



North Central Texas Council of Governments

Coordinated Land Use and Transportation Planning Task Force

Hybrid Meeting | 07/20/2023



2023 Task Force Meeting Schedule

January 19

April 20

July 20

October 19

www.NCTCOG.org/LUTTF



NCTCOG LUTTF

Today's Meeting

Local Updates

City of Fort Worth Eastside Transportation Plan
NCTCOG Bikeway Facilities to DART Rail Stations Study

Mixed-use Development in North Texas

NCTCOG Mixed-use Development Activities Overview
City of Arlington 101 Center
City of Carrollton Trinity Mills Station Area
City of Plano Mixed-use Projects

Panel Discussion

Announcements





Local Updates



**North Central Texas Council of Governments
Coordinated Land Use & Transportation Planning Task Force**

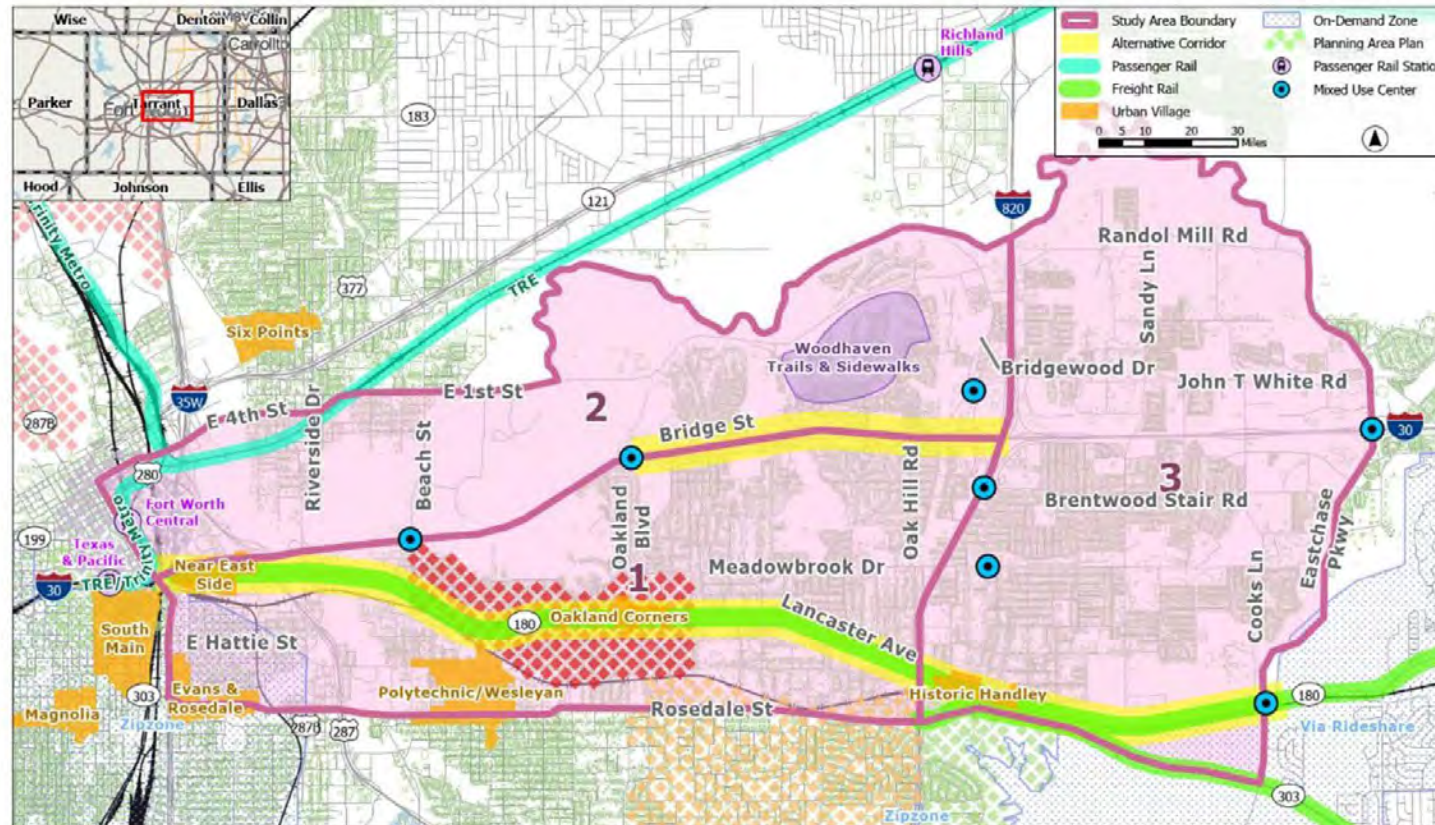
**Kelly Porter, AICP – Assistant Director
Transportation & Public Works,
Regional Transportation & Innovation Division
July 20, 2023**

Agenda

1. Introduction
2. Project Overview
3. Plan Purpose/Outcomes
4. Public Engagement
5. Next Steps



Eastside Transportation Plan Study Area



Sources: City of Fort Worth (2022), NCTCOG (2022), TxDOT (2022).

Plan Purpose & Desired Outcomes

1. **Develop Options (Alternatives) and Select Preferred Options for:**

- **Roadway**: East Lancaster, Brentwood Stair Road and Bridge Street (from Oakland to Bridgewood)
- **Transit**: routing and mode(s) between Downtown the Eastchase/IH 30 shopping area

2. **Elements**

- Safety, operational, and aesthetic improvements for parallel, adjacent, and connecting corridors to identified nodes

3. **Land Use and Street Grid**

- Form-based code and regulating plan for the East Lancaster area and other key nodes and corridors (*i.e. lane mileage, access management, safety, built form, operations, etc.*)
- Thoroughfare Plan Amendments

4. **State Coordination:**

- TxDOT's National Environmental Policy Act (NEPA) process, design, and construction along East Lancaster Avenue and IH 30.

5. **Economic Development:**

- Economic development incentives and stimulus needs for housing and commercial goals.

Planning Process (Why this is **different?**)

1. Public Engagement – throughout the process (open houses, focus groups, surveys, etc.)
2. Existing Conditions, Past Studies, Needs Assessment
3. Alternatives Analysis - Roadways and Transit
 - Metrics for Alternatives
 - Universe of Alternatives
 - Reasonable Alternatives
 - **Preferred Alternative**
4. Adoption of Final Plan with **Form-Based Code, Thoroughfare Plan Amendments**, etc.
5. **An Implementable Plan – Ready for Funding, Design, and Construction**

Factors We're Considering

- Limited ROW Acquisition
- Maintain capacity for the system vs. only the mainline route
- On-street parking where available ROW permits
- Bikes and micromobility may be accommodated on adjacent streets depending on available ROW
- Flexible roadway configuration depending on land use context
- East-to-west capacity may be accommodated through enhancements to adjacent facilities

Factors We're Considering

(for transit)

- High, Medium, and Low for ridership demand
 - Jobs
 - Residents
- Catalytic Stimulus
- Futureproof
- Destinations
- Service Type (frequency, operations, vehicles, travel time, etc.)
- Premium Land Scape and Road Design – Look and Feel

Screened Alternatives: Segment 1 - Main to Riverside (80-90' ROW)



For this part of the process, alternatives have been screened to determine if we can fit pedestrian/bike facilities, transit, and cars in the right-of-way. Please see the alternatives process board for additional information on the process that will lead to a preferred alternative.

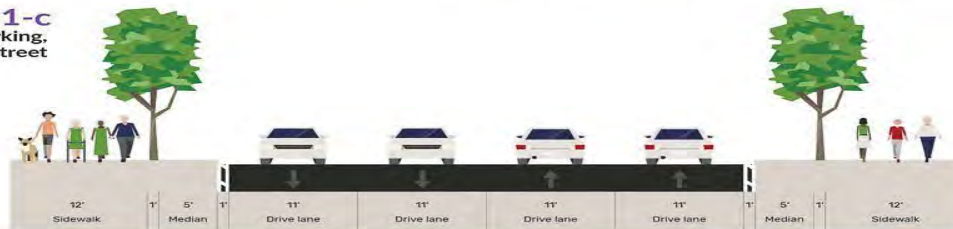
Alternative NB No Build



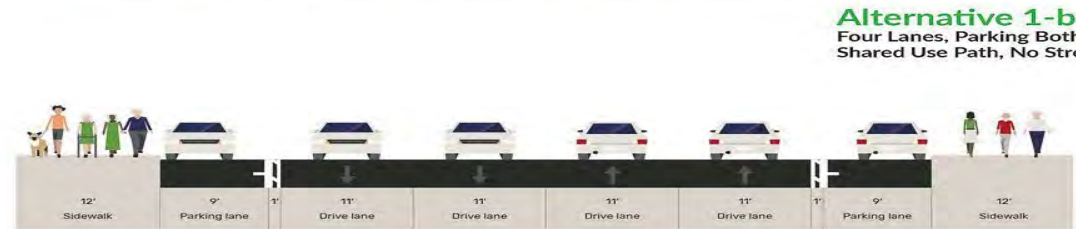
Alternative 1-a Four Lanes w/ Shared Right-Running Transit, No Parking, Shared Use Path



Alternative 1-c Four Lanes, No Parking, Shared Use Path, Street Trees Only



Alternative 1-b Four Lanes, Parking Both Sides, Shared Use Path, No Street Trees

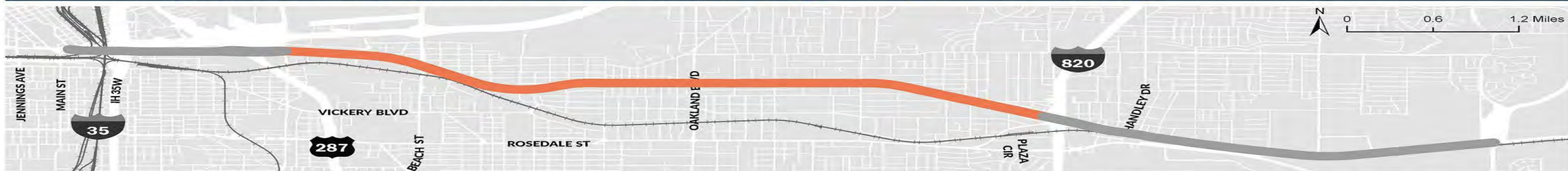


Alternative 1-d Four Lanes w/ Dedicated Center-Running Transit, Parking One Side, Shared Use Path





Screened Alternatives: Segment 2 - Riverside to Loop 820 (130-140' ROW)

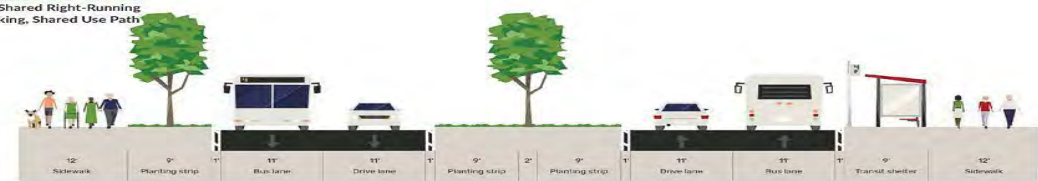


For this part of the process, alternatives have been screened to determine if we can fit pedestrian/bike facilities, transit, and cars in the right-of-way. Please see the alternatives process board for additional information on the process that will lead to a preferred alternative.

Alternative 1B
No Build



Alternative 2-b
Four Lanes w/ Shared Right-Running Transit, No Parking, Shared Use Path



Alternative 2-d
Four Lanes w/ Dedicated Center-Running Transit, No Parking, Shared Use Path



Alternative 2-a
Four Lanes w/ Shared Right-Running Transit, Parking One Side, Shared Use Path



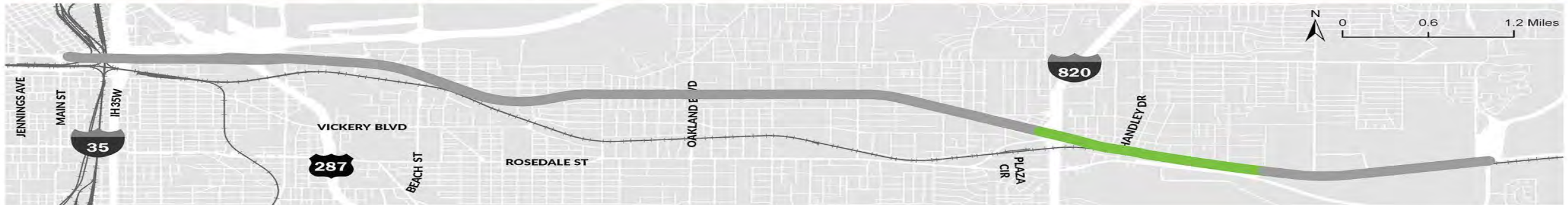
Alternative 2-c
Four Lanes w/ Dedicated Right-Running Transit, No Parking, Shared Use Path



Alternative 2-f
Six Lanes w/ Shared Right-Running Transit, No Parking, Shared Use Path



Screened Alternatives: Segment 3 - Historic Handley (80-90' ROW)

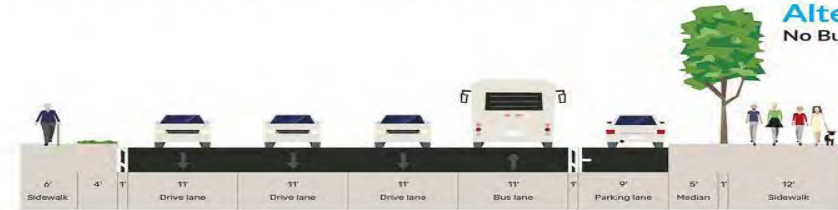


For this part of the process, alternatives have been screened to determine if we can fit pedestrian/bike facilities, transit, and cars in the right-of-way. Please see the alternatives process board for additional information on the process that will lead to a preferred alternative.

Alternative NB No Build



Alternative NB-E No Build - Enhanced Parkways



Alternative 3-a Four Lanes w/ Dedicated Right-Running Transit, Parking One Side, Shared Use Path



Alternative 3-b Four Lanes w/ Shared Right-Running Transit, Parking One Side, Shared Use Path



Alternative 3-c Four Lanes w/ Dedicated Center-Running Transit, Parking One Side, Shared Use Path



Alternative 3-d Six Lanes w/ Shared Right-Running Transit, Parking One Side, Shared Use Path



Screened Alternatives: Segment 4 - Chilton to Dottie Lynn (110-130' ROW)



For this part of the process, alternatives have been screened to determine if we can fit pedestrian/bike facilities, transit, and cars in the right-of-way. Please see the alternatives process board for additional information on the process that will lead to a preferred alternative.

Alternative NB

No Build



Alternative 4-a

Four Lanes w/ Shared Right-Running Transit, No Parking, Shared Use Path



Alternative 4-b

Six Lanes w/ Shared Right Running Transit, No Parking, Shared Use Path





Public Engagement

- Focus groups (neighborhood associations, business owners, youth, etc.)
- Nine (9) open houses (3 meetings in 3 rounds)
- Surveys (public)
- Visioning workshop (public)
- Stakeholder interviews (targeted)
- Interactive map (public)
- Special Presentations (by request)

Grassroots Engagement
Social Pinpoint Survey – 500+ responses and increasing
Social Media Posts – 20+
Onboard Bus Surveys
Project Website - Features
Online Open Houses and Visioning Workshop
Partnerships with stakeholder organizations – to extend reach
Outreach to 700+ apts, churches, and area non-profits

Next Steps

- Held Successful Open House Round #1 (3 meetings) - Week of May 22
- Existing Conditions Report – Under City Review
- Alternatives Analysis – Ongoing
- Next Round of Open House Meetings – Fall 2023
- Public Engagement – Ongoing





Get Involved!
Share your input
Your voice makes a difference

Scan the QR Codes below to view the websites for the
Fort Worth Eastside Transportation Plan and East Berry Corridor Study!

