The meeting will begin shortly

Please mute your microphone until called on for questions.

Please enter your name and title in the chat.

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

Meeting presentations and recording will be shared after the meeting: www.NCTCOG.org/LUTTF

Post-event survey and AICP CM Credits available: www.NCTCOG.org/LUTTF

Which best describes where you work?

a. Private sector  
b. City government  
c. Public employer  
d. Non-profit  
e. Researcher  
f. Student  
g. Other

Scan QR code to answer the poll question in Mentimeter
2022 Task Force Meeting Schedule

January 20
April 21
July 21
October 20

www.NCTCOG.org/LUTTF
Today's Meeting

Local Updates
- DART and City of Dallas MOU for park and ride lot TOD
- Regional TOD Inventory

Zoning for Multiple Modes of Transportation
- North Richland Hills
- South Bend, Indiana
- Livable Plans & Codes

Announcements
Local Updates
DART /Member City TOD Partnerships

Coordinated Land Use and Transportation Planning Task Force
January 20, 2022

Jack Wierzenski, Director Economic Development
Background of Trinity Mills Site

- The former DART Park and Ride bus transit facility was made obsolete by the opening of DART’s light rail transit (LRT) station. It was later demolished as part of the TxDOT acquisition of ROW from DART for the Dickinson Parkway extension and realignment.
- City of Carrollton and DART Partnered in the RFQ/RFP process.
Background of Trinity Mills Site (continued)
Garland Stations and Transit Centers

• Both Downtown Garland and Forest Jupiter rail stations are on the Blue Line and have close proximity to large multi-family complexes, both have underutilized parking capacity

• South Garland Transit center is near Interstate 635 and surrounded by large amounts of unused parking

• Lake Ray Hubbard Transit Center is near Interstate 30, big box development, and has underutilized parking
Parking Lot Occupancy Rates

- Downtown Garland Station – 63% parking utilization
- Forest/Jupiter Station – 18% parking utilization
- Lake Ray Hubbard Transit Center – 40% parking utilization
- South Garland Transit Center – 8% parking utilization
Benefit of an MOU

• Creates an understanding between the City and DART to identify common TOD goals and review opportunities for Transit Oriented Development on and off City and DART property
• Formalizes a relationship between both parties to move forward with determining future TOD possibilities at each site, ultimately leading to a coordinated Request for Proposal(s) (RFP) for one or more of the site(s)
• Non-Binding MOU, executed May 2021
TOD Interlocal Agreement - Background

- The ILA commits each City to reflect Transit Oriented Development performance requirements reflected in DART’s 2020 TOD Guidelines and TOD Policy and DART participation in the process.
- Reflect a well developed TOD Plan which incorporates DART operations and anticipated parking needs.
- Lease requirements are defined securing economic rent and market rate statutory obligations with escalations as development occurs.
TOD Interlocal Agreement (continued)

• Each City would initiate a Request For Proposal (RFP) process which would result in a Master Development Agreement and sub-lease with the selected developer
• Each City would have 24 months to complete this process with one 12-month extension if needed
• The DART Board approved entering into an Interlocal Agreement (ILA) with the City of Richardson and Town of Addison June 22, 2021
#15
SCORE 68

<table>
<thead>
<tr>
<th>Station Name</th>
<th>City</th>
<th>Address</th>
<th>Size (Acres)</th>
<th>Rail/Bus</th>
<th>Walk Score</th>
<th>TIF District</th>
<th>Parking Spaces Provided</th>
<th>Average Usage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Addison Transit Center</td>
<td>Addison</td>
<td>4925 Arapaho</td>
<td>3.96</td>
<td>Bus</td>
<td>77</td>
<td>None</td>
<td>300</td>
<td>44%</td>
</tr>
</tbody>
</table>
*These sites should provide market flexibility for residential or non-residential uses. Residential development along Arapaho Rd may also include townhomes.
Addison TOD Interlocal Agreement Status

- Received 5 Developer Proposals
- Held interviews with all five proposers September 29, 2021
- October 11, 2021, shortlisted to 2
- Expected selection of Master Developer February 2022
- DART Transit Center property included in all 5 proposals, incorporating the Addison TC within a shared parking garage, office, retail. All committed to special treatment of garage façade, and all include pedestrian focus within the project to the station.
Arapaho Center Station
Land Use Plan

Potential Option 1

TC Relocation
Richardson TOD Interlocal Agreement Status

• Have retained Cushman Wakefield to assist development of the RFP process, selection and negotiation of agreements.
• Engaged AECOM as peer review and implementation strategy to construct Innovation Hub facility
• Goal is to initiate the RFP process in the first quarter of 2022
DART and City of Dallas Collaboration - TOD MOU and ILA

- DART staff has been working closely over the past year with City of Dallas Planning Department, Department of Economic Development, and Housing Department, identified 6 potential TOD properties which have had developer interest, underutilized parking, available land, and accessibility.

