



North Central Texas Council of Governments

Coordinated Land Use and Transportation Planning Task Force

Virtual Meeting | 04/25/2024



2024 Task Force Meeting Schedule

January 25th

April 25th

July 18th

October 17th

www.NCTCOG.org/LUTTF



Today's Meeting

Local Updates

The Vickery – Near Southside Fort Worth
Reconnecting Communities and Neighborhoods Grant

North Texas 2024 Infill and Redevelopment Transportation Impacts

- Transit-Oriented Development – “The Standard at Old Town”, Lewisville
- Industrial Warehouse Development and Transportation, NCTCOG, Dallas
- Commercial to Residential Conversions, Garland

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 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.

Local Updates



Magnolia Village





South Main Village



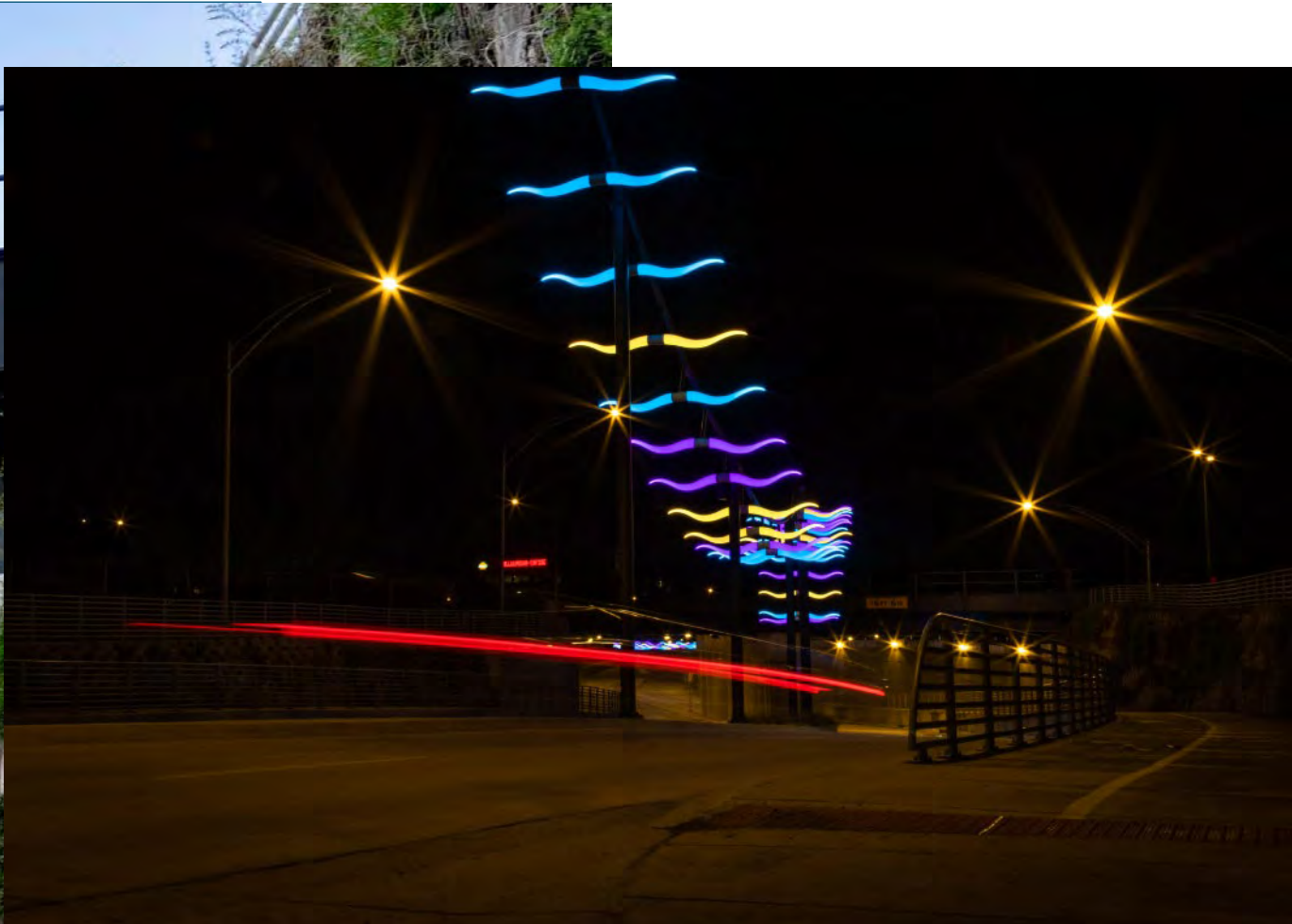


Vickery Blvd in the mid-2000s





Hemphill-Lamar Connector Tunnel





The Vickery Site





The Vickery Site



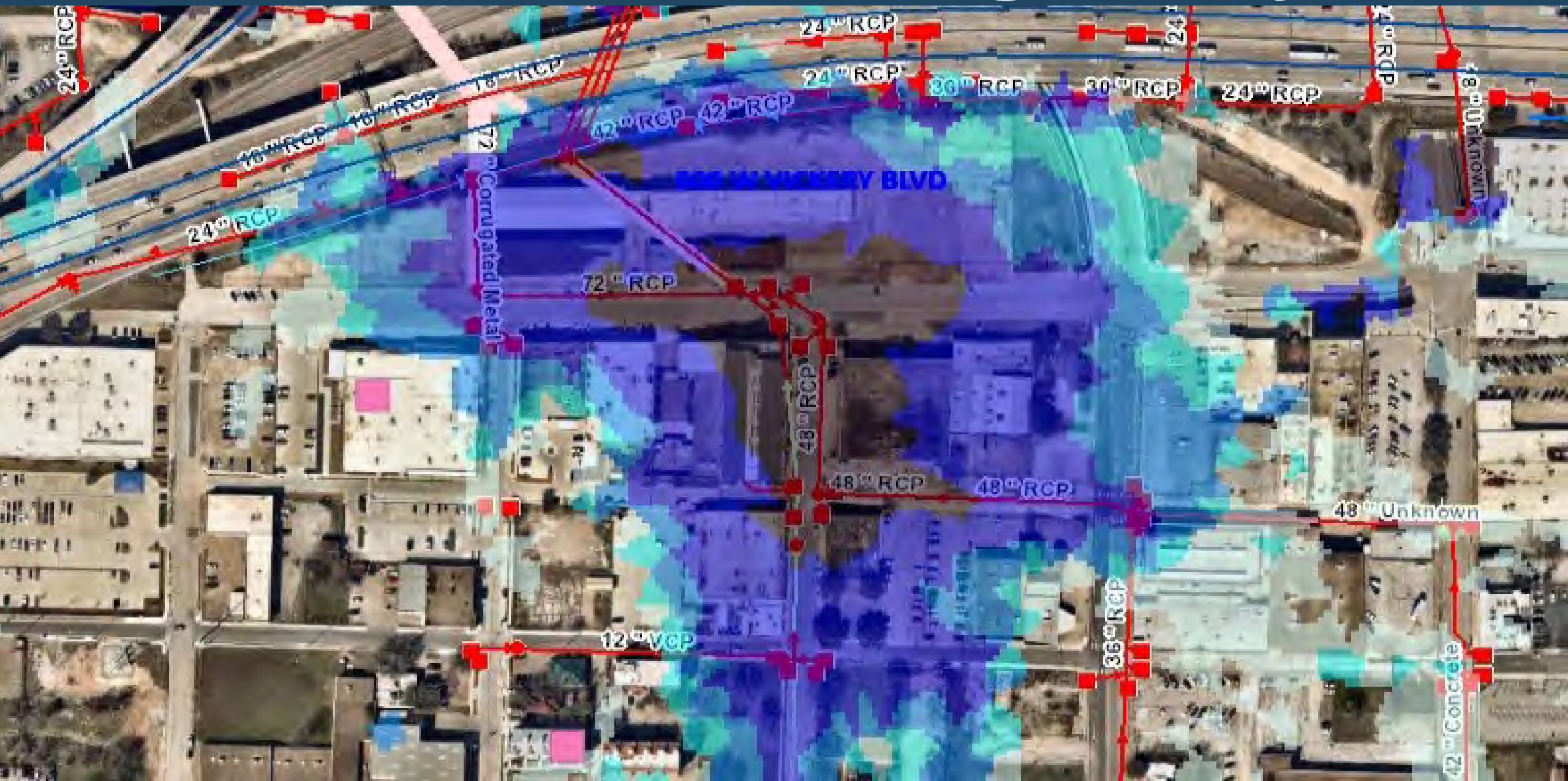


The Vickery by Trademark



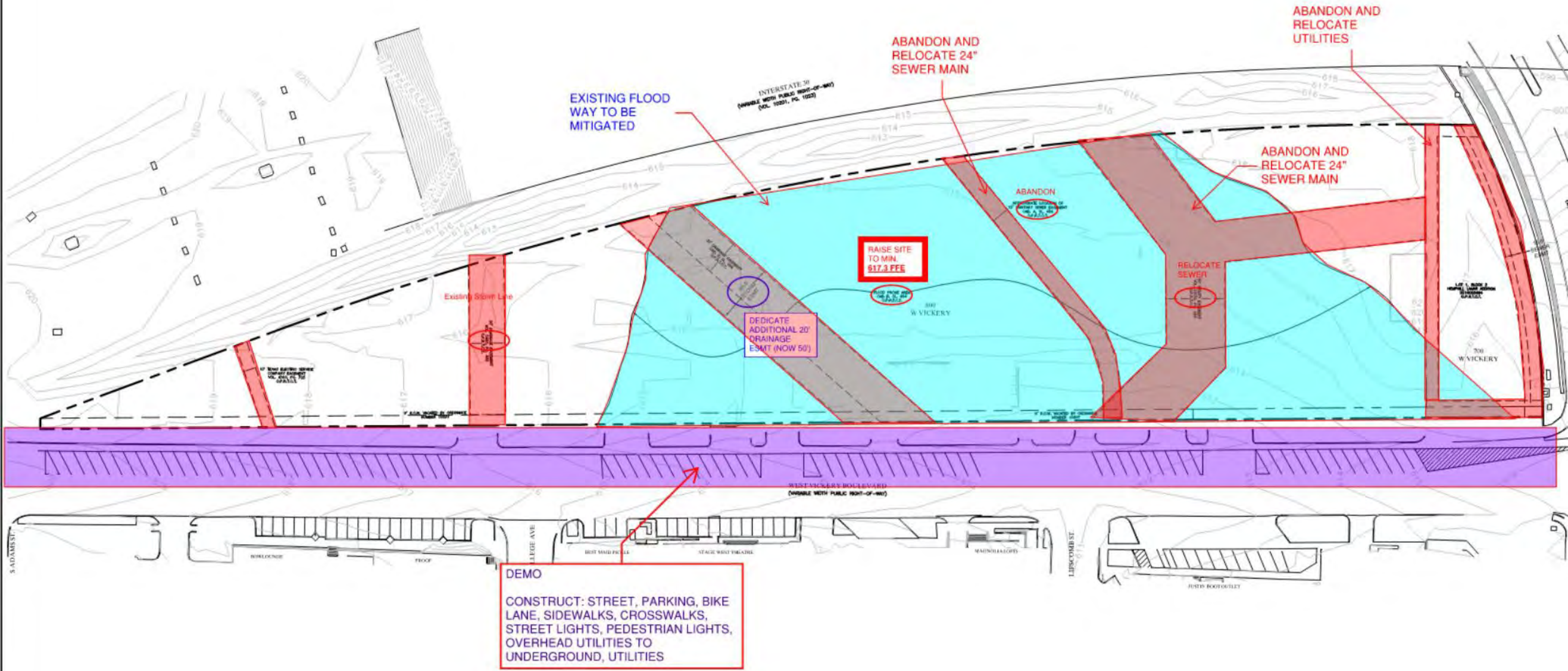


Near Southside Drainage Study





The Vickery Utility Challenges





Project Siteplan



THE VICKERY AT NEAR SOUTHSIDE

--- LIMITS OF PUBLIC AMENITY SPACE



Current Construction Status







Vickery Streetscape



Townhomes Rendering





Overall Rendering





Bridging Highway Divides for DFW Communities Federal Grant Award

STU BURZETTE|LUTTF | April 25, 2024

Reconnecting Communities and Neighborhoods (RCN) Grant