Fort Worth Eastside Transportation Plan

www.fortworthetp.com

East Berry Corridor Study

bit.ly/eastberry

WWW.FortWorthETP.com





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NCTCOG PRESENTATION

Implementation of Bikeway Facilities to DART Rail Stations Study

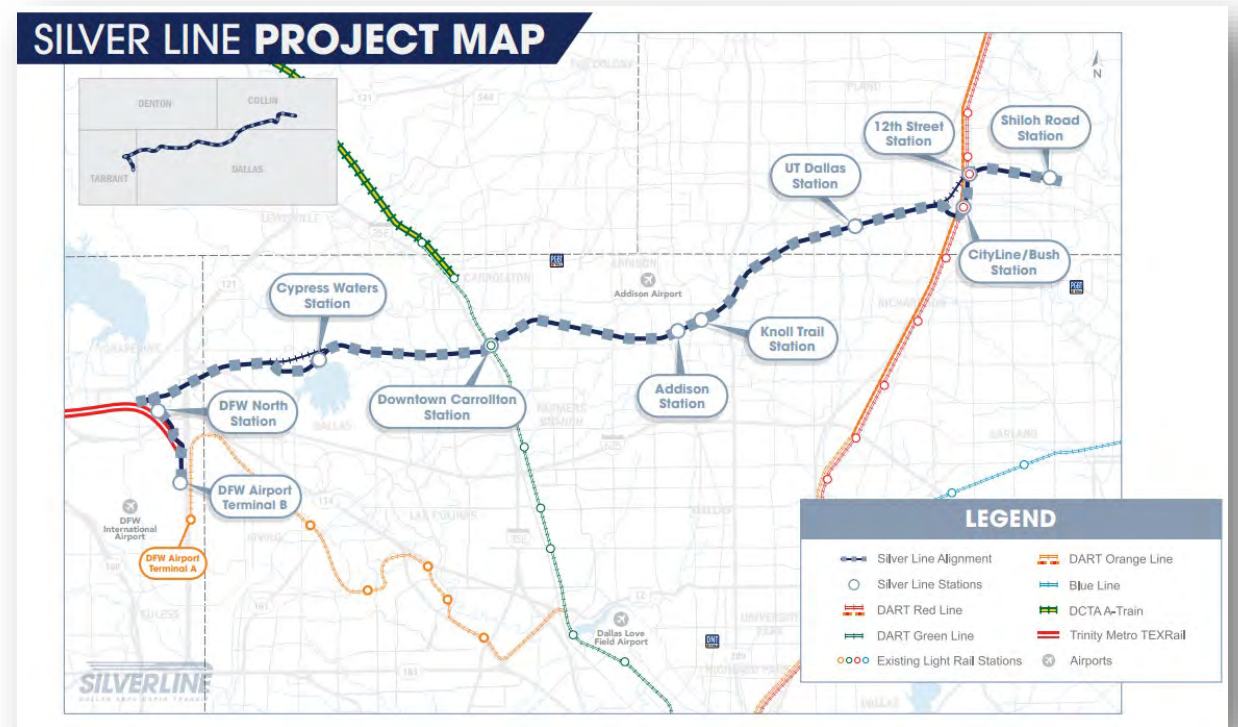
Daniel Snyder, AICP

Coordinated Land Use and Transportation Planning
Task Force

07.20.2023

Study Purpose

- To determine the appropriate bike facility types on roadways connecting to several rail stations and the Cotton Belt Trail.
- Assisting the City of Irving to advance implementation of bikeways to DART Orange Line rail stations identified in the City's *DRAFT* Bike Master Plan.



Source: DART

Rail *with* trail project.

The Cotton Belt Trail is concurrently under design for future construction along the DART Silver Line commuter rail.



Scope of Work

- Ten roadway corridors in five communities
 - Addison, Carrollton, Dallas, Irving, and Plano
- Review roadway conditions and traffic data to evaluate various typical bikeway options for each corridor.
 - Ensure intersection designs with safe crossings
- Develop 15 percent concept plans for the preferred facility type designs and estimated project costs.
- Conduct up to two short-term pilot-projects.

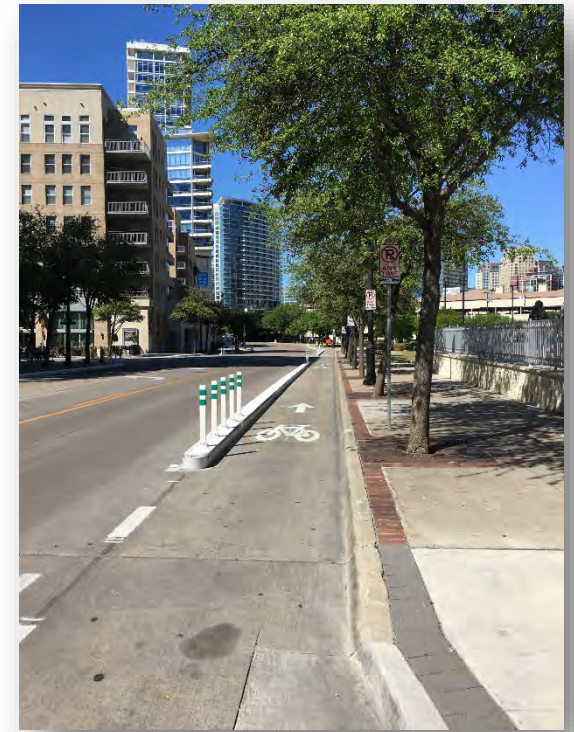


Exhibit #1: Addison and Dallas Bikeway Corridors

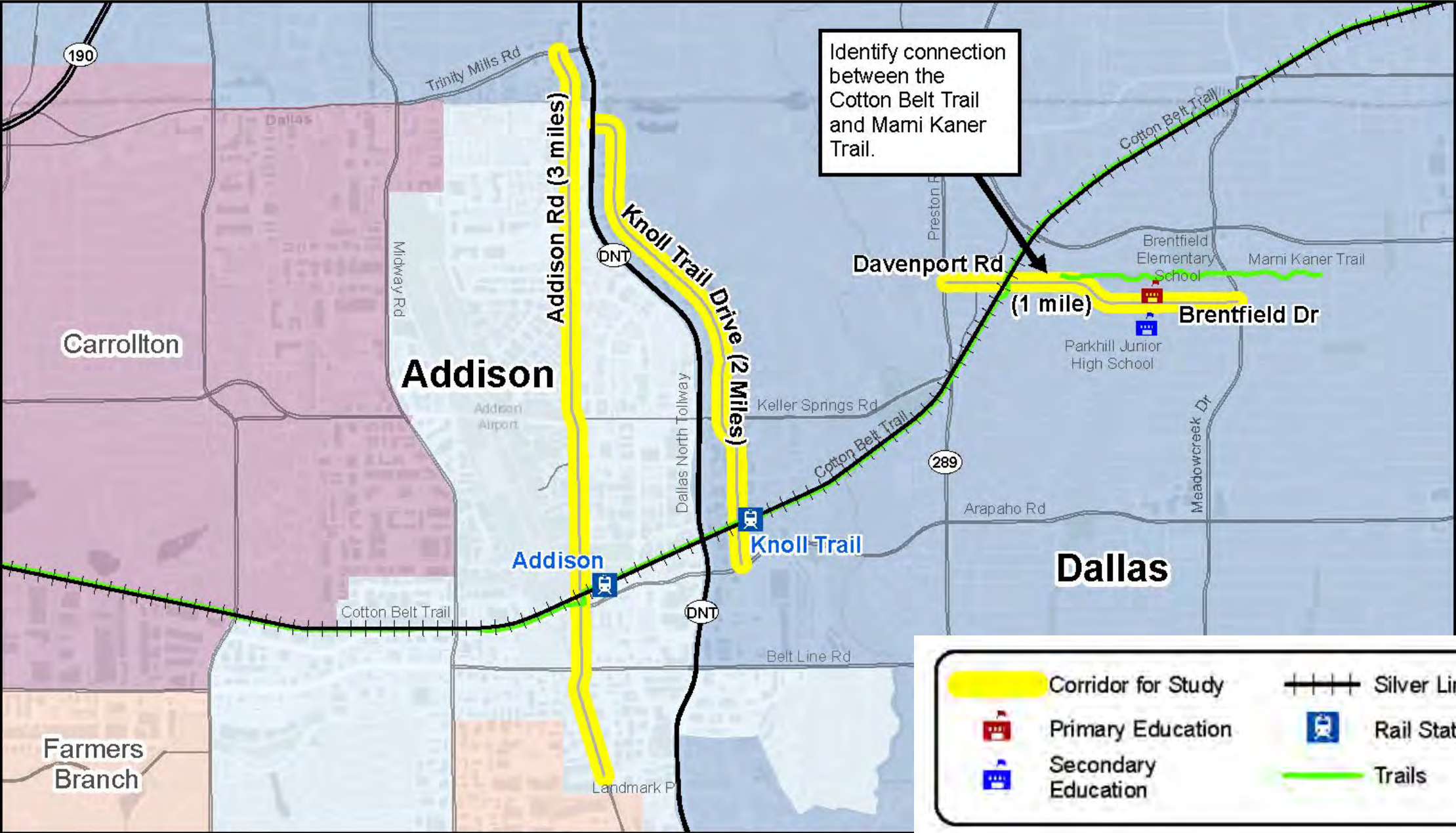


Exhibit #2: Carrollton Kelly Blvd Sidepath

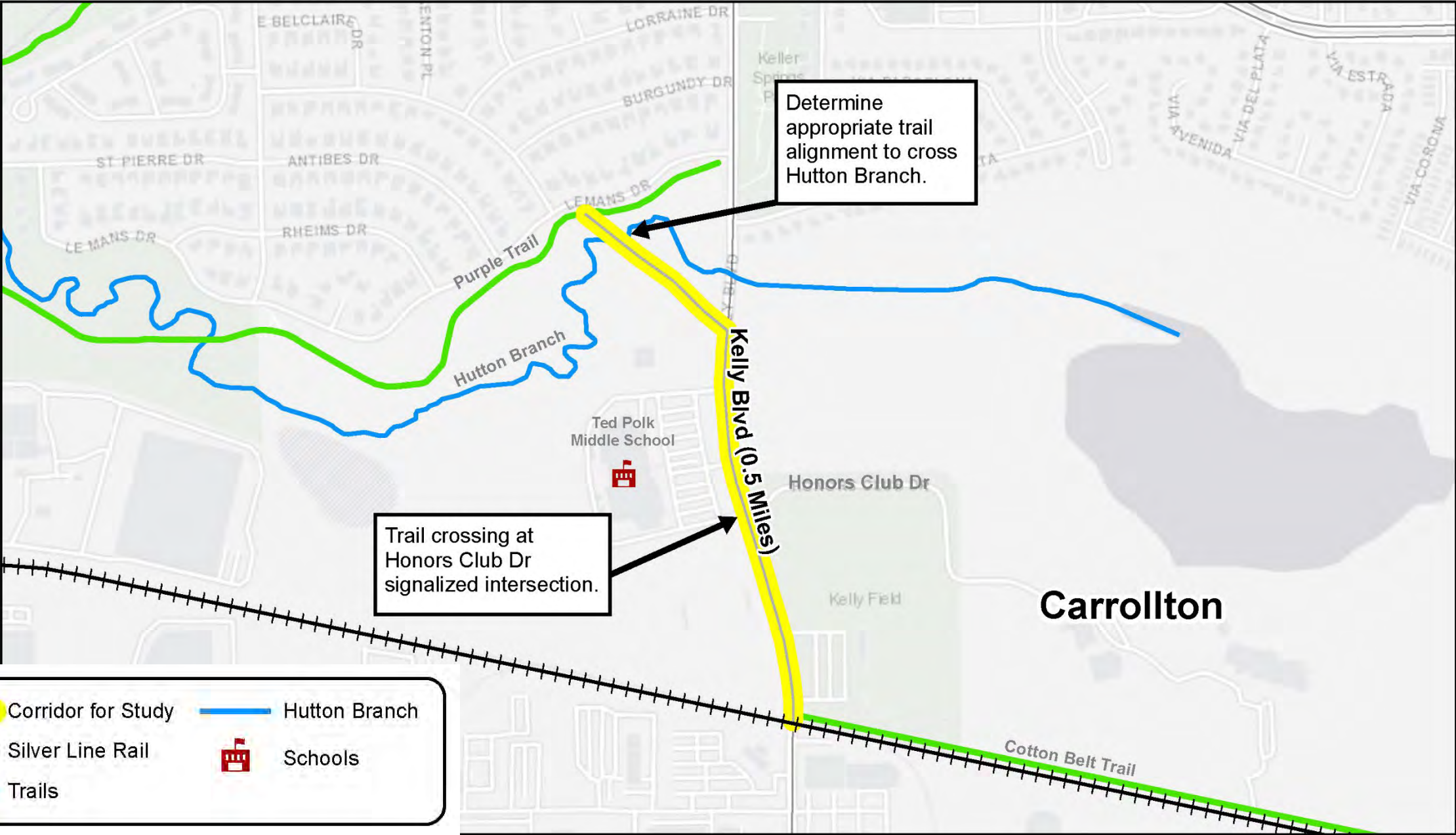


Exhibit #3: Irving Bikeway Corridors

(7 total miles)

