

The meeting will begin shortly



Please mute your microphone until called on for questions.



Questions will be addressed at end of each section. Please insert questions in chat or raise hand to speak.



This meeting will be recorded.



Recording and presentation will be shared after the meeting:
www.NCTCOG.org/LUTTF





North Central Texas Council of Governments

Coordinated Land Use and Transportation Planning Task Force

Virtual Meeting | 07/18/2024

2024 Task Force Meeting Schedule

January 25th

April 25th

July 18th

October 17th

www.NCTCOG.org/LUTTF



Today's Meeting

Local Updates

NCTCOG 2022/2023 Regional Transit On-board Survey

NCTCOG Demographics Forecast

Transit-Supportive Land Uses & Affordable Housing

- Public Facilities Corporations and TOD, Dallas
- Supporting Affordable Housing and eTOD , Austin
- Cavile Place Project and Stop Six Neighborhood Transformation Plan, Fort Worth

Panel Discussion

Announcements



A blue-tinted photograph of a city street scene. In the foreground, two women are walking from left to right. The woman on the left is wearing a dark top and carrying a bag. The woman on the right is wearing a light-colored top and carrying a bag. They are walking past a wooden bench and some outdoor seating. In the background, there are 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.

Local Updates



NCTCOG PRESENTATION

2022-2023

**North Central Texas
Regional Transit On-Board Survey**

Kathy Yu
Model and Data Development
Transportation Department, NCTCOG



Presented to
*Coordinated Land Use and
Transportation Task Force*
July 18, 2024

Survey Purpose

- Compile transit passengers' demographics and how they use transit
 - Used by transit planners in designing the transit system to match the needs of the existing and potential users - route analysis and service planning
 - Used By NCTCOG to update the regional travel model which is used to support regional long-range transportation planning
- Collect recent travel pattern data to be used in applications for Federal Transit Authority (FTA) Grant programs. The last regional transit survey took place in 2014.
- Meet the Title VI Civil Rights Requirements per the latest FTA guidance



Survey Description

Collaborative Effort by:



2022-2023 Total Ridership:

Agency	# Bus Routes/ Rail Lines Surveyed	Fixed Route Ridership	# On-Demand Zones	On-Demand Ridership
DART	96	143,930	33	3,864
DCTA	19	10,853	2	2,015
Trinity Metro	38	14,486	4*	376
TRE	1	3,826		
Arlington			1	2,578
Regional Total	154	173,094	40	8,833



* Only 4 of 5 Trinity Metro ZIPZONES surveyed.

Data Collection

Sample Size:

- 10 percent of Weekday Ridership on all fixed routes, including local and express bus, commuter rail, light rail, streetcar, and trolley
- 10 percent of Weekday Mobility On-Demand

Survey Period: September 2022 – May 2023

- Fall 22 – DCTA and Trinity Metro
- Spring 23 – DART and TRE

Method:

- On-Board, Face-to-Face Interviews
- Randomly selected riders were asked to participate
- Survey instrument interface on Tablet PC's
- 50 percent of surveyors were Bilingual

Surveys Collected:

- Fixed Routes: 32,976 Surveys
- Mobility On-Demand: 1,534 Surveys

QUEREMOS SABER DE USTED
Encuesta sobre el sistema de Transporte: A partir de agosto 2022



Ayúdenos a mejorar el Sistema de Transporte Regional
¿Cómo utiliza los servicios de transporte? Queremos saberlo. Este atento por el equipo de encuestadores. La información que nos proporcione nos ayudará a atender mejor sus necesidades.
Para más información, llame al 817-608-2343 o visite www.nctcog.org/transitsurvey.

DCTA **TRINITY** **METRO** **DART**

WE WANT TO HEAR FROM YOU
Transit Survey: Starting February 2023



Help Us Make Regional Transit Better For You
How do you use transit services? We want to know. Be on the lookout for a survey team. The information you provide will help us better serve your needs.
For more information, please call 817-608-2343 or visit www.nctcog.org/transitsurvey.

TRE **TRINITY** **METRO** **DART**

Main Survey Questions (p. 1 of 2)

One-Way Trip:



Main Survey Questions (p. 2 of 2)

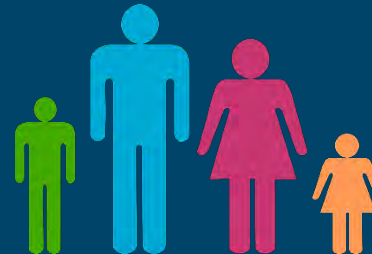
Person Demographics:

- Age
- Gender
- Race/Ethnicity
- Worker Status
- Student Status
- Language spoken at home
- Disability
- Resident/Visitor



Household Demographics:

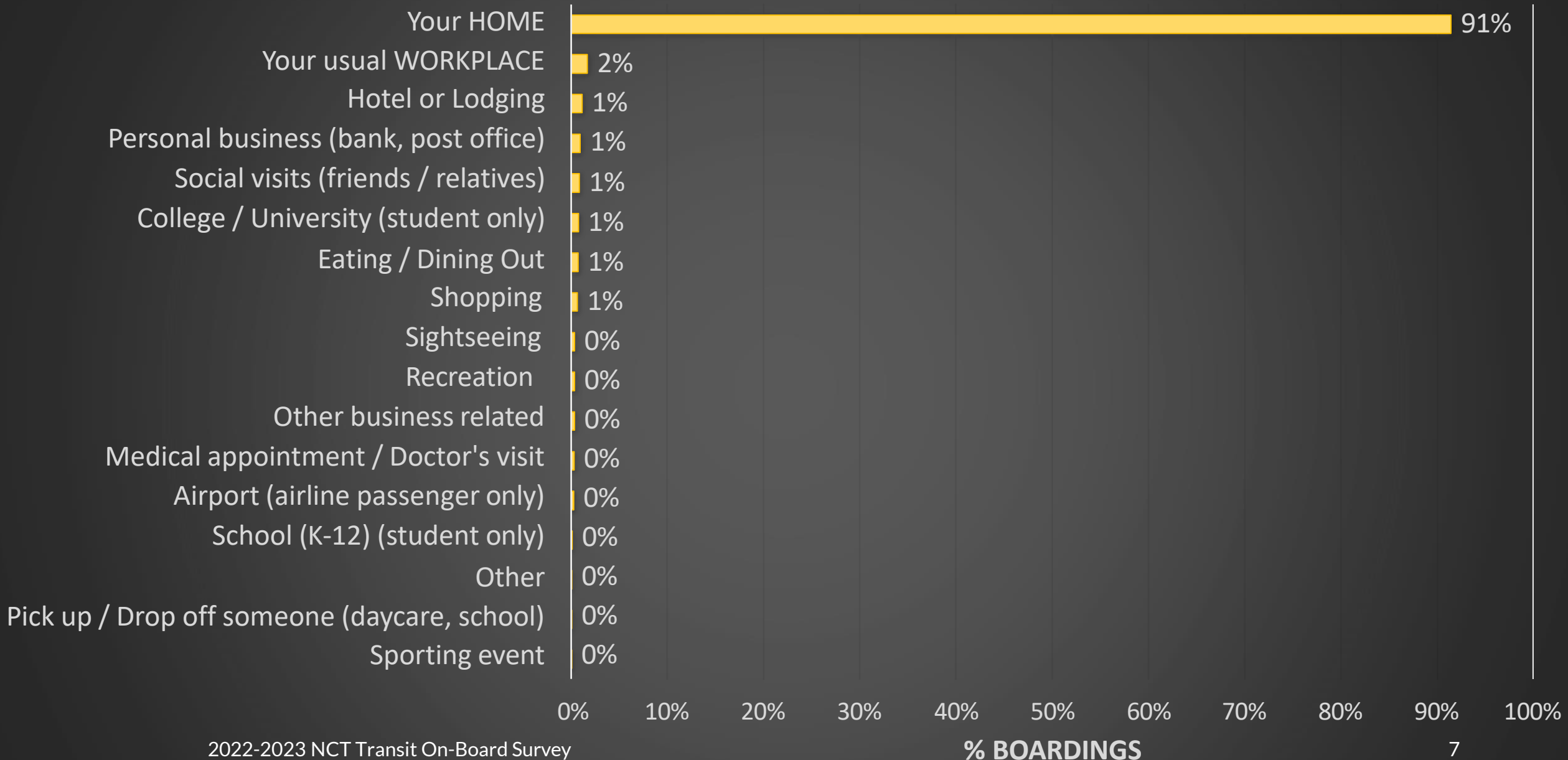
- Household Income
- # Persons in the Household
- # Registered Vehicles in the Household
- # Workers in the Household