- City of Dallas Housing and Homeless Services Committee was briefed on these sites which will help meet the City’s 1,000 Unit Housing Challenge for affordable housing along with 5 City of Dallas sites, during the December 4, 2020 committee meeting.

- DART staff and the City of Dallas Economic Development Staff drafted an MOU for these 6 properties executed November 2021.

- Upon DART Board and City Council concurrence, the City will release a solicitation of developers to create a mixed-use residential and commercial development on the respective sites.

- Each of these properties will require their own TOD Plan and ILA to be approved by the DART Board of Directors and City Council.
DART/Dallas TOD MOU Sites

Royal Lane

8th & Corinth

Hampton

Westmoreland

Lake June

Buckner
North Texas Transit-Oriented Development Inventory

Identification of 239 developments that meet the TOD definition around North Central Texas rail transit

- Includes all existing DART, Trinity Metro, and DCTA Stations
- Does not include central business districts of Dallas and Fort Worth (future phase)
- Property / building level
Why an Inventory?

Regional resource  Planning and data analysis  Possible TOD performance measure  Advance conversation around local implementation of TOD
Methods - Identification

**Location:** Must be in half-mile radius of station

**Timing:** Generally, build within time frame of station development*

**Form/density:** Has urban or pedestrian friendly form, minimal setback and higher density

*Development is existing (construction completed)

**Size threshold:** Generally, 6 residential units or larger, 10,000 sq ft or more for commercial
Methods - Design Evaluation

How well does each development adhere to TOD design based on national literature?

Scored each, 1 (lower) – 3 (higher) property using 7 criteria:

- Façade
- Streetscape
- Entrances
- Setback
- Parking
- Connectivity (pedestrian)
- Density
Regional Review

Visit [www.NCTCOG.org/TOD](http://www.NCTCOG.org/TOD)

View the draft inventory in the interactive map

Read the methodology document for details on identification and scoring

Send comments to [tliska@nctcog.org](mailto:tliska@nctcog.org) by March 31, 2022
TOD Map

NCTCOG.org/TOD

TODs color coded for residential, commercial, or special use land uses
Details available as pop up for each feature
Summary and table of all developments on website
Next Steps

NCTCOG responds to comments as needed (send by 3/31/2022)

Cities/ stakeholders send completed TOD projects to NCTCOG (ongoing)

Interactive TOD map updated with Regional Mobility Plans or as needed
Zoning for Multiple Modes of Transportation
Are you familiar with form-based codes?

A. Yes, I work with them frequently
B. Yes, but I infrequently/never work with them
C. A little familiar
D. No, this is the first time I’ve heard of it

Scan QR code to answer poll question in Mentimeter
Why Zoning Matters for Transportation

**Design** influences behavior

Zoning and development codes set the design for the built environment

Zoning entitlements influence travel behavior

<table>
<thead>
<tr>
<th>Design by Mode</th>
<th>Cars</th>
<th>Other Modes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Setbacks</td>
<td>Large</td>
<td>Minimal</td>
</tr>
<tr>
<td>Entrances</td>
<td>In parking lots</td>
<td>On sidewalks</td>
</tr>
<tr>
<td>Lot coverage</td>
<td>Smaller</td>
<td>Larger</td>
</tr>
<tr>
<td>Building placement</td>
<td>Behind parking lot</td>
<td>Next to the street</td>
</tr>
<tr>
<td>Sidewalks</td>
<td>Not always present</td>
<td>Present and connected</td>
</tr>
</tbody>
</table>
Mobility 2045 Policy Bundle


Draft for 2045 Update “Develop sustainable land-use codes that support multi-modal transportation options for areas of infill, redevelopment, historic main streets/downtowns, context-sensitive urban thoroughfares, and/or those that are transit oriented through development design. Codes support areas of conservation, preservation of rural land and reduction of suburban sprawl.

