Coordinated Land Use and Transportation Planning Task Force

Introductory Virtual Meeting | July 8, 2020

North Central Texas Council of Governments
Outline

1. Welcome and Introductions
2. Why coordinate land use and transportation?
3. NCTCOG’s projects and resources
4. Fate – Fiscal Impacts
5. Fort Worth – Form Based Codes
6. Feedback and discussion
Why coordinate transportation and land use planning?
Transportation and Land Use are Critically Linked

- **Transportation:** Means to travel
- **Land Use:** Demand for travel
- **Transportation:** Mobility (speed)
- **Land Use:** Accessibility (density)
Transportation and Land Use are Critically Linked

Transportation: ROW and Parking = on average 1/3 of city land area

Land Use: terminal capacity (parking, bike racks)

Design of both shapes the public realm

Design influences behavior
Cities are a Transportation Innovation

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

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


https://www.smu.edu/libraries/digitalcollections/mav/
Connect Land Use and Transportation

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

Even with implementation of all Mobility 2045 transportation project recommendations the collective cost of congestion delay to the region is still $27 billion by 2045.
Transportation-specific revenues like gas taxes and registration fees are becoming a smaller share of transportation funding…

…while other revenues are becoming a greater share, like sales and oil and gas severance taxes.

Source: Texas Comptroller of Public Accounts
Limited Coordination Today

Modern planning has often siloed transportation planning and land use.

How can we plan both together to maximize access, mobility, and fiscal sustainability?
Goals of this Task Force

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

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

A forum for information on resources, tools, techniques, and innovations in improving transportation and land use outcomes together.
NCTCOG Land Use & Transportation Efforts
NCTCOG Support for Land Use/Transportation Coordination

Sustainable Development Infrastructure Projects

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

Public-private partnerships

40 completed projects

http://nctcogis.maps.arcgis.com/apps/webappviewer/index.html?id=3508d14fde1b41639bc15674d62daeb8
NCTCOG Support for Land Use/Transportation Coordination

Sustainable Development Infrastructure Projects

<table>
<thead>
<tr>
<th>Call</th>
<th>Funding</th>
<th>Amount</th>
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</thead>
<tbody>
<tr>
<td>2001</td>
<td>CMAQ/STPMM</td>
<td>$45.6 M</td>
</tr>
<tr>
<td>2006</td>
<td>RTC Local</td>
<td>$45.1 M</td>
</tr>
<tr>
<td>2010</td>
<td>RTR</td>
<td>$54.0 M</td>
</tr>
<tr>
<td>2018</td>
<td>CMAQ/STBG</td>
<td>$52.4 M</td>
</tr>
<tr>
<td>(Awarded)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

TOTAL $197.1

https://www.nctcog.org/trans/quality/land-use/sustainable-development-infrastructure-landbanki
NCTCOG Support for Land Use/Transportation Coordination

Sustainable Development Planning Projects

Promote sustainable growth by planning for land use and transportation integration

16 completed plans

www.nctcog.org/trans/quality/land-use/land-use-planning-projects
NCTCOG Support for Land Use/Transportation Coordination

Transit-Oriented Development Planning

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

$95 Million awarded for TOD infrastructure and planning projects

$1.7 Million FTA TOD Planning Pilot Grant

NCTCOG Support for Land Use/Transportation Coordination

Private sector /commercial real estate coordination

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

Understanding market support for infill development/redevelopment

https://www.nctcog.org/trans/plan/land-use/tod/tod-resources-research
NCTCOG Support for Land Use/Transportation Coordination

WalkUP Wake-Up DFW

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

Assisted GWU with site identification

https://creua.business.gwu.edu/research/walkups/
NCTCOG Support for Land Use/Transportation Coordination

Opportunity Zones

Economically distressed areas eligible for preferential tax treatments

Hosted regional workshop with HUD in June 2019

www.nctcog.org/trans/quality/land-use/economic-development
NCTCOG Support for Land Use/Transportation Coordination