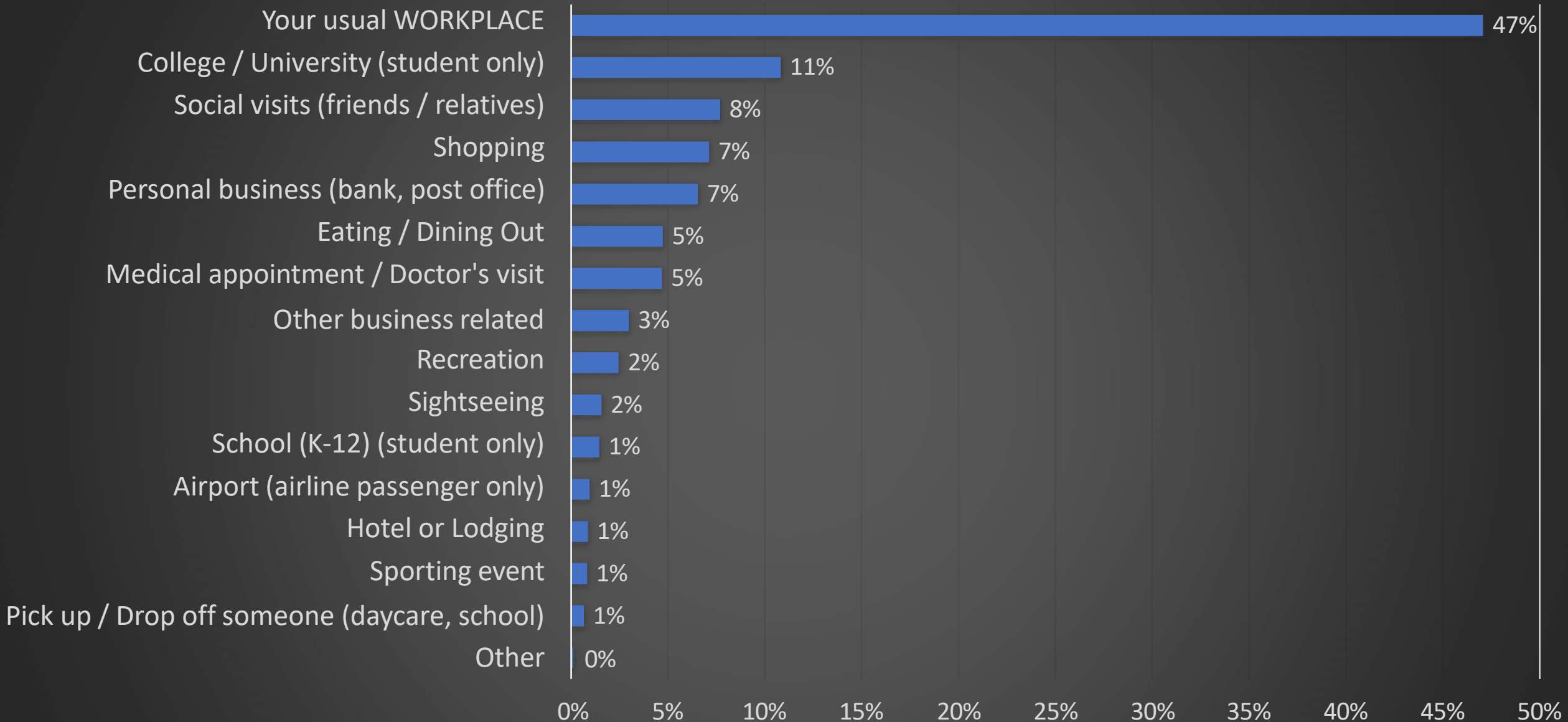
Other Questions Included

Fare, Payment, Trip Planning, Transit Use Frequency, Wait Time

Production Location: Home or Origin

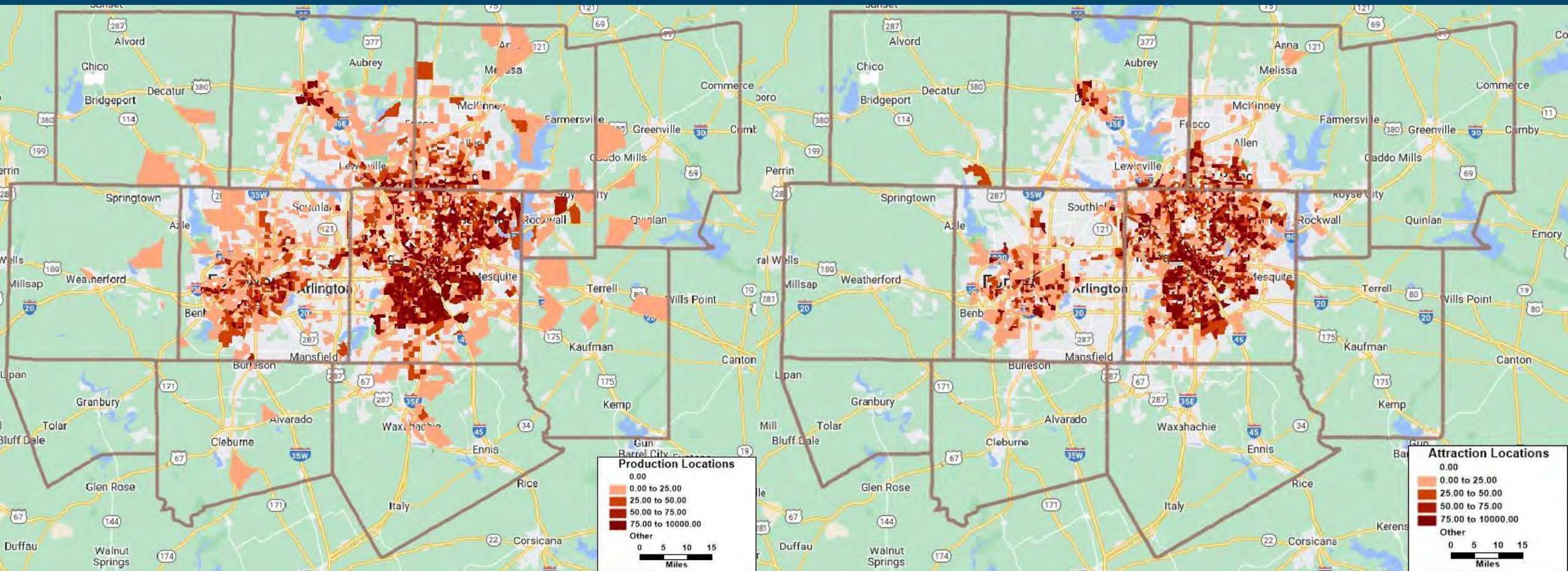


Attraction Location: Non-Home or Destination

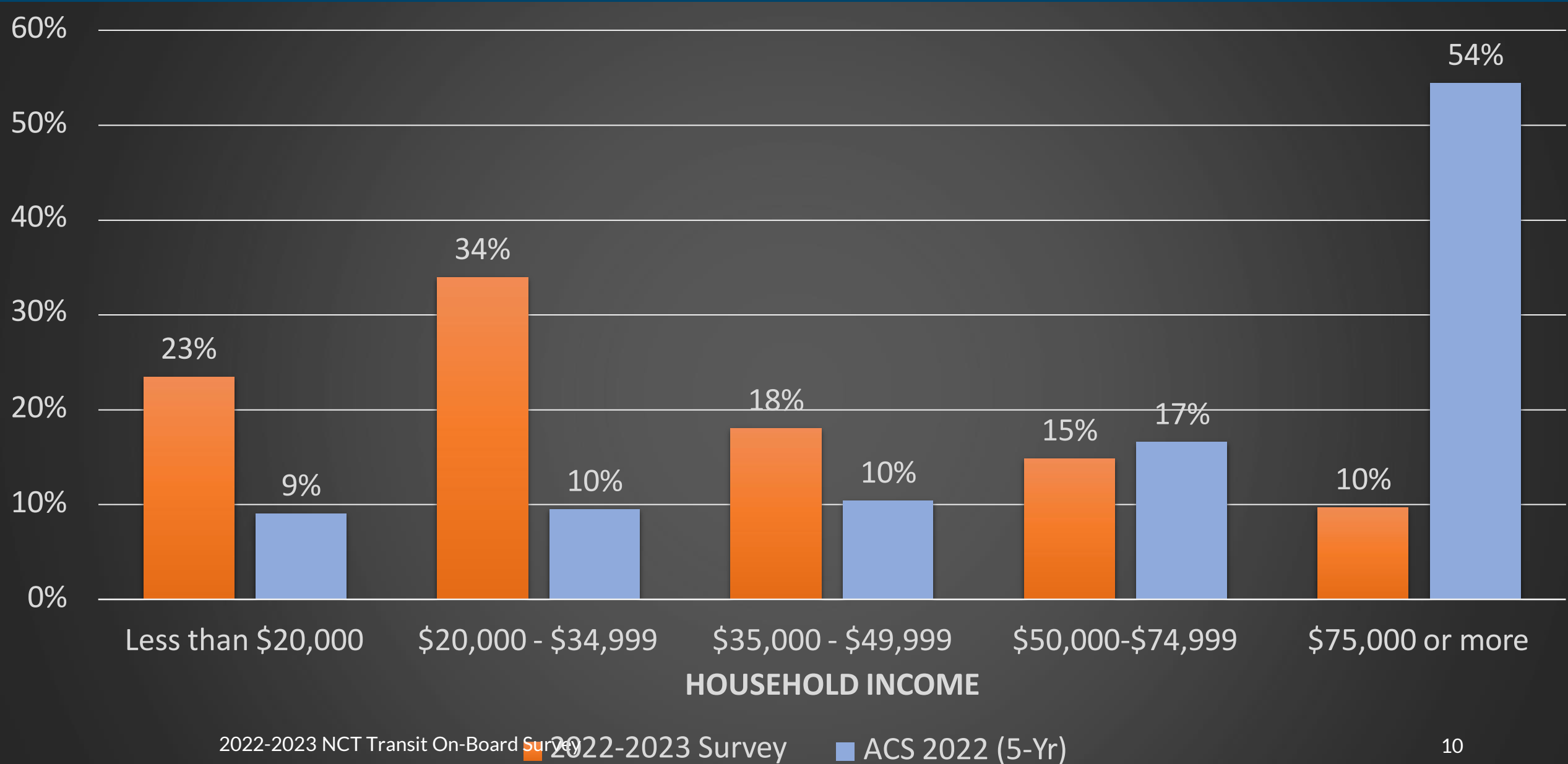


Trips Produced From (Home or Origin)

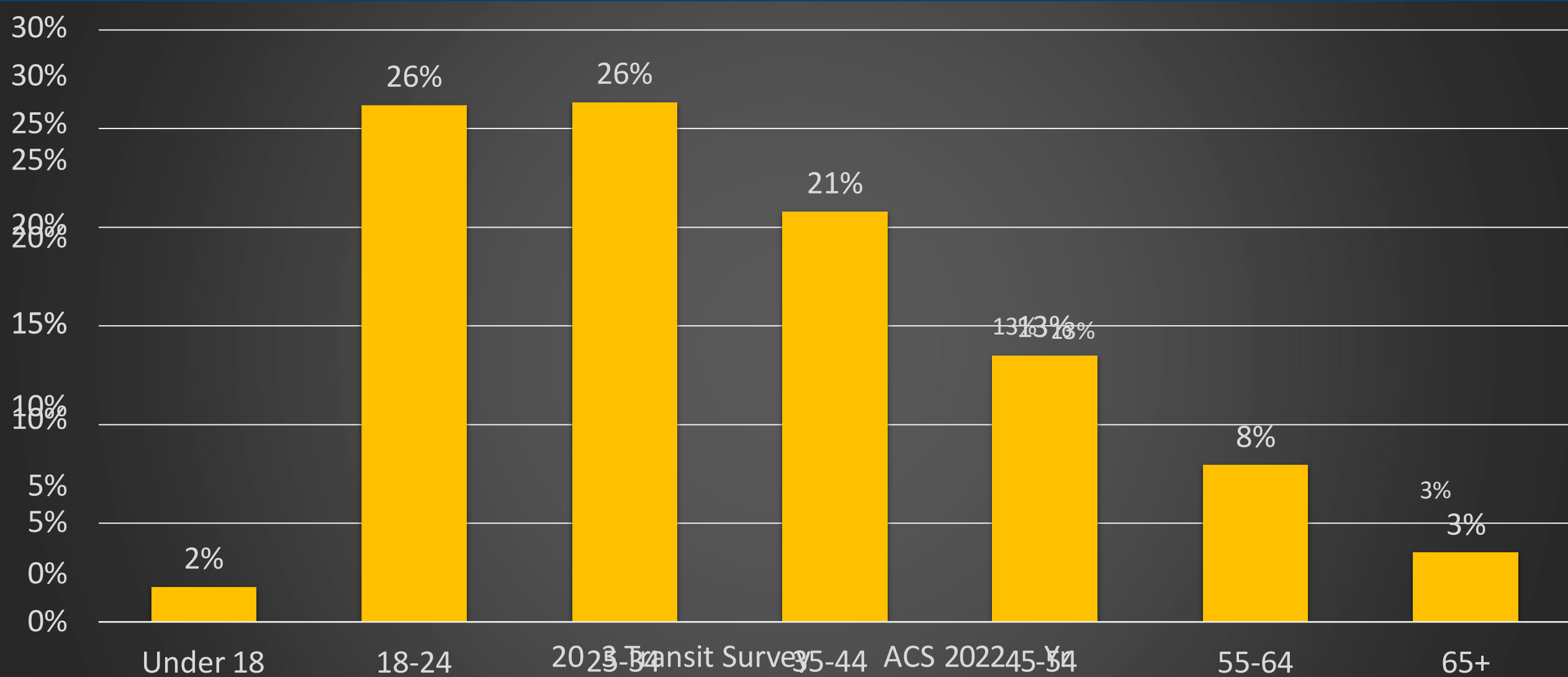
Trips Attracted To (Non-Home or Destination)



Household Income (vs ACS 2022)



Age



Travel Survey Reports

Airport Surveys

- 2015 Dallas Fort Worth International Airport Originating Passenger Survey
- 2015 Dallas Love Field Airport Originating Passenger Survey
- 2014 Dallas Love Field Airport Originating Passenger Survey

Household Survey Information

- Review and Analysis of the 2009 National Household Travel Survey (NHTS)
- Reweighting the data in the 2009 National Household Travel Survey for the NCTCOG region

Roadway Facilities Surveys

- 2022 Limited Access Facilities Survey (Toll roads, Managed Lanes, General Purpose lanes)

Transit Surveys

- 2022-2023 North Central Texas Regional Transit On-Board Survey

CONTACT US



Kathy Yu

Principal Transportation System Modeler

kyu@nctcog.org



Arash Mirzaei

Senior Program Manager, Model & Data Development

amirzaei@nctcog.org



NCTCOG DEMOGRAPHIC FORECASTING PROGRAM

PRESENTED TO
COORDINATED LAND USE AND TRANSPORTATION PLANNING TASK FORCE
JULY 18, 2024

Overview

The demographic forecasts provide a common base for regional planning and resource allocations. The forecasts are widely used by cities, counties, and partner agencies.

Development of the forecasts is a joint effort between the NCTCOG Research and Information Services and Transportation departments.

The current forecast extends to the year 2045 and was adopted by the NCTCOG Executive Board in February 2022.

Overview

NCTCOG has been developing demographic forecasts since the 1970's, with new or updated forecasts generally every 3-5 years.

The demographic forecasting process at NCTCOG is a data-driven, analytical approach with consideration of stakeholders' feedback.

Current effort will result in new forecasts for 2050 and include projections of households, household population, and employment at a sub-county—Transportation Analysis Zone—level.

Regional Controls

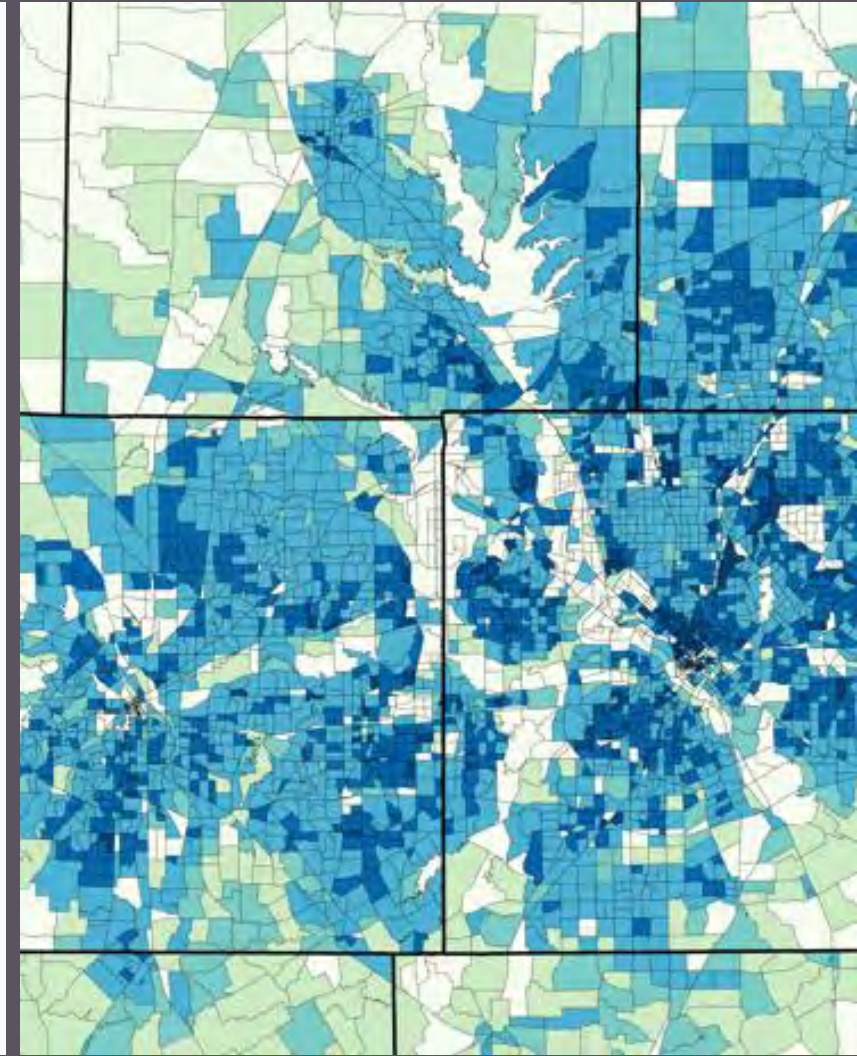
	2019 (base year)	2050 Control	2019 – 2050 Change
Households	2,799,440	4,299,727	1,500,287
Household Population	7,641,955	12,305,759	4,663,804
Employment	5,290,312	8,698,026	3,407,714

Forecast Development

Regional controls are allocated to very small areas using statistical models.

Estimated/observed data serve as inputs along with local future land use plans.

Local review is a critical part of the process!



Create features

Settings

Name

Example

Location

Type

Office

Size

120000

Measure

Square feet

Year

2025

Comments

ReviewerName

ReviewerEntity

Create

Mulkey St
10349

Sierra Estate III

Monte 10347

40848

Atkins St

Minden St

Butler St

Warren St

Weather Ave
10464

Blodgett Ave

1,000 ft

40849

City of Fort Worth, Tarrant County College

Local Review

While the best available data were used, there are likely to be imperfections in the base-period data.

Statistical modeling is inherently subject to various types of error.

Local review provides additional information that NCTCOG staff can use to refine the forecasts.

Focus of local review:

- Correctable errors in the base data
- Activity that has either occurred or is certain to occur, but was not captured by the models

2022 – 2023

Develop inputs

Determine control targets

January – June 2024

Develop draft forecasts

July – August 2024

Conduct local review

September – October 2024

Incorporate local input

October or November 2024

Seek Executive Board approval

Approximate Timeline

THANK YOU

Mark Folden

mfolden@nctcog.org

Donna Coggeshall

dcoggeshall@nctcog.org

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 from the camera. The background features multi-story buildings, trees, and outdoor seating areas with tables and chairs. The overall atmosphere is urban and active.

Transit-Supportive Land Uses and Affordable Housing

Affordable Housing and Transit



When affordable housing is allowed near transit, both ridership and ridership frequency increase.



Other regions in the U.S have found that residents in affordable and low/moderate rent areas use transit more frequently. (1,2,3,4)



Transit ridership rises due to improved access to job opportunities through public transport. (6,7,8,9)



Residents who more or live near TODs and station areas typically decrease driving and increase public transit Use. (2,3,5)



References

1. The Influence of Transit - Oriented Developments on Housing Cost and Ridership in Denver, Colorado, (<https://repository.gatech.edu/entities/publication/3a75c86b-169d-4613-823c-9a75e753c63e>)
2. Travel of TOD Residents in San Francisco Bay Area: Examining the Impacts of Affordable Housing (<https://escholarship.org/uc/item/1r20w0tv>)
3. Affordable Housing in Transit-Oriented Developments: Impacts on Driving and Policy Approaches (<https://dot.ca.gov/-/media/dot-media/programs/research-innovation-system-information/documents/f0016779-ca17-2983-finalreport.pdf>)
4. Is transit-oriented development affordable for low- and moderate-income households? (<https://www.sciencedirect.com/science/article/abs/pii/S026427512300584X#:~:text=As%20of%20July%202021%2C%20there,ot hers%20as%20much%20as%2070%20%25.>)
5. Assessing the Travel Demand and Co-Benefit Impacts of Affordable Transit-Oriented Developments (https://www.urbandisplacement.org/wp-content/uploads/2021/08/assessing_travel_demand.pdf)
6. Transit Ridership Growth Study. Chicago Metropolitan Agency for Planning .2017. (https://www.cmap.illinois.gov/documents/10180/0/Transit+Ridership+Growth+Study_final.pdf)
7. Factors influencing Light Rail Station Boarding in the United States. Michael Kuby *, Anthony Barranda, Christopher Upchurch.2003 (UNT Library Access)
8. The Relation Ship Between Rail Transit Ridership and Built Environment and Transport Systems. Szu-Han Chen. 2009. (<https://dspace.mit.edu/handle/1721.1/82835>)
9. Jobs/housing balance and employer-based travel demand management program returns to scale: Evidence from Los Angeles Jiangping Zhou, Yin Wang, Lisa Schweitzer,. 2012. (<https://www.sciencedirect.com/science/article/abs/pii/S0967070X11001314>)