Goal of the grant program: remove, retrofit, or mitigate transportation facility barriers to increase community connectivity and access to opportunities

Over \$3 billion was awarded nationally for FY 23

NCTCOG was awarded \$80 million of a \$95M request. The total grant amount with matching and leveraged funds was \$236.8 million.

Support from the Regional Transportation Council to fill the \$15M gap will be requested this May.



NCTCOG Award

Bridging Highway Divides for DFW Communities

\$80 million awarded to help construct four deck parks

- Klyde Warren Park extension
- Southern Gateway Park phase 2
- Dallas IH 30
- McKinney SH 5

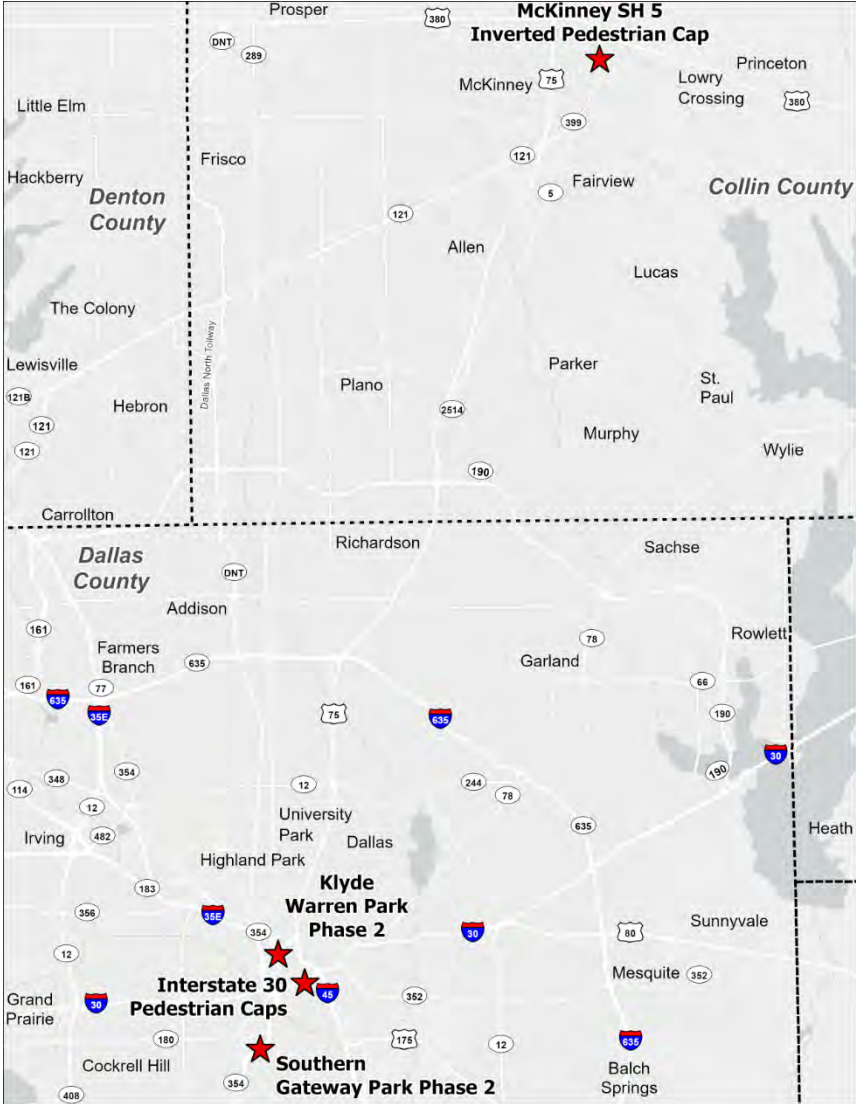
13th largest award nationally, 2nd largest in Texas



Bridging Highway Divides for DFW Communities



Source: AIA Dallas/Weldon Cooper Center for Public Service



Klyde Warren Park

RCN award allotment: **\$20 million**

Total project cost: ~\$80 million

Extends the park deck/base structure from St Paul St across Akard St over Woodall Rodgers Fwy

Adds further connection between Uptown and Downtown Dallas





Southern Gateway Park

RCN award allotment: **\$25 million**

Total project cost: \$67 million

Funding will extend/complete the second half of the park foundational infrastructure

Reconnects the Oak Cliff neighborhood in South Dallas





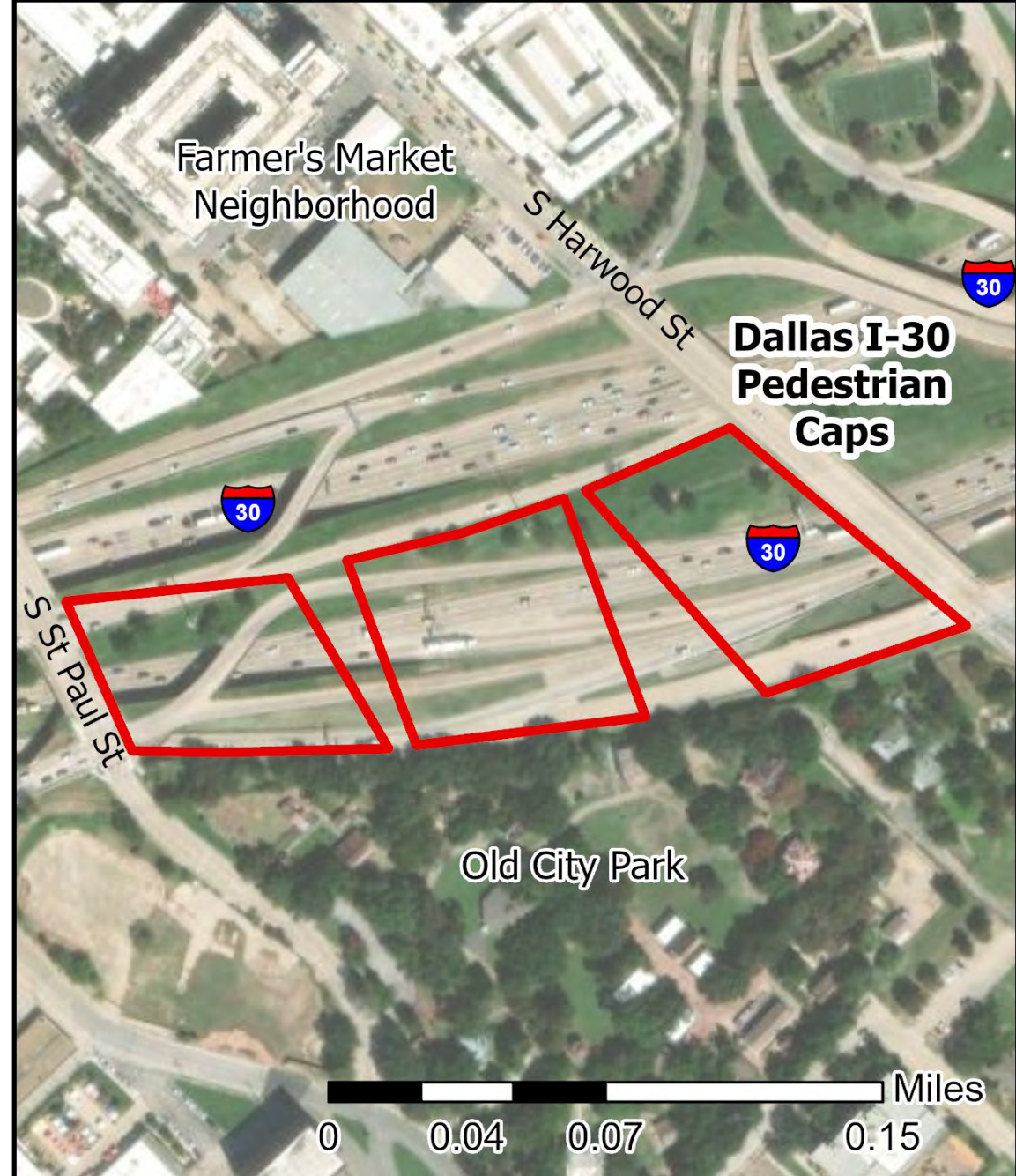
Dallas IH 30

RCN award allotment: \$20 million

Total project cost: \$60 million

Funding will help construct three deck parks reconnecting the Cedars neighborhood to the Farmer's Market neighborhood and Downtown Dallas through Old City Park.