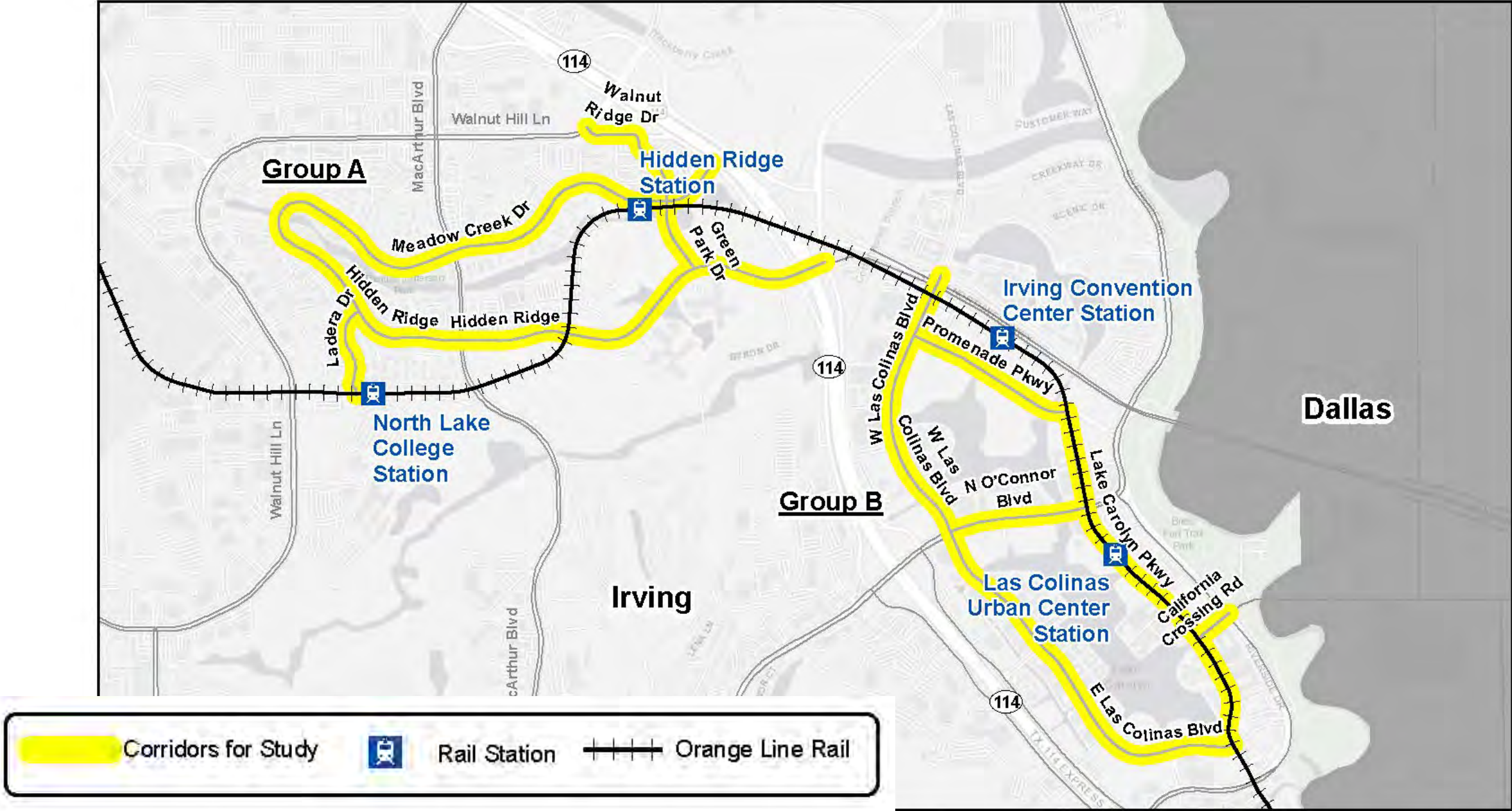
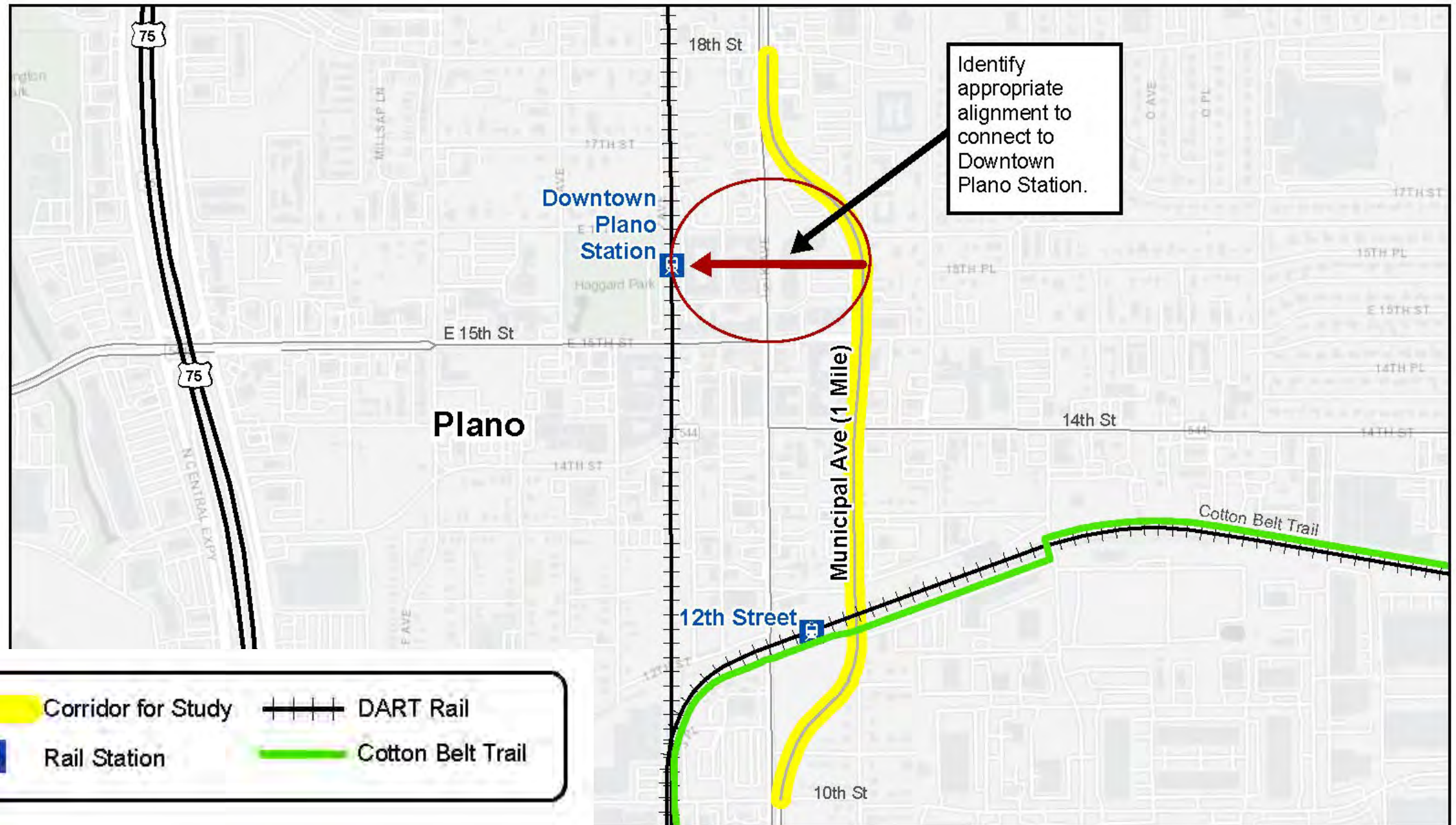


Exhibit #4: Plano Bikeway Corridor



Questions



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A blue-tinted photograph of a modern urban street scene. In the foreground, two women are walking towards the left, one carrying a bag. To their right, a man and a woman are walking away from the camera. The background features multi-story buildings, trees, and outdoor seating areas with umbrellas. The overall atmosphere is that of a vibrant, walkable neighborhood.

Mixed-use Developments in North Texas



NCTCOG Mixed-use Development Activities Overview

Shawn Conrad | NCTCOG Sustainable Development



The Regional Transportation Council's Sustainable Development Policy

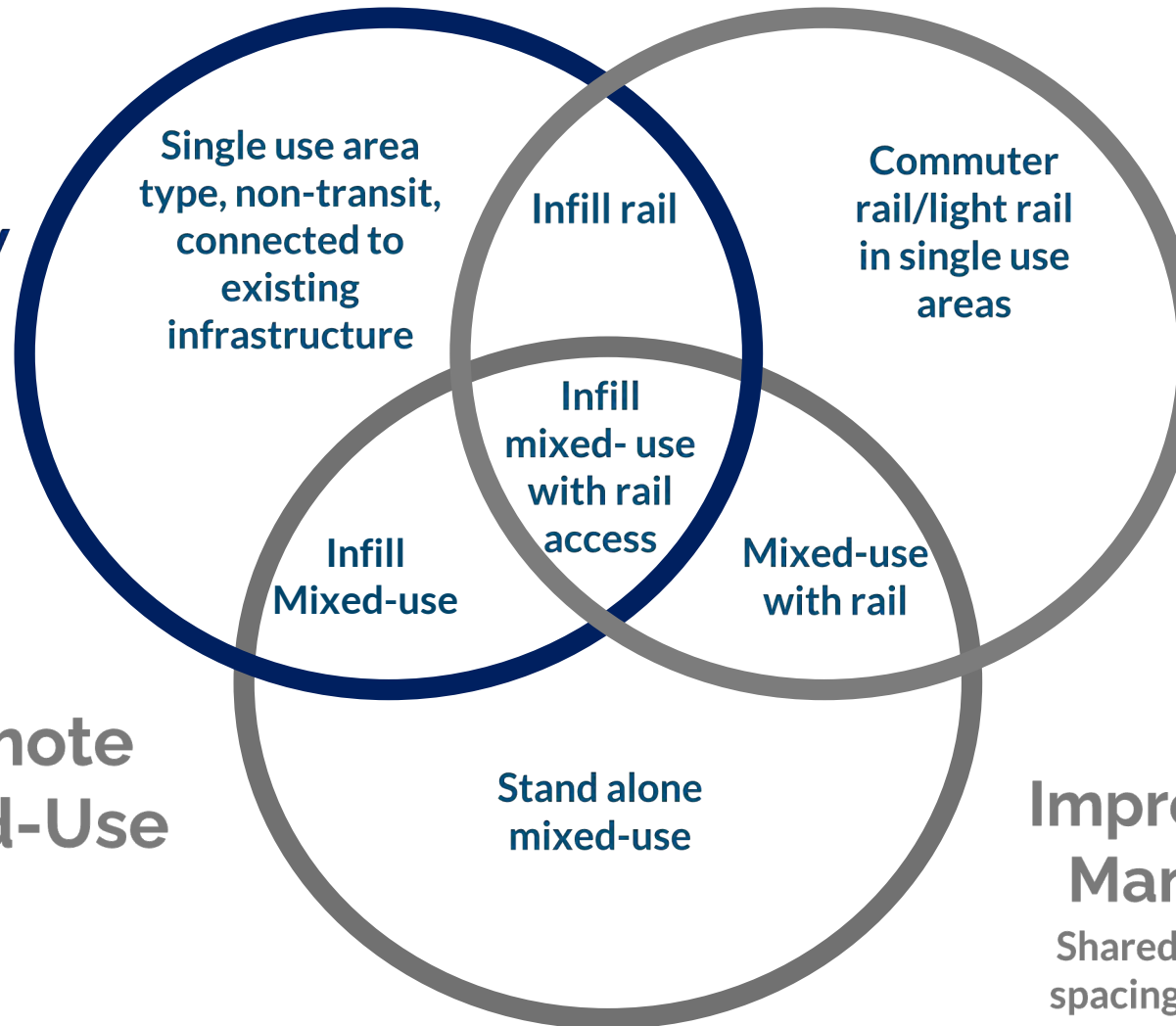
**Utilize
Existing
System
Capacity**

**Improve
Rail
Mobility**

**Promote
Mixed-Use**

**Improve Access
Management**

Shared drives/parking,
spacing of turns/signals



COG's Role Mixed-use Development

- Supporting walkable, livable environments
- Respond to demand for development choice
- Transportation and land use aspects of mixed-use
 - Connections
 - Impacts
 - Access
 - Traffic
 - Parking



Benefits and Challenges of Mixed-use

Benefits

- Support walkable environments
- Increase property values
- May reduce auto dependency
- Supports economic vitality
- Increased location efficiency
- Supports revitalization

Challenges

- Achieving best mix of uses
- Zoning requirements/building codes
- Public buy-in
- Affordable housing
- Project longevity
- Parking requirements



Sustainable Development Funding Program

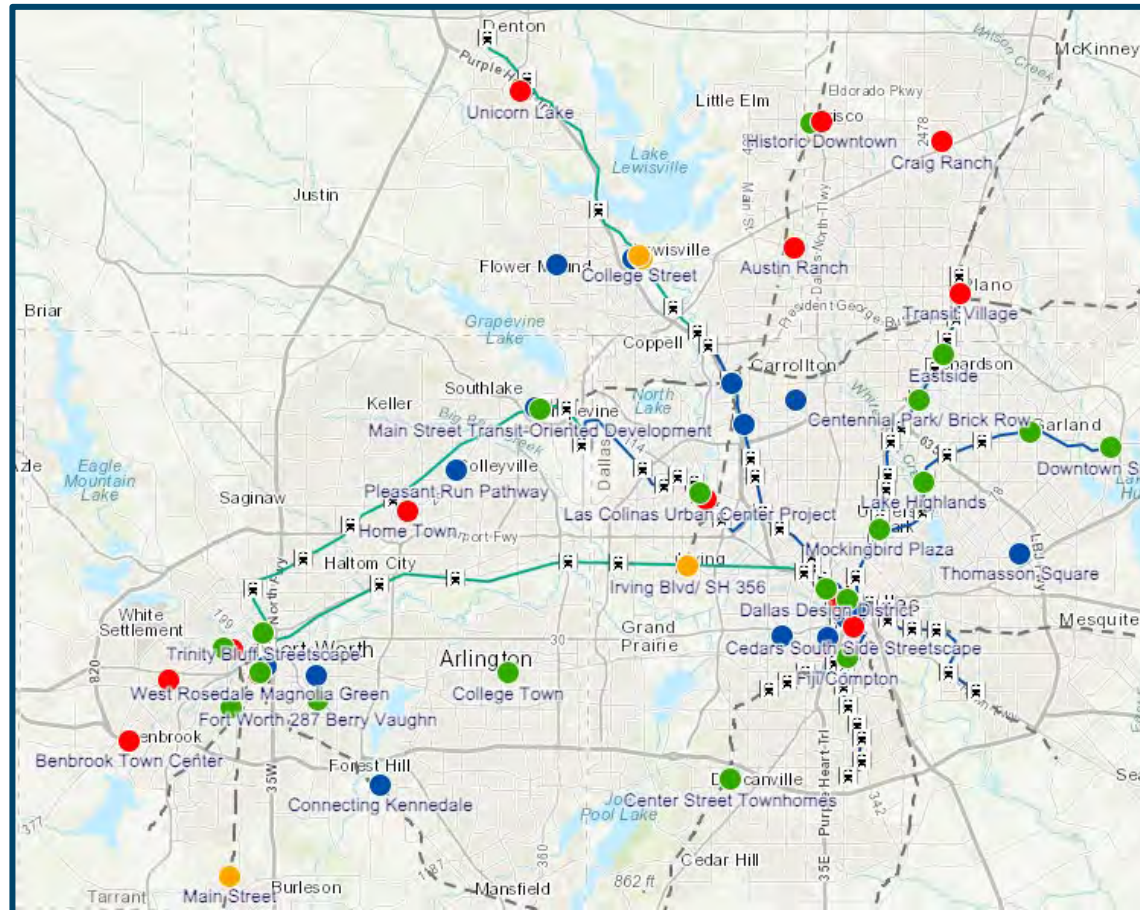
Fund construction of bike/ped infrastructure/planning supporting mixed use

2001/2006/2010 Calls for Projects

2018 Funding Initiative

Net Funding by Project Type

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



SDCFP
Interactive Map



Walkable Places Inventory

Project Tasks

DRAFT mapping by NCTCOG

143 places mapped in GIS

Originated with 2019 [Walk UP Wake-up Report](#)

Added many historic main street and downtowns, recent developments

Cities asked to provide feedback

Inventory Considerations

Building form, orientation, and density

- Buildings are pushed up to the street
- Pedestrian-oriented entrances and façades

Mix of uses

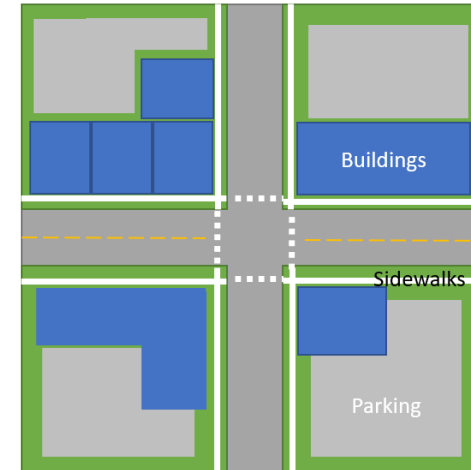
- Sidewalk connections between commercial and residential uses
- District is centered on commercial core

Street/sidewalk/transportation context

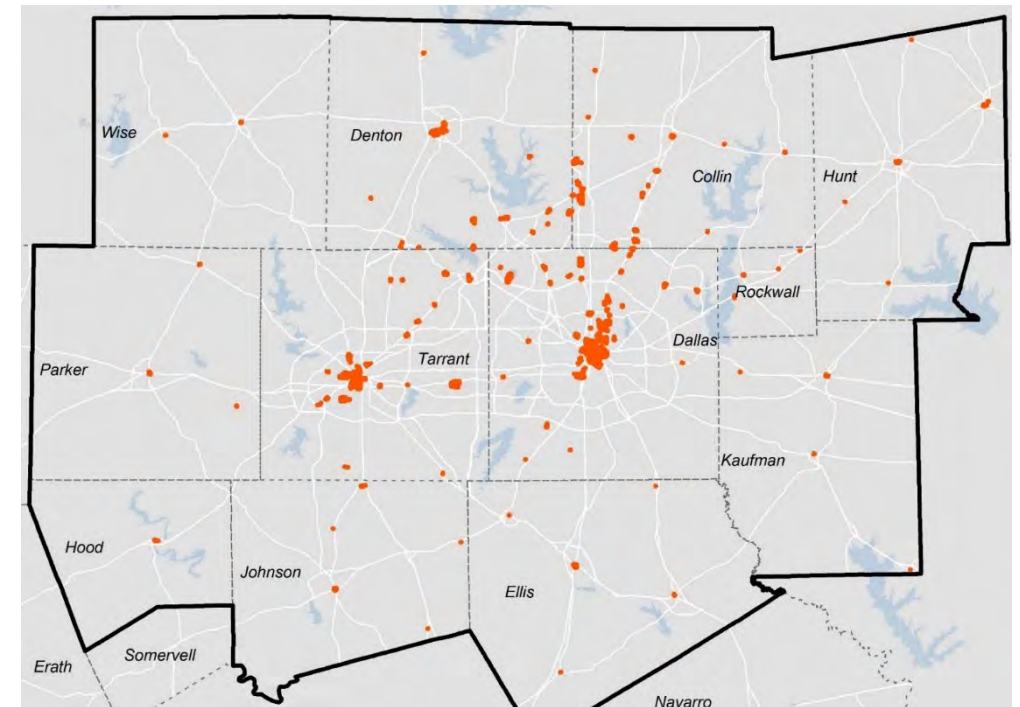
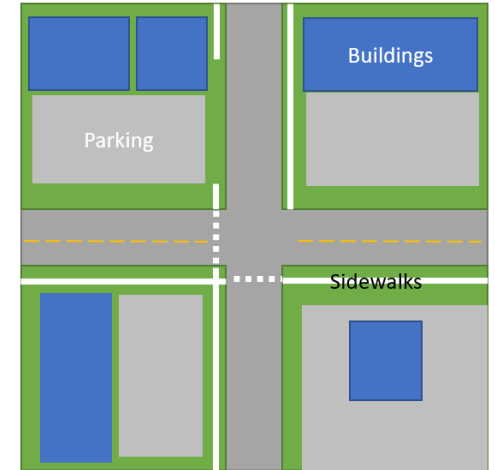
- Sidewalks are generally wider and connected
- Road designed with pedestrian elements, e.g. safe crossings, streetlights at pedestrian scale

Focus is on design of places oriented to pedestrians

Walkable Land Use/Design



NOT - Walkable Land Use/Design



Regional Mixed-use Study

Initial request 12/20 by Collin County and Cities of Frisco, Plano, Richardson, Allen, McKinney, Garland, and Wylie

Purpose: assess traffic impacts of mixed-use development and develop tools/data to support

Phase 1: Collin County pilot

Phase 2: Scale up to regional study



Mixed-use Inventory - Collin County

Used NCTCOG [Walkable Places mapping](#) as foundation for sites

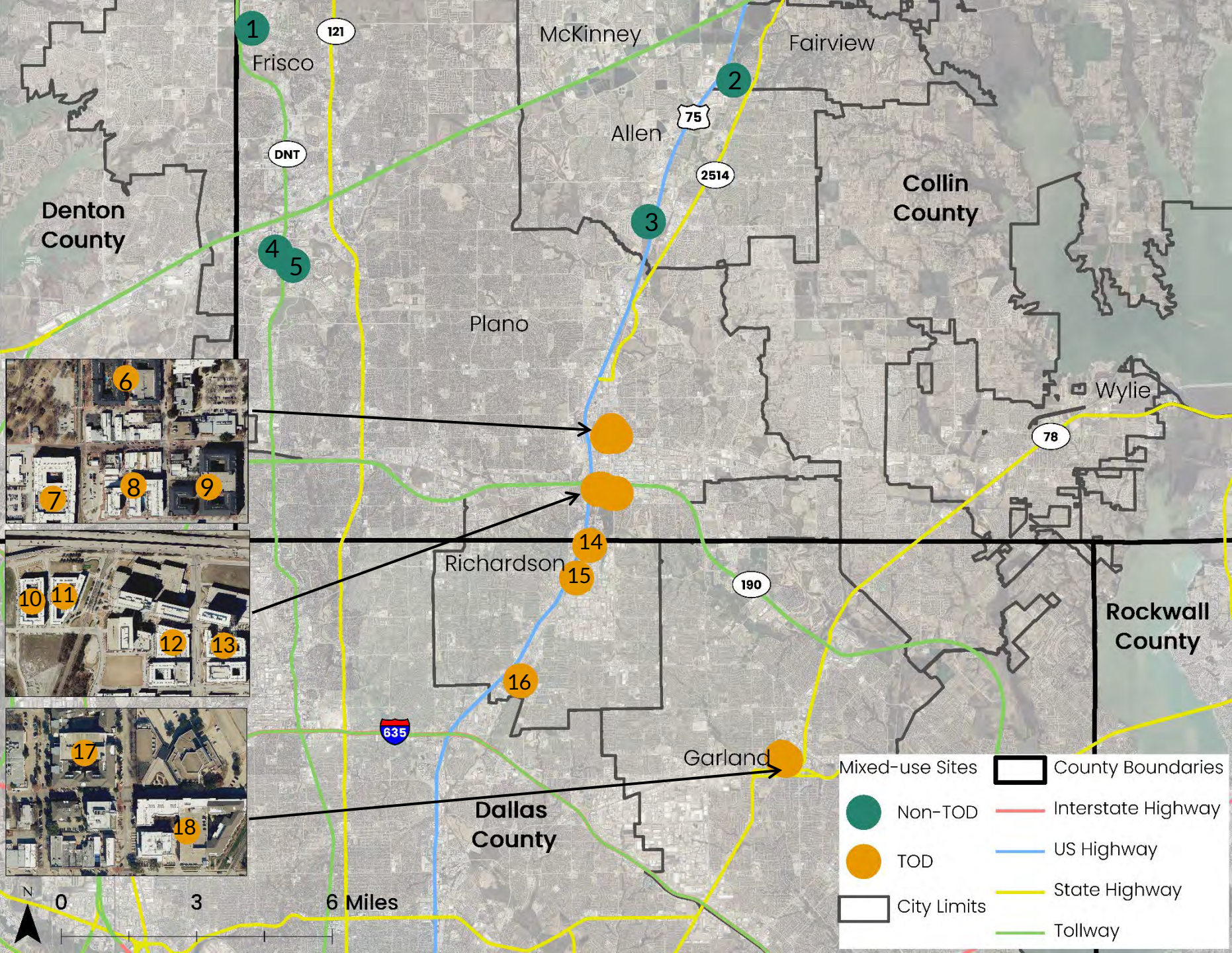
Removed special generators, downtowns that are primarily commercial, and cities not included in this request



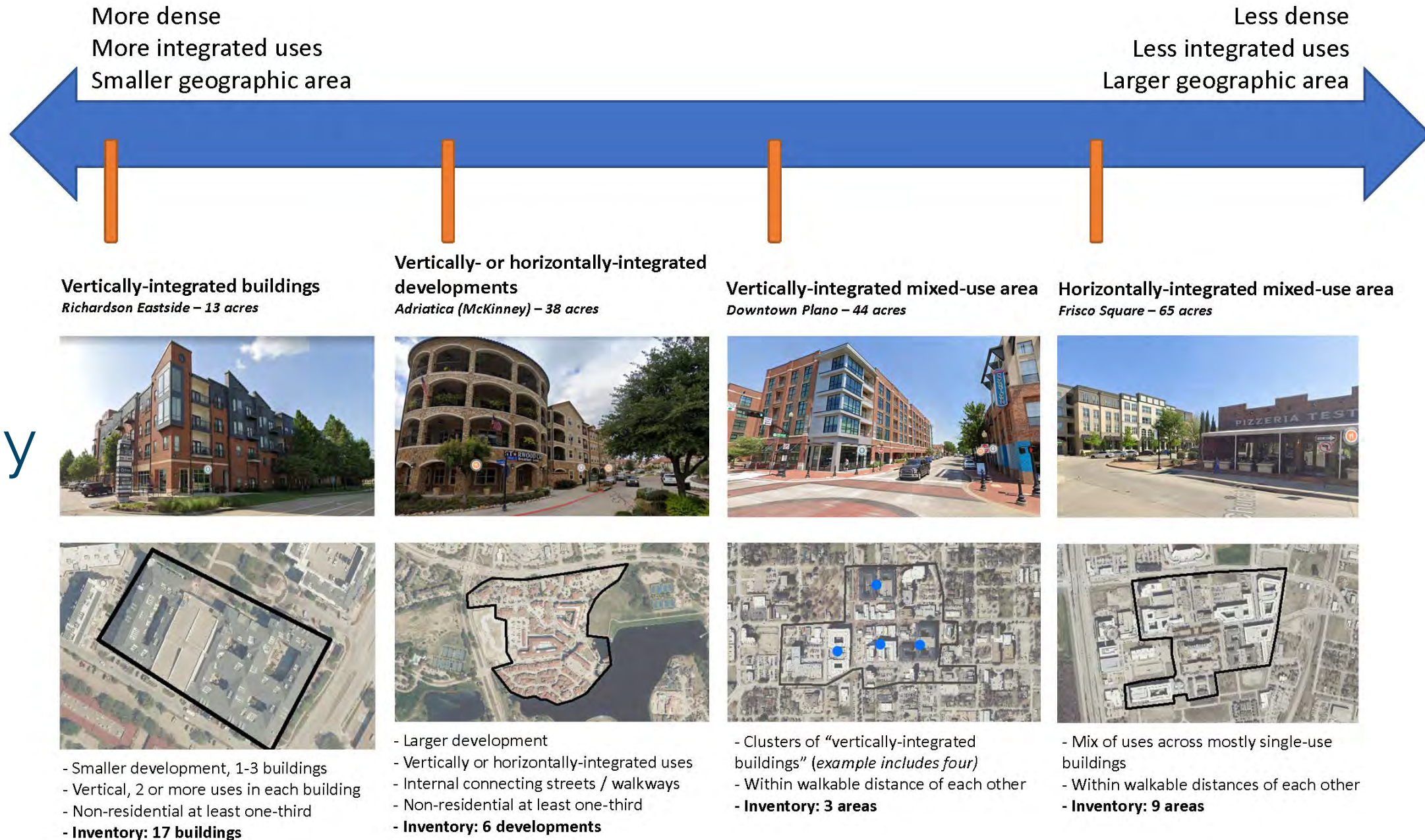
Identified Sites

18 initial sites total
12 TOD sites

- 1. The Plaza at Frisco Square
- 2. East Cortana Fairview Town Center
- 3. Lofts at Watters Creek
- 4. The Grand at Legacy West
- 5. MAA Legacy
- 6. Link at Plano
- 7. Plano Junction 15
- 8. Downtown Plano Morada
- 9. Bel Air Downtown
- 10. SYNC CityLine
- 11. CityLine Axis 110
- 12. Anthem CityLine
- 13. The Riley at CityLine
- 14. Richardson Galatyn Station
- 15. Richardson MAA Eastside
- 16. Richardson Brick Row
- 17. Oaks 5th St Crossing at City Station
- 18. Oaks 5th St Crossing at City Center



Draft Mixed Use Typology



Typology Feedback

1. Does this typology accurately capture what mixed-use typically looks like in our region?
2. Are there in gaps in our typology (i.e., other types you've seen and believe should be included)?
3. Would this typology be useful for conversations with developers or other partners?
4. How would you use this type of information?
5. Are there any other ways of organizing mixed-use types?



Mixed Use Next Steps

Mixed Use Regional Study

- Develop and conduct methodology for Collin Co pilot project
- Report including results, lessons learned
- Identify funding to scale up to region

Continue evaluating mixed-use benefits/challenges

Continue to support and facilitate mixed-use development in the region



CONTACT US



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101 Center Mixed Use Building

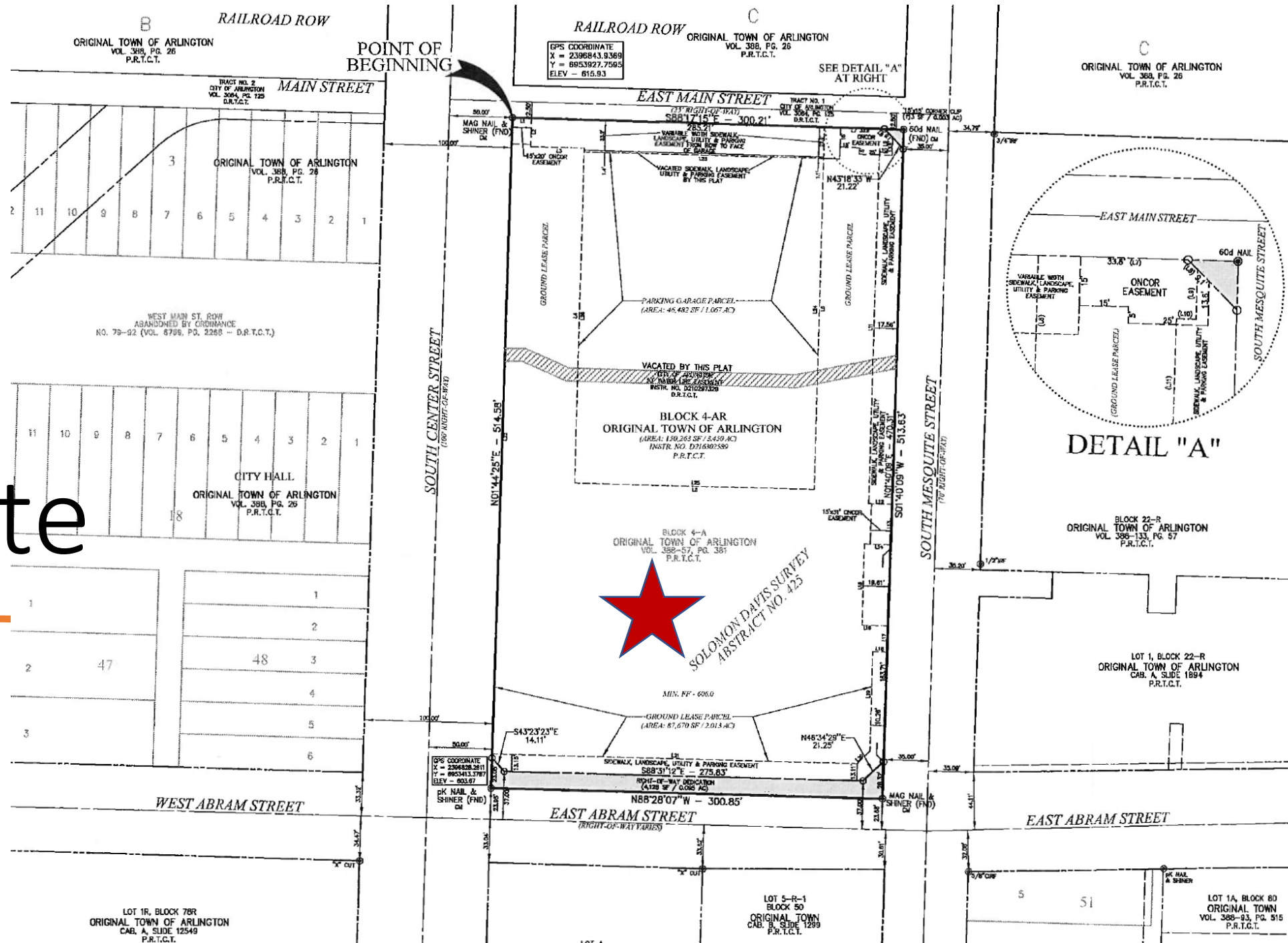
The First Mixed-Use Building in Downtown Arlington, Year 2015

The Site

2015 Aerial

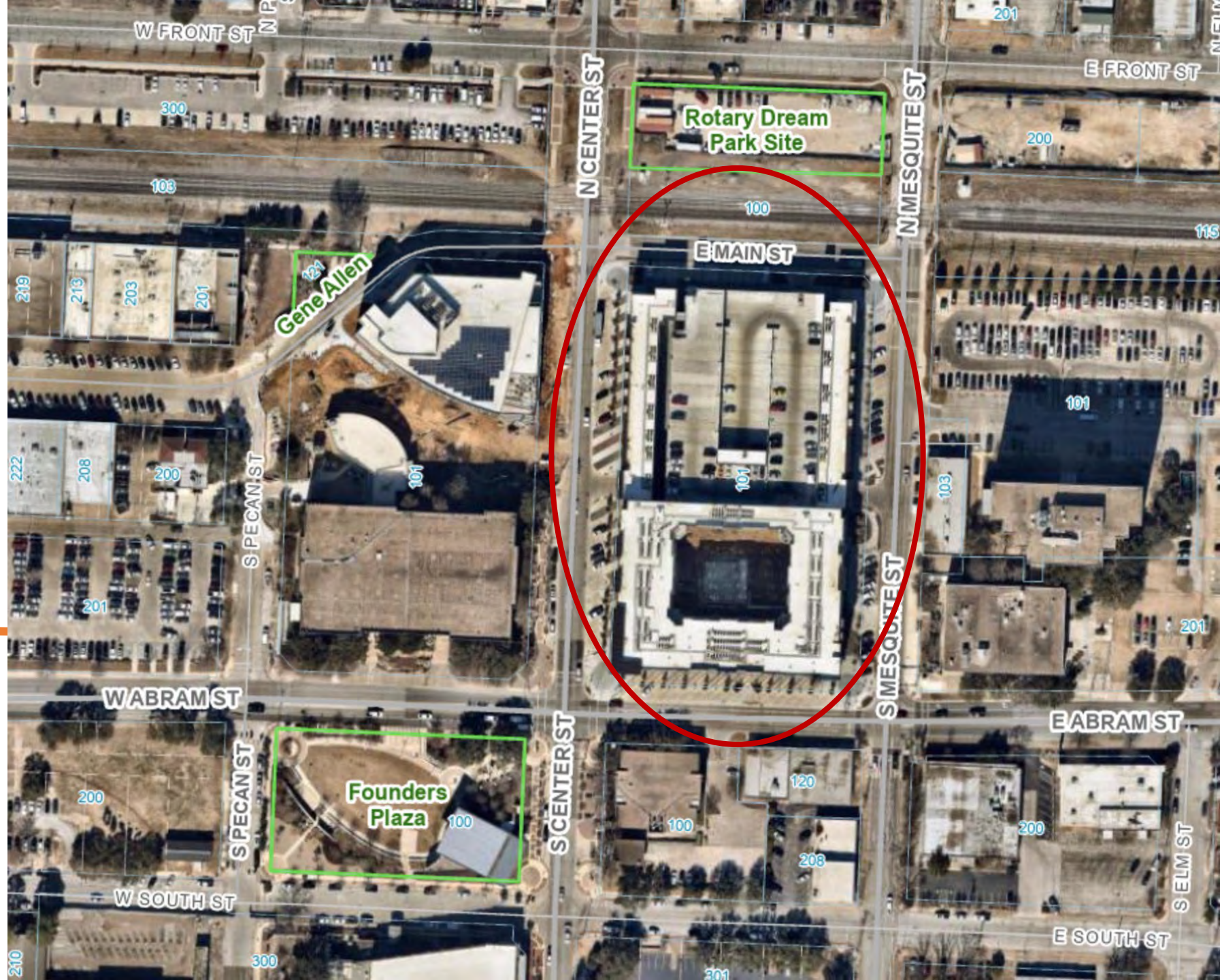


The Site



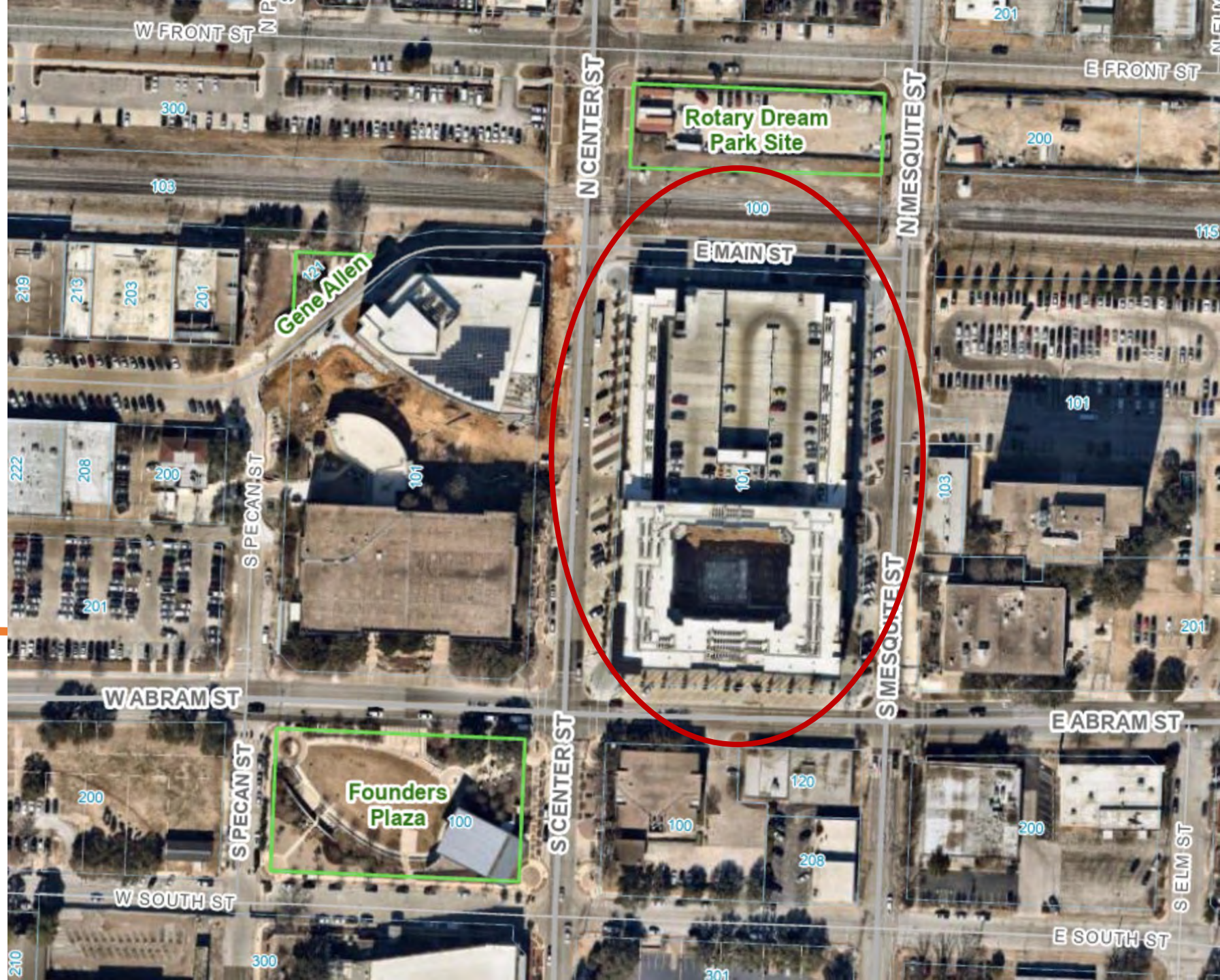
Building Completed

January 2018
Aerial Map



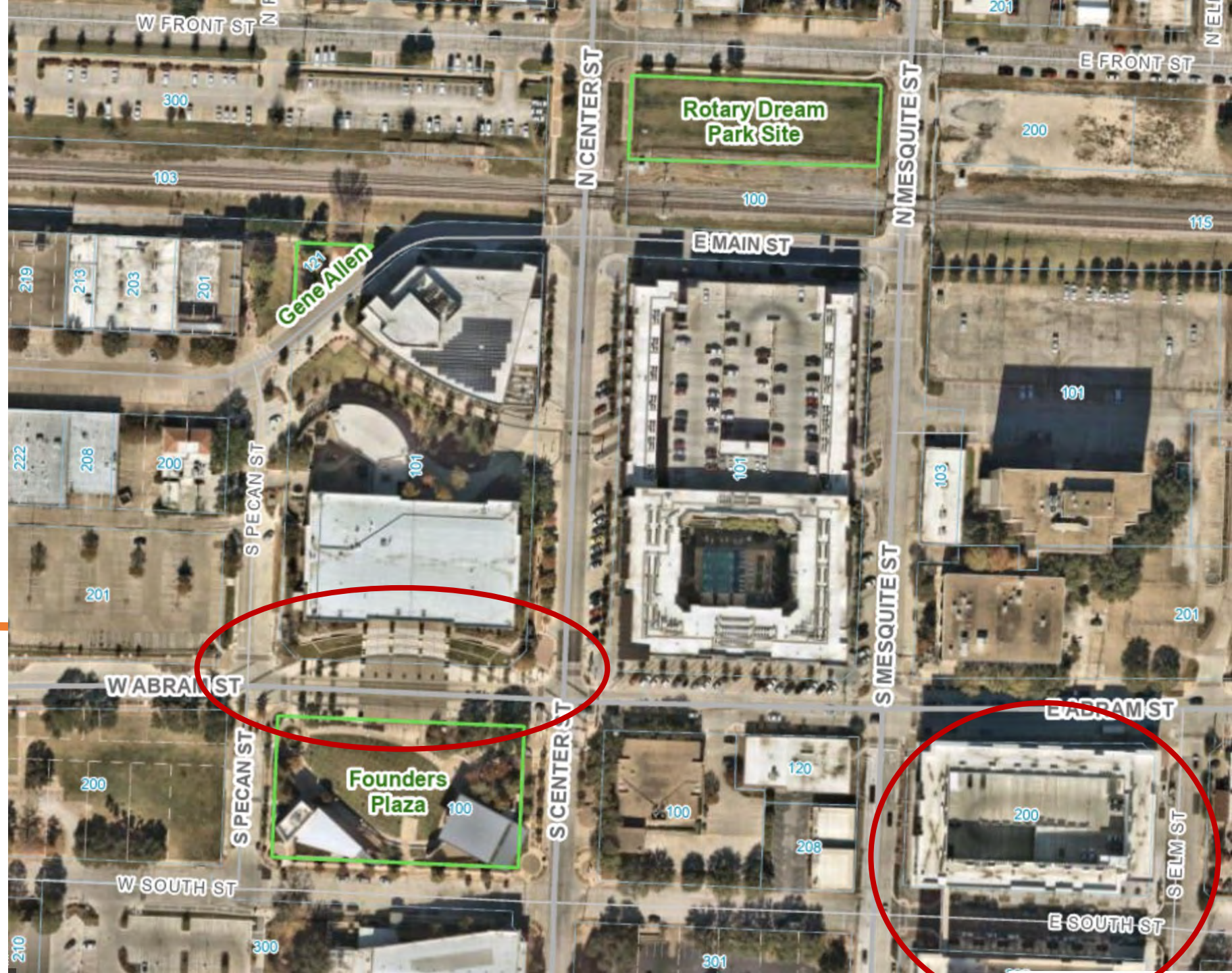
Building Completed

January 2018
Aerial Map



Changes in the area

November 2020
Aerial Map



This development followed an Administrative Approval Process

1. Site Plan
2. Building Permit

2.3.8. DOWNTOWN BUSINESS | DB

A. Purpose

The DB district provides concentrated downtown, civic, service, office, institutional, cultural, residential, and other uses in the existing central business district. The DB district is intended to aid in the revitalization of Arlington's original downtown area, and to establish an identity for the downtown area by permitting uses that enhance its role as a unique civic and ceremonial heart of the City. Urban design standards are intended to protect property values, create a vibrant downtown that is mixed-use, pedestrian-friendly, and transit-oriented, and make the development process more predictable for member of the public and development community.

B. Density

Max. dwelling units per acre with one use in a structure.	60
Max. dwelling units per acre with more than one use in a structure. Second use must occupy at least 15% of gross floor area of building.	100

C. Lot Dimensions

1. Lot area, min. (s.f.)	N/A
2. Gross Living Area, min. (s.f.)	
Duplex or townhouse	800
MF efficiency*	600
MF 1 bedroom*	750
MF 2 bedroom	900
MF 3 bedroom	1,100
MF more than 3 bedrooms	+125 per additional bedroom

*Efficiency and 1-bedroom units will be permitted with gross living areas up to 10% smaller than the minimums stated above; provided that the smaller units do not exceed more than 20% of each unit type, and the project provides additional open space and amenities as described in Section 5.5.4.C.3 and Section 5.10.2.

D. Setbacks

Street (ft)	
Minimum	0
Interior, min. (ft)	
Side and/or Rear	0
Adjacent to single family (side and/or rear)	20

E. Building Standards

Building height, max. (ft)	N/A
Lot Coverage, max. (%)	N/A

This development followed an Administrative Approval Process

During Site Plan process, concurrently processed an Alternative Equivalent Compliance (AEC)

1. The alternative equivalent compliance procedure shall be available only for the following sections of Article 5, *Design and Development Standards* and Article 7, *Sign Standards*.
 - a. Section 5.2, *Landscaping*;
 - b. Section 5.3, *Screening, Buffering and Fences*;
 - c. Section 5.4, *Off-Street Parking and Loading*: Subsection 5.4.6, *Drive-Through Vehicle Stacking and Noise Reduction Standards*; and Subsection 5.4.9, *Parking Facility Location and Design*;
 - d. Section 5.5, *Residential Design Standards*;
 - e. Section 5.6, *Non-residential Design Standards*; and Subsection 5.6.3, *Site Design and Building Organization*, Subsection E, *Ballfield Lighting*;
 - f. Section 5.7, *Mixed-Use Design Standards*;
 - g. Section 5.8.1, *Entertainment District Overlay*: Subsection D, *Private Realm Design and Development Standards*; and Subsection E, *Public Realm Design and Development Standards*;
 - h. Section 5.9, *Transportation and Connectivity*;;
 - i. Section 5.10, *Common Open Space*;
 - j. Section 7.6.7, *Sign Supports*;
 - k. Section 7.7.5, *Spacing*;
 - l. Section 7.8, *Types of Signs*; and,
 - m. Section 7.10, *Temporary Signs*.
2. The alternative equivalent compliance procedure shall not be used to:
 - a. Modify the required dimensional standard of a lot;
 - b. Authorize a land use that is not permitted in the underlying zoning district;
 - c. Modify the density established for a zoning district;
 - d. Grant a variance to a requirement that is assigned to the authority of the Zoning Board of Adjustment; or,
 - e. Authorize a sign type that is not permitted in the underlying zoning district or street type.

2018 UDC amendments included:

5.7.6. **DEVELOPMENT PLANS REQUIRED FOR ALL MIXED-USE DEVELOPMENT**

All mixed-use development in the NMU, RMU, DB, DNO, LCMUO, and EDO districts shall require approval of a Mixed-Use Development Plan in accordance with Section 10.4.55.

When this development was unable to lease the Live Work Units, the developer requested a PD rezoning

Current zoning: Downtown Business (DB)

Requested zoning: Planned Development (PD) for limited Downtown Business (DB) uses, including a Mixed-Use Development with less than 15 percent non-residential uses, with a Development Plan.

When this development was unable to lease the Live Work Units, the developer requested a PD rezoning

Background

Earlier this year, in March 2018, City Council adopted an amendment to the UDC requiring a SUP approval process for a mixed-use development in the DB zoning district and the Downtown Neighborhood Overlay (DNO) District. Prior to that, a mixed-use development (with a minimum of 15 percent non-residential use) could be administratively approved. The existing building at 101 South Center Street took advantage of this incentive by proposing just above 15% non-residential use. This included approximately ten percent (10%) of the gross floor area with commercial uses, and approximately six percent (6%) with live/work units, which per UDC Section 3.2.1.A.1.b. is considered a non-residential use.

Existing Development Plan and Proposed Request of Building area

The development is built and is currently operating with a temporary Certificate of Occupancy. Of the total 284,746 square feet of gross floor area (excluding the garage area), approximately 29,000 square feet will continue to remain as 'non-residential' use, with 23,075 square feet of retail, restaurant, or shop lease space and 5,929 of office, meeting and parcel space. This represents 10 percent of the overall area of the development. The

(Continued from previous slide)

applicant requests that the remainder of its ground level space (that is currently marked as live/work units) be allowed to be removed from the calculation of 'non-residential' use so that they can let people occupy those units, even if they do not have a business. The applicant believes that when there is demand, those units will turn into true live/work units because it is physically built as such; however, until such time, they should be allowed to occupy it as residential. The applicant has provided five supporting concepts to support their position. These concepts have been attached for review.

Condition placed in 2018 through the PD rezoning

5. The applicant must increase its share of non-residential lease space from a base of 10 percent (10%) by 1 percent (1%) each year, beginning October 1, 2023, until the desired minimum 15% non-residential leasing occupancy requirement is met by or before October 1, 2027. This shall be accomplished by leasing the above required percentage of non-residential lease space in strict compliance with the following schedule:

Compliance Date	Live/Work Units with a Non-residential Use
No later than Oct 1, 2023	At least 5 units
No later than Oct 1, 2024	At least 10 units
No later than Oct 1, 2025	At least 15 units
No later than Oct 1, 2026	At least 20 units
No later than Oct 1, 2027	All 23 units

*Each of the live/work units designated above must **either** be leased to a resident engaged in commercial activity (pursuant to the UDC definition of “live/work unit”) with each live/work unit satisfying all the requirements of the UDC and having been issued a valid Certificate of Occupancy for a commercial use allowed pursuant to this ordinance, **or** if not currently leased as a live/work unit, the same space being held vacant and available for lease as a live/work unit.*

Overall, 101 Center is a development that has spurred urban development in the downtown core...

Changes in the area

2023 Aerial Map

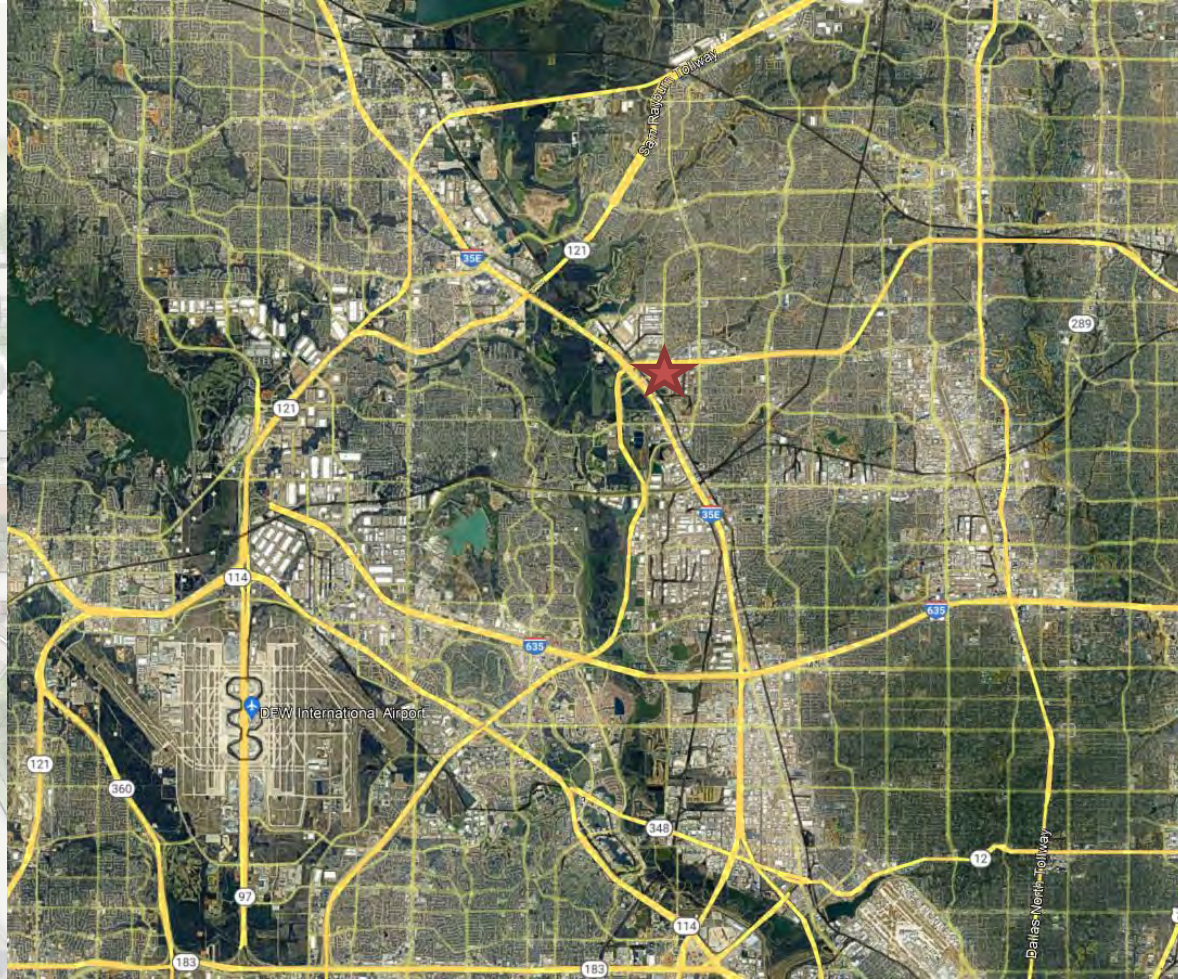




TRINITY MILLS STATION



Location Map



CITY COUNCIL VISION OF TMS

- Major step in City's vision to develop a distinctive and creative urban center to attract other corporate offices, retail and restaurants.
- City strategically acquired properties in the TMS and worked with DART to include its property through ground lease for Phase II of the development.
- Envisioned development potential beyond the TMS - 26 acres. Generational property purchased in anticipation of the catalyst project at TMS.
- Past Mayors and Councils have stood steadfast on the vision for the last 25 years.
- Crossroad of where vision meets reality.



TRINITY MILLS STATION



PROJECT STATUS UPDATE:

Infrastructure Construction Document (CD) 100% complete – late January 2021

Design of Water Feature Consultant CC Approval – Feb 2021

Complete Infrastructure Plans submitted to City – March 2021

Detailed Review by City and feedback to Kimley-Horn – March 2021

Continue to Market the Trinity Mills Station site – working on 2nd building

Site Development Plan was submitted to the City – April 6, 2021

SDP Review by City Council - May 25, 2021 Council Meeting





PROJECT STATUS UPDATE:

Bid Preparation and Legal Review for Infrastructure construction – late May 2021

Construction of the Esplanade begins – Fall 2021

Building Permits issued for Office and Mixed-use multifamily – January 2023

Construction completion for the Esplanade – Summer 2023

Construction started for Mixed-Use Multifamily Building – Summer 2023



Trinity Mills Station (TMS)

Phase I Development: 2022 – 2023 Timeline

November

- Developer Engaged Additional Consultants
- Due Diligence for Potential Equity Partners
- City Created Development Agreement and Purchase & Sales Agreement Drafts

December

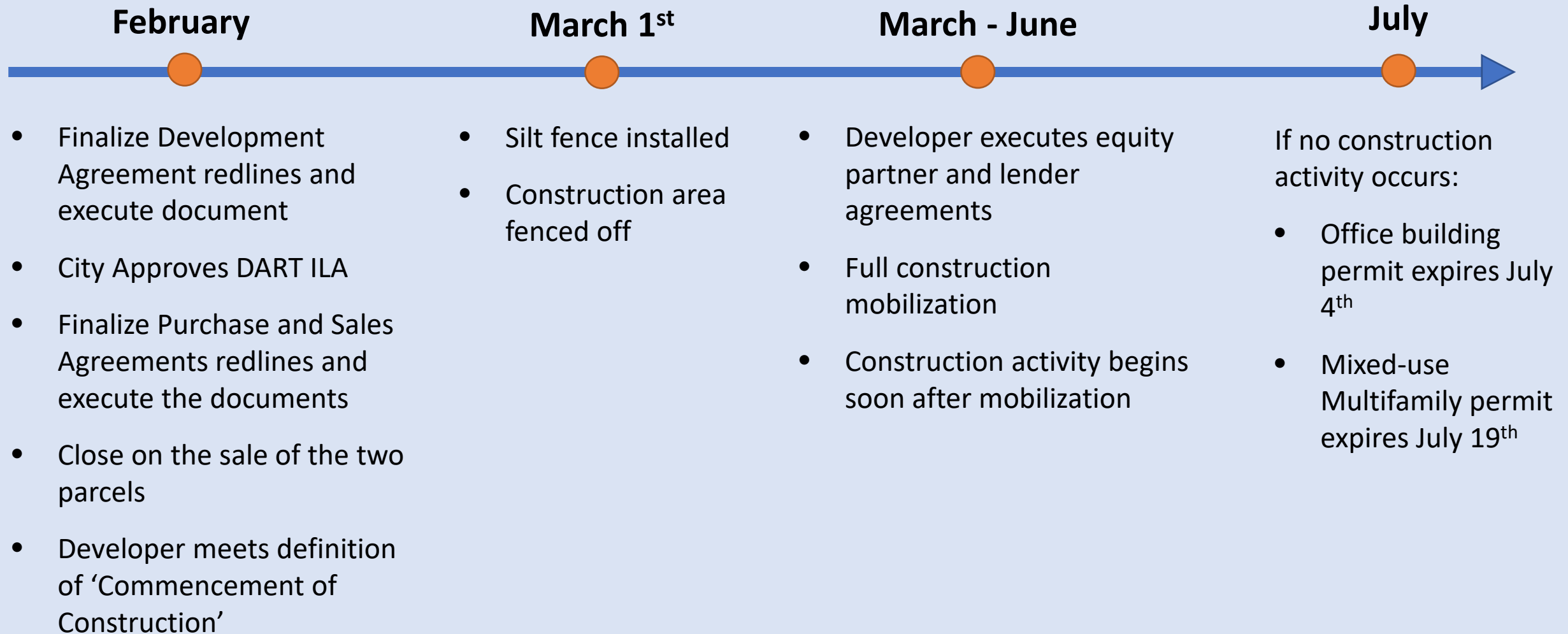
- 100% Completion for Construction Drawings (CD's) for both buildings
- Title Survey Completed
- Stakeholder Conference Calls
- Due Diligence for Potential Equity Partners
- TIRZ Board meeting on Dec. 7th unanimously approves up to \$5M spend on Phase I TMS.

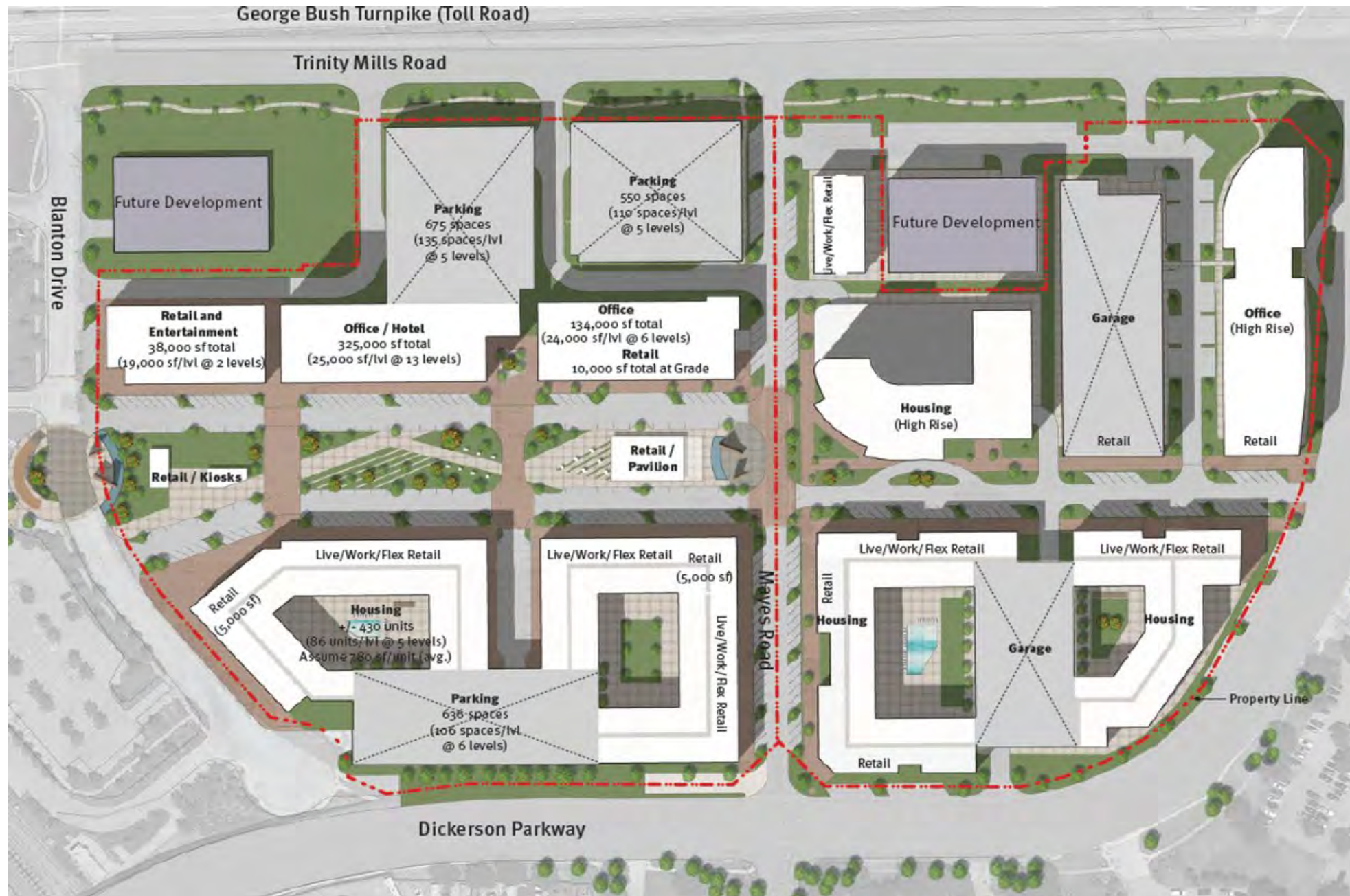
January

- Capital Term Sheet Negotiations
- Building Permit Completion
- Construction Pricing Completion
- Retail Merchandising

Trinity Mills Station (TMS)

Phase I Development: 2022 – 2023 Timeline



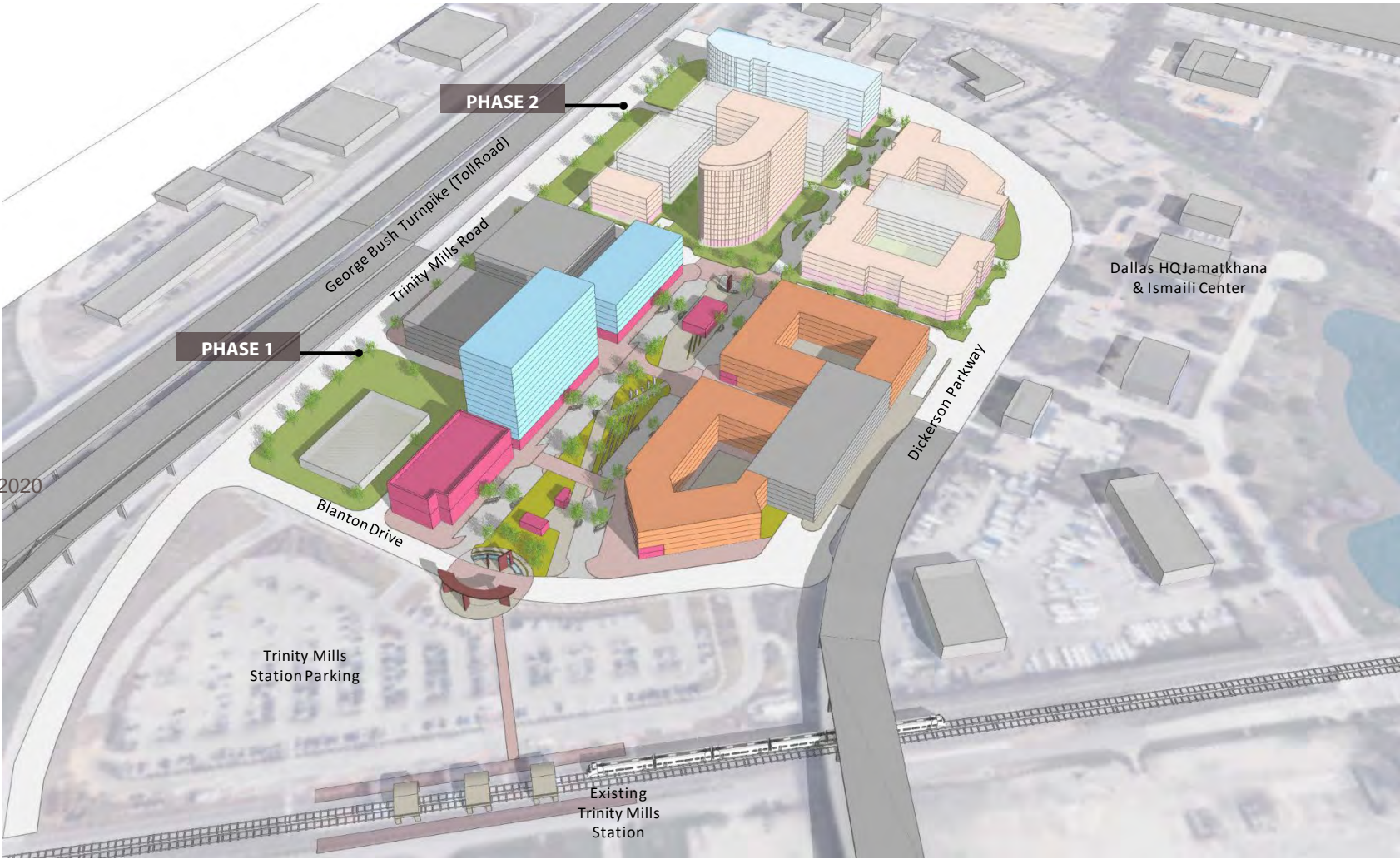


ILLUSTRATIVE SDP



MASTER PLAN - AERIAL PERSPECTIVE

TRINITY MILLS -
DECEMBER 15, 2020

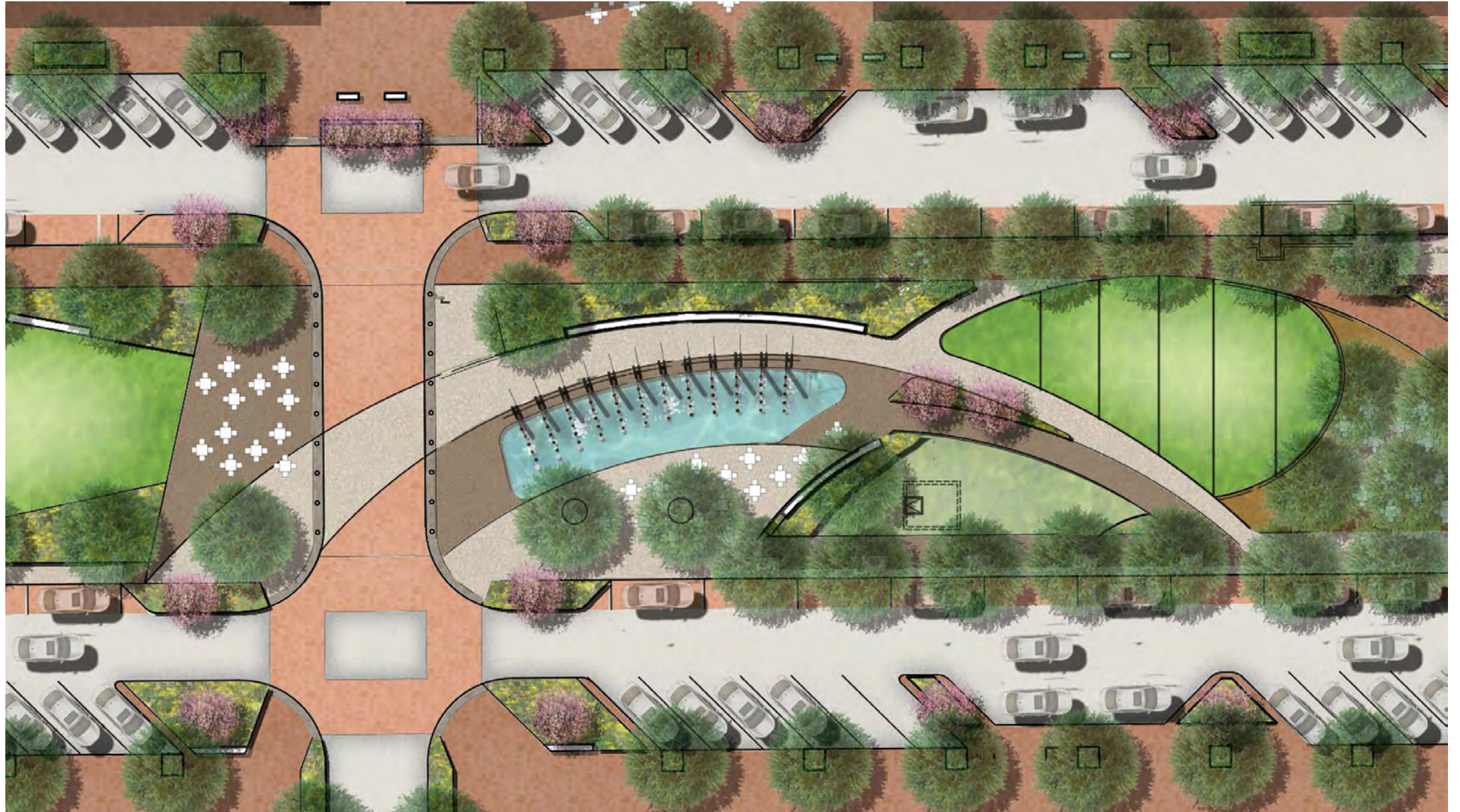


JHP

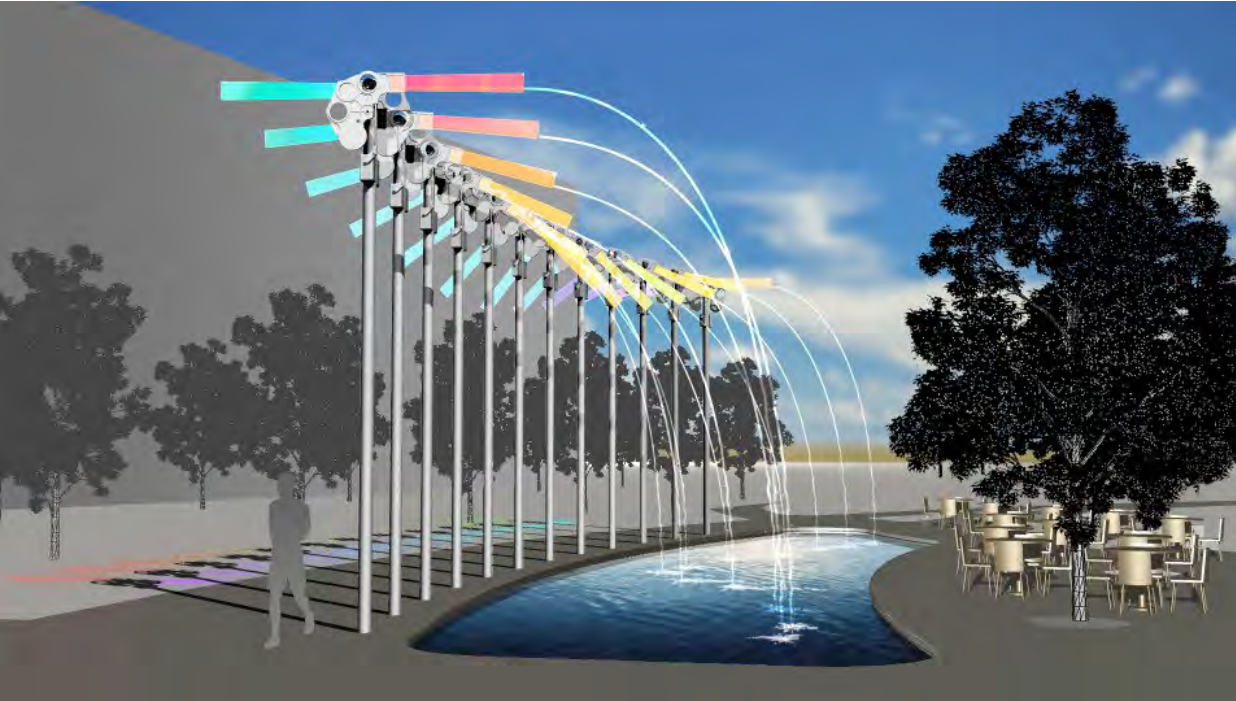
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Copyright © JHP 2020 Not for Regulatory Approval, Permit or Construction: Walter Brian Keith Registered Architect of State of Texas, Registration No. 35409	



MASTER PLAN – ESPLANADE FOUNTAIN



MASTER PLAN – ESPLANADE FOUNTAIN





Phase I Office Rendering





Phase I Office Rendering





Phase I Office Rendering





Phase I Office Rendering





RETURN ON INVESTMENT (ROI) PHASE I

- \$16.2 million of Public Investment
- Leverages Phase I - \$161 million of project value
- Unlocks \$700+ million of total development value at Trinity Mills Station
- Generates total incremental property tax revenue of approx. \$3.5 million/year
- City receives incremental property tax revenue of approx. \$800K+/year
- Growth in the TIRZ of approx. \$830K+/year.