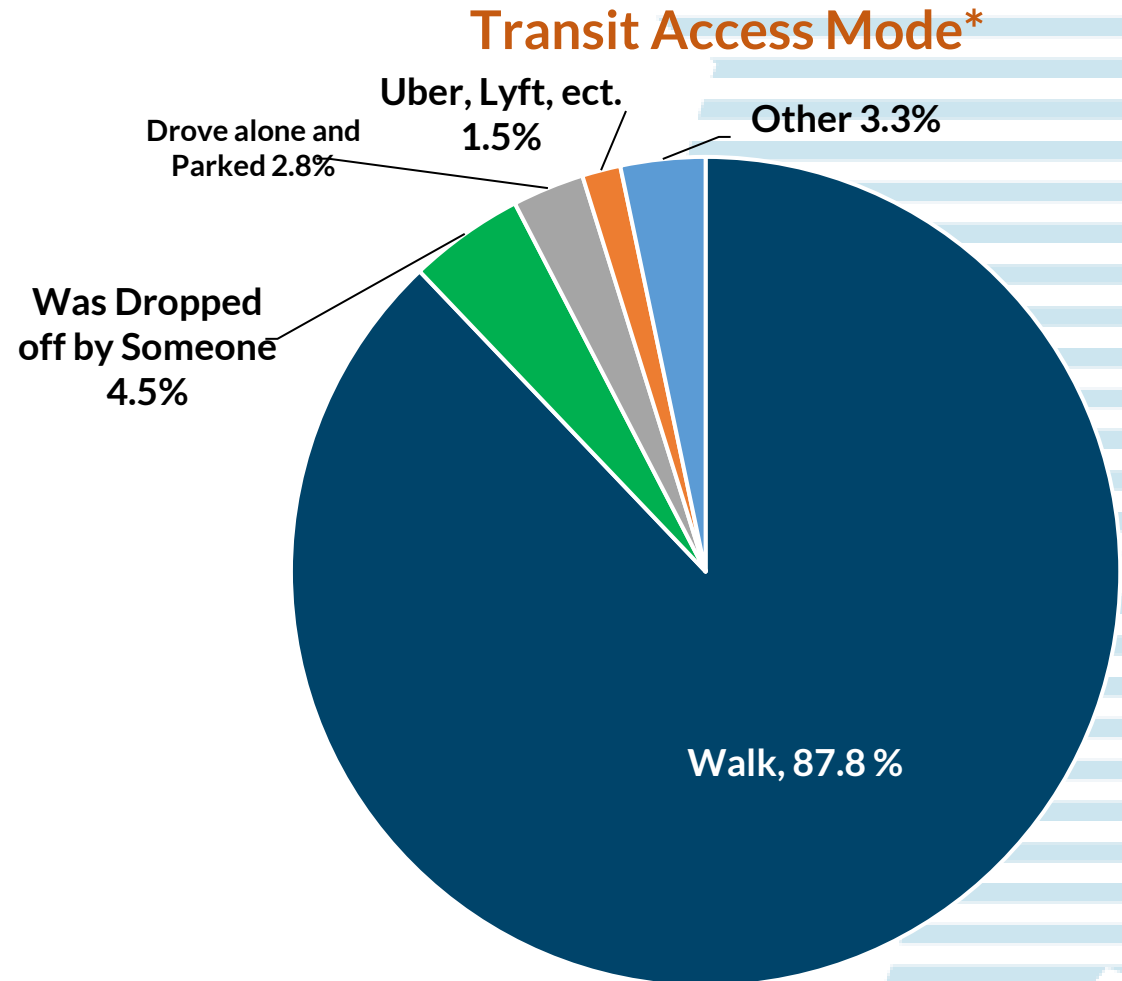
NTX On-Board Transit Survey 2022-2023

63 % of riders have an annual household income less than \$50,000

Dallas-Fort Worth MSA*

- Median Gross rent: \$1,467
 - Annual income needed: \$58,680
- Median Owner cost (with mortgage): \$2,166
 - Annual income needed: \$86,640

*2022 ACS 1 year for the Dallas -Fort Worth-Arlington Metropolitan Statistical Area (table DP04). Assumes housing cost is 30% of annual HH income.



*includes bus and rail



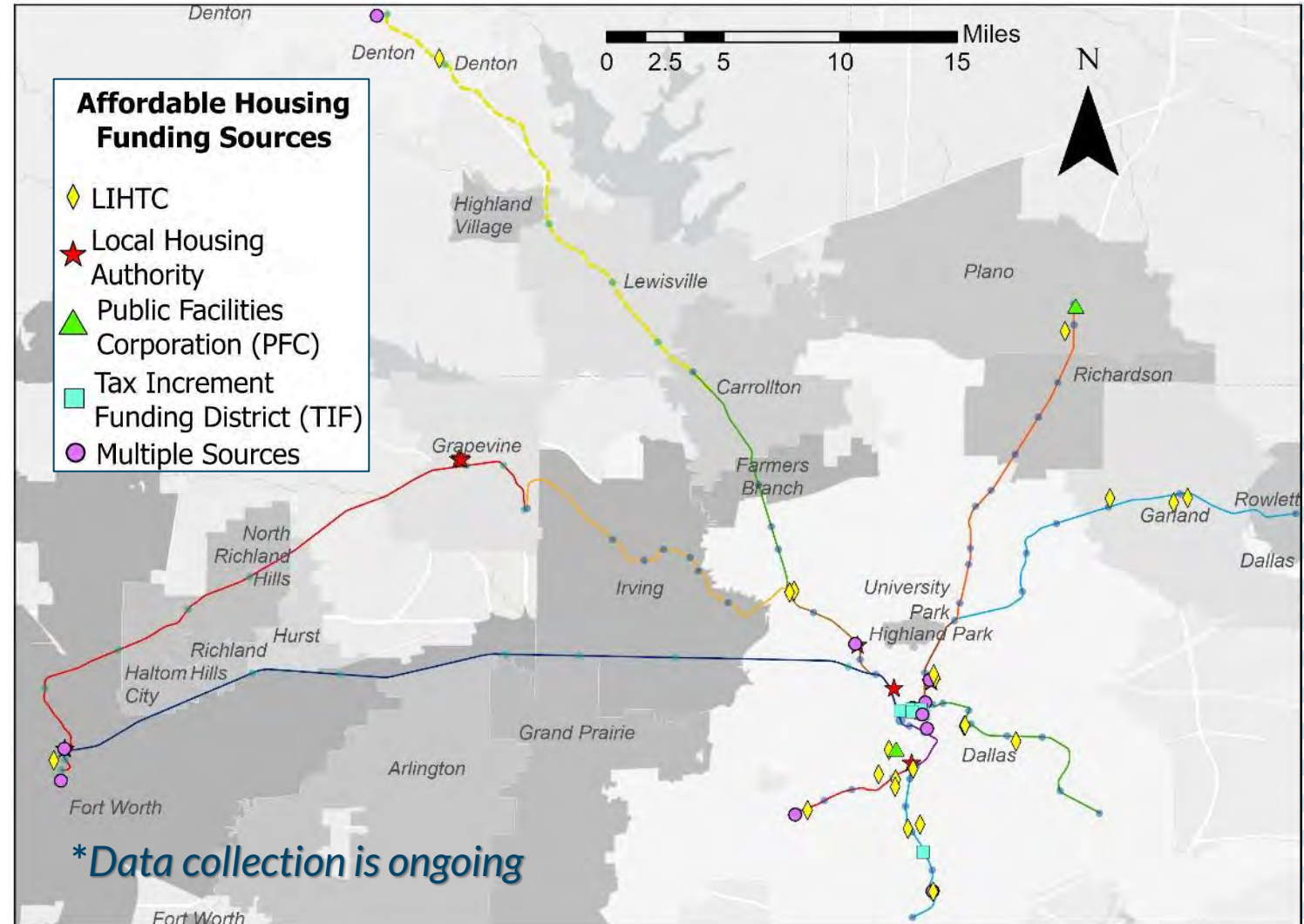
DRAFT* Affordable Housing and Rail Stations Map

Funding Sources Reviewed

- Dallas Tax Increment Financing Districts
- Low Income Housing Tax Credit
- City of Dallas Housing Opportunity Fund
- TDHCA Texas Credit Assistance Program
- Public Facilities Corporation
- Dallas Housing Finance Corporation
- HUD Section 108 Financing

Housing Authorities

- Grapevine Housing Authority
- Dallas Housing Authority
- Denton Housing Authority
- Fort Worth Housing Solutions



NCTCOG – TOD and Affordable Housing Infrastructure Support

2005-2006 Call for Projects: Fiji/Compton Affordable Senior Housing

8th & Corinth DART Station

Project cost: \$3,514,983

Funds supported pedestrian amenities, and landscaping to support the infill/TOD development.

Mockingbird Station Park and Ride Redevelopment (2022)

SMU/Mockingbird DART Station

NCTCOG provided a \$20 Million in funding swap to enable Phase 1: 725 space surface parking becomes 500 space underground garage

Phase 2: 429-unit apartment unit apartment complex with 86 units reserved for affordable housing (20 %)