The construction coincides with TxDOT's IH 30 Canyon project and allows for the support structures to be efficiently built before the rest of the park





McKinney SH 5

RCN award allotment: **\$15 million**

Total project cost: \$30 million

Funding will help construct the Lower 5 Pedestrian Plaza under an elevated SH 5 in McKinney

The Park will reconnect the historically disadvantaged East McKinney to Downtown McKinney





Next Steps

- TxDOT will be the lead on implementation
- NCTCOG to provide support when/where necessary
- Project completion anticipated between 2028 and 2031



CONTACT US



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A blue-tinted photograph of a city street scene. In the foreground, two women are walking towards the left, one carrying a bag. To their right, two men are walking away. The background shows multi-story buildings with windows and balconies, and trees lining the street. The overall atmosphere is urban and active.

Infill and Redevelopment Transportation Impacts

Sustainable Development Policy 1



*“Support mixed-use, and **infill developments** that utilize system capacity, reduce vehicle miles of travel, and improve air quality through improved rail mobility and **access management**”*





What is Infill Development?

Process of developing vacant or under-used parcels within already-developed surrounding urban areas

Can be vacant parcels that were never developed

Examples: undeveloped land converted to developable lands, former ETJ parcels

Can be currently or formerly developed parcels that are redeveloped, usually at a higher intensity

Examples: smaller sites in existing downtowns, brownfield sites that complete remediation, large former shopping mall sites

Can be existing developed parcels that are more filled in, resulting in higher intensity

Examples: commercial buildings added to existing shopping centers, accessory dwelling units added to parcels with single-family homes

Resource

Infill Development: <http://mrsc.org/home/explore-topics/planning/development-types-and-land-uses/infill-development-completing-the-community-fabric.aspx>



Transportation Impact of Infill

Uses existing transportation system capacity

- Can be near existing transit

- Use existing infrastructure instead of building new
can be long-term public costs savings

Greater trip destination density increases opportunity for shorter or fewer trips

- Short trips better enable use of multiple travel mode options when more easily walkable



North Texas Regional Infill

Various scales of development, small lots to big development

Not limited to any set boundary or group of cities

Meets transportation objectives:

- Optimizes use of existing system capacity

- Increases destination density

- Increases opportunity for non-motorized travel

North Texas Growth 2024

Over 1 billion square feet of existing industrial space ¹

- Almost 42 million square feet under construction¹

Around 1 million multifamily units currently in the Dallas-Fort Worth region²

- Over 72,000 multifamily units under construction³

Sources:

1: [DFW MARKET INSIGHTS - INDUSTRIAL - 4Q 2023 - Bradford Commercial Real Estate Services](#)

2: US Census Bureau ACS, DFW MSA, 2022

3: Marcus & Millchap, 2024

U.S. CENSUS BUREAU

Dallas-Fort Worth leads all metro areas in population growth

With so much e-commerce, the equivalent of 8 Pentagons worth of warehouses are being built right now in D-FW

Multifamily Continues To Grow In Dallas-Fort Worth Despite Industrywide Headwinds

Dallas is a top market for office to home conversions

The Dallas market added more apartments than anywhere in the nation in the past decade

Housing Help? Dallas Is a National Leader in Turning Old Workplaces into Apartments

Four of the nation's fastest growing submarkets over the past 10 years were in the Dallas market.

D-FW warehouse construction breaks records with new surge

Sources: WFAA; NBC DFW; Bisnow; Dallas Morning News; Dallas Observer





TRANSIT-ORIENTED
DEVELOPMENT
THE STANDARD AT
OLD TOWN LEWISVILLE

COORDINATED LAND USE AND
TRANSPORTATION PLANNING TASK FORCE

APRIL 25, 2024

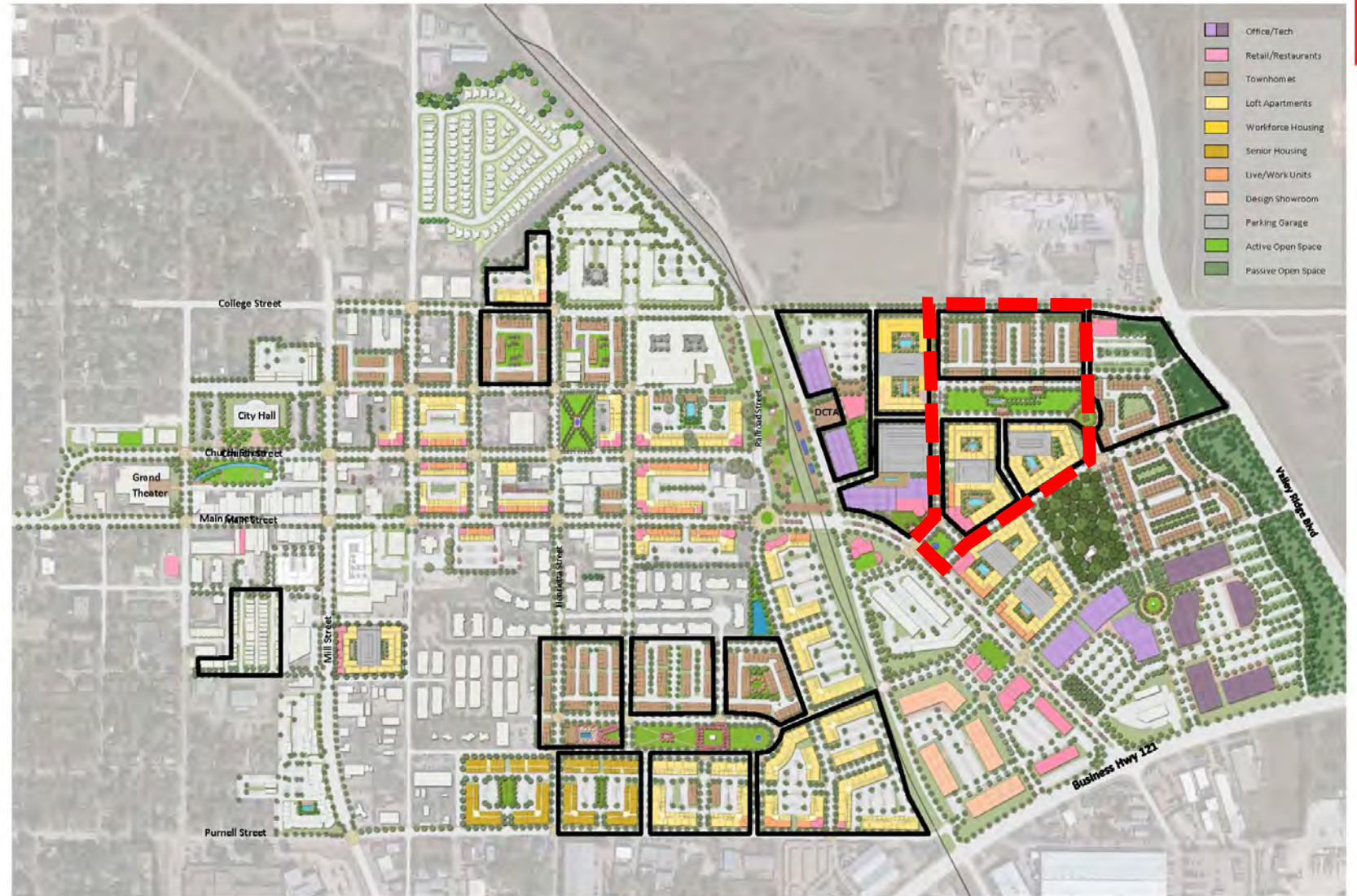
AERIAL MAP 701 EAST MAIN STREET



Master Plan

Market-Opportunity Blocks

Market-Opportunity	
Land	
Site Acreage	79 acres
Total Building Area	
Gross Area	2,534,343 sf
Net Area	2,114,505 sf
Residential Units	
Multifamily	1,300 du
Senior Housing	152 du
Townhomes	293 du
Commercial Area (gross sf)	
Retail	52,265 sf
Office	192,600 sf
Tech Space	51,000 sf
Parking	
Parking Required	3,402 sp
Parking Provided	4,371 sp
Private Surface	876 sp
Public Street	765 sp
Garage	2,730 sp



BACKGROUND

- Subject 17.58-acre site, zoned Heavy Industrial (HI) District, contained a contractor's yard operated by Granite Construction, on the southern 11.5 acres.
- After the developer, Ojala Partners, made an initial purchase offer, they entered a bidding war with a distribution warehouse developer.
- City staff considered pursuing either a moratorium or proactive rezoning, but due to the risk of a takings claim, staff focused on negotiations with emphasis on economic development incentives.
- Ultimately Ojala paid \$5M more and won the bidding war.
- On June 12, 2023, the Lewisville Public Finance Corporation approved The Standard at Old Town project to provide affordable housing. This development will consist of 600 units that will include single-family cottages, townhomes, and traditional multifamily units.
- On October 17, 2023, the zone change from Heavy Industrial (HI) to Planned Development -Mixed Use (PD-MU) was approved by the Planning and Zoning Commission.
- November 20, 2023, the City Council approved the zoning change.