Blue-Green-Grey Grants

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

www.nctcog.org/trans/quality/land-use/green-infrastructure
NCTCOG Support for Land Use/Transportation Coordination

Parking Toolbox

Results of 16-site TOD parking usage study

15 best practices

Numerous management case studies

www.Parkingtoolboxntx.org
Gentrification Report

Definition, causes, and indicators of gentrification and displacement

Tools and strategies to prevent or mitigate

https://www.nctcog.org/trans/quality/land-use/housing-economic-development
NCTCOG Support for Land Use/Transportation Coordination

Sustainable Zoning Guide

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

https://www.nctcog.org/trans/quality/land-use/zoning-context-sensitive-design
NCTCOG Support for Land Use/Transportation Coordination

Curb Management Regional Planning Guide

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

www.nctcog.org/parking
School Site Planning & Access

• Encourage ISDs and cities to work together to locate schools so that they take advantage of existing infrastructure and enable students to walk and bike to school.

• Resources: www.nctcog.org/schools
  • School Siting Guide
  • Review of Legislation and Policies
  • Land Banking Best Practices
  • Demographic Projections
  • Workshops
Guest Speakers
Overview

• Where we’re headed as cities/counties
• Walkable Urban – what it is & what’s it worth .... and is it still worth doing now?
• Neighborhood-Urban or Town Building - the good stuff in Fate (edge community)
Poverty cycle set in motion 8:1 ... Not enough value!
Lafayette, LA – Net Revenue to City by Acre
Balancing Growth and Infrastructure Costs
Understanding long-term impacts of rate and pattern of growth

[Diagram showing the relationship between average age of infrastructure and population over time (years)]

Avg. age of city infrastructure

Population

Growth phase

Decline phase

TIME (YEARS)

AVG. AGE OF INFRASTRUCTURE

POPULATION

Slide courtesy of VERD UNITY
Captions:
A. Downtown Dallas skyline
B. Fort Worth water gardens
C. Bass Hall angel
D. Main Street Garden in Dallas
E. Thanksgiving Chapel
### 2010 Walkable Urban Base Market Share

<table>
<thead>
<tr>
<th></th>
<th>DFW</th>
<th>ATL</th>
<th>DC</th>
</tr>
</thead>
<tbody>
<tr>
<td>2010</td>
<td>7%</td>
<td>15%</td>
<td>33%</td>
</tr>
</tbody>
</table>

Lagging vs Leading
## Form/Function Matrix: Metropolitan Land Use Options

<table>
<thead>
<tr>
<th>Regionally Significant</th>
<th>Locally Serving</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Walkable Urban</strong></td>
<td></td>
</tr>
<tr>
<td>Walkup (Walkable Urban Place)</td>
<td>1-3% Metro Area Acreage</td>
</tr>
<tr>
<td><strong>Drivable Sub-Urban</strong></td>
<td></td>
</tr>
<tr>
<td>Edge City</td>
<td>85-95% Metro Area Acreage</td>
</tr>
<tr>
<td>Sub-Division</td>
<td>3-6% Metro Area Acreage</td>
</tr>
</tbody>
</table>
37% Higher

Average rent in income real estate products (office, retail and multi-family rental) in established walkups in 37% higher.

On a vacancy-adjusted, rent per-square-foot basis than the regional average.
The net absorption market share in this real estate cycle (2010-2017) of the income real estate development is established WalkUPS is 2.6 times the 2010 basis market share.

This means that the rest of the region that is drivable sub-urban is losing market
In the current real estate cycle, 26 percent of new multifamily rental housing in the region was developed in Established or Emerging WalkUPs.
FOR-SALE HOUSING IN WALKUPS HAS A 103% PRICE PER SQUARE FOOT PREMIUM OVER DRIVABLE SUB-URBAN HOUSING IN METRO DFW.