Mixed-Use Development in Plano

Eric Hill, AICP, Assistant Director of Planning

Mixed-Use in Plano

- Started in Legacy area
- Moved to Downtown
- Proliferation of PDs
- City standardized regulations
- Redevelopment



Shops at Legacy

- Established the PD 1998
- Attract workers and residents from Legacy Business Park
- Elements of form-based code
- Centered around a main street
- Open space
- Vertical mixed-use



Downtown Plano

- City Hall
- DART
- New Zoning District
 - Residential
 - Commercial/Bars
 - Parking
 - Blend with historic areas
 - Form based
 - First-floor uses



PD – Plano Gateway

- Residential
- Form-based
- Open space
- Established tracts
- Evolution
- Watered down standards
- Developer buy-in



PD – Mustang Square

- Public input
- Single-family
- Form-based
- Main street
- Open space
- Phasing
- Evolution
- Developer buy-in



PD – Mustang Square

- Public input
- Single-family
- Form-based
- Main street
- Open space
- Phasing
- Evolution
- Developer buy-in



PD – Legacy West

- Multifamily
- Form-Based
- Main Street
- Open Space
- Evolution
- Shops at Legacy



Urban Mixed-Use – Collin Creek Mall

- Residential
- Required mix of uses
- Main street
- Open space
- Complicated
- Phasing
- Evolution
- Developer buy-in



Urban Mixed-Use – Collin Creek Mall



DEVELOPMENT BY-THE-NUMBERS



308,000
SFT RETAIL SPACE

500
SINGLE FAMILY
HOMES

2,300
MULTI FAMILY
HOMES

300
INDEPENDENT LIVING
RESIDENCES

40,000
SFT RESTAURANT SPACE

1.3M
SFT IN OFFICE
SPACE

8
ACRES OF PARKS
SPACE

1.6MI
OF WALKING
TRAILS

200,000
SFT SERVICE SPACE

40,000
SFT IN HOTEL
EVENT SPACE

200
HOTEL GUEST
ROOMS

1
PLACE TO LIVE,
WORK & PLAY

Neighborhood-Scale Mixed-Use

- Over-retailed
- Two new zoning districts:
 - Neighborhood Business Design (NBD)
 - Residential Community Design (RCD)
 - Good standards/complex
- Plano Center
- Envision Oak Point



City of Plano
COMPREHENSIVE PLAN 2021

FUTURE LAND USE DASHBOARDS
DRAFT | September 28, 2021



NEIGHBORHOOD CORNERS PRIORITIES

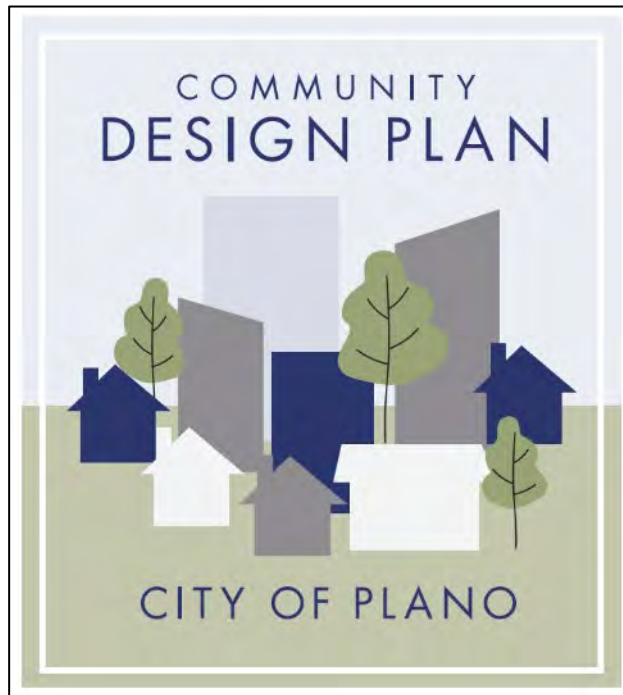
1. Maintaining viability and attractiveness
2. Creative design solutions
3. Reducing excess retail square footage
4. Increase and improve walkability



80

Neighborhood-Scale Mixed-Use

- Develop review criteria and development standards that are functional in a variety of land use contexts
- Produce design plan that includes detailed, illustrative graphics



Redevelopments – Assembly Park



Redevelopments – Assembly Park

- PD
 - Multifamily/Office
 - Adaptive re-use
 - Blend with neighborhood
 - Open space
 - Retail
- Long-term success?

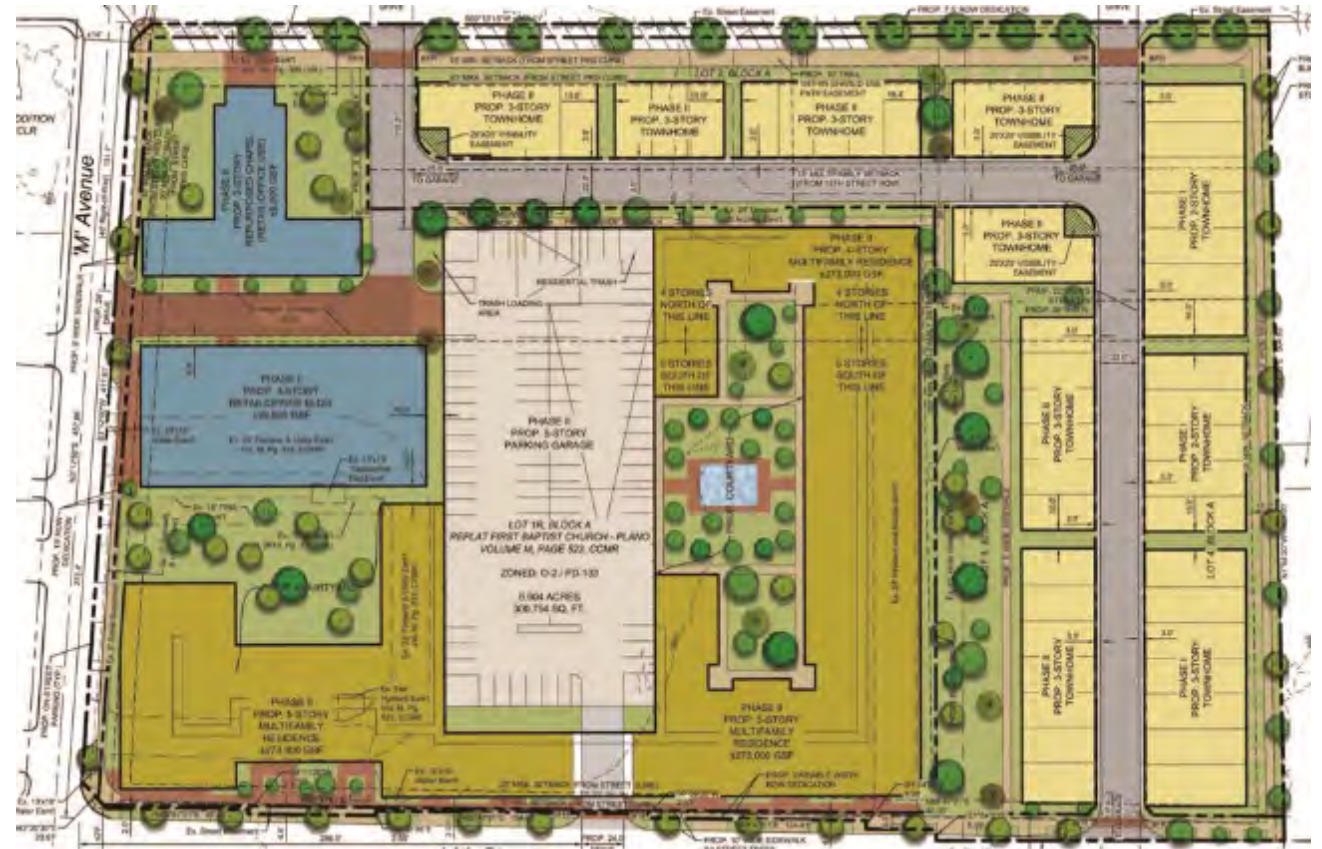


Redevelopments – Assembly Park



Redevelopments – First Baptist

- Vision/Edge of Downtown
- PD
 - Residential mix
 - Preservation of chapel
 - Open space
 - Height/setbacks
 - Commercial viability



Lessons

- Flexibility versus predictability
- Meaningful standards
 - Mix of uses (evolve without pain?)
 - Open space
 - Good form
 - Phasing (bait and switch)
- Common/administrable standards – too many PDs
- Fighting the good fight
- Taking time to get things right (noticing)

Coming Soon

- Haggard Farm West
- EDS
- Expansion of downtown (Pickleball?)
- Adaptive re-use
- Lavon Farms
- DART Silver Line study





Eric Hill, Assistant Director of Planning
erich@plano.gov or 972-941-7151



Panel Discussion



Announcements

Community Gardens Public Program Guide

About the Guide: Resource featuring best practices and steps for implementing a local-government led community gardens program using surplus government property. Guide encourages siting of gardens near multimodal transportation options to increase access to healthy foods.

Guide Components

Introduction to community gardens (DART pilot project)

Community garden programs in the region

Potential community garden sites analysis

Overview of food access/food insecurity

Challenges/solutions for garden programs

Steps to start up a program

Appendix

Program tools/resources

Example agreements/templates

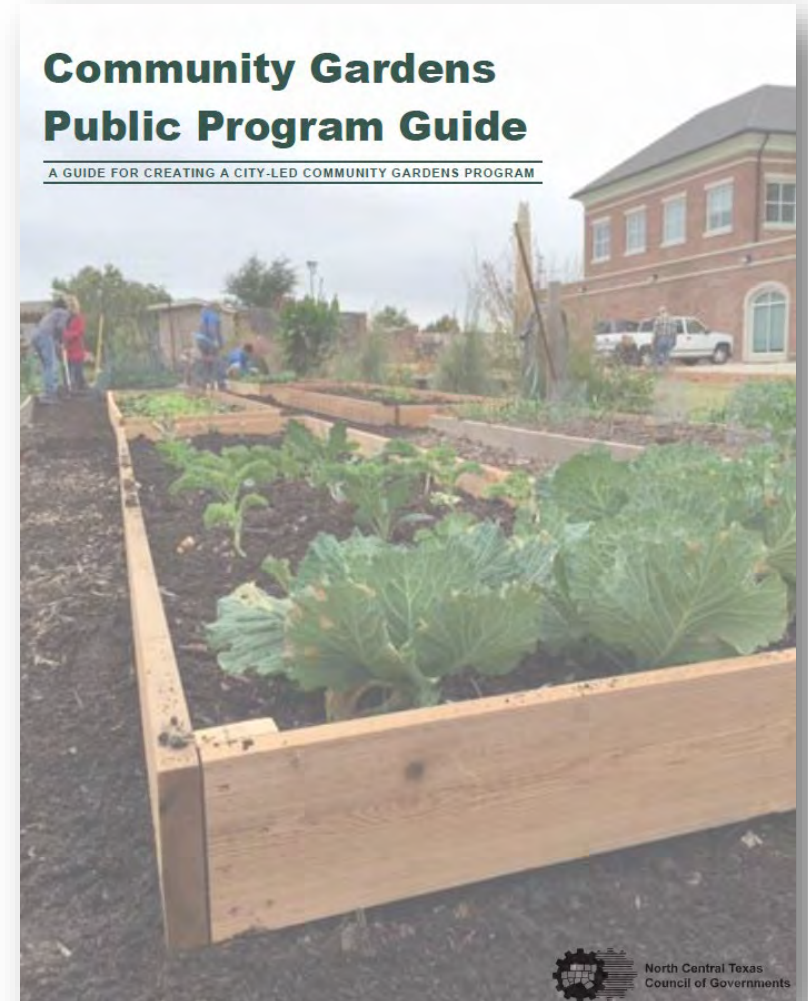
Garden start-up resources

Other information/resources

Program information and guide: www.nctcog.org/greeninfrastructure

Potential garden sites interactive map:

<https://experience.arcgis.com/experience/477eface0e4e474fa27ebb55f0063585/page/Project-Background/>



NCTCOG Pilot Placemaking Workshop

Pilot Placemaking for Transportation

Implementing test transportation projects with the goal of creating places that people can move through safely and comfortably, by collecting data and informing decisions regarding public interest prior to permanent installation. Examples include enhanced crosswalks, parklets, gateway treatments, seating, shade, and much more!

Workshop Overview - Pilot Placemaking for Transportation

- Overview of NCTCOG Pilot Placemaking Guide
- Hosted webinar: *Tactical Urbanism: Taking Short-Term Actions to Generate Long-Term Change*
- Pilot placemaking projects and program examples

Event Details

August 21st from 10 a.m. – 12 p.m.

AICP CM Credits (pending)

Register here: <https://forms.office.com/r/fRHG1AyCaN> or scan the QR code



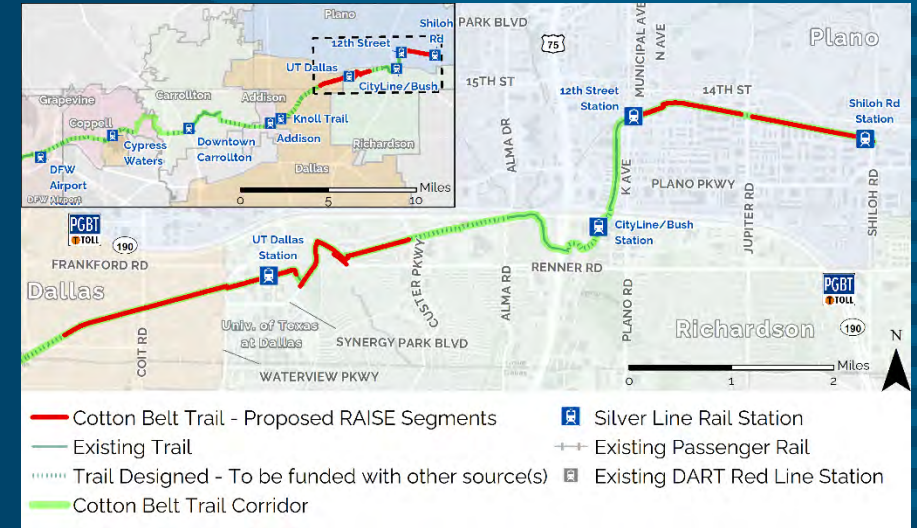
"The Skinny" linear park in Near Southside Fort Worth



RAISE 2023 – Awarded Projects

Silver Line /Cotton Belt Trail (DART)

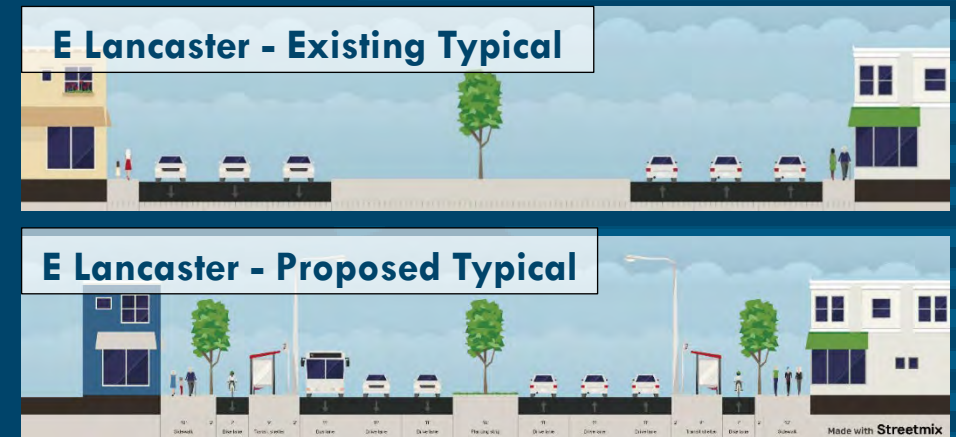
- \$25 Million RAISE award
- 5.2 miles of critical sections of shared use trail mostly in DART Silver Line Rail right-of-way



East Lancaster Ave Complete Street & Transit Technology (NCTCOG/Fort Worth)

- \$20 Million RAISE award
- 6.5 miles of complete street with high-capacity bus technology and improved transit stops

<https://www.transportation.gov/RAISEgrants>



Upcoming Federal Grant Opportunities

Upcoming and anticipated dates of U.S. Department of Transportation funding opportunities

Date	Grant
<u>Due:</u> August 21, 2023	Multimodal Project Discretionary Grant Opportunity (MPDG) [Mega, INFRA, and Rural] https://www.transportation.gov/grants/mpdg-program
<u>Due:</u> September 28, 2023	Reconnecting Communities & Neighborhoods (RCN) [Reconnecting Communities Pilot (RCP), Neighborhood Access and Equity (NAE)] https://www.transportation.gov/grants/rcnprogram/rcn-announcement



After Today's Meeting

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

Next meeting scheduled for October 19th

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