SITE DATA	
SITE LOCATION LEWISVILLE, TEXAS 75057	
SITE AREA	
PHASE I	12.58 ACRES / 548,029.13 S.F.
PHASE II	5.00 ACRES / 217,883.34 S.F.
SITE AREA	17.58 ACRES / 765,912.47 S.F.
ZONING SUMMARY - BUILDING	
YARDS AND EASEMENTS	
FRONT YARD = 5 FT	
SIDE YARD = 5 FT	
REAR YARD = 5 FT	
LOT SIZE	
ALLOWED	NO MINIMUM LOT SIZE
HEIGHT AND STORIES	
ALLOWED COTTAGE PROVIDED	30 FT / 1 STORY 26 FT / 1 STORY
ALLOWED 2-STORY TOWNHOME PROVIDED	50 FT / 2 STORIES 40 FT / 2 STORIES
ALLOWED 3-STORY APT (FLATS & STACKED) PROVIDED	60 FT / 3 STORIES 51 FT / 3 STORIES
ALLOWED 4-STORY APT PROVIDED	70 FT / 4 STORIES 65 FT / 4 STORIES
DENSITY - PHASE I (AREAS A & B)	
	UNITS
3-STORY APT UNIT FLATS	72
3-STORY APT UNIT STACKED	112
2-STORY TOWNHOMES	43
COTTAGES	30
TOTAL PROVIDED	257
DENSITY - PHASE II (AREA C)	
	UNITS
4-STORY APT UNITS	343
TOTAL PROVIDED	343
DENSITY - PHASE I & II (AREAS A, B & C)	
	UNITS
3-STORY APT UNIT FLATS	72
3-STORY APT UNIT STACKED *	112
2-STORY TOWNHOMES *	43
COTTAGES *	30
4-STORY APT UNITS	343
TOTAL PROVIDED	600
*LOW DENSITY UNITS SHALL BE A MINIMUM OF .30% TOTAL	

LEGEND	
	CLUB HOUSE
	MULTI-FAMILY RESIDENCES (4 STORY)
	MULTI-FAMILY RESIDENCES (3 STORY)
	TOWNHOMES
	COTTAGES
	PARKING GARAGE/ DETACHED GARAGES

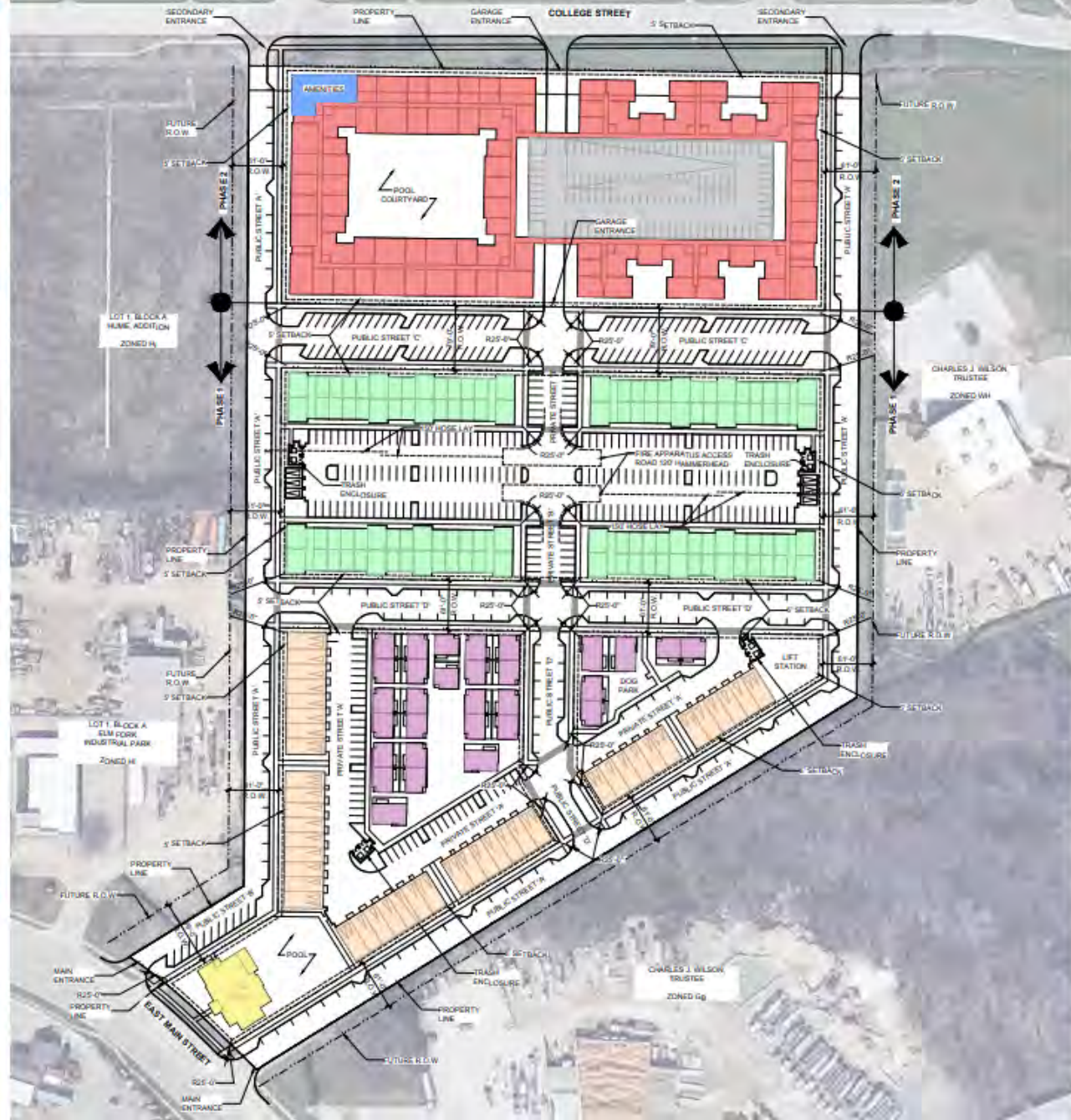
ZONING SUMMARY - PARKING	
REQUIRED PARKING	UNITS SPACES
1.50 SPACES PER UNIT (PRIVATE)	600 900
0.30 SPACES PER UNIT (PUBLIC)	600 180
TOTAL REQUIRED	1,080

PROVIDED PARKING - PHASE I (AREA A)	
PRIVATE (OFF-STREET)	SPACES
SURFACE - REGULAR	43
SURFACE - PARALLEL	4
TOWNHOMES - GARAGES	55
TOTAL PROVIDED	102
ADDITIONAL PUBLIC PARKING - PHASE I (AREA A)	
PUBLIC (ON-STREET)	SPACES
SURFACE - ANGLE	12
SURFACE - PARALLEL	66
TOTAL	78
PROVIDED PARKING RATIO - PHASE I (AREA A) = 1.40	

PROVIDED PARKING - PHASE I (AREA B)	
PRIVATE (OFF-STREET)	SPACES
SURFACE - REGULAR	188
DETACHED GARAGES	6
TOTAL PROVIDED	194
ADDITIONAL PUBLIC PARKING - PHASE I (AREA B)	
PUBLIC (ON-STREET)	SPACES
SURFACE - ANGLE	47
SURFACE - PARALLEL	40
TOTAL	87
PROVIDED PARKING RATIO - PHASE I (AREA B) = 1.25	
(PROVIDED PARKING RATIO - PHASE I (AREA A & B) = 1.15)	

PROVIDED PARKING - PHASE II (AREA C)	
PRIVATE (OFF-STREET)	SPACES
GARAGE - REGULAR	518
TOTAL PROVIDED	518
ADDITIONAL PUBLIC PARKING - PHASE II (AREA C)	
PUBLIC (ON-STREET)	SPACES
SURFACE - ANGLE	46
SURFACE - PARALLEL	20
TOTAL	66
PROVIDED PARKING RATIO - PHASE II (AREA C) = 1.51	

PROVIDED PARKING - PHASE I & II (AREAS A, B & C)	
PRIVATE (OFF-STREET)	SPACES
SURFACE - REGULAR	231
SURFACE - PARALLEL	4
TOWNHOMES - GARAGES	55
DETACHED GARAGES	6
GARAGE - REGULAR	518
TOTAL PROVIDED	814
ADDITIONAL PUBLIC PARKING - PHASE I & II (AREAS A, B & C)	
PUBLIC (ON-STREET)	SPACES
SURFACE - ANGLE	105
SURFACE - PARALLEL	126
TOTAL	231
PROVIDED PARKING RATIO - PHASE I & II (AREAS A, B & C) = 1.38	



HLR

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REVISIONS

OjalaHoldings

PRELIMINARY DRAWING
NOT FOR CONSTRUCTION

Issue Set: 08.15.2020
Project: 23235
Drawing No.

Project Title:
THE STANDARD
Name of the Addition:
EAM FORK INDUSTRIAL
PARK ADDITION
Lot & Block & Parcel:
LOT 2A & 2B, BLOCK A
Total Acreage:
17.5827 ACRES
Proposed Base Zoning District:
ZONED "M"





POCKET PARKS

- Public: 5,000 sq ft
- Private: 2000 sq ft dog park





PRELIMINARY DRAWING
NOT FOR CONSTRUCTION

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Issue Set: 08/15/2024

Project #: 23235

Drawing No.: EXHIBIT M

Project Title:
THE STANDARD

Name of the Address:
**ELM FORK INDUSTRIAL
PARK ADDITION**

Lot & Block & Phase:
LOT 2A & 2B, BLOCK A

Total Area: 1.00 ACRES



AFFORDABILITY

17 units at 50% AMI
 42 units at 60% AMI
 247 units at 80% AMI

Phase I								
ADDITIONAL DETAIL WITHIN HOUSING TYPE								
Type	# of Units	% of Total	Size	Total Sq. FL	Rent	\$/SF	Monthly	
Multifamily Flats								
50% AMI	2	2.7%	600	1,177	988	1.65	1,938	
60% AMI	5	7.0%	600	3,026	1,186	1.98	5,981	
80% AMI	30	41.2%	600	17,818	1,581	2.64	46,964	
Market	35	49.0%	600	21,180	1,600	2.67	56,479	
	72		600	43,200	1,547	\$ 2.58	111,363	
Townhomes								
50% AMI	4	2.7%	1,085	4,581	1,095	1.01	4,625	
60% AMI	11	7.0%	1,085	11,779	1,315	1.21	14,271	
80% AMI	64	41.2%	1,085	69,364	1,753	1.62	112,053	
Market	76	49.0%	1,085	82,452	2,275	2.10	172,682	
	155		1,085	168,175	1,960	\$ 1.81	303,631	
Build-to-Rent Cottage Homes								
50% AMI	1	2.7%	780	637	988	1.27	808	
60% AMI	2	7.0%	780	1,639	1,186	1.52	2,492	
80% AMI	12	41.2%	780	9,651	1,581	2.03	19,568	
Market	15	49.0%	780	11,472	2,130	2.73	31,328	
	30		780	23,400	1,807	\$ 2.32	54,197	

Phase II								
ADDITIONAL DETAIL WITHIN HOUSING TYPE								
Type	# of Units	% of Total	Size	Total Sq. FL	Rent	\$/SF	Monthly	
Multifamily Flats								
50% AMI	10	2.9%	863	8,630	1,048	1.21	10,480	
60% AMI	24	7.0%	868	20,830	1,265	1.46	30,357	
80% AMI	141	41.1%	872	122,970	1,689	1.94	238,137	
Market	168	49.0%	869	146,020	1,991	2.29	334,500	
	343		870	298,450	1,789	\$ 2.06	613,475	

Combined								
ADDITIONAL DETAIL WITHIN HOUSING TYPE								
Type	# of Units	% of Total	Size	Total Sq. FL	Rent	\$/SF	Monthly	
Multifamily Flats								
50% AMI	12	2.9%	820	9,807	1,038	1.27	12,419	
60% AMI	29	7.0%	821	23,856	1,251	1.52	36,339	
80% AMI	171	41.1%	825	140,786	1,670	2.03	285,101	
Market	203	49.0%	822	167,200	1,923	2.34	390,979	
	415		823	341,650	1,747	\$ 2.12	724,838	
Townhomes								
50% AMI	4	2.8%	1,085	4,765	1,095	1.01	4,811	
60% AMI	11	7.0%	1,085	11,772	1,315	1.21	14,263	
80% AMI	64	41.2%	1,085	69,232	1,753	1.62	111,840	
Market	76	49.0%	1,085	82,406	2,275	2.10	172,786	
	155		1,085	168,175	1,959	\$ 1.81	303,700	
Build-to-Rent Cottage Homes								
50% AMI	1	2.8%	780	663	988	1.27	840	
60% AMI	2	7.0%	780	1,638	1,186	1.52	2,491	
80% AMI	12	41.2%	780	9,633	1,581	2.03	19,531	
Market	15	49.0%	780	11,466	2,130	2.73	31,311	
	30		780	23,400	1,806	\$ 2.32	54,173	

INCENTIVE REQUEST

- Building Permit + Impact Fees = \$1,053,578
 - Park Development + Park Dedication Fees = \$2,010,810
 - Land Acquisition = \$3,351,254
 - Road construction cost = \$3,805,000
- = \$10,220,642



STAFF RECOMMENDATION

Item	Amount (\$)	Funding Source
ROW Land Contribution	\$2,817,253	<ul style="list-style-type: none"> • TIRZ: \$1,763,675 • Building Permit Fees: \$323,377 • Impact fees: \$730,201 • Tree Mitigation Fees TBD
Incremental Road Cost	\$2,000,000	<ul style="list-style-type: none"> • TRiP Grant Funds (DCTA)
	\$4,817,253	



STAFF RECOMMENDATION

<u>Park Fees:</u>		
Parkland Dedication Fee-in-lieu & Park Development Fee	City waives \$500,000 Ojala pays \$1,510,810 (\$2,010,810)	\$500,000 reduction of park fees. Ojala to pay the City the remaining required park fees in order to facilitate the city purchase of parkland within the Eastern Old Town area. As an alternative, Ojala is working on a solution to acquire the necessary land and convey it to the city via a conservation easement dedication.
<u>Utility Infrastructure:</u>		
Wastewater/Sanitary Sewer/Storm Water	TBD	City will provide design parameters for the anticipated utility capacity needed for future build out. Ojala will then bid out the design and construct all improvements necessary. City will reimburse Ojala for all costs associated with improving the water, sanitary sewer and storm water utilities above what would be required for a private development including i) installation of additional utility lines under public ROW that would not be required for the private development, ii) upsizing of current capacity above what would be required for the private development, iii) construction of a public lift station to ensure adequate wastewater flow, and iv) any incremental cost increase from using public utility specifications in lieu of private utility specifications. Reimbursement for costs related to the above will be paid to Ojala every month for work completed in the previous month (30-day payable schedule).
Storm, Regional Detention Solution	TBD	Ojala will size adequate detention for the Phase I project. The City will work with Ojala and the surrounding properties to create a regional storm solution prior to the start of Phase II construction (anticipated Q2-2027).



SUMMARY OF BENEFITS

- Affordable housing with a mix of unit types
 - 17 units at 50% AMI
 - 42 units at 60% AMI
 - 247 units at 80% AMI
- Rezoning consistent with the Old Town TOD Master Plan
- Catalytic project - expected to spur additional development in eastern TOD area
- Pocket parks - 5,000 sq ft
- 3.58 acres of public streets
- 231 public on-street parking spaces
- Upsizing of sewer capacity to support additional development (full build-out)
- PFC savings/revenue
 - Approximately \$30M over the next 15 years (\$27M in property taxes abated)
 - \$24M in rent savings
 - \$5.1M in other revenue
 - 108% return on public benefit
 - Additional revenue upon sale - 1.5% of the gross sale proceeds



QUESTIONS/COMMENTS





North Central Texas Council of
Governments

Freight Land Use Analysis

Integrating Freight Movements

Mike Johnson | Coordinated Land Use and Transportation
Planning Task Force

04.25.2024

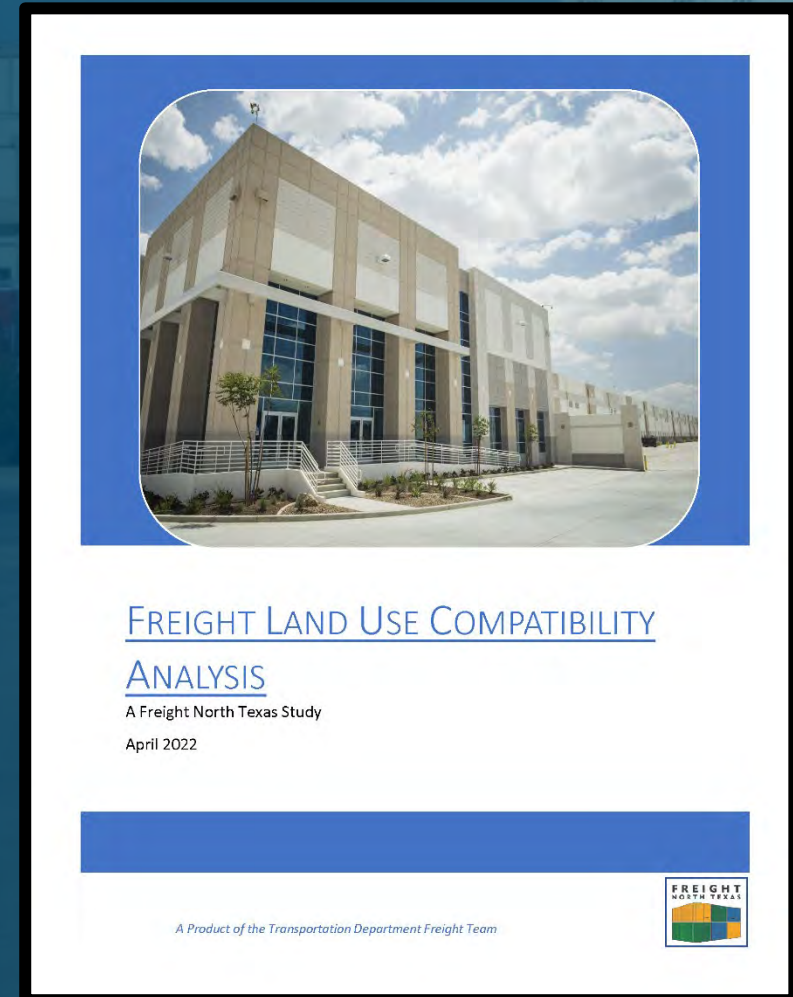
Freight Land Use Compatibility Analysis

Purpose:

Identify and address land use conflicts

Key Takeaways:

- Both poor and exemplary design within the region; aging warehouse population
- Includes a policy toolkit for developers and cities



Importance of Freight Land Use

Increasing Urbanization & Globalization

New Urbanism & Smart Growth

Consumer Trends

Sustainability

Figure 3. 2030 and 2045 County Control Totals – Household Population

County	2020 Census	2030	2045	2020 – 2045
				Change
Collin	1,057,649	1,294,904	1,788,851	731,202
Dallas	2,581,853	3,010,733	3,533,305	951,452
Denton	897,070	1,099,640	1,516,874	619,804
Ellis	190,652	230,103	318,214	127,562
Hood	60,702	73,050	95,154	34,452
Hunt	96,972	113,190	143,594	46,622
Johnson	176,561	203,793	258,100	81,539
Kaufman	143,800	157,257	209,395	65,595
Parker	146,840	173,427	234,655	87,815
Rockwall	107,130	123,161	61,686	54,556
Tarrant	2,083,512	2,468,156	3,047,774	964,262
Wise	67,826	81,225	103,976	36,150
MPA	7,610,567	9,028,639	11,411,579	3,801,012