**Development codes** include substantial area of jurisdiction where:

A. Form-based design concepts (or similar) are used
B. Allows increased density (properties may be developed at a floor to area ratio of 1 or greater)
C. Allows mixing of residential and commercial land uses
D. Sets streetscape standards in code supporting pedestrians”
Literature: Resources

Connection between good design and walkability

“Designing walkable cities and neighborhoods in the era of urban big data”
*Urban Planning International* (2019)

“Streetscape Features Related to Pedestrian Activity”

“Attributes of Form in the Built Environment that Influence Perceived Walkability”
*Journal of Architectural and Planning Research* (2014)

“Pedestrian- and Transit-Oriented Design”
*APA & ULI* (2013)
Realms of Physical Design

Street Design

Building Form

Transportation / public

Public Realm

Land use / private

Streetscape

Street Design

Streetscape
## Pedestrian-Friendly Design

<table>
<thead>
<tr>
<th>Street Design</th>
<th>Streetscape</th>
<th>Building Form</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Short to medium block length</td>
<td>• Sidewalk is buffered from the street</td>
<td>• 3-6 stories in height</td>
</tr>
<tr>
<td>• High intersection density</td>
<td>• Street trees/shade present</td>
<td>• Oriented to the street</td>
</tr>
<tr>
<td>• Grid-like street patterns</td>
<td>• Sidewalk furniture</td>
<td>• High lot coverage, minimal setbacks, maximum frontage</td>
</tr>
<tr>
<td>• Safe pedestrian crossings</td>
<td>• Lighting</td>
<td>• Entrances are oriented to the pedestrian</td>
</tr>
<tr>
<td>• Street width and building height are proportional</td>
<td>• Pedestrian-scaled signage</td>
<td>• Articulation (plane variation)</td>
</tr>
<tr>
<td></td>
<td>• Limited driveway interruptions</td>
<td>• Transparency (street-level windows)</td>
</tr>
<tr>
<td></td>
<td>• Continuous sidewalk network</td>
<td>• Off-street parking is garage parking or behind the building/screened</td>
</tr>
<tr>
<td></td>
<td>• Wide sidewalks</td>
<td></td>
</tr>
</tbody>
</table>
## Pedestrian-Friendly Design

### Street Design
- Short to medium block length
- High intersection density
- Grid-like street patterns
- Safe pedestrian crossings
- Street width and building height are proportional

### Streetscape
- Sidewalk is buffered from the street
- Street trees/shade present
- Sidewalk furniture
- Lighting
- Pedestrian-scaled signage
- Limited driveway interruptions
- Continuous sidewalk network
- Wide sidewalks

### Building Form
- 3-6 stories in height
- Oriented to the street
- High lot coverage, minimal setbacks, maximum frontage
- Entrances are oriented to the pedestrian
- Articulation (plane variation)
- Transparency (street-level windows)
- Off-street parking is garage parking or behind the building/screened

---

Zoning and land development codes
Form-Based Codes

Form-based design

Creates pedestrian friendly public realm

Regulates form and mass of buildings in context of neighborhood and street – rather than just land use and just building size

Resources

Form-Based Code Institute: [https://formbasedcodes.org/](https://formbasedcodes.org/)
SmartCode Manual: [https://transect.org/codes.html](https://transect.org/codes.html)
Which street do you want to walk on?

(Left) (Right)

Scan QR code to answer poll question in Mentimeter
Which street do you want to walk on?

Car-Oriented

(Left)

People-Oriented

(Right)
Both are Zoned for the Same Use

Difference: Form

Use-based zoning

Form-based zoning
Local Form-Based Zoning Examples

Dallas: Article XIII Form Districts
Carrollton: Transit Center District
Farmers Branch: Station Area Form-Based Code
Fort Worth: Near Southside Development Code
Roanoke: Oak Street Regulating Plan
North Richland Hills: Transit-Oriented Development District
Richardson: Main Street/ Central Expressway FBC
Zoning for Multi-Modal
North Richland Hills
NRH’s Steps to Codifying Multi-Modal Places

- 1990s Regional implementation of transit system, DART acquisition of Fort Worth & Western railroad right-of-way
- 2000 Hometown NRH commences
- 2001 First mention of planning for future commuter rail in Comp Plan
- 2007 NRH Comprehensive Plan recommends mixed-use urban development centered around transit stations
- 2009 Transit-Oriented Development Zoning District
- 2019 TEXRail inaugural year
- 2019 Vision2030 Transportation Plan
- 2020 COVID.
Smithfield Goals

- Foster a vibrant, