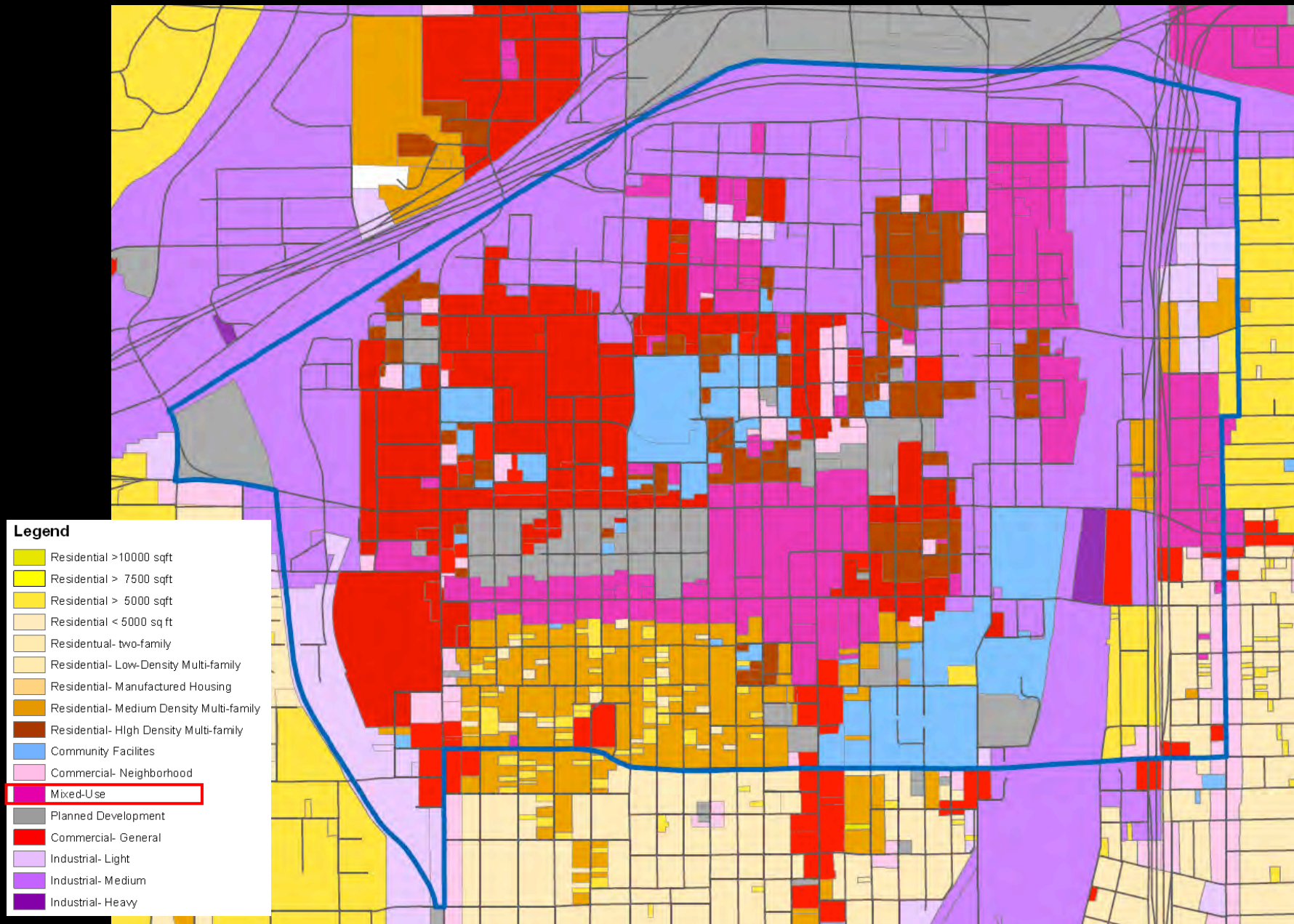
## NEAR SOUTHSIDE Development Standards and Guidelines



Prepared by Fort Worth South, Inc.  
in cooperation with the City of Fort Worth

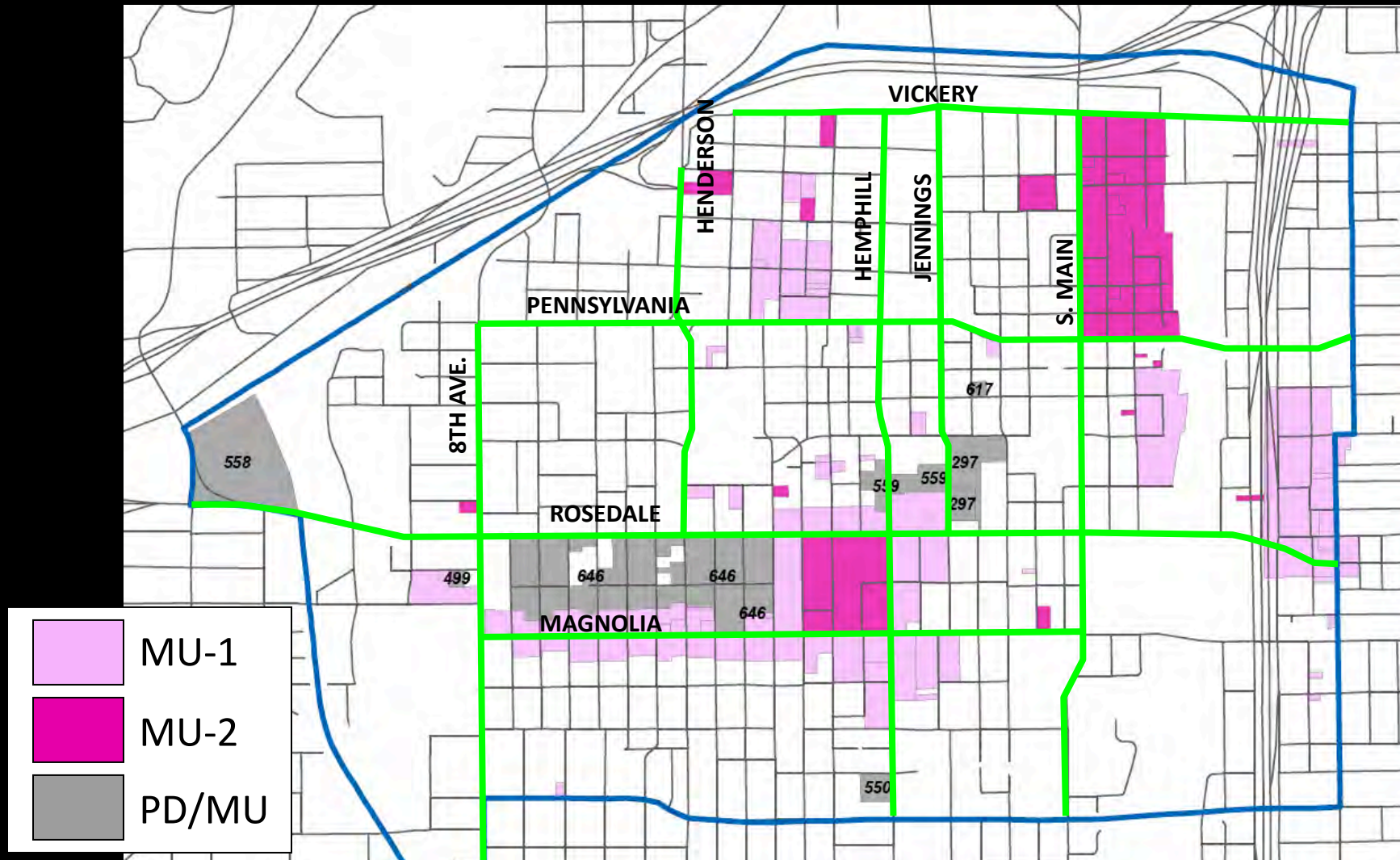
July 2008

# Previous Zoning: Inconsistent with Urbanism





# Previous Mixed-Use Zoning: Precedent for Change

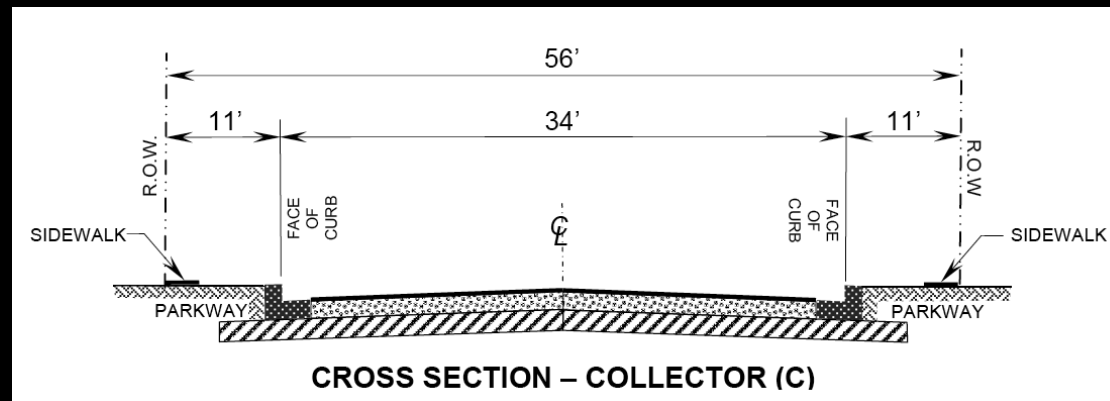
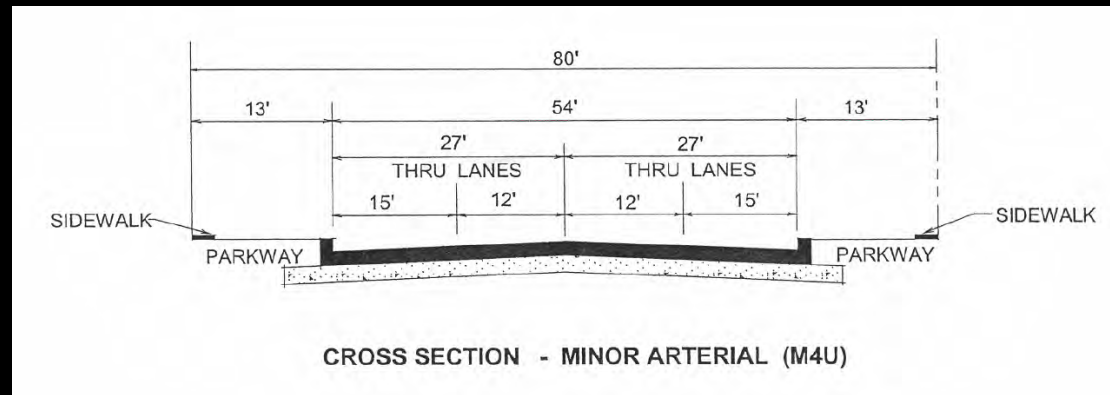
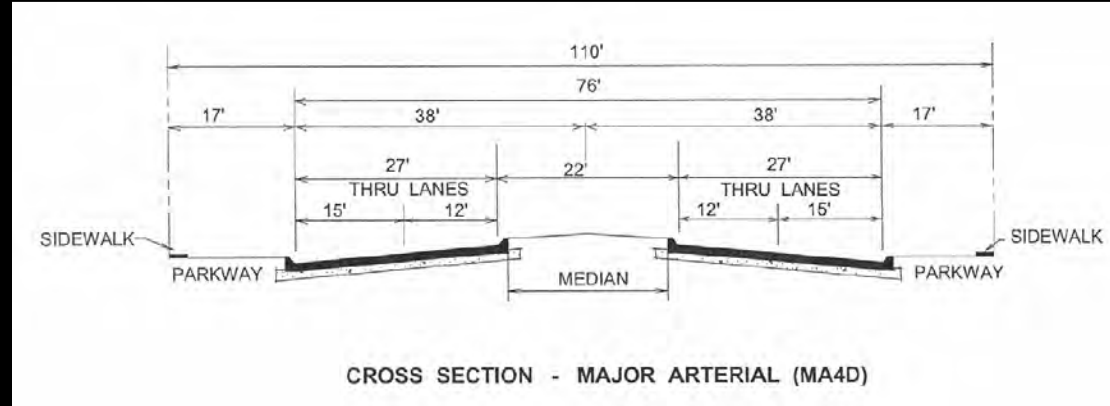


Despite numerous MU rezonings, primary streets and much of the Near Southside remained vulnerable to **incompatible development**.



# Previous Street Standards: Inconsistent with Urbanism

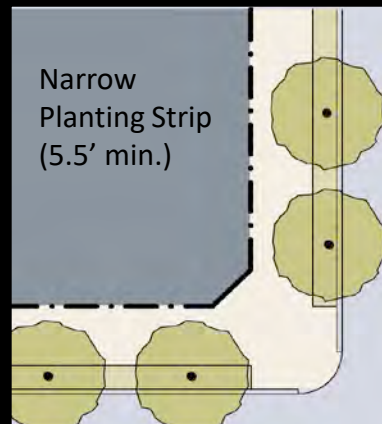
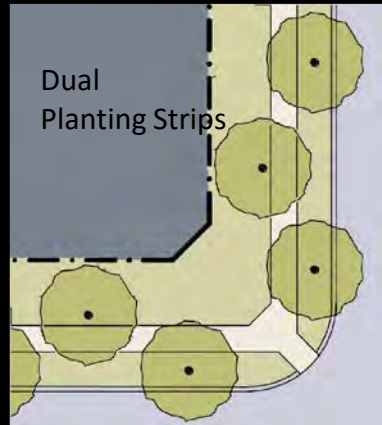
- Oversized travel lanes
- No roadside standards
- Not context-sensitive



# Roadside Furnishing Standards

- **Street trees** located along curbs help calm traffic and create a comfortable, shaded sidewalk.
- **Human-scale lampposts** promote pedestrian activity and help unify a neighborhood's appearance.

## Roadside Tree Planting Options



*Street tree/  
furniture zone*

- Trees
- Lights
- Bike Racks
- Tables

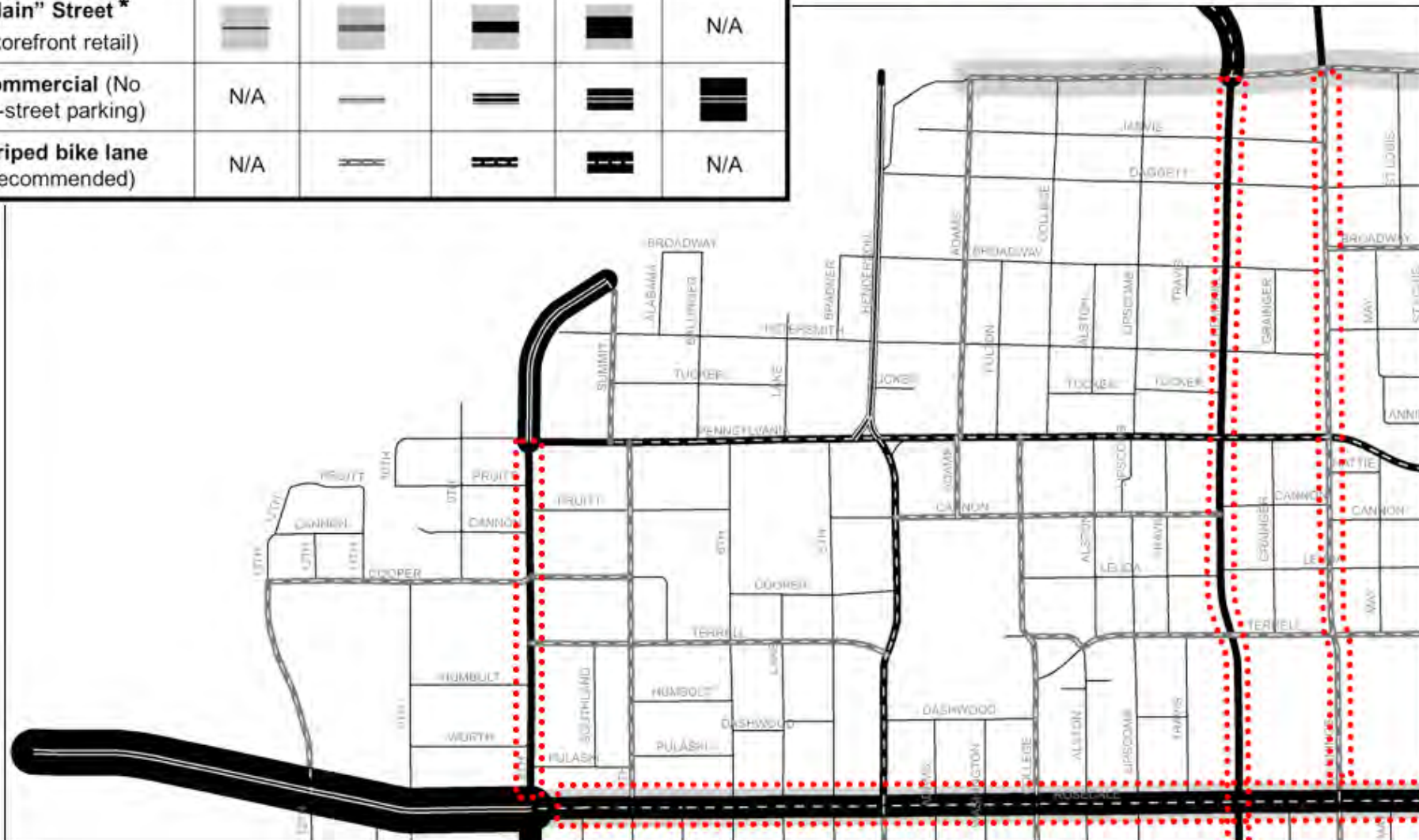
## 4.C. Circulation Network and Thoroughfare Classification

### 4. NORTHWEST QUADRANT

CAPACITY CONTEXT	ARTERIALS				
	Local 2 lanes	Collector 2-3 lanes	Minor 3-4 lanes	Major 4 lanes	Principal 6 lanes
Mixed-Use	—	—	—	—	N/A
“Main” Street * (Storefront retail)	—	—	—	—	N/A
Commercial (No on-street parking)	N/A	—	—	—	—
Striped bike lane (Recommended)	N/A	—	—	—	N/A

\* See: 5.B.2.b. 5.B.3.d. 5.C.2.a.  
5.C.5.c. 5.E.8. 5.F.5.d.  
5.F.5.f.

Dashed line indicates that the proposed capacity classification is currently inconsistent with the Master Thoroughfare Plan. Amendment under discussion.





# General Development Principles

## Promote a pedestrian-oriented urban form.

In contrast to conventional zoning standards that place primary emphasis on the regulation of land uses, the Near Southside development standards and guidelines focus on promoting a **walkable, urban form of development**, consistent with the district's historic urban character. The focus on form promotes buildings that conform to tested urban design principles, and that adapt to changing conditions over time.

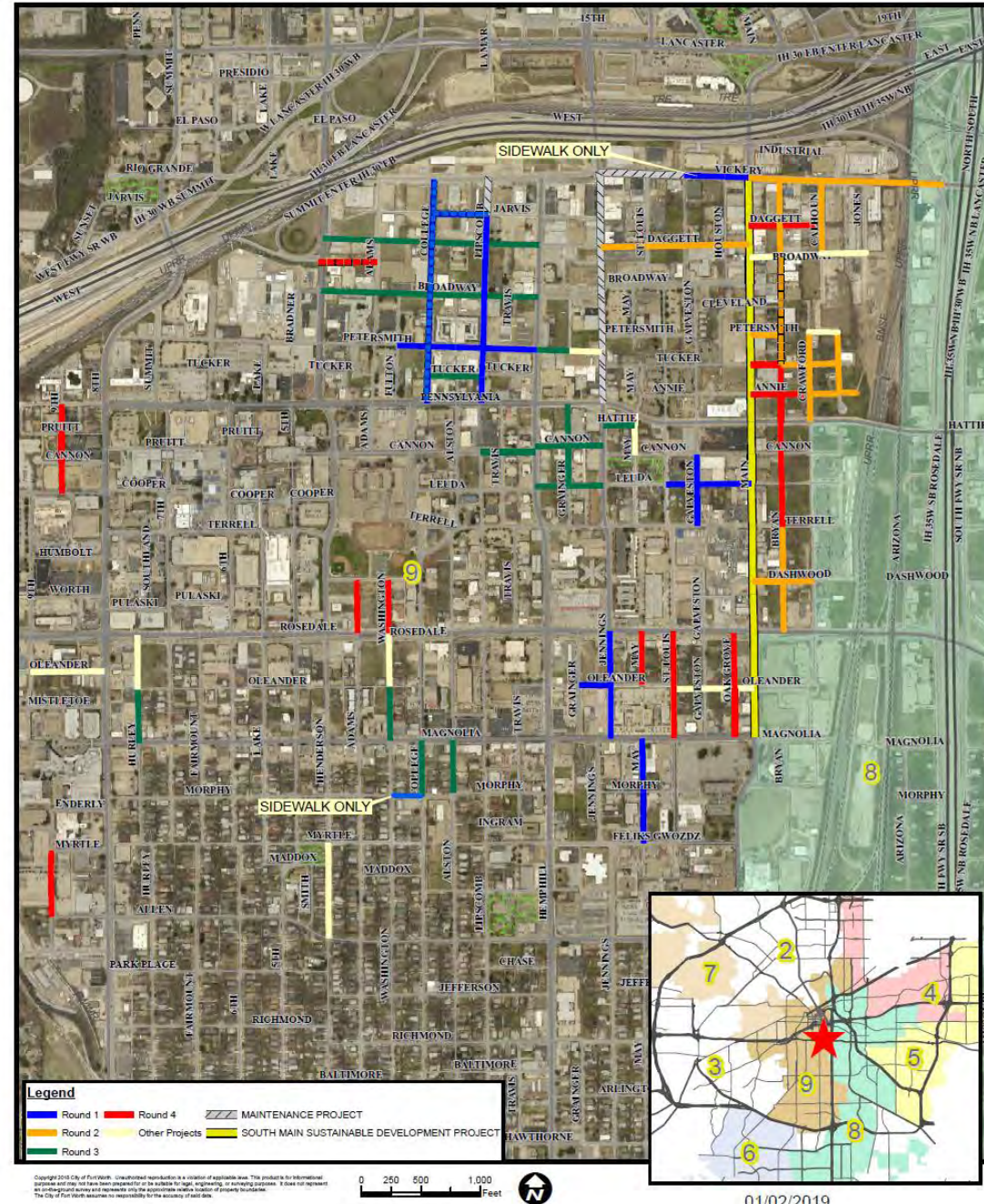
## Maximize connectivity and access.

The Near Southside's successful revitalization requires a truly **multimodal circulation network** in which residents, workers, and visitors may conveniently walk, drive, bike, or ride public transportation to destinations within and outside of the district. Development standards and guidelines are intended to promote **walkable blocks and street designs** that balance these transportation modes, and also ensure accessibility for all residents and visitors, including those with disabilities.

# Coordinated Infrastructure Upgrades

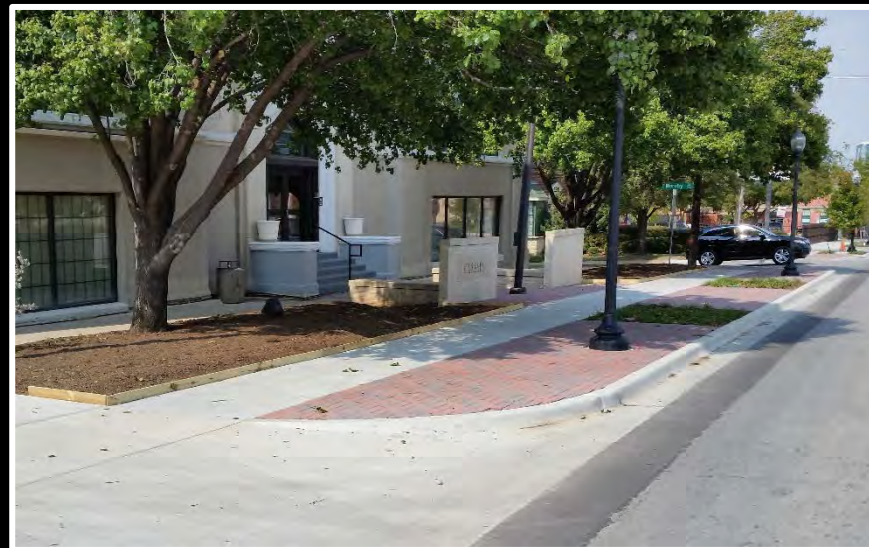
- Water
- Sewer
- Road surface
- Sidewalks

## CD9 NEAR SOUTHSIDE REPAIR AND RECONSTRUCTION PROGRAM





# Grant Funded Streetscapes

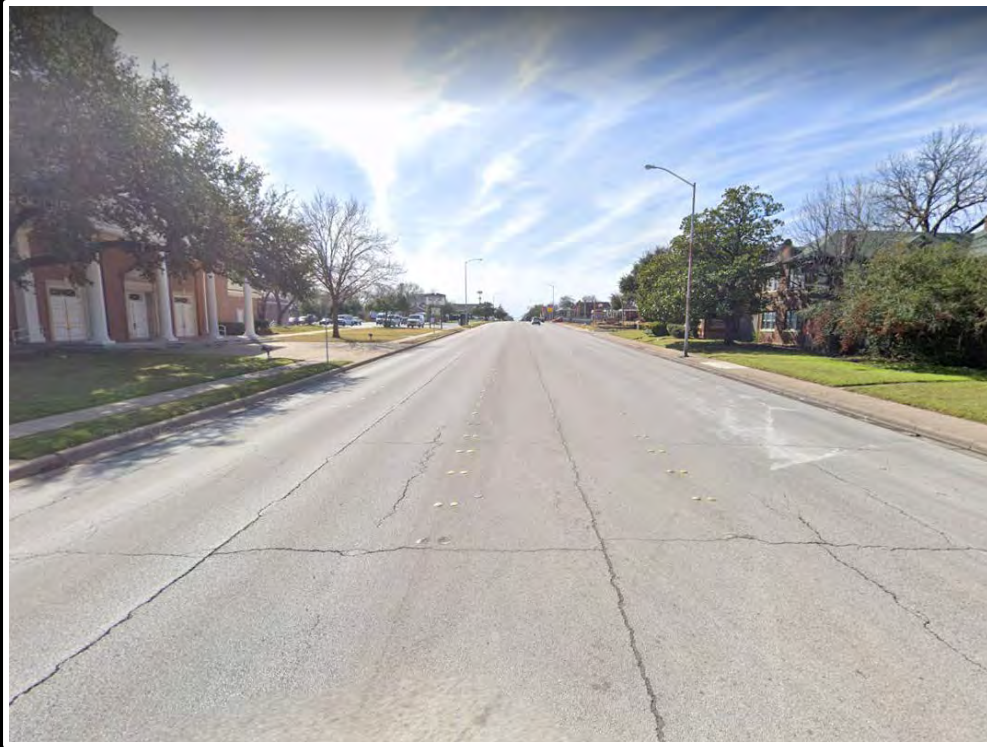




# Restriping Projects



# Restriping Projects





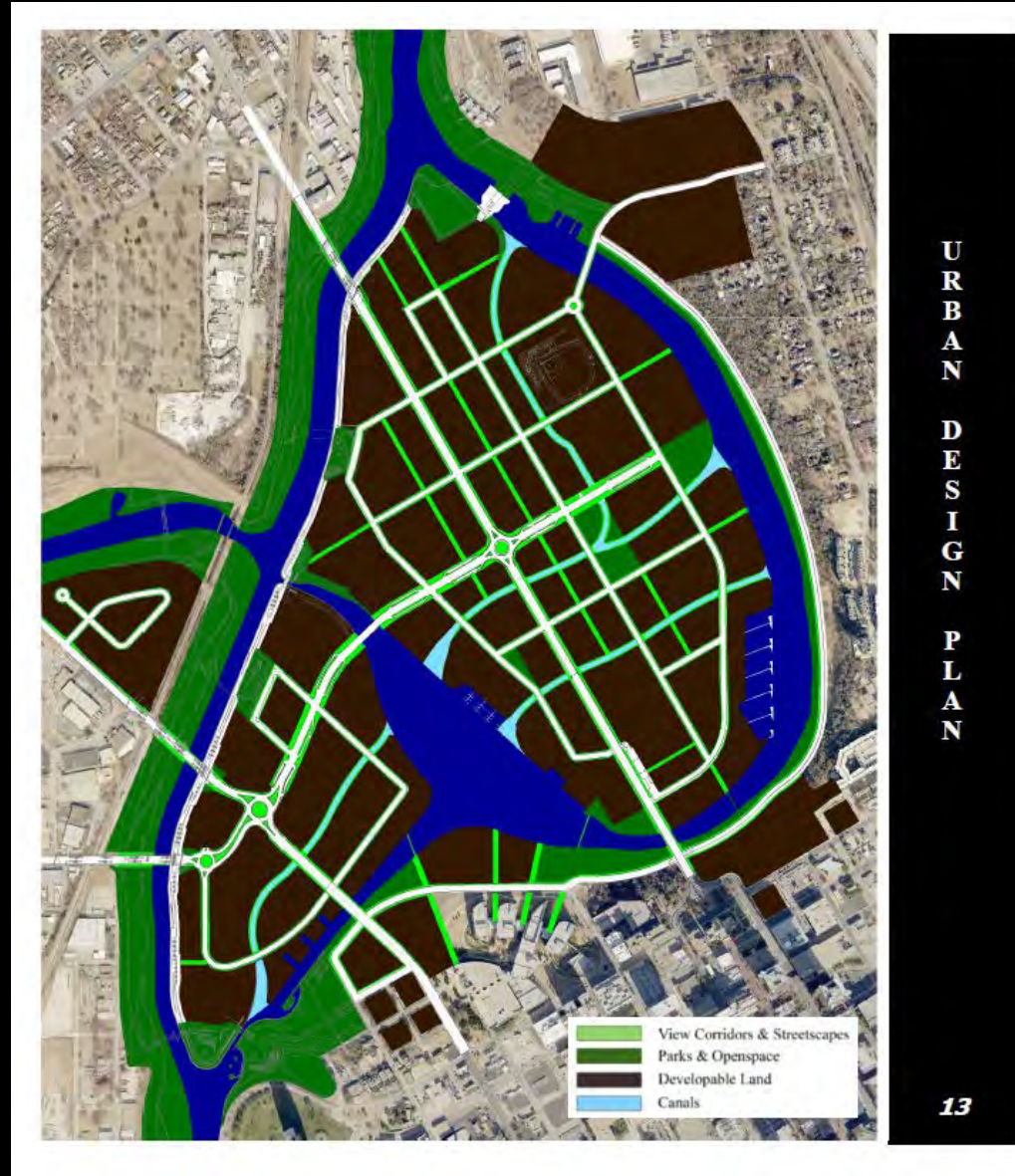
# Panther Island – Urban Design Plan

Design to ensure pedestrian activity and comfort.

Balance the circulation in the design of street cross-sections.

Ensure quality construction and attention to detail.

Use simple sidewalk designs to ensure easy maintenance and place greater emphasis on the design of building facades.





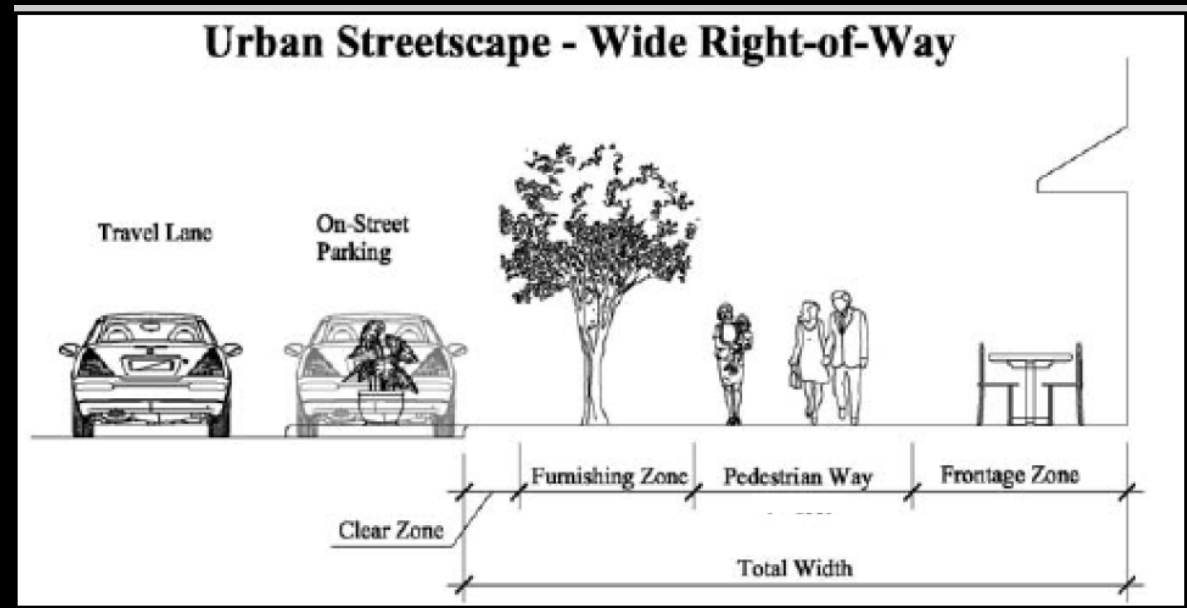
# Elements of a Streetscape

## Frontage Zone

- Landscaping
- Awnings and news racks
- Benches
- Outdoor café seating

## Furnishing Zone

- Street trees and utility poles
- Parking and transit signage
- Bike and news racks
- Benches
- Transit shelters
- Waste receptacles
- Outdoor seating depending on sidewalk width



# Trinity Lakes Character Zones

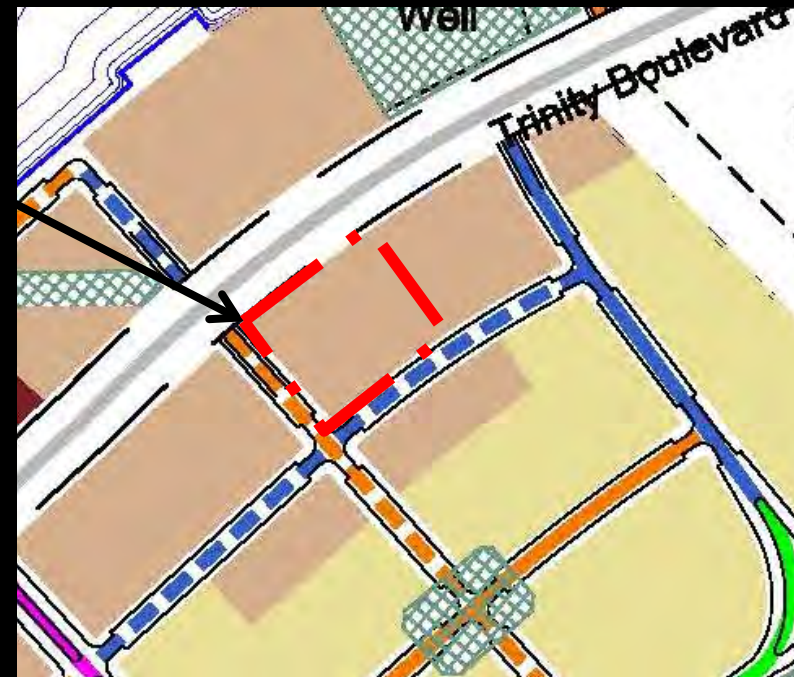


## LEGEND

-  Boulevard Mixed Use
-  Village Mixed Use
-  Highway Mixed Use
-  Campus Commercial
-  Transition
-  Neighborhood

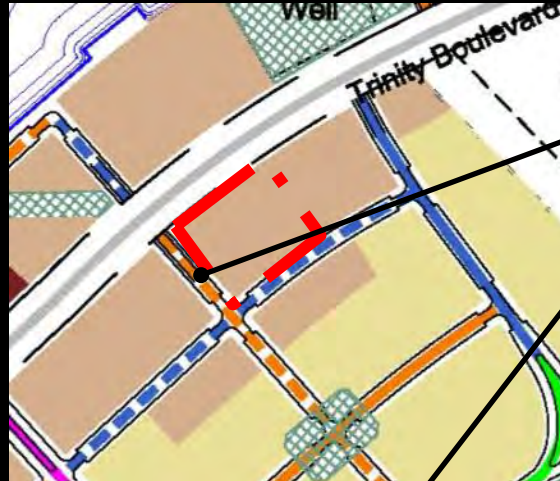


## Trinity Lakes Regulating Plan

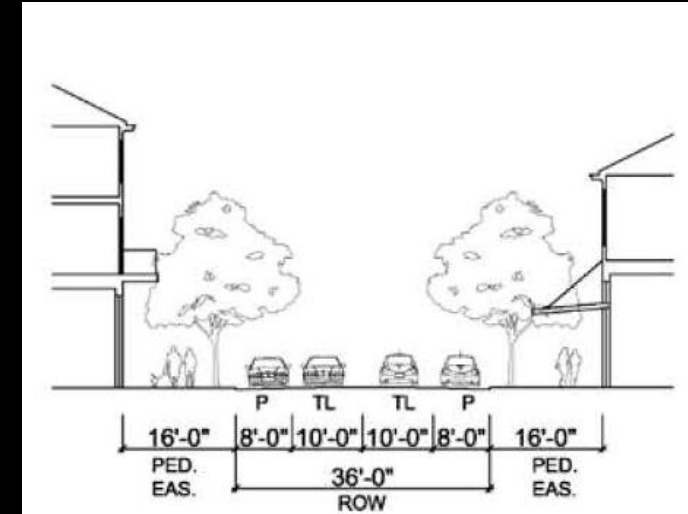




# Section VII Street Design Standards



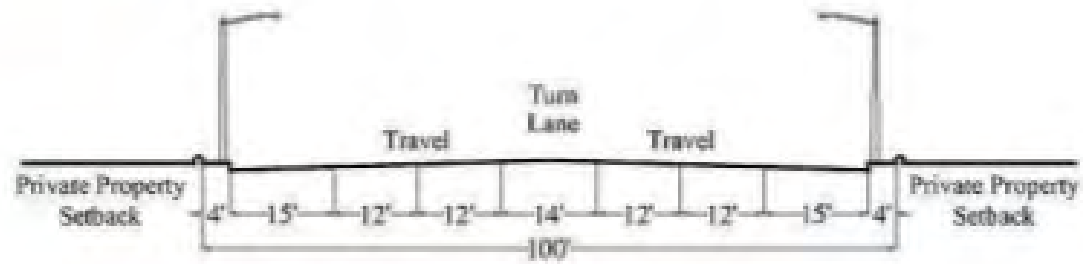
STREET TYPES	
TYPE 'A' STREETS	
<span style="color: red;">—</span>	Main Street
<span style="color: orange;">—</span>	Neighborhood Street
TYPE 'B' STREETS	
<span style="color: pink;">—</span>	Avenue
<span style="color: blue;">—</span>	Mixed Use General Street
<span style="color: green;">—</span>	Park Edge Street
<span style="color: grey;">—</span>	Trinity Boulevard
<span style="border: 1px solid black; display: inline-block; width: 10px; height: 10px;"></span>	Required
<span style="border: 1px dashed black; display: inline-block; width: 10px; height: 10px;"></span>	Recommended
FRONTAGES & OPEN SPACE	
<span style="background-color: purple; border: 1px solid black; display: inline-block; width: 10px; height: 10px;"></span>	Lakeside Frontage
<span style="background-color: yellow; border: 1px solid black; display: inline-block; width: 10px; height: 10px;"></span>	Main Street Frontage
<span style="background-color: lightblue; border: 1px solid black; display: inline-block; width: 10px; height: 10px;"></span>	Required Open Space
<span style="color: pink;">—</span>	Pedestrian Paseo



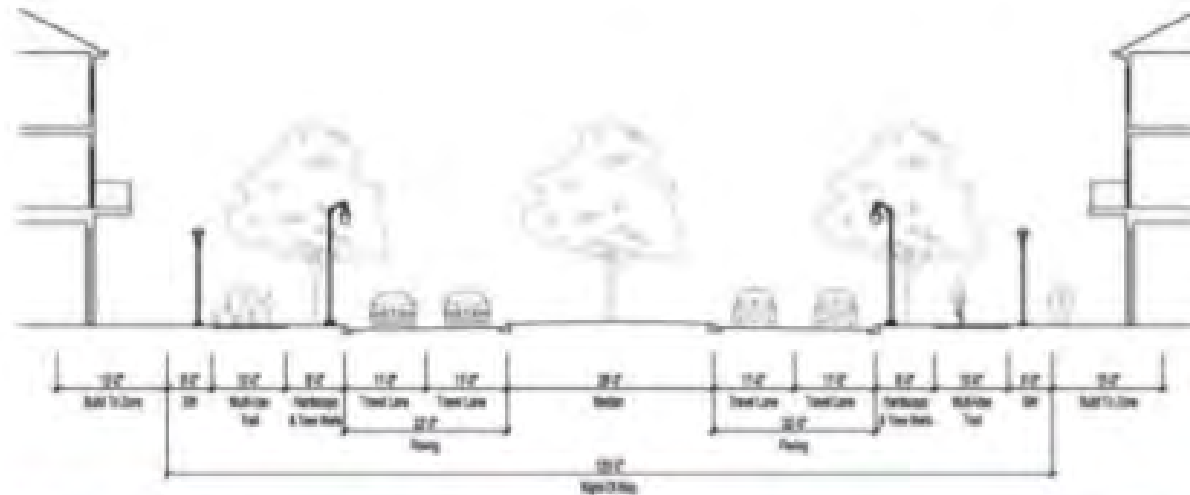
Elements	Street Width (Recommended minimum)		Number of Vehicular Lanes	Number of Bike Lanes	Vehicular Lane Widths	Bike Lane Widths	On-Street Parking	Pedestrian Sidewalk Width (min.)	Parkway/ Tree Well
Street Classification									
Neighborhood Street: Type "A"	38 feet	10 feet	2	0	11 feet	N/A	Yes, both sides, parallel	10 feet (min) within the Pedestrian Easement	6' wide min. planting strip
Mixed Use General Street: Type "B"	38 feet	6 feet	2	0	11 feet	N/A	Yes, both sides, parallel	6 feet (min) within the Pedestrian Easement	Tree Well, 5x5 feet min, or parkway, 6 feet min within the Pedestrian Easement
Park Edge Street	40 feet	6 feet	2	0	12 feet	N/A	Yes, both sides, parallel	6 feet (min) within the Pedestrian Easement	Parkway, 10 feet min within the Pedestrian Easement

# Boulevard originally planned as 6-lane Suburban Arterial

## Trinity Lakes TOD, Fort Worth



**Instead-**  
 4-lane boulevard  
 designed for  
 neighborhood  
 w/ integrated  
 regional trail



**GATEWAYPLANNING**  
 Kirtlington and Associates, Inc.



## NCTCOG and City of Fort Worth facilitating relocated TRE station and connectivity to regional roadway and trail system via TIF