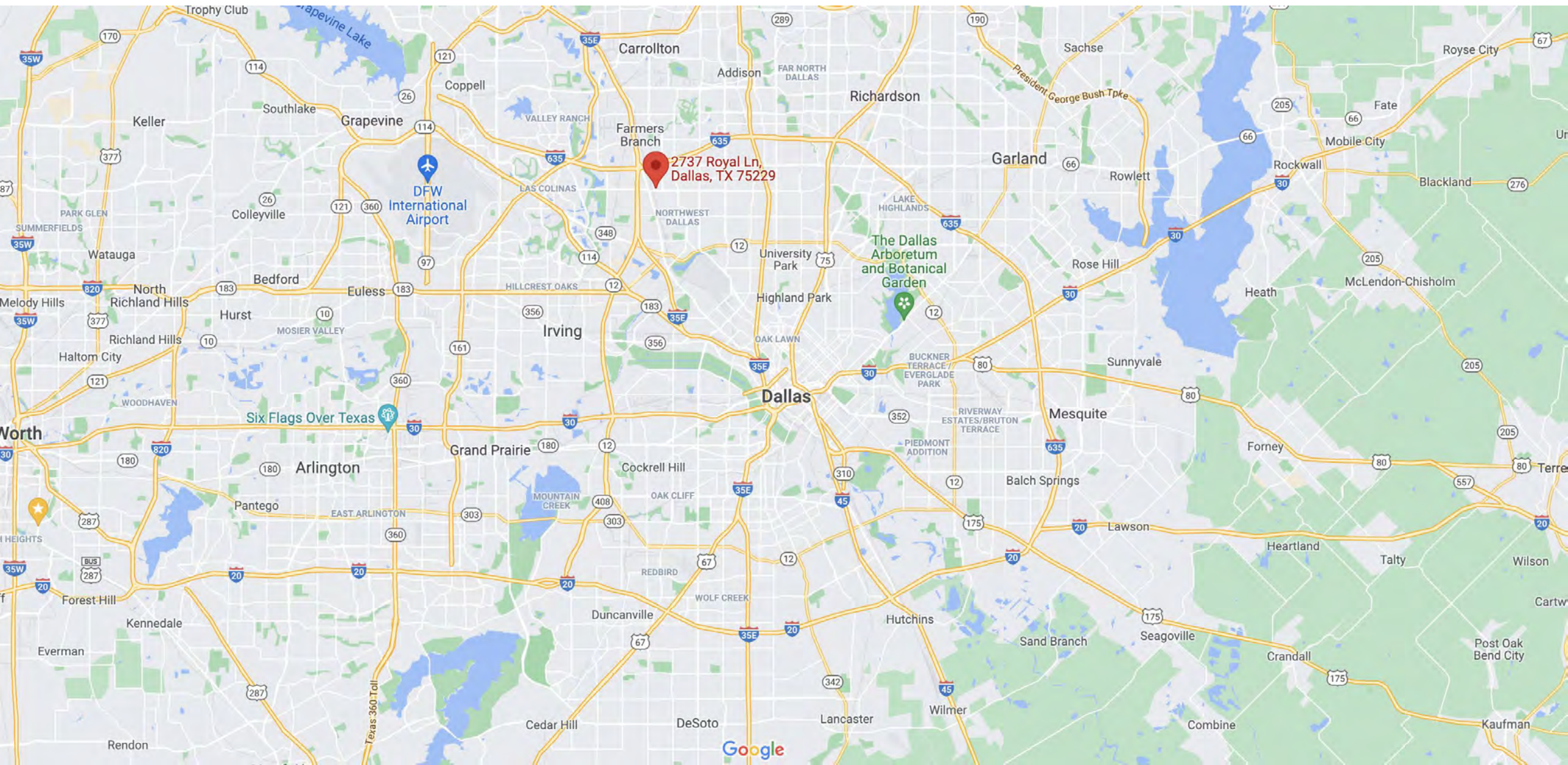


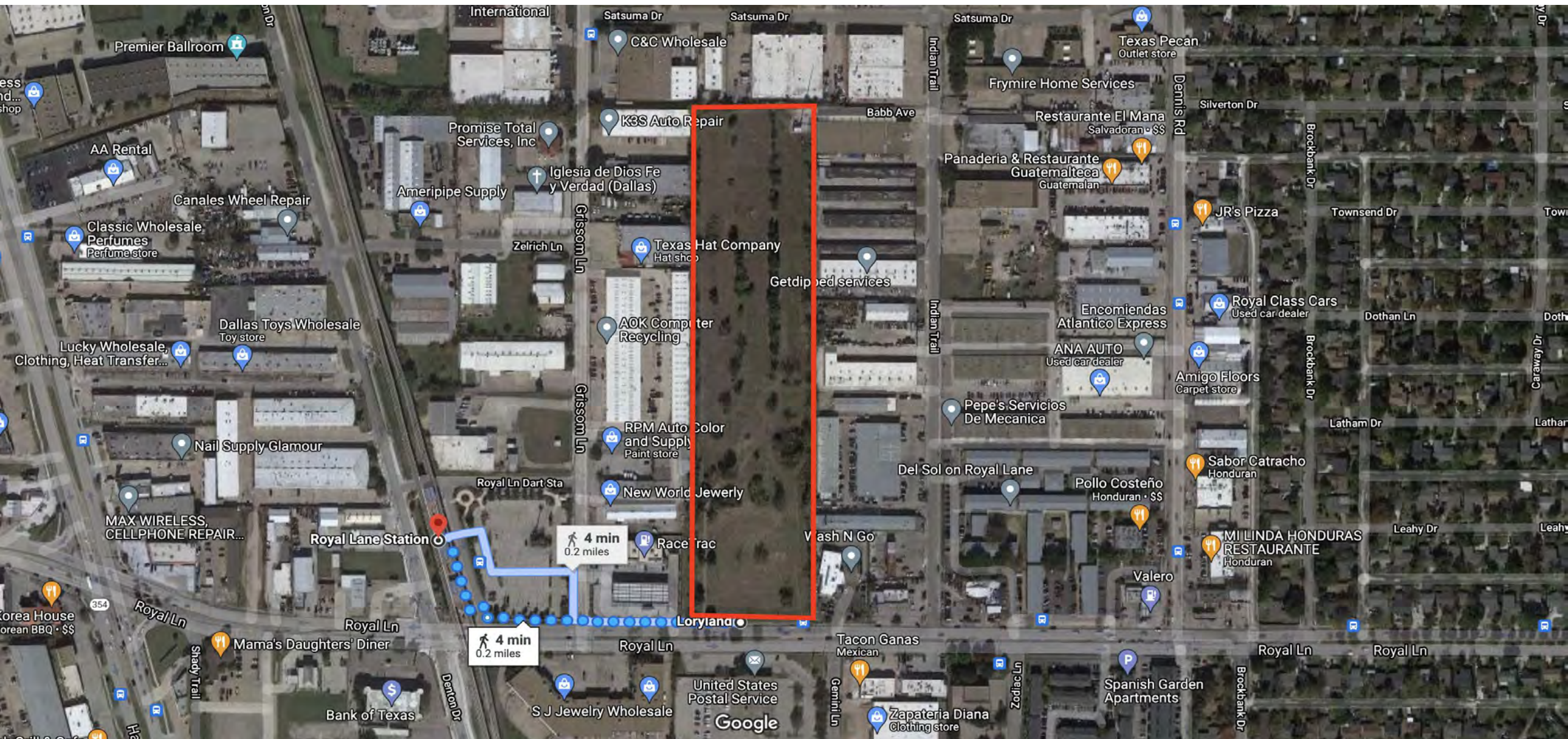
THE STANDARD AT ROYAL LANE DALLAS, TX



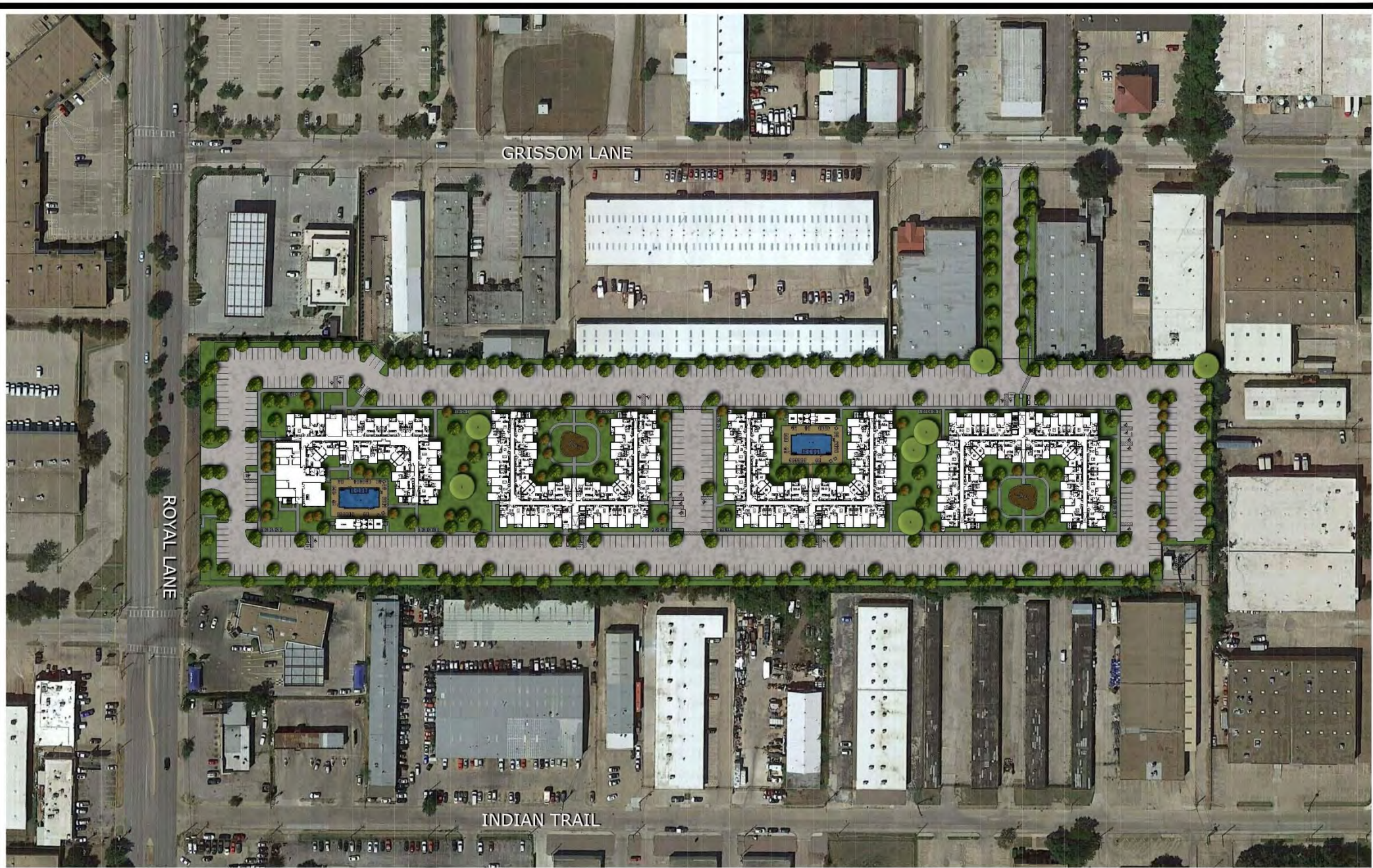
DEVELOPMENT SUMMARY

Development Name	The Standard at Royal Lane
Address:	2737 Royal Lane., Dallas, TX
Existing Zoning:	PD 899 – Allows for multifamily development by right
Units / Acres	300 units / 12.77 acres = 23 units per acre
Unit Mix	1 bedroom (12.67%), 2 bedroom (42.67%), 3 bedroom (40.67%), and 4 bedroom (4%)
Affordability	50% at Market Rate, 40% at 80% AMI, 10% at 60% AMI – Adjusted for family size
Amenities	<ul style="list-style-type: none">▪ Double amenities▪ Pool (2)▪ Fitness Center (2)▪ Clubhouse▪ Business Center
Green Space	<ul style="list-style-type: none">▪ +/-2 acres
Miscellaneous	<ul style="list-style-type: none">▪ Previously approved by City Council for LIHTC▪ No bond volume cap --> PFC deal▪ 0.1 miles from Royal Lane DART Light Rail Station▪ Added infrastructure --> Sidewalk, lighting, traffic improvements▪ 24-hour community



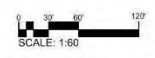


0.2 miles from the Royal Lane DART Light Rail Station



ROYAL LANE
2727 ROYAL LANE, DALLAS, TX - LDG

ARCHITECTURE • LAND PLANNING • LANDSCAPE DESIGN • CONSTRUCTION ADMINISTRATION
KELLY GROSSMAN
ARCHITECTS, LLC
208 ADDIE ROY ROAD, SUITE 210, AUSTIN, TEXAS 78746 | PH: +1 512 222 3397



SITE PLAN

CONSTRUCTION PROGRESS



CONSTRUCTION PROGRESS



INTERIOR DESIGN



AMENITIES & COMMON AREAS



TERM SHEET SUMMARY

- Dallas PFC will receive:
 - \$250,000 Structuring Fee payable at Closing
 - \$400,000 annual payment w/ 3% annual escalator (top of waterfall)
 - 15% of net proceeds from initial capital event
 - 2% of net proceeds from all subsequent capital events
 - Fee equal to 25% of the sales tax saving on all construction materials (half at closing/half at final CO)



PLANNING
DEPARTMENT

Housing and Transit-Supportive Land Use in Austin

July 18, 2024



Agenda

- **Equitable Transit-Oriented Development (ETOD) Overlay**
- **Home Phase 2**
- **Downtown Parking Modifications**
- **Bonus! Citywide Compatibility Changes**
- **Future Work**



Agenda

- Equitable Transit-Oriented Development (ETOD) Overlay
- Home Phase 2
- Downtown Parking Modifications
- Bonus! Citywide Compatibility Changes

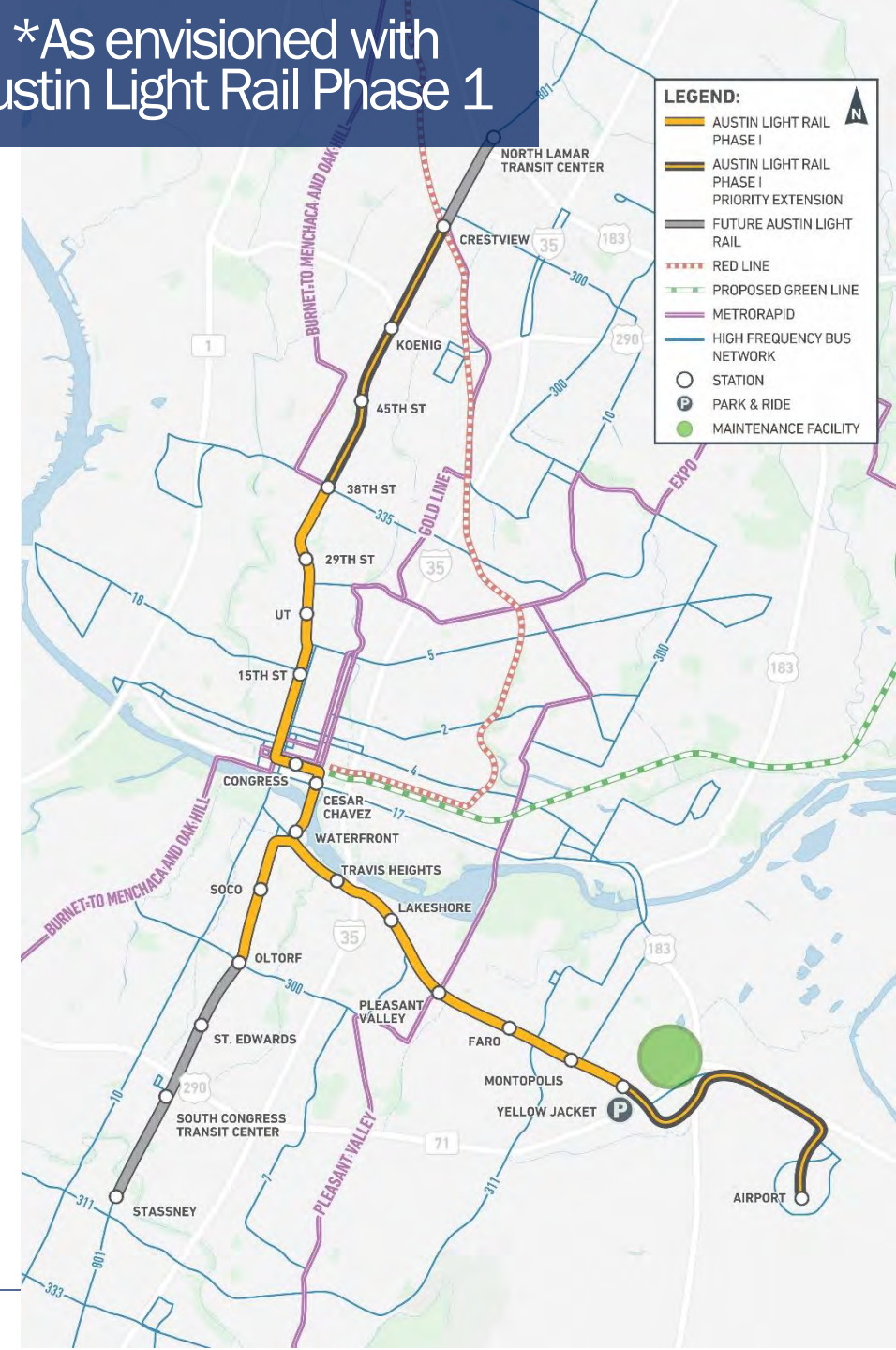
**Why these code amendments, and
why now?**



Project Connect*

- Transit investment approved by Austin voters in November 2020 that includes:
 - Light Rail 
 - Commuter Rail 
 - Bus Rapid Transit 
- Funding through Federal Transit Administration (FTA) Capital Investment Grant (CIG) Program
 - Initial scoring deadline August 2024
 - Considers “Economic Development” (plans and policies in place that can shape transit-supportive + housing growth in the future)

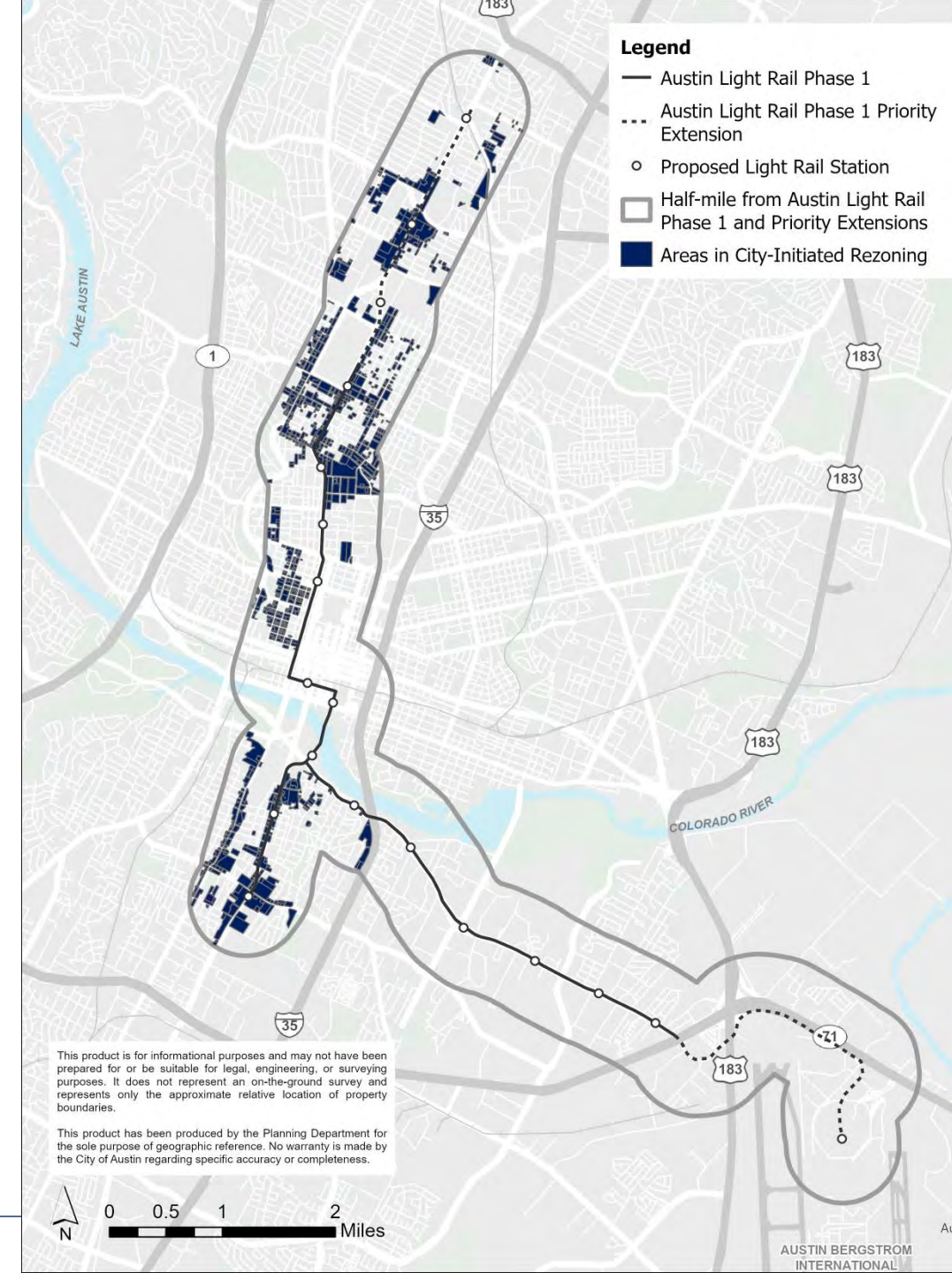
*As envisioned with
Austin Light Rail Phase 1





ETOD Overlay

- Applied to ½ mile around Austin Light Rail Phase 1 + Priority Extensions
- ETOD Overlay Combining District
 - Restricts non-transit-supportive uses
- ETOD Density Bonus District
 - Increases max building heights (up to 120 feet), relaxes compatibility, supersedes other restrictions, allows residential uses
 - In exchange, requires affordable housing, redevelopment protections for residential and nonresidential tenants, and higher mixed use design standards





Prohibited Uses in ETOD

Commercial

- Automotive Sales
- Agricultural Sale and Services
- Automotive Rentals
- Automotive Repair Services
- Building Maintenance Services
- Campground
- Carriage Stable
- Convenience Storage
- Drop-off Recycling Collection Facility
- Electronic Prototype Assembly
- Electronic Testing
- Equipment Repair Services

Commercial (cont.)