However, this represents only a small fraction of the total for sale housing in the metro area (0.52% of all housing).
WALKUP ADJACENT FOR-SALE HOUSING (1/2 MILE SURROUNDING THE WALKUP) HAS 71% PRICE PER SQUARE FOOT PREMIUM OVER THE AVERAGE HOUSE IN METRO DFW.

These residential neighborhoods benefit from having the “best of both worlds”, living in a driveable sub-urban location but within walking distance of walkable urbanity.
2 x premium = +$127/sq ft.

1.7 X premium = +$87/sq ft.
Business Strategy – Missing Middle Housing

- Detached Single-Family Homes
- Duplex
- Triplex & Fourplex
- Courtyard
- Apartment
- Bungalow
- Townhouse
- Multiplex
- Live/Work
- Mid-Rise

MISSING MIDDLE HOUSING
Making Walkable/Urban in Fate

Downtown – Revitalization, trailhead, redevelopment

1. 3-story Mixed-Use
2. 3-story Mixed-Use
3. Restaurant
4. Brewpub
5. Townhome / Commercial
6. 3-story Mixed-Use
7. Shared Workspace / Brewpub / Restaurant
8. Private Property
Walk-ups Now Finished!
Walk-ups Now Finished! $1.50-$1.90/Sq.’
Proximity to downtown? $0.99-$1.18 Sq.’

403 Apple Tree Ln Rental ჾ
403 Apple Tree Ln, Rockwall, TX 75087 - Map - Rockwall
© Last Updated 2 Weeks Ago

Monthly Rent: $1,725
Bedrooms: 3 Beds
Bathrooms: 2 Baths
Sq. Ft: 1,452 sq. ft.
Big but farther away? $0.78 Sq.’
Form Based Codes – Linking Transportation and Land Use
Form-based codes create a **predictable** public realm primarily by controlling physical form, with a lesser focus on land use.
Near Southside
Development Standards and Guidelines
Previous Zoning: Inconsistent with Urbanism
Despite numerous MU rezonings, primary streets and much of the Near Southside remained vulnerable to incompatible development.
Previous Street Standards: Inconsistent with Urbanism

- Oversized travel lanes
- No roadside standards
- Not context-sensitive
**Roadside Furnishing Standards**

- **Street trees** located along curbs help calm traffic and create a comfortable, shaded sidewalk.

- **Human-scale lampposts** promote pedestrian activity and help unify a neighborhood’s appearance.

![Street tree/furniture zone](image)

- **Trees**
- **Lights**
- **Bike Racks**
- **Tables**
### 4.C. Circulation Network and Thoroughfare Classification

#### 4. NORTHWEST QUADRANT

<table>
<thead>
<tr>
<th>CAPACITY CONTEXT</th>
<th>Local 2 lanes</th>
<th>Collector 2-3 lanes</th>
<th>Minor 3-4 lanes</th>
<th>Major 4 lanes</th>
<th>Principal 6 lanes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mixed-Use</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>N/A</td>
</tr>
<tr>
<td>&quot;Main&quot; Street <em>(Storefront retail)</em></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>N/A</td>
</tr>
<tr>
<td>Commercial (No on-street parking)</td>
<td>N/A</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Striped bike lane (Recommended)</td>
<td>N/A</td>
<td></td>
<td></td>
<td></td>
<td>N/A</td>
</tr>
</tbody>
</table>

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

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* See: 5.B.2.b. 5.B.3.d. 5.C.2.a. 5.C.5.c. 5.E.6. 5.F.5.d. 5.F.5.f.
Promote a pedestrian-oriented urban form.

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

Maximize connectivity and access.

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

- Water
- Sewer
- Road surface
- Sidewalks
Grant Funded Streetscapes
Restriping Projects
Restriping Projects
Panther Island – Urban Design Plan

Design to ensure pedestrian activity and comfort.

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

Ensure quality construction and attention to detail.