Freight Land Use Typology

Describes 5 different freight land use types that exist in the NCTCOG region, and the compatibility concerns unique to each type:

Land Use Types:

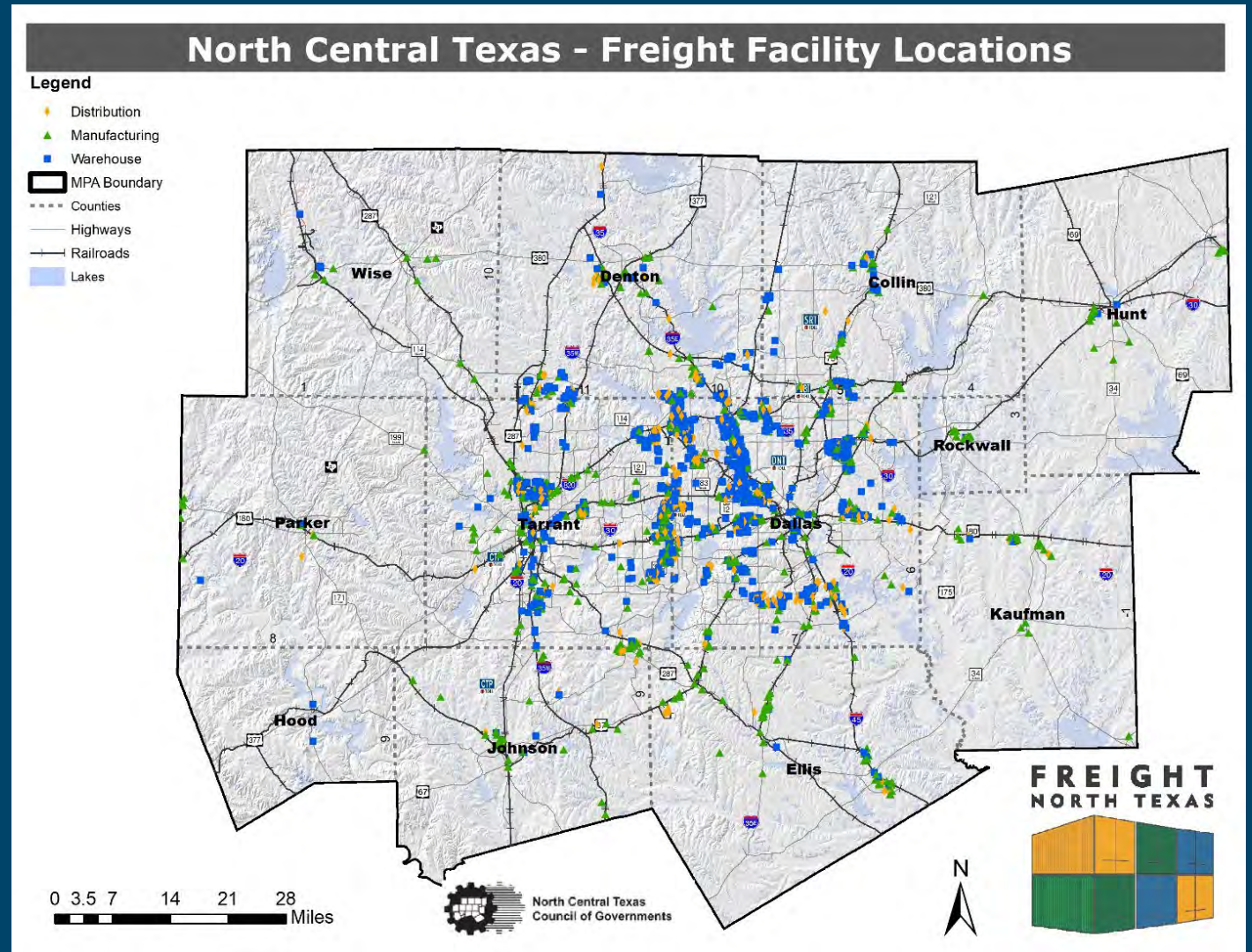
- Warehousing & Distribution
- Air Cargo Transportation
- Pipelines & Public Works
- Manufacturing & Processing
- Intermodal Facilities



Freight Facility Locations

Over 2,400 freight facilities that were either distribution centers, warehouses, or manufacturing facilities.

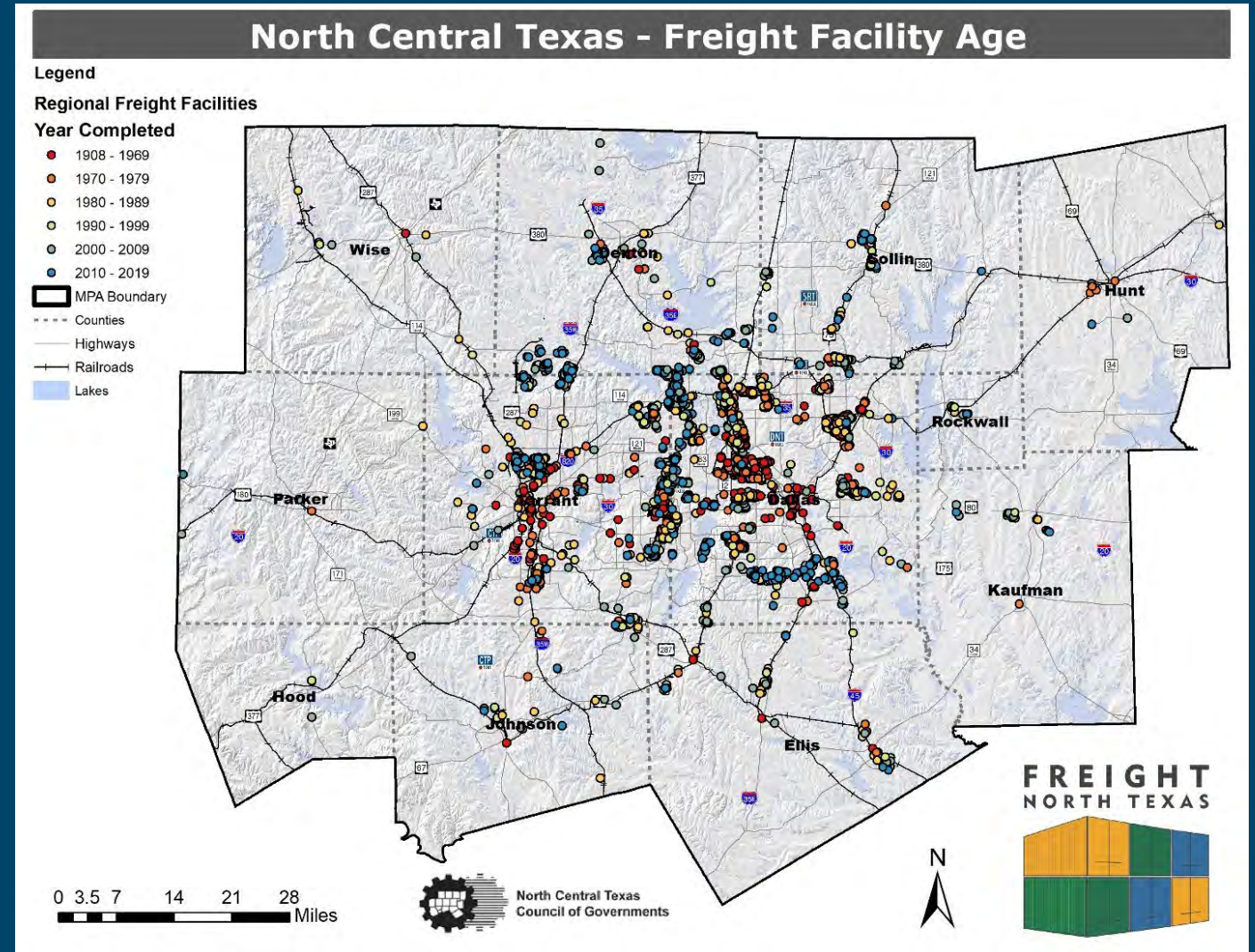
Identified patterns in freight development and facility characteristics