- Equipment Sales
- Exterminating Services
- Funeral Services
- Marina
- Recreational Equipment Maintenance & Storage
- Recreational Equipment Sales
- Research Assembly Services
- Research Testing Services
- Research Warehousing Services
- Scrap and Salvage
- Service Station
- Stables
- Vehicle Storage

Industrial

- Basic Industry
- General Warehousing and Distribution
- Recycling Center
- Resource Extraction

Agricultural

- Animal Production
- Crop Production
- Indoor Crop Production

Conditional Uses in ETOD

Commercial

- Alternative Financial Services
- Automotive Washing
- Bail Bond Services
- Commercial Blood Plasma Center
- Commercial Off-Street Parking
- Communications Services
- Construction Sales and Services
- *Electric Vehicle Charging**
- Kennels
- Monument Retail Sales
- Off-Site Accessory Parking
- Pawn Shop Services
- Pedicab Storage and Dispatch
- Special Use Historic

Industrial

- Custom Manufacturing
- Light Manufacturing
- Limited Warehousing and Distribution

Agricultural

- Horticulture

**EV Charging permitted by-right if converting an existing or former service station use*



ETOD Overlay

Projects using DBETOD would be required to adhere to the following affordability requirements:

Ownership:

- To achieve max height (either 90 or 120 feet depending on location):
 - **12% of total units must be affordable to households earning 80% of the Median Family Income (MFI) and below**
 - OR fee-in-lieu provided equal to 125% of above requirement, spent within the ½ mile boundary

Rental (tiered approach):

To Achieve:	Applicant Must Provide:
60 feet	10% of units at 60% MFI or less
90 feet	12% of units at 60% MFI <u>OR</u> 10% of units at 50% MFI or less
120 feet	15% of units at 60% MFI <u>OR</u> 12% of units at 50% MFI or less



Lessons Learned: ETOD Overlay

- Leverage existing programs/approaches instead of starting from scratch
- Avoid “cannibalization” of existing programs/approaches
- Have recordkeeping process in place if anticipating later phases



HOME Phase 2

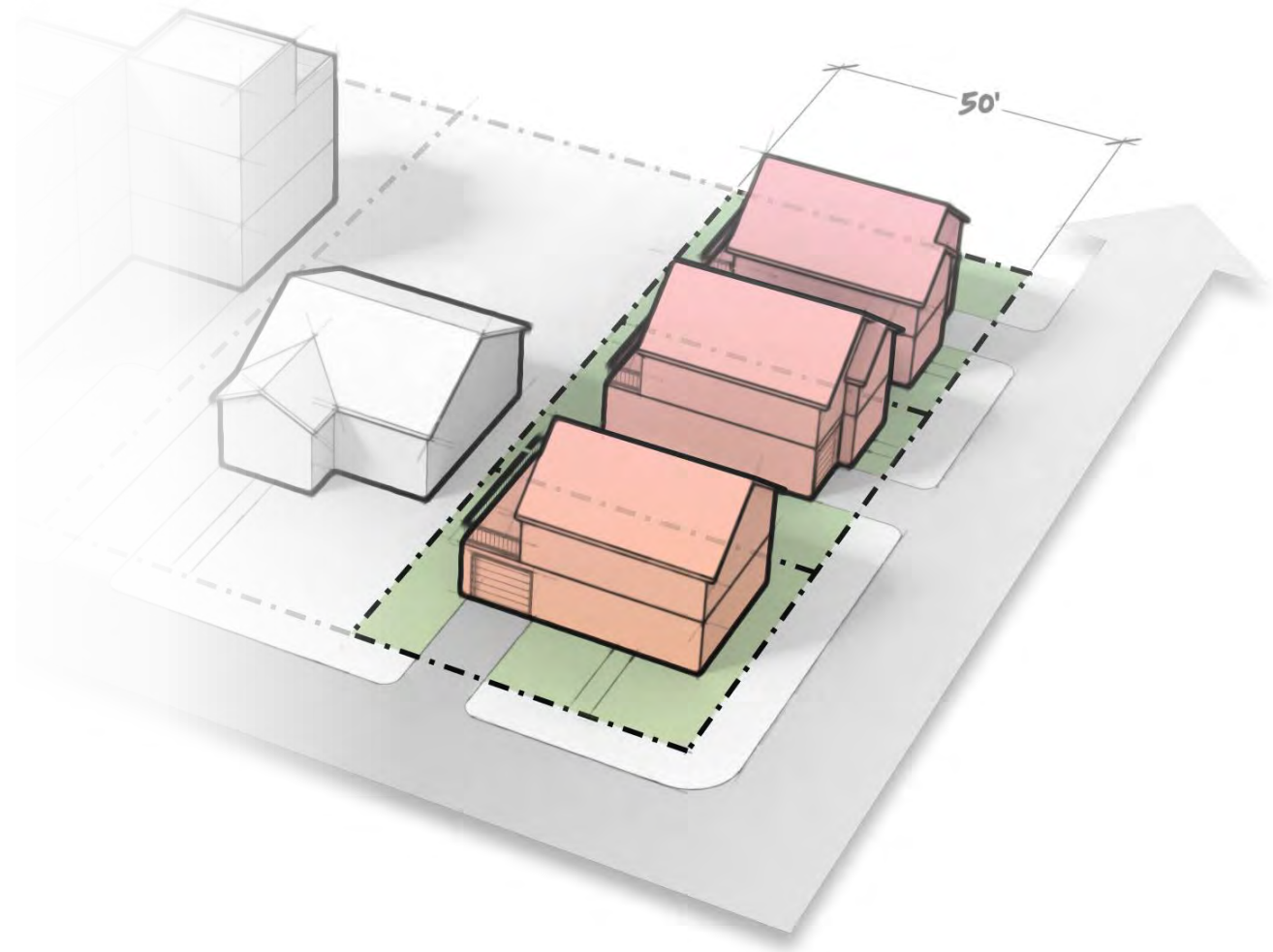
Overview of Adopted Changes:

- Minimum lot size reduced from 5,750 sq feet for one unit to **1,800 sq ft**
- Changes apply to most single-family zones
- Restrictions on height and unit size
- Minimum lot width and setbacks reduced to allow a variety of housing types, including flag lot homes and attached townhomes



HOME Phase 2

Unit Size Limiters:

- Greater of 1,650 sq ft of floor area or 0.55 FAR allowed
- Maximum unit size of 2,300 sq ft
- Unit size limits only apply in the central city





Site Development Regulation	Existing Standard Lot Requirement for One Unit		Adopted HOME 2 Small Lot Requirement
	SF-1	SF-2 & SF-3	SF-1, SF-2 & SF-3
Lot Size (min.)	10,000 sq ft	5,750 sq ft	1,800 sq ft
Lot Width (min.)	60 ft	50 ft	15 - 20 ft ¹
Units per lot (max.)	One	One	One
Setbacks (min.)			
Front	25 ft	25 ft	10 ft ² 
Side Street	15 ft	15 ft	5 ft - 10 ft ³
Side	5 ft	5 ft	5 ft ⁴
Rear	10 ft	10 ft	5 ft
Attached Units/ Between Small Lots	N/A	N/A	0 ft 
Impervious Cover (max.)	40%	45%	Base Zoning
Building Cover (max.)	35%	40%	N/A
Height (max.)	35 ft ⁵	35 ft ⁵	35 ft

¹ 20 ft is required for a flag lot

² 5 ft for flag lots

³ Varies based on street type and curb location

⁴ Reduced to 0 ft adjacent to the “flagpole” of a flag lot

⁵ In areas subject to Residential Design and Compatibility Standards (“McMansion”), additional height restrictions apply



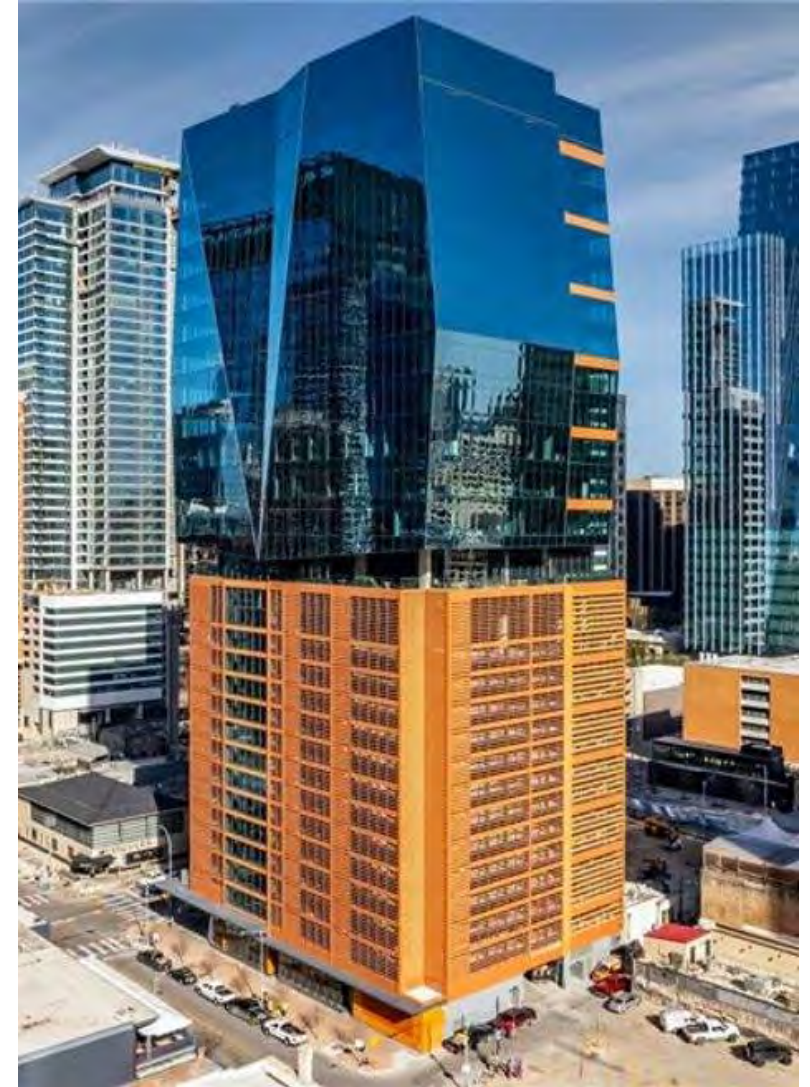
Lessons Learned: HOME Phase 2

- Constant and consistent interdepartmental coordination always needed



Downtown Parking Modifications Phase 1

- **Problem:**
 - Downtown projects provide too much parking, disincentivizing use of transit and active transportation and hurting FTA grant competitiveness
- **Solution:**
 - Create regulations that require and incentivize developers to provide less parking Downtown

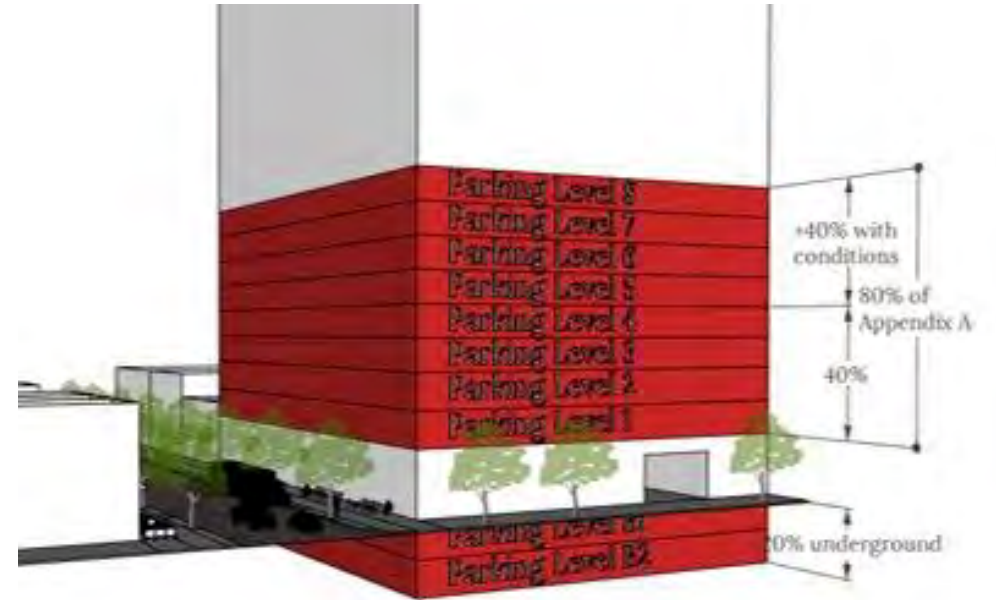




Downtown Parking Modifications Phase 1

Adopted Changes:

- Lower the existing maximum parking requirements from 110% to **80%**
- Lower the existing “soft parking cap”
- Allow more parking than the soft cap under certain conditions
 - Parking is underground, used as shared parking, designed as potentially occupiable space, or is “decoupled”
 - Or a fee is paid





Lessons Learned: Downtown Parking Modifications

- Working with downtown stakeholders helped move the needle further toward lowering parking maximums

**DOWN
AUSTINTOWN
ALLIANCE**



RECA
REAL ESTATE COUNCIL
OF AUSTIN

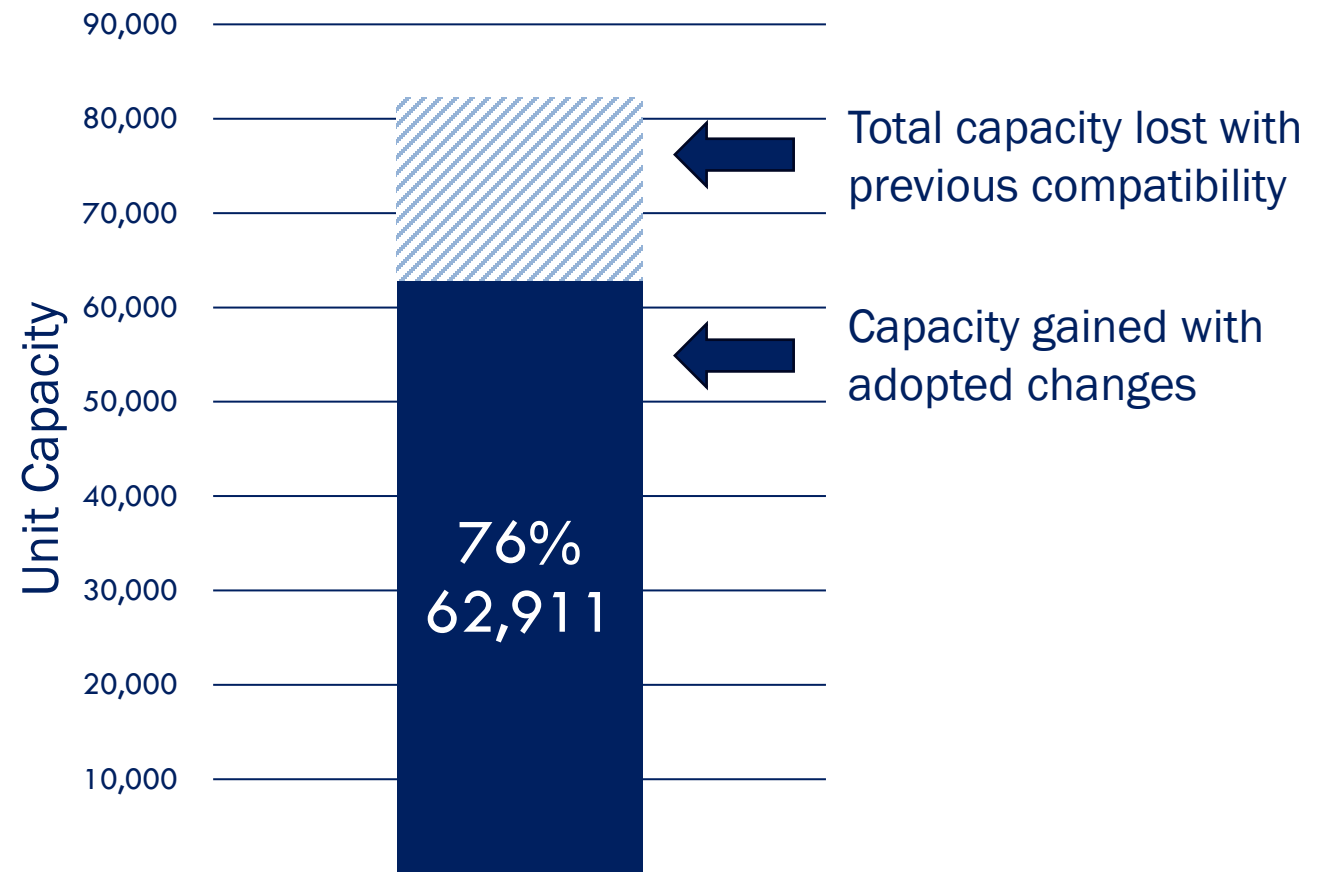




Citywide Compatibility Changes

Housing Capacity

- Previous rules reduced housing capacity by ~82,000 units
- Capacity for ~63,000 housing units gained back with adopted changes





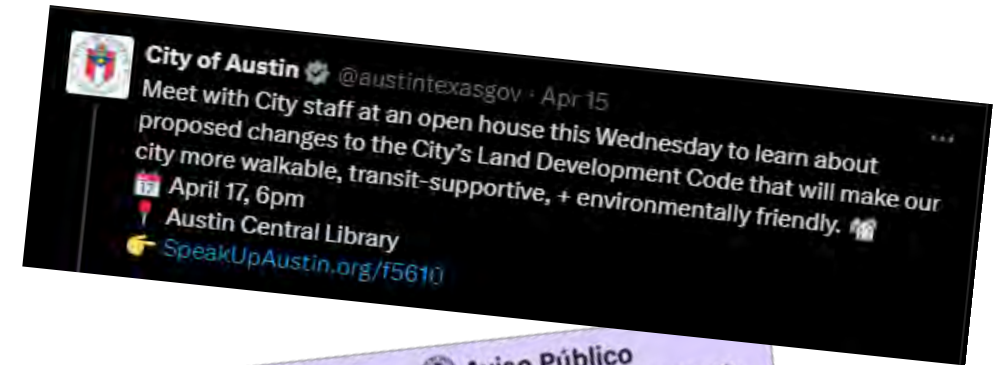
Lessons Learned: Compatibility

- Always coordinate with reviewers when crafting regulations
- Use caution with peer city data - land use regulations are a moving target



Lessons Learned: Overall

- Coordinate!
- If taking on multiple code amendments at once, ensure there is a streamlined process in place
 - Ensure you know the process to update them in the future
- More time is always preferred!
 - Advocate for what needs to be prioritized
- Make yourself as available as possible to the public (with consideration for capacity)
- Take time to train staff on the changes





Future Transit-Supportive Work

- Analysis and calibration of existing density bonus programs
- Future phases of spring 2024 code amendments
 - ETOD Overlay Phase 2
 - Downtown Parking Modifications Phase 2
 - HOME
- Updates to existing programs and plans
 - Density Bonus 90
 - Existing Transit Oriented Development (TOD) Plans/Other regulating plans
 - University Neighborhood Overlay
- New zoning district + density bonus program (South Central Waterfront)



PLANNING
DEPARTMENT

Thank You!