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

**Frontage Zone**
- Landscaping
- Awnings and news racks
- Benches
- Outdoor café seating

**Furnishing Zone**
- Street trees and utility poles
- Parking and transit signage
- Bike and news racks
- Benches
- Transit shelters
- Waste receptacles
- Outdoor seating
- Outdoor seating depending on sidewalk width
Trinity Lakes
Character Zones

LEGEND
- Boulevard Mixed Use
- Village Mixed Use
- Highway Mixed Use
- Campus Commercial
- Transition
- Neighborhood
Trinity Lakes Regulating Plan
### Section VII Street Design Standards

<table>
<thead>
<tr>
<th>Street Classification</th>
<th>Street Width (Recommended minimum)</th>
<th>Number of Vehicular Lanes</th>
<th>Number of Bike Lanes</th>
<th>Vehicular Lane Widths</th>
<th>Bike Lane Widths</th>
<th>On-Street Parking</th>
<th>Pedestrian Sidewalk Width (min.)</th>
<th>Parkway/Tree Well</th>
</tr>
</thead>
<tbody>
<tr>
<td>Neighborhood Street: Type “A”</td>
<td>38 feet</td>
<td>10 feet</td>
<td>2</td>
<td>0</td>
<td>11 feet</td>
<td>N/A</td>
<td>Yes, both sides, parallel</td>
<td>10 feet (min) within the Pedestrian Easement</td>
</tr>
<tr>
<td>Mixed Use General Street: Type “B”</td>
<td>38 feet</td>
<td>6 feet</td>
<td>2</td>
<td>0</td>
<td>11 feet</td>
<td>N/A</td>
<td>Yes, both sides, parallel</td>
<td>6 feet (min) within the Pedestrian Easement</td>
</tr>
<tr>
<td>Park Edge Street</td>
<td>40 feet</td>
<td>6 feet</td>
<td>2</td>
<td>0</td>
<td>12 feet</td>
<td>N/A</td>
<td>Yes, both sides, parallel</td>
<td>6 feet (min) within the Pedestrian Easement</td>
</tr>
</tbody>
</table>
Boulevard originally planned as 6-lane Suburban Arterial
Trinity Lakes TOD, Fort Worth
Instead-
4-lane boulevard designed for neighborhood w/ integrated regional trail
NCTCOG and City of Fort Worth facilitating relocated TRE station and connectivity to regional roadway and trail system via TIF.
A first of its kind commuter rail station in North Texas
Completing Trinity River Vision Trail System
(Trails connecting Fort Worth to Arlington)
Task Force Focus Areas & Future Topics
Possible Focus Areas of Task Force

Site Design and Building Form

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

Form-based zoning

Unified development ordinances (streetscape + development design)

*Source: Ewing, Reid (2015) “Streetscape Features Related to Pedestrian Activity”
Possible Focus Areas of Task Force

Street Connectivity

Street grids via platting/subdivision ordinances

Re-establishing grids for better pedestrian connectivity
Possible Focus Areas of Task Force

Dealing with Density

Density impacts and perceptions

Transit-supportive density

Density and walkable, mixed-use neighborhoods
Possible Focus Areas of Task Force

Finance

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

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

Etc.
Poll of Future Focus Areas

Move pointer over bottom of Teams screen to open menu

Click on Chat icon

Select themes you would like covered at future meetings

Click “Submit Vote”

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

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

NCTCOG developing guidance on establishing community gardens near transit

Brief survey on community gardens in your community sent July 7
Final Thoughts

What are priority issues?

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

Next meeting – October 21, 2020

www.nctcog.org/luttf
Contacts

Karla Weaver, AICP
Senior Program Manger
kweaver@nctcog.org

Shawn Conrad, PhD
Principal Transportation Planner
sconrad@nctcog.org

Travis Liska, AICP
Senior Transportation Planner
tliska@nctcog.org

**Sydnee Steelman
Transportation Planner
ssteelman@nctcog.org

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