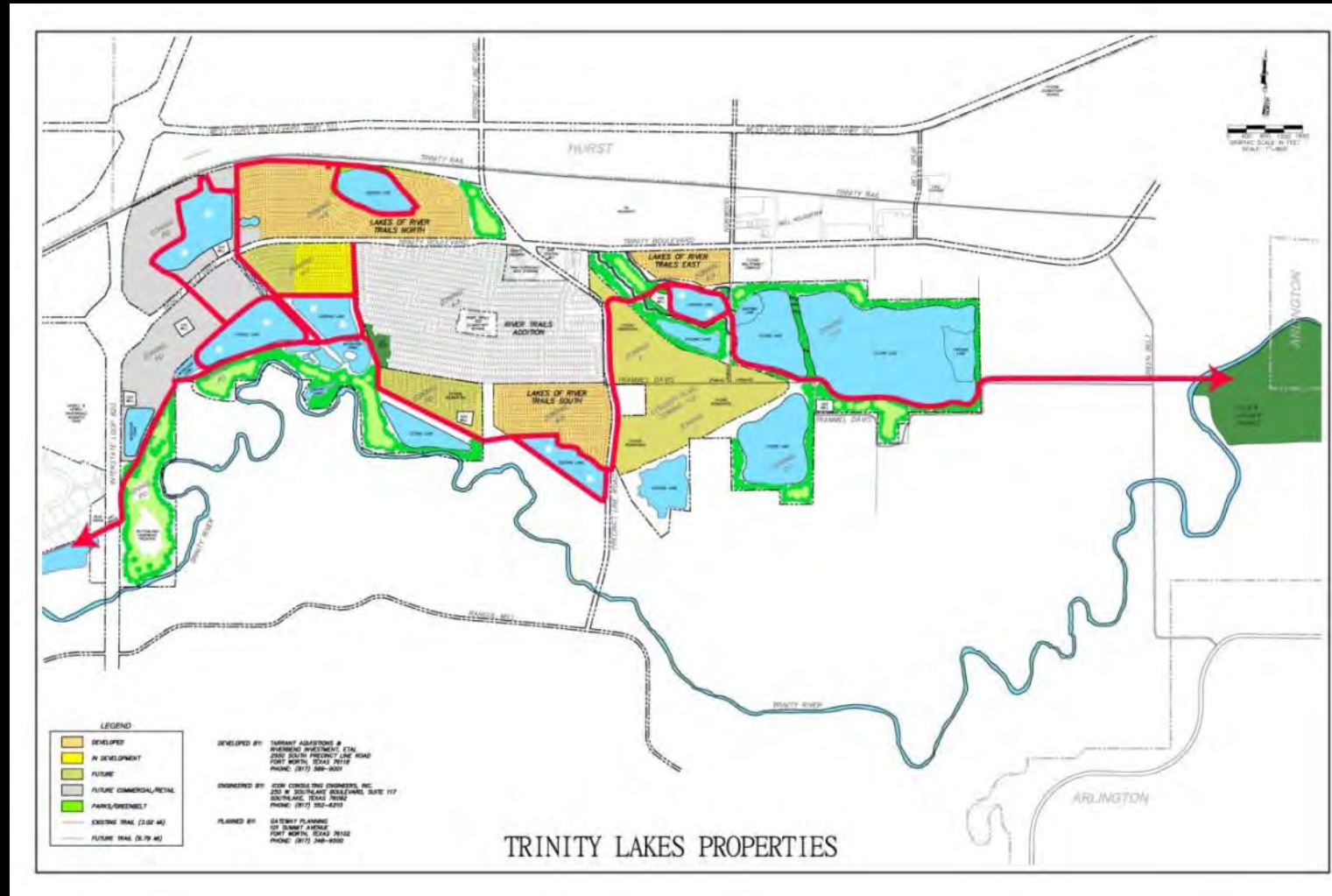
Legend	
Trinity Boulevard - Phase 1	Trinity Station - TRE
Trinity Boulevard - Phase 2	Mixed-Use Area
Preston (Loop Road)	Additional Residential Area
Trinity Trail	
Trinity Trail Station Connection	
Waterfront Enhancement / Connection	
Trinity Blvd, Trinity Station, I-420 Roadway Connection	
TRE	

# A first of its kind commuter rail station in North Texas



# Completing Trinity River Vision Trail System

(Trails connecting Fort Worth to Arlington)





# **Task Force Focus Areas & Future Topics**



**North Central Texas  
Council of Governments**

# Possible Focus Areas of Task Force

## Site Design and Building Form

Streetscapes with a high proportion of windows and street furniture are correlated with walking trips\*

Form-based zoning

Unified development ordinances  
(streetscape + development design)



\*Source: Ewing, Reid (2015) "Streetscape Features Related to Pedestrian Activity"



# Possible Focus Areas of Task Force

## Street Connectivity

Street grids via platting/subdivision ordinances

Re-establishing grids for better pedestrian connectivity





# Possible Focus Areas of Task Force

## Dealing with Density

Density impacts and perceptions

Transit-supportive density

Density and walkable, mixed-use neighborhoods



# Possible Focus Areas of Task Force

## Finance

Value Capture (How much development does the district need to generate revenue to fund improvements?)

Can land use pay for transportation? (is there adequate development value to maintain city budgets & replace/rehab infrastructure with age/buildout?)

Etc.



# Poll of Future Focus Areas

Move pointer over bottom of Teams screen to open menu

Click on Chat icon



Select themes you would like covered at future meetings

Click “Submit Vote”

**Which theme(s) most interest you for future LUTTF meetings?**

- Site design and building form
- Street connectivity / Infrastructure *(pedestrian scale, green infrastructure, water & transportation together, etc.)*
- Density / Development *(mixed use &/or TOD)*
- Land Use and Zoning *(Form Based Code, Parking, etc.)*
- Finance and value capture
- School siting and coordination
- **Other? Enter in chat box**



# Community Gardens Near Transit

NCTCOG developing guidance on establishing community gardens near transit

Brief survey on community gardens in your community sent July 7



# Final Thoughts

What are priority issues?

Email ideas for future land use/  
transportation topics or any additional  
questions.

Next meeting – October 21, 2020

[www.nctcog.org/luttf](http://www.nctcog.org/luttf)



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Transportation Planner

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**\*\*Email future topic ideas or any follow up questions.**