Lucy.Hall@AustinTexas.gov



PLANNING
DEPARTMENT

Reference Slides



ETOD Overlay

DBETOD Affordable Housing Requirements (Rental)

- Rental requirements are tiered based on height sought:

To Achieve:	Applicant Must Provide:	
60 feet	10% of units at 60% MFI or less	Matches VMU
90 feet	12% of units at 60% MFI <u>OR</u> 10% of units at 50% MFI or less	Matches DB90
120 feet (Only available in Subdistrict 1)	15% of units at 60% MFI <u>OR</u> 12% of units at 50% MFI or less	



ETOD Overlay

DBETOD Affordable Housing Requirements (Ownership)

- Ownership requirements can be fulfilled in one of two ways:

Option 1: Onsite Set-Aside	Option 2: Offsite Fee-in-Lieu*
12% of units at 80% MFI or less	Equivalent to 125% of the required onsite percentage based on the fee schedule in effect at site plan submittal

Offsite fee-in-lieu must be used within the ½-mile boundary of Phase 1 Austin Light Rail and Priority Extensions (see **Part 7 of Ordinance [No. 20240516-005](#)).*



DBETOD Redevelopment Requirements* (Residential)



Replace all units rented at rates affordable to households earning 70% MFI and below in previous 12 months (or latest lease term)

Must be replaced as **income-restricted units** (at 60% MFI and below) with **at least as many bedrooms** as existing units

Maximum number of replaced units is **2x the minimum affordability requirements** of DBETOD



Notify tenants about redevelopment

Tenant can **terminate lease** without penalty

Tenant **has security deposit returned** to them



Provide tenants with relocation benefits

Must cover **4 months rent + fees + moving expenses**



Offer original tenants lease

Lease must be for **at least 12 months**

Unit must have **same number of bedrooms** and be of **same size** as previous unit

All **residential redevelopment requirements can be waived by Council with a public hearing (see **§4-18-33**)*



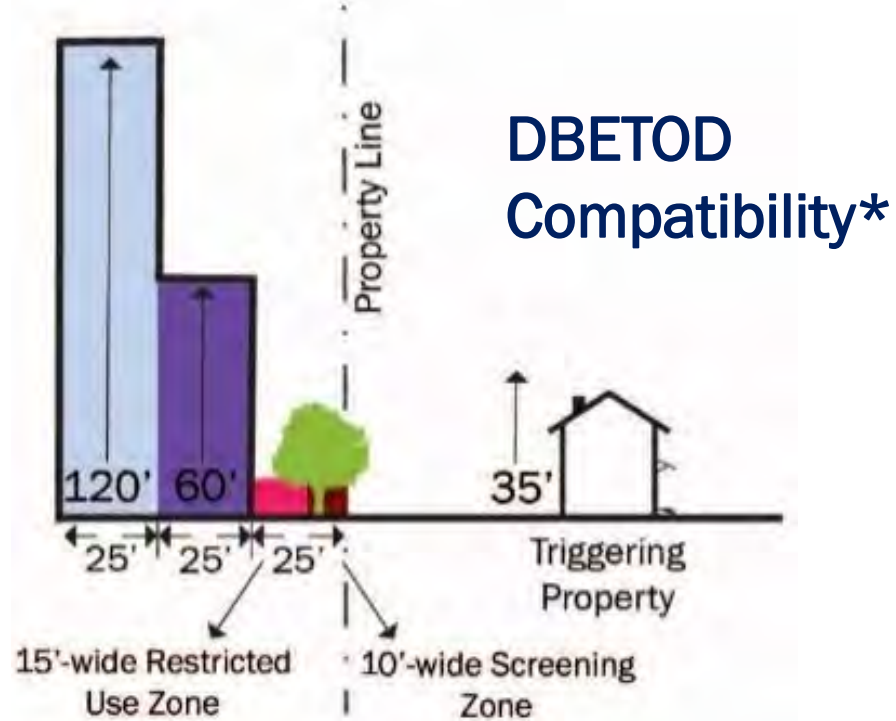
DBETOD Redevelopment Requirements (Non-Residential)

- Non-residential uses that trigger redevelopment requirements:

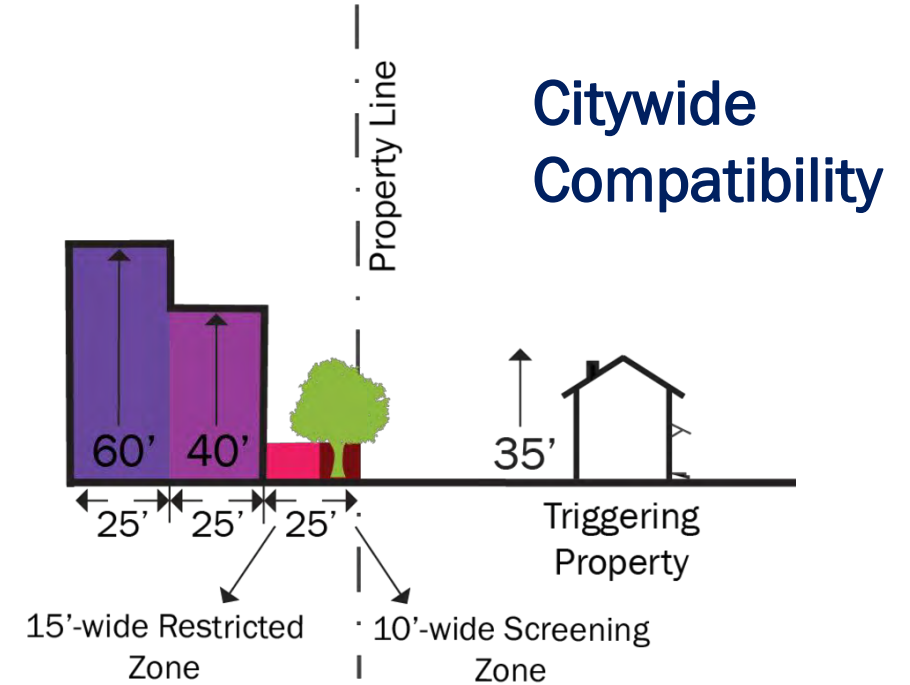
Use	Required Tenure	Required Size
Adult care/Childcare services (general or limited)	≥ 12 months	-
Creative space	≥ 3 years	-
Cocktail lounges	≥ 10 years	-
General retail sales	≥ 10 years	$\leq 5,000$ sq ft
Personal services	≥ 10 years	$\leq 5,000$ sq ft
Restaurant (general or limited)	≥ 10 years	$\leq 5,000$ sq ft
Food sales	≥ 10 years	$\leq 20,000$ sq ft

- Protections when requirements triggered:

- Replace all existing non-residential space with comparable sized space for a period of 5 years
- Notify tenants about redevelopment
- Provide tenants with relocation benefits (6 months rent)
- Offer tenants lease of comparably sized space



Distance from Lot Line of Triggering Property:		Maximum Building Height
Less than 25'		0' (Compatibility Buffer)
Between 25' and 50'		60'
Greater than 50'		120' (Subdistrict 1) OR 90' (Subdistrict 2)



Distance from Lot Line of Triggering Property:		Maximum Building Height
Less than 25'		0' (Compatibility Buffer)
Between 25' and 50'		40'
Between 50' and 75'		60'
Greater than 75'		Set by base zoning

**DBETOD Compatibility requirements apply only to projects that opt into the bonus. Other projects with ETOD/DBETOD zoning would comply with Citywide Compatibility requirements(see §25-2-10)*

Stop Six Choice Neighborhood

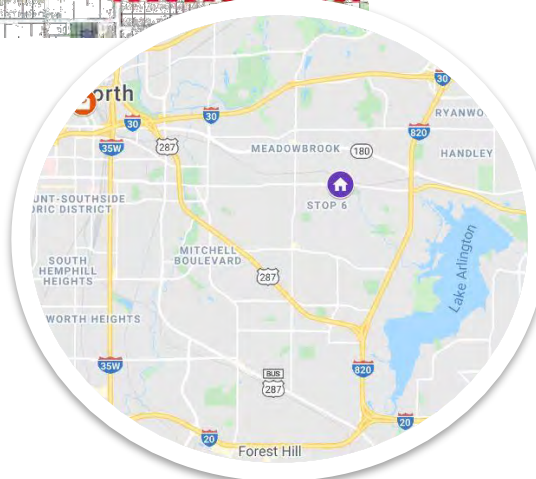
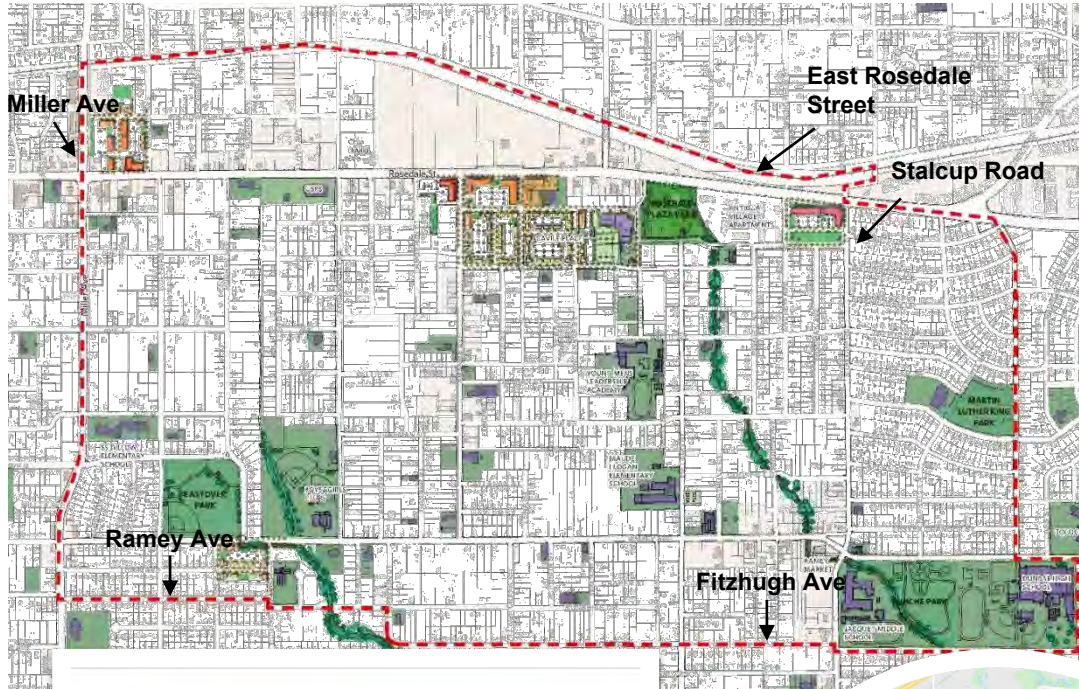
A Historic Community Collaboration



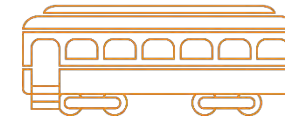
**FORT WORTH
HOUSING SOLUTIONS**
Housing with a Mission



Stop Six Choice Neighborhood Transformation Plan



- Developed by residents, community leaders and stakeholders over several years, revised and finalized in 2019
- A shared vision for a vibrant, safe and sustainable community with quality education, healthcare, services and amenities
- Plan details strategies to create a “Neighborhood of Choice”
- HUD awards competitive, \$35 million Choice Neighborhood Grant in April 2020 to seed revitalization



STOP SIX
CHOICE NEIGHBORHOOD
FORT WORTH ♦ TEXAS

Plan Pillars

PEOPLE



Former Cavile Place residents supported, thriving throughout the transformation, invited to return to new, mixed-income properties.

HOUSING



300 Cavile Place public housing units replaced with approximately 1,000 units of attractive, mixed-income housing in multiple phases.

NEIGHBORHOOD



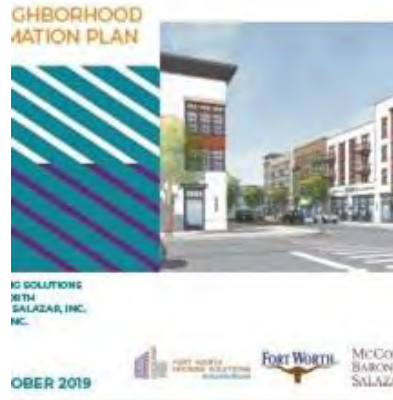
East Rosedale Street activated to create open spaces, central neighborhood hub for essential services and amenities.

Phases of Transformation

2021	2022	2023	2024	2025	2026	2027	2028
Phase I Cowan Place Senior Living 174 units							
	Phase II Hughes House 162 units						
		Phase III Babers Manor 80 units					
			Phase IV Hughes House II 302				
				Phase V Hughes House III 78 units			
					Phase VI 128 units		
	June 2022 CFW Bond Election - Passed				Community Hub construction		

MILESTONES

OCTOBER 2019
FWHS + City of FW submit
CNI application to HUD



OCTOBER 2020
Cowan Place Senior Living
design released for Phase I



MARCH 2021
CFW proposes list of Critical
Community Improvements
for Stop Six CNI

MAY 2021
City of Fort Worth proposes
2022 bond program with
\$24.5m for new Stop Six
Community Hub + aquatics
center



SEPTEMBER 2021
Cowan Place Groundbreaking
Celebration kicks off 24-month
construction phase

APRIL 2020
HUD awards FWHS and City
of Fort Worth \$35m
competitive Choice
Neighborhood grant



DECEMBER 2020
Demo begins of 1950s era
Cavile Place public housing
community

JANUARY 2021
Phase II named for legendary
Dunbar Coach Robert
Hughes Sr.



APRIL 2021
22-acre Cavile site cleared
for future development

JUNE 2021
Rosedale Park mosaic
sculpture by John Yancey
installed



DECEMBER 2021
Final design phase for
Hughes House,
Housing Phase II

MILESTONES

DECEMBER 2022
Texas QAP was
changed to give CNI
projects priority funding



MAY 2023
Congressional
Community Project
Funding Award \$4mil

NOVEMBER 2023
Cowan Place Senior
Living Grand Opening



MAY 2024
Congressional
Community Project
Funding Award \$4/1mil

APRIL 2023
CNI Supplemental
Grant Award \$5mil



JUNE 2023
Hughes House
Groundbreaking Celebration

GMA

JANUARY 2024
General Contractor
announced for Babers Manor
- GMA Construction (1st
Minority Owned GC)

COWAN PLACE

SENIOR LIVING AT STOP SIX

5400 E. Rosedale St. at Stalcup Road

- Grand Opening Nov. 13, 2023
- 174-unit, mixed-income community
- Designed with residents 62+ in mind and common areas for recreation and supportive services
- McCormack Baron Management is the property management agent



HOUSING – PHASE I



Affordability

48 units reserved for former Cavile Place residents

9 Permanent Supportive Housing units for chronically homeless residents

1 bedrooms

78 units at 60% AMI*

73 units at 50% AMI

12 units at 30% AMI

2 bedrooms

11 units at 50% AMI

*Based on HUD's 2021 Median Family Income calculation of \$80,800 for the Fort Worth-Arlington area

COWAN PLACE

SENIOR LIVING AT STOP SIX

5400 E. Rosedale Street at Stalcup Rd.

Lease-Up Progress:

- Building is fully leased-up and occupied
- 100% occupancy achieved May 10, 2024



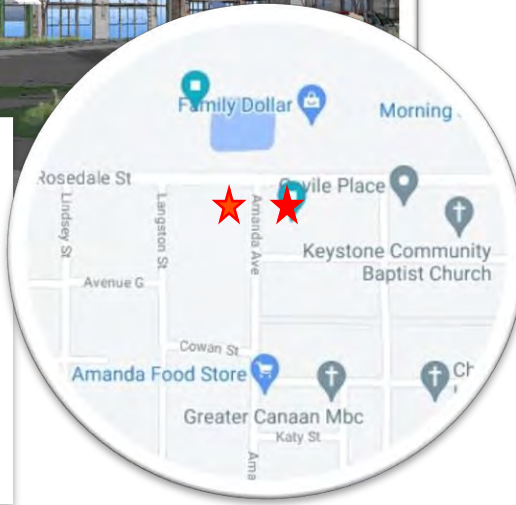
Hughes House Groundbreaking



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HOUSING – PHASE II

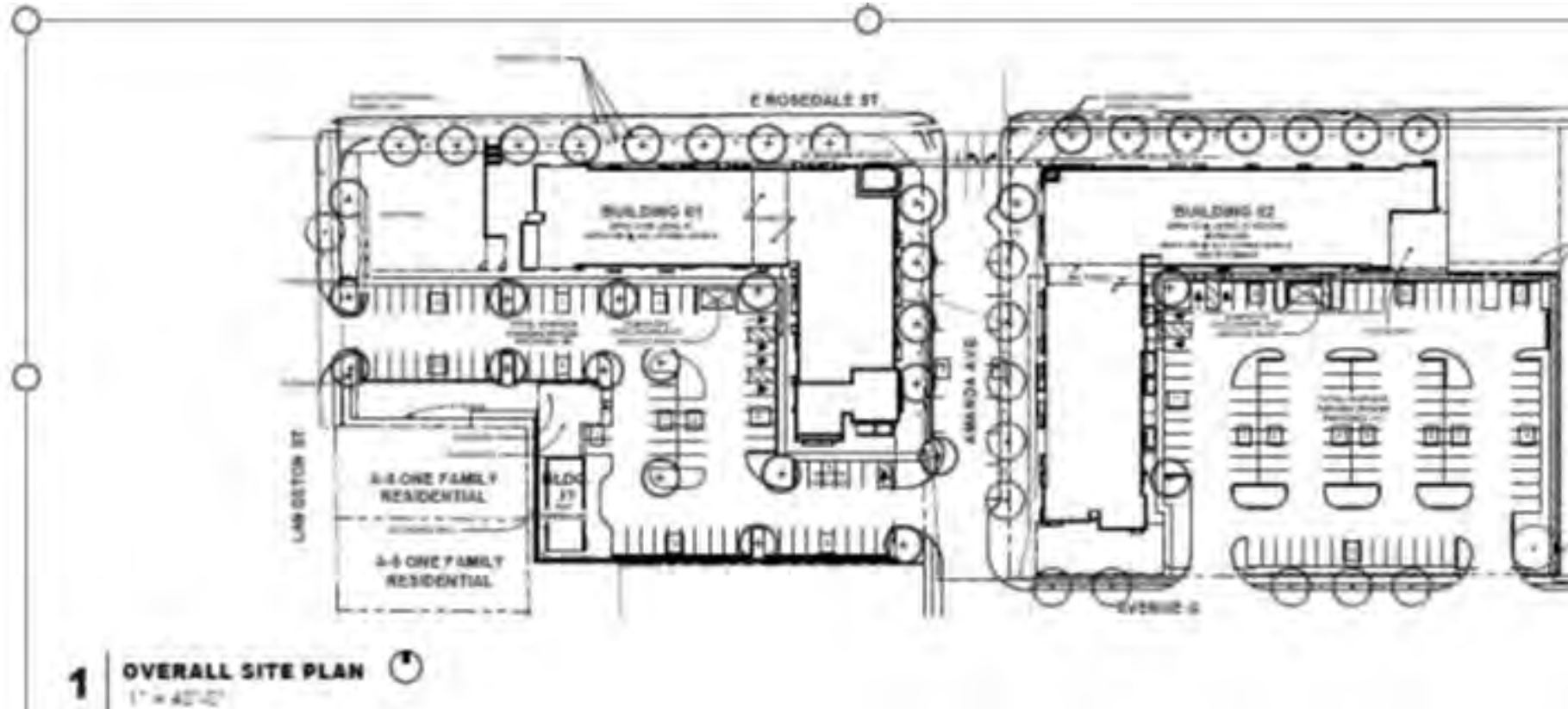


Hughes House

4830 & 4908 E. Rosedale St.

- 162-unit, mixed-income, mixed-use community
- Named for legendary Dunbar High School Coach Robert Hughes Sr., the all-time winningest high school boys basketball coach
- Approx. 7,000 sq. ft. commercial space fronting East Rosedale Street
- Competitive 9% tax credit aids financing, guarantees affordable rents
- Target construction schedule: TBD

Hughes House I – Site Plan



HUGHES
HOUSE
AT STOP SIX



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CHOICE NEIGHBORHOOD
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Hughes House – Unit Mix

** Rents are subject

Unit Breakdown	No. Bedrooms	No. Baths	Avg. Sq. Ft.	No. of units	Max. Income for Rent (%AMI)	Max. Contract Rent
1 BR 30% PSH	1	1	678	13	30%	\$442
1 BR 30% PBV	1	1	678	2	30%	\$442
1 BR 50% PBV	1	1	678	16	50%	\$781
1 BR 60%	1	1	678	53	60%	\$950
1 BR	1	1	678	9	Market Rate	\$1,205
2 BR 50% PBV	2	1	962	28	50%	\$938
2 BR 60%	2	1	962	12	60%	\$1,141
2 BR	2	1	962	5	Market Rate	\$1,480
2 BR 50% PBV	2	2	1,023	14	50%	\$938
2 BR 60%	2	2	1,023	7	60%	\$1,141
2 BR	2	2	1,023	3	Market Rate	\$1,580
TOTAL				162		



Hughes House – Construction Progress Photos Building 1



Hughes House – Construction Progress Photos Building 2



What's Next for Hughes House?

2nd Quarter 2024 – Building 1

- The framing sub-contractor will begin the installation of windows.
- The plumbing sub-contractor will begin installing tubs/showers.
- Fire sprinkler sub-contractor will continue with the initial stages of fire sprinkler installation.
- HVAC sub-contractor will continue with the initial stages of ductwork installation.

2nd Quarter 2024 – Building 2

- The framing sub-contractor will complete the exterior sheathing, start building wrap, and complete tower framing.
- The plumbing sub-contractor will continue with the initial stages of plumbing installation.
- The electrical sub-contractor will continue with the initial states of installing the building's electrical system.
- Fire sprinkler sub-contractor will begin with the initial stages of fire sprinkler installation.



HOUSING – PHASE II

SOURCES AND USES OF FUNDING – HOUSING VERTICAL CONSTRUCTION

SOURCES

1 st Mortgage: Mason Joseph Companies, FHA Permanent Loan	\$16,111,000
2 nd Mortgage: Fort Worth Housing Solutions: Bridge Loan	3,800,000
3 rd Mortgage: Fort Worth Housing Solutions: Land Loan	529,729
4 th Mortgage: Fort Worth Housing Solutions: HUD CNI Loan	12,268,653
5 th Mortgage: Fort Worth Housing Finance Corporation: PSH Loan	325,000
6 th Mortgage: City of Fort Worth: HOME Loan	1,000,000
7 th Mortgage: City of Fort Worth: UDAG Loan	150,000
Fort Worth Housing Solutions: General Partner Equity	325,100
Investor Limited Partner: Equity LIHTC	17,344,250
Deferred Developer Fee	<u>2,799,554</u>
Total Sources of Financing	<u>\$54,653,286</u>

USES

Acquisition Costs	\$529,729
Construction Costs	39,208,383
Soft Costs, Fees and Reserves	<u>14,915,174</u>
Total Uses of Funds	<u>\$54,653,286</u>

HOUSING – PHASE II

SOURCES AND USES OF FUNDING – PUBLIC IMPROVEMENTS

SOURCES

HUD 2023 Congressional Appropriation Grant	\$4,000,000
Other Public Funds	1,079,309
City of Fort Worth ARPA Grant	<u>400,000</u>
Total Uses of Grant Funds	<u>\$ 5,479,309</u>

USES

Public Improvements – Construction Costs	\$4,317,783
Public Improvements – Design, Engineering, Fees	<u>1,161,526</u>
Total Uses of Grant Funds	<u>\$ 5,479,309</u>

Total All Sources and Uses	<u>\$60,132,595</u>
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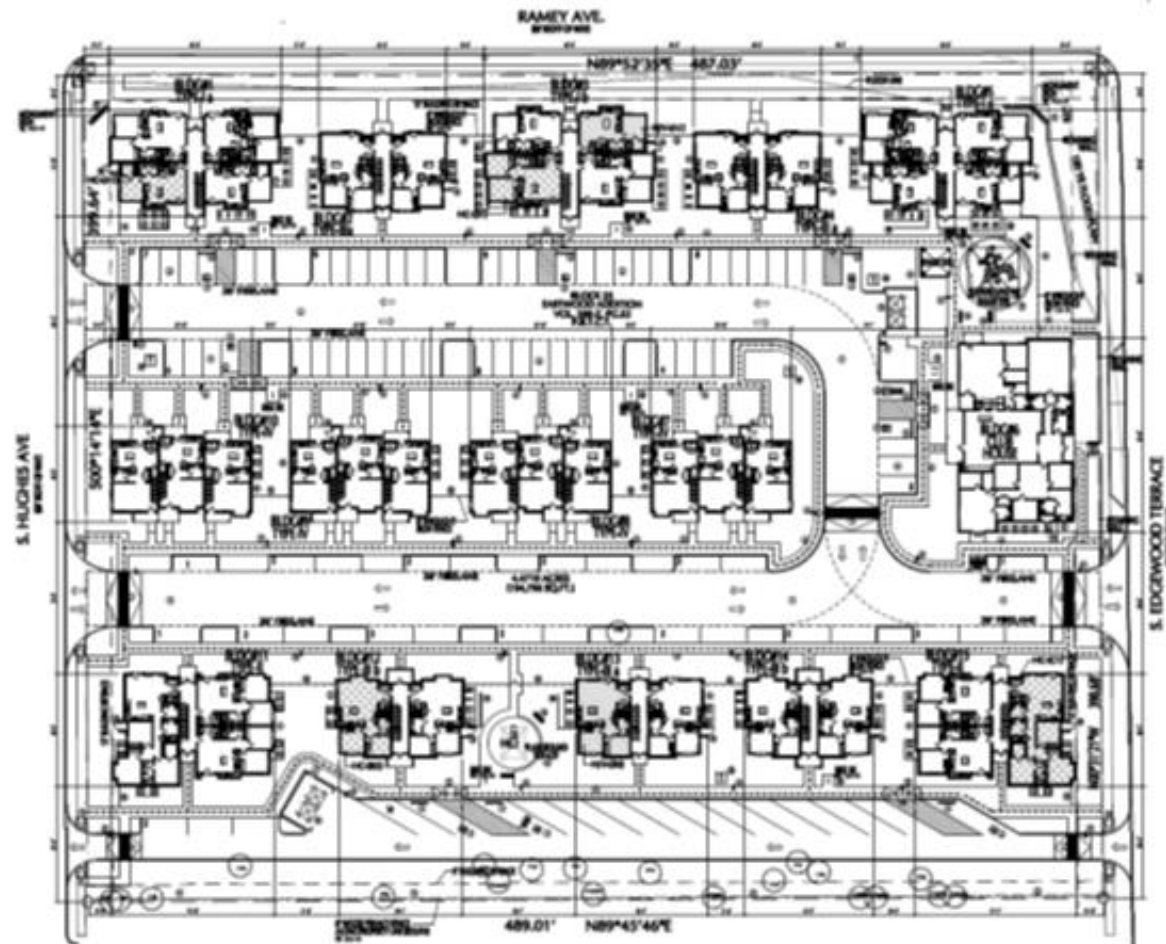
Babers Manor

Ramey Avenue between S. Hughes Ave and S. Edgewood Terrace

- Named for distinguished and faithful community leader, Mr. Clarence Donald Babers.
- 80-unit, mixed-income, family community
- Combination of townhome and garden apartments
- Construction documents under review with the City of Fort Worth for building permits.
- Lender/investor weekly calls occurring to close on construction financing in June 2024.
- Project Timeline:
 - Submitted construction documents for building permit – February 2024
 - Began construction financial closing – February 2024
 - Receive building permits – June 2024
 - Construction Closing and Notice to Proceed – June 2024



Babers Manor – Site Plan



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HOUSING – PHASE III

Babers Manor – Building Types and Unit Mix

Building Types	
Two-Story Walk-up Building	7
Three-Story Walk-up Building	3
Two-Story Townhomes	4
Total Buildings	14

Unit Mix	
1 Bedroom / 1 Bath	18
2 Bedroom / 1 Bath	48
3 Bedroom / 2.5 Bath	14
Total Number of Units	80

Community / Management Building Amenities

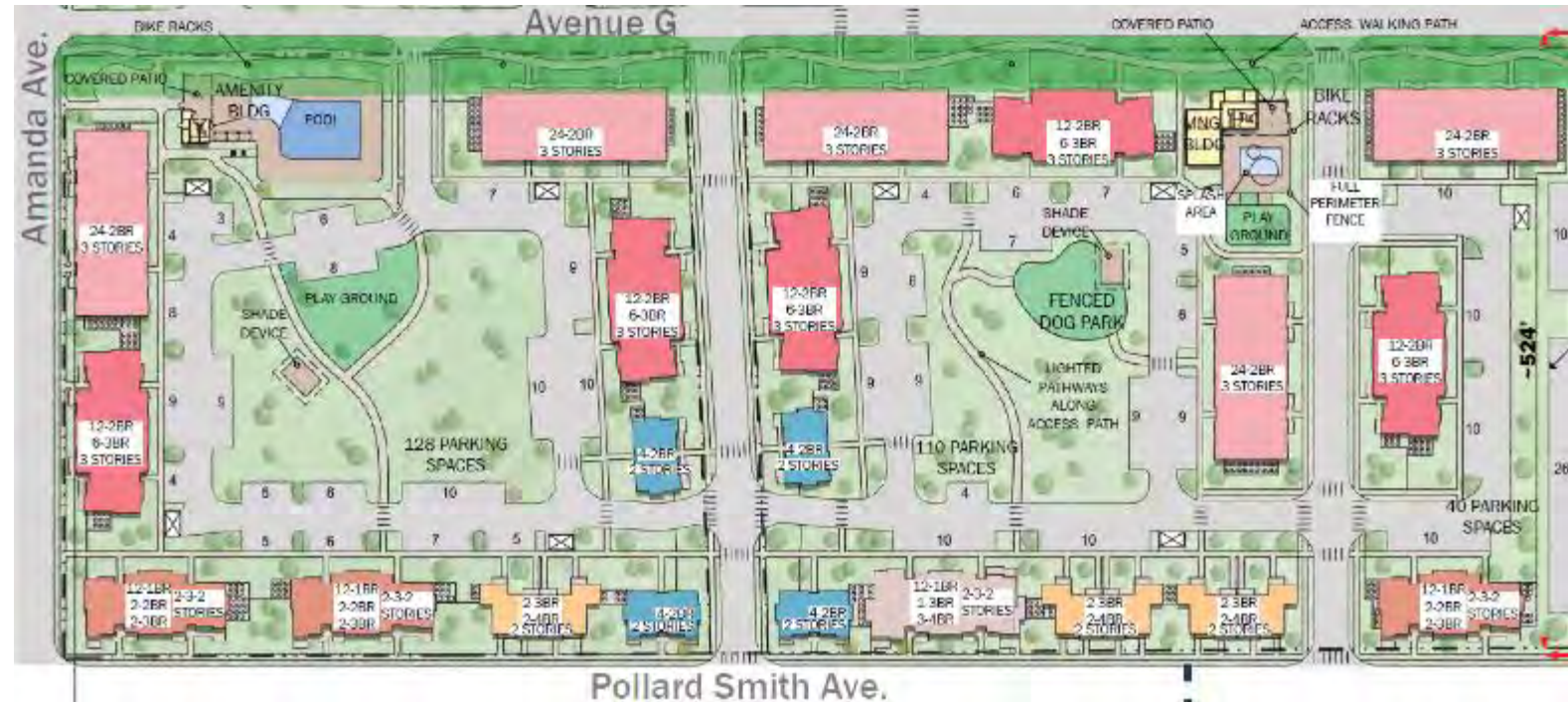
- Community Room
- Fitness Room
- Flex Room
- Parcel Delivery
- Management Office