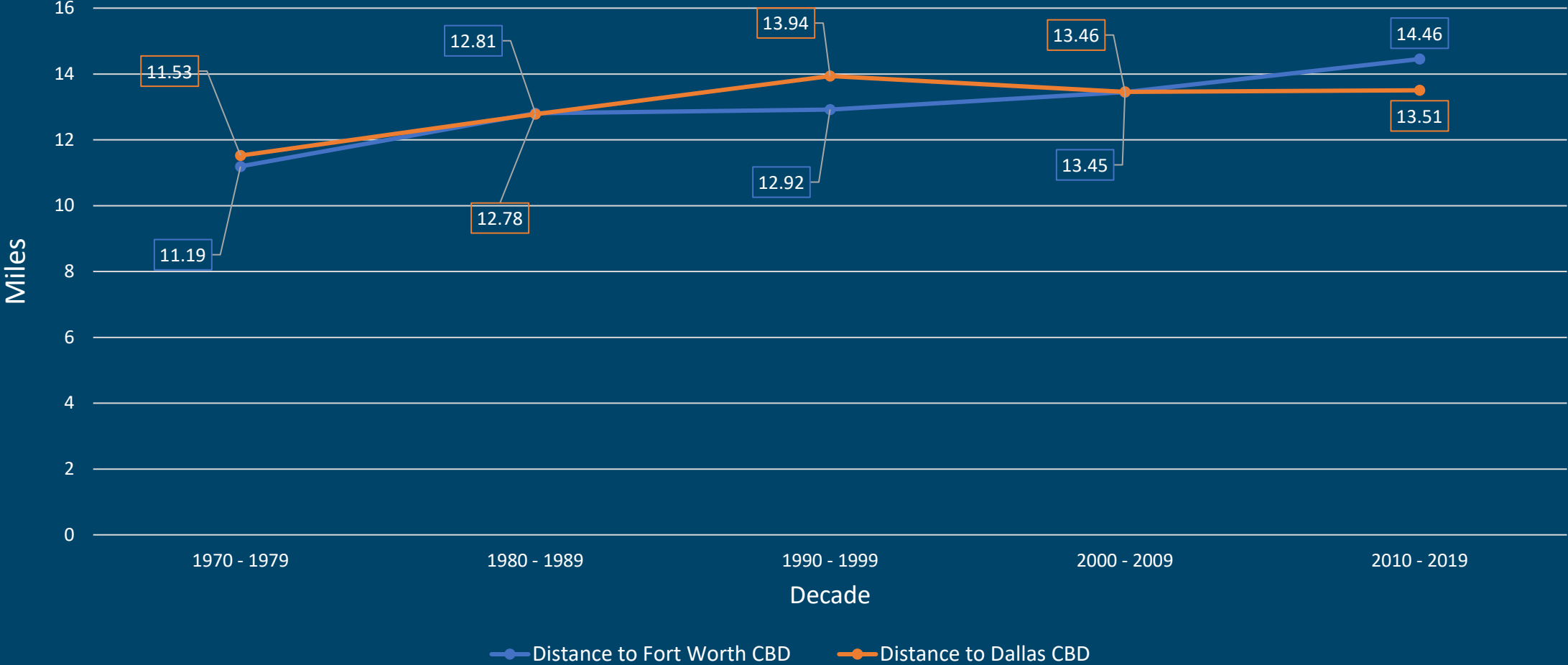
Freight Facility Age

The average age of freight facilities in the region is over 30 years old.

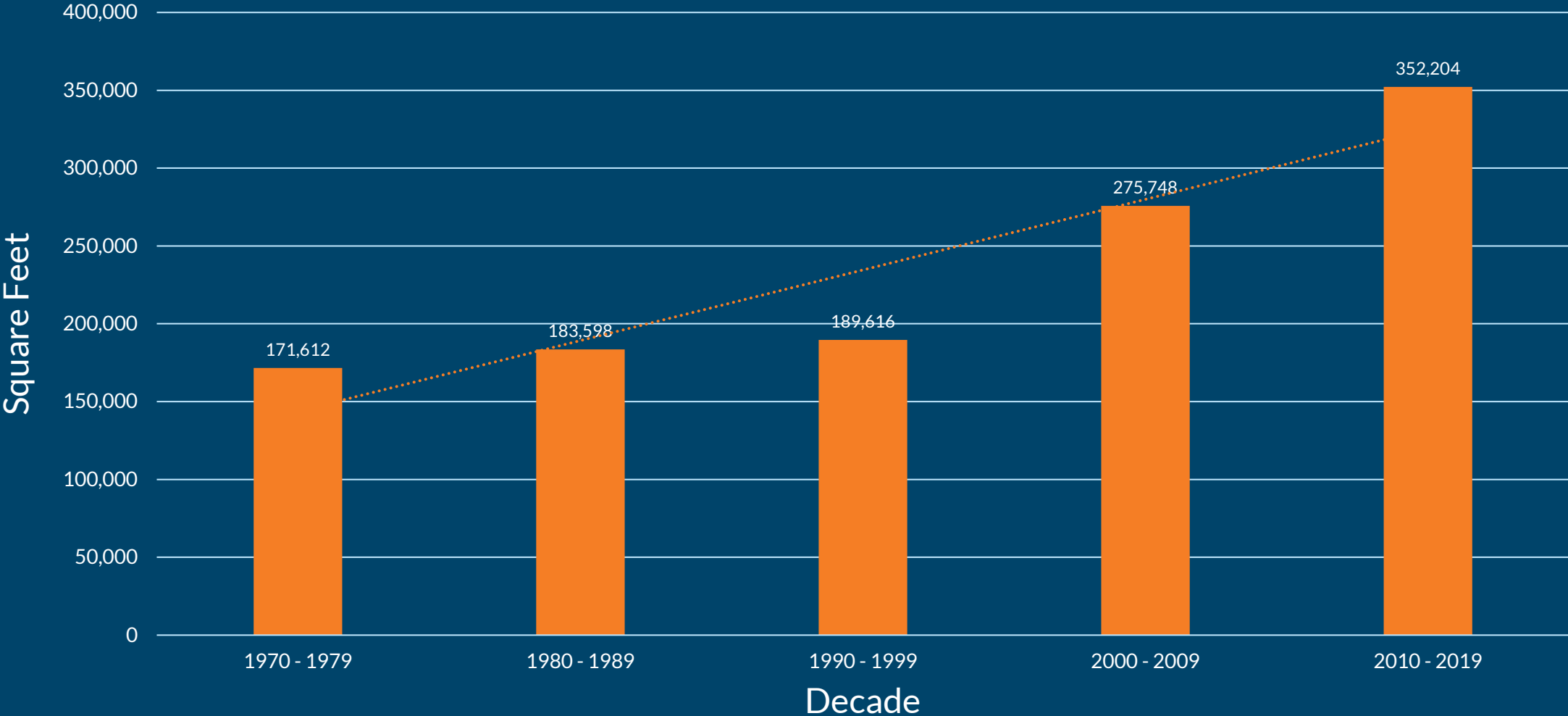
Newer freight facilities tend to be located either near the airport, or along the periphery of the urbanized area.



Average Distance of Freight Facilities to Urban Core Areas in Miles



Change in Average Freight Facility Square Footage



Elements of Freight Facility Dispersion

- Distance from geographic center of both core cities – Dallas and Fort Worth
- Average distance from mean geographic center of all freight developments
- Change in average distance from CBD/geographic center
- Average amount of freight facility square footage added per year



Freight Facility Analysis

Land Use Conflicts

- Present immediate threats to:
 - Safety
 - Quality of Life
 - The Environment
 - Freight Network Performance
- Remediation is required in the near term
- Degrades quality of the built environment

Areas of Concern

- Area-focused rather than facility-specific
- Immediate remediation not necessary
- Has the potential to become a Land Use Conflict over time

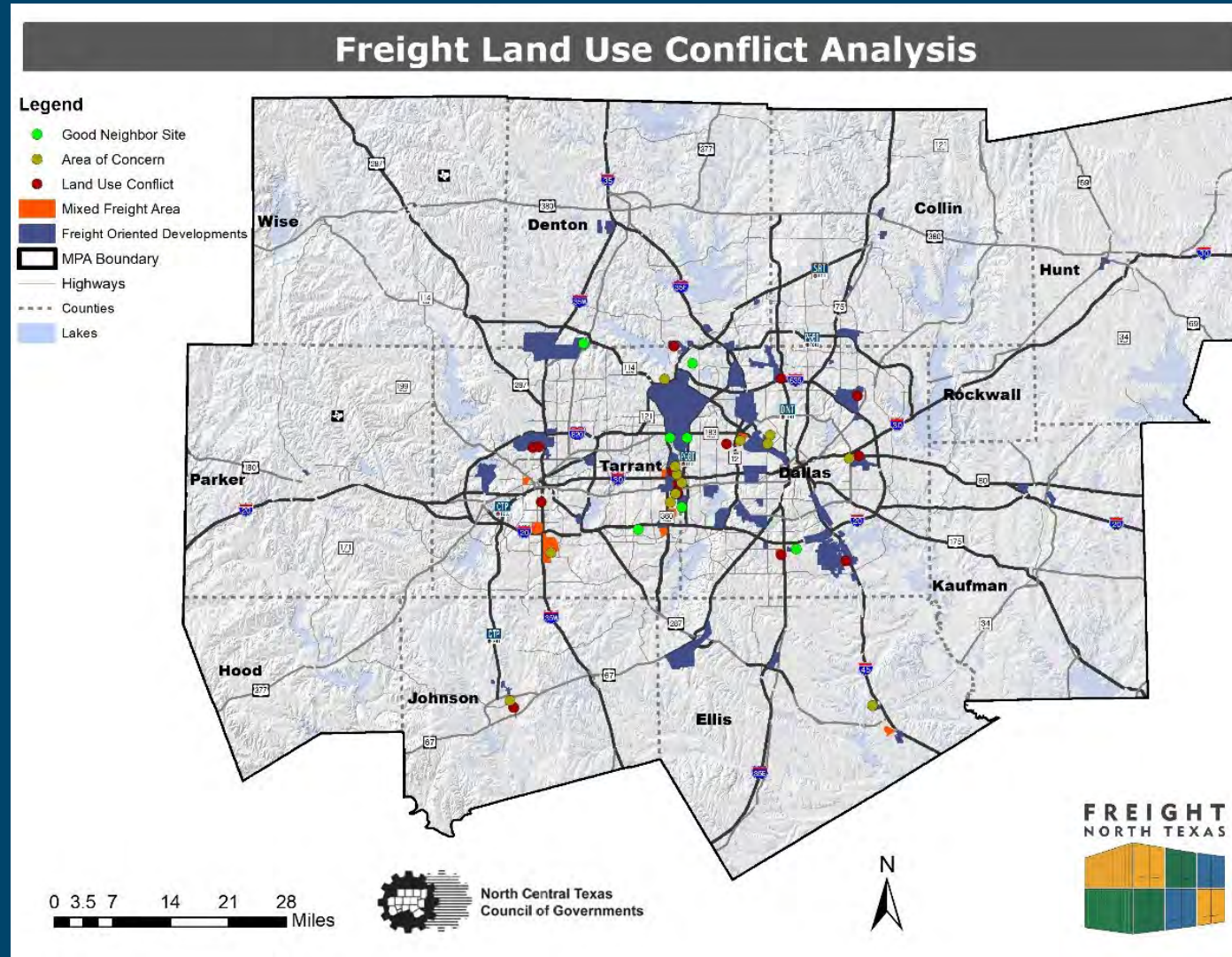


Freight Land Use Conflict Scoring Criteria

Good Neighbor Strategies	Railroad Infrastructure
Sidewalks & Bicycle/Pedestrian Paths	Median Barriers
Raised Berms	Quad Gates
Supplemental Vegetation	Quiet Zone
Sound Walls	Offset from Sensitive Land Use
High-Quality Fencing	Rail-Related Connectivity Issues
Buffer Zones	Buffers Between Sensitive Land Use & Railroads
Site Design	Roadway Infrastructure
Loading Docks	Loading & Unloading Zones
Lighting	Truck-Related Roadway Damage
Vegetation & Fencing	Access Via Non-residential Road
Staging Areas	Adequate Truck Parking
Freight-Oriented Development	
FOD Encroachment	
Pipeline Setbacks	
Environmental Justice Concerns	



Land Use Conflicts



Resolving and Preventing Land Use Conflicts

Good Neighbor Strategies

Operational or physical characteristics that aim to integrate freight facilities into their surrounding land uses, with a focus on preventing or remediating land use conflicts.