Babers Manor - Renderings



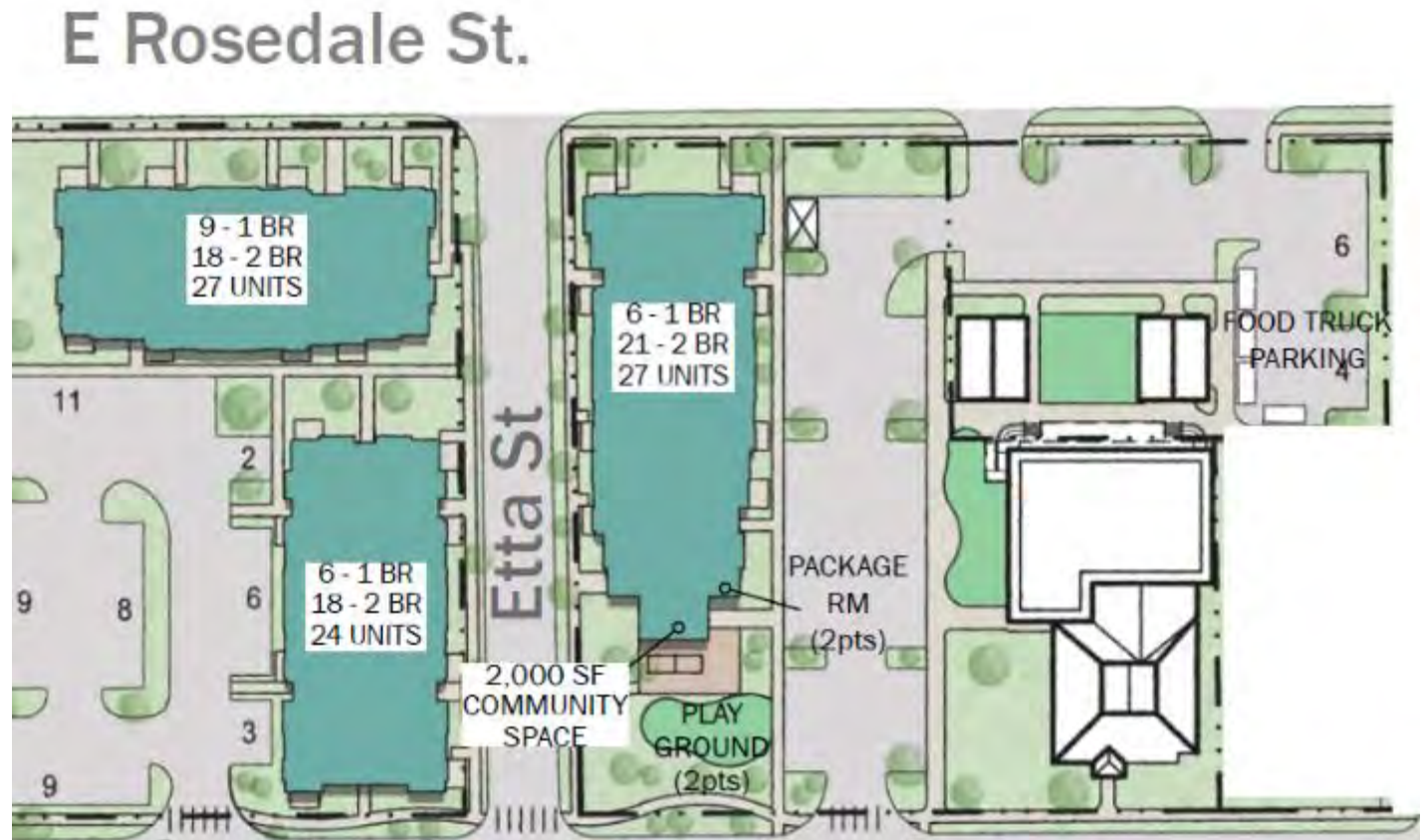
Hughes House II

- Proposed number of apartments & townhomes:
302
- Informational session with
Neighborhood/Homeowner Associations:
July 2024
- Bond reservation received:
August 23, 2023
- Tax credit application for 4% credits:
3rd Quarter 2024
- Request for Qualifications:
 - General Contractor – 5 responses to RFQ
received; selection anticipated early June.
 - Investor/Lender – 2nd Quarter 2024
- Construction loan closing:
4th Quarter 2024



Hughes House III

- Proposed number of apartments:
78 units in 3 three-story walkups
- 9% tax credit application submitted:
February 28, 2024; award
anticipated end of July.
- Request for Qualifications:
 - General Contractor – 5 responses to
RFQ received; selection
anticipated early June
 - Investor/Lender – 2nd Quarter 2024
- Construction loan closing:
 - 1st Quarter 2025

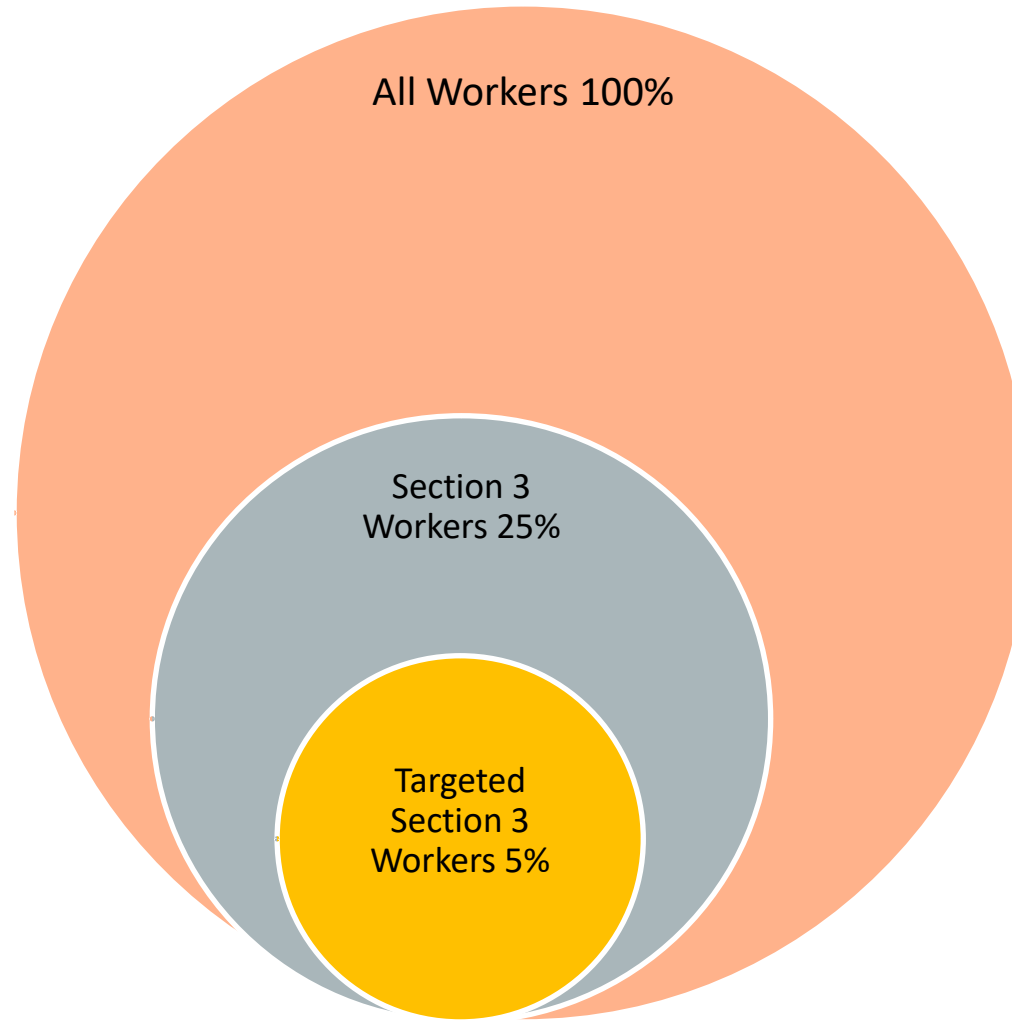


Construction Goals

HUD Section 3

The development team and contractors are required to direct economic opportunities toward low and very-low income persons and the businesses that employ them. HUD sets goals which are measured by labor hours on the project:

- 25% of total hours worked by Section 3 workers
- 5% of total hours worked by Targeted Section 3 Residents



A Section 3 worker is a person living within the Fort Worth metropolitan area earning less than the 50% median income for the area.

A targeted Section 3 worker is any of these:

- Employed by a Section 3 business
- Low-income worker living within the Stop Six Choice Neighborhood
- Current YouthBuild participant
- Current resident of public housing or recipient of housing financial assistance



Hughes House I – Section 3 Progress



209

Workers through
3/31/2024



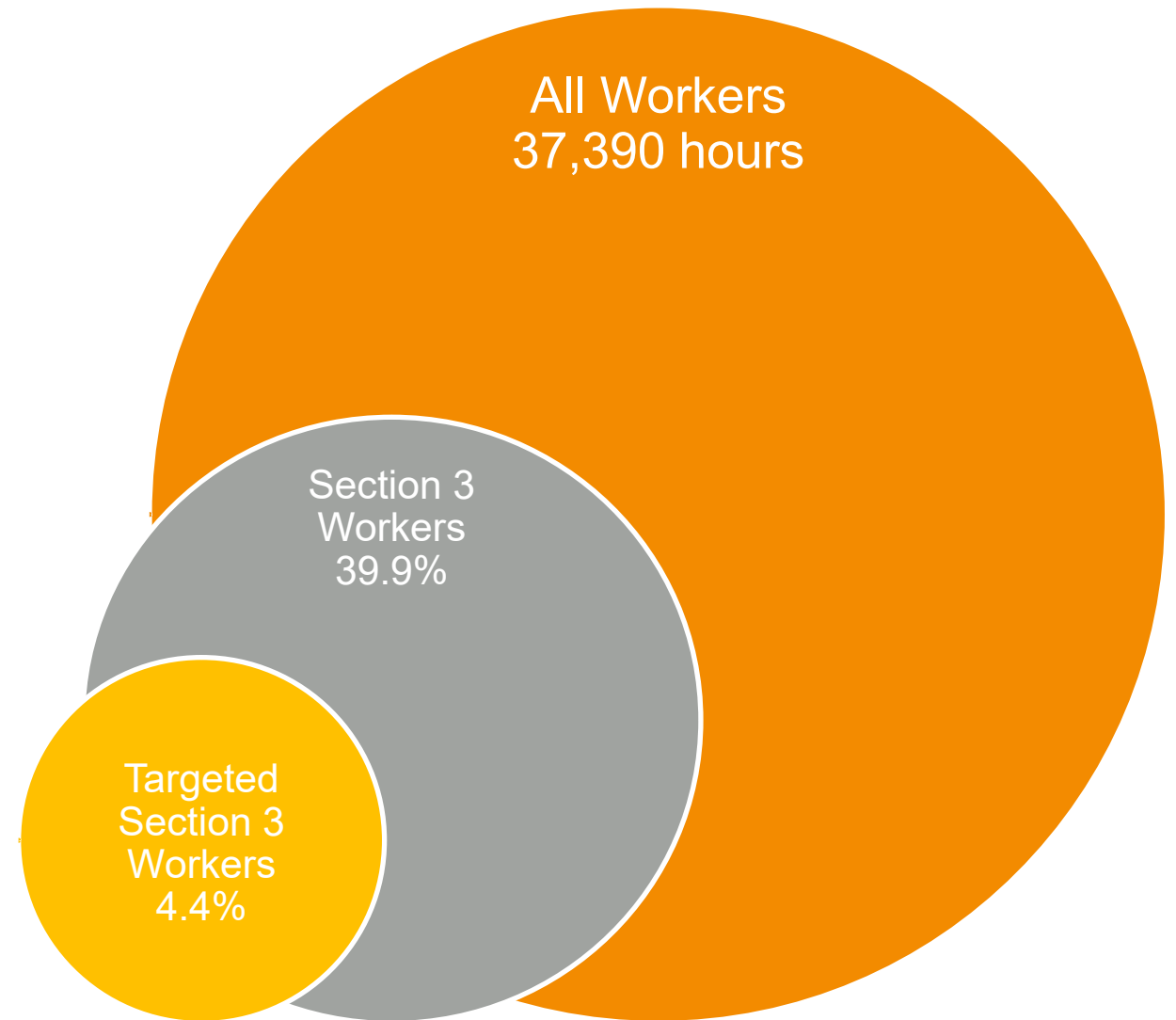
15

Contractors
Working



2

Trades with 80%
of workforce



Neighborhood HUB



- HUB is a state-of-the art community center, and aquatics facility
- Replaces the existing, beloved MLK Center
- Harrison Kornberg Architects, LLC is the architecture team selected
- We're in the final stages of the "Program" Phase, next is "Design" Phase
- August 5 Public Meeting at MLK was well-attended and help refine Program to include MHMR & Texas Workforce Commission
- Public Meetings planned once Program is drafted



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WORFORCE INNOVATION AND TRAINING CENTER CONCEPT





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pharmacy

consultation

drop off

pick up



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Questions?

Mary-Margaret Lemons

mmlemons@fwhs.org

817-333-3401

Thank you!



FORT WORTH
HOUSING SOLUTIONS
Housing with a Mission



Panel Discussion



Announcements

Blue-Green-Grey Application for New Ideas Round 4

- **What:** Apply to receive funding for projects with innovative approaches or outcomes that combine: Blue (water), Green (environment), and Grey (transportation infrastructure) components, and can be replicated in the region.
- **Who:** Open to individuals, non-profits, private firms, universities, school districts, and government agencies
- **When:** Call opened July 15 and applications are **due August 16, 2024, at 5:00 pm at the NCTCOG office**
- **How much:** This call has been allocated \$250,000, which will be distributed among approximately three winning applications
- **More information:** www.nctcog.org/greeninfrastructure
→ Blue-Green-Grey Funding Program

Apply
here!



Upcoming Federal Grant Opportunities

Due Date	USDOT Grant
August 29, 2024 (Planning & Demonstration-only)	Safe Streets and Roads for All (SS4A) Safe Streets and Roads for All Grant Program US Department of Transportation
September 30, 2024	Reconnecting Communities Pilot Program Reconnecting Communities and Neighborhoods Grant Program US Department of Transportation



APA TX Local Events

July 25 - Discussion with APA Texas Chapter President Kelly Porter Building Blocks of Prosperity Event and Networking

Discussion on how planning professionals can implement their plans to provide better quality of life for all and call on an esteemed panel to discuss specific areas that are the building blocks. Subject area panelists are:

- Transportation - Tanya Brooks, DART
- Workforce/Economic Development - Renee Parker, Workforce Solutions
- Healthy Communities - Brenda Espinoza Patton, Blue Zones Project, North Texas Healthy Communities
- Technology/Digital Divide - Victor A. Fishman, Ph.D, Texas Research Alliance

3:30-5:30PM

Where: Burns & McDonnell, 777 Main Street, Suite 2500, Fort Worth, TX 76102

July 26 - Elected & Appointed Officials Workshop

Workshop is designed primarily as an intro to planning and zoning for new officials but can also serve as a refresher course for seasoned officials.

10:00 AM – 3:30 PM

Where: Grand Hall at NRH Centre, North Richland Hills



After Today's Meeting

Access Meeting Recording and Slides:
www.NCTCOG.org/LUTTf

Next meeting scheduled for October 2024

CONTACT US

Karla Windsor, AICP
Senior Program Manager
kwindsor@nctcog.org



Travis Liska, AICP
Principal Planner
tliska@nctcog.org

Shawn Conrad, PhD
Principal Planner
sconrad@nctcog.org

Sydnee Mangini
Transportation Planner
smangini@nctcog.org