Context-Sensitive Solutions

An approach to the design of transportation infrastructure that attempts to conform roadway features to the scale, functionality, and community identity of the surrounding built environment.



Freight Land Use Policy Toolkit



Freight Land Use Policy Toolkit Example

Policy 2-1: Truck Routing Ordinance Establishment & Review

Cost: Low | Time Required: Low-Medium | Impact: High

The designation and maintenance of truck routes are critical for quality of life and efficient freight movement through local roadways. Although most cities in the North Central Texas region have truck routes designated by ordinance, they must be regularly reviewed and updated on the basis of changing transportation network conditions, changes in land use, and regional freight network connectivity concerns.

Truck Routing Designation Criteria	
Physical Criteria	Connectivity Criteria
<ul style="list-style-type: none">• Favorable Intersection Geometry• Sufficient Bridge Height• Absence of Low-weight bridges• Overhead clearance• Road weight capacity limits• Minimal At-grade rail crossing interaction• Separation from Bicycle/Pedestrian infrastructure	<ul style="list-style-type: none">• Commercial development/district access• FOD & Industrial area access• Arterial or highway connections• Intermodal facility access• Truck parking facility access



Analysis Key Findings

- The southern portion of the SH-360 Corridor contains numerous Freight Land Use Conflicts
- The DFW Region at large has experienced a small amount of the *freight sprawl* phenomenon
- Communities should contemplate the characteristics of specific sites, facilities, and plots of land, rather than broad geographical subdivisions.
- Recommendations and strategies resulting from the analysis were used to generate the Policy Toolkit portion of the report



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City of Dallas

Coordinated Land Use and Transportation Planning Task Force

**Impact of Infill and
Redevelopment on
Transportation Access
April 25, 2024**

Ghassan "Gus" Khankarli, Ph.D. P.E.,PMP, CLTD
Director
Department of Transportation
City of Dallas

Presentation Overview



- Background
- Key Impacts
- Next Steps
- Questions



Background



- Dallas strategic plan has 6 guiding principles covering: Housing, economic vitality, safety, innovation, environmental sustainability, and equity
- Shortage of housing and new market forces leading to major repurposing of existing building inventories
- Increase in population and existing land use conditions impacting freight activities
- Collaboration with other agencies on Transit Oriented Development opportunities is occurring.



Key Impacts



- Vehicular access
- Pedestrian access
- Bicycle access
- Micromobility access
- Parking access
- Safety impacts
- Broadband access
- Construction activities impact



Next Steps



- Regional coordination to develop policy guidelines for transportation impacts mitigation measures
- Updates to ordinances that govern such activities
- Regional coordination on projects selection, development and implementation





Questions?





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Commercial-to-Residential Conversions in Downtown Garland

WILL GUERIN, AICP
DIRECTOR OF PLANNING

APRIL 25, 2024



City Square Lofts

705 West Avenue B
www.citysquaregarland.com

Conversion from Bank of America to Multi-Family

126 units in former bank building + new building



City Square Lofts Before:



City Square Lofts After:







CitySquare Lofts

Adaptive Reuse

9% Low-income Tax Credit Program

- 70% affordable, 30% market rate

Awards from Texas and National Associates of the Housing Finance Corporations for Adaptive Reuse.

Lessons Learned from Developer

Get Fire Marshal involved early!

Learning curve with brand new form-based code Downtown.

“Project couldn’t have happened without the support from the City.”

The Draper

217 South Garland Avenue

www.liveatthedraper.com





The Draper Before:









The Draper

Phase 1: 155 units (now open)

Phase 2: 30 units, above Chase Bank and retail space

Phase 3: 12 townhouse-style units

Approximately \$50 million investment from developer.

The Draper

Economic Development Agreement/Incentives:

\$100K rebate on roadway impact fees (may be adjusted due to installation of turn lane)

City of Garland is doing asbestos abatement on Phase 2 (Chase Bank building).

Takeaways

Rehabilitation and redevelopment projects are harder than greenfield!
(But the impact is enormous.)

Get necessary departments involved early.

Be flexible.

City may need to assist in “closing the \$ gap”.

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

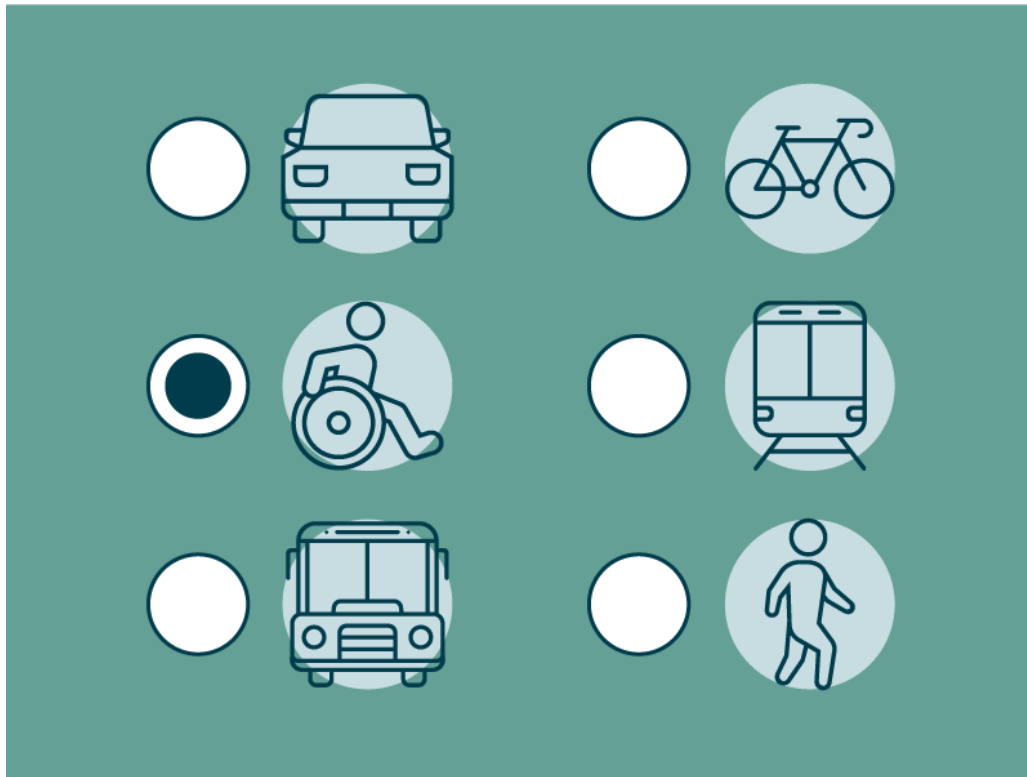
A blue-tinted photograph of a city street scene. In the foreground, two women are walking towards the left. The background shows a street with buildings, trees, and other pedestrians. A sign for 'PATRIZIO' is visible on a building to the right. The overall scene is a busy urban environment.

Announcements

Mobility 2050 Needs Your Input

Limited-Time Survey

Open Through 2024



Map Your Experience

Online, Anytime



www.nctcog.org/M50



Public Input Needs Assessment

Survey

How the transportation system is working to connect people to key destinations such as jobs, healthcare, and education

+

Map Your Experience

Anyone can identify and describe specific corridors or areas of need so NCTCOG can find gaps and coordinate regional solutions

+

Other Sources of Input

Public meetings, emails, outreach events, etc.

Identify public needs and preferences to consider in the planning process

Subscribe to updates on Mobility 2050 here:

<https://publicinput.com/mobility2050>



Contact:

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Upcoming Federal Grant Opportunities

Due Date	USDOT Grant
<p>May 16, 2024 (all types)</p> <p>August 29, 2024 (Planning & Demonstration-only)</p>	<p>Safe Streets and Roads for All (SS4A)</p> <p>Safe Streets and Roads for All Grant Program US Department of Transportation</p>
<p>June 17, 2024</p>	<p>Active Transportation Infrastructure Investment Program (ATIIP)</p> <p>ATIIP - Bicycle and Pedestrian Program - Environment - FHWA (dot.gov)</p>
<p>May 6, 2024</p>	<p>National Infrastructure Project Assistance (MEGA)</p> <p>The Mega Grant Program US Department of Transportation</p>
<p>May 6, 2024</p>	<p>Nationally Significant Freight and Highway Projects (INFRA)</p> <p>The INFRA Grant Program US Department of Transportation</p>
<p>May 6, 2024</p>	<p>Rural Surface Transportation Grant Program (RURAL)</p> <p>The Rural Surface Transportation Grant Program US Department of Transportation</p>



Upcoming Federal Grant Opportunities

Open Date	USDOT Grant
April 2024	Pilot Program for Transit Oriented Development Pilot Program for Transit-Oriented Development Planning – Section 20005(b) FTA (dot.gov)
Spring 2024	Thriving Communities Program Thriving Communities Program US Department of Transportation
Summer 2024	Reconnecting Communities Pilot Program Reconnecting Communities and Neighborhoods Grant Program US Department of Transportation



After Today's Meeting

Access Meeting Recording and Slides:

www.NCTCOG.org/LUTTF

Next meeting scheduled for July 18, 2024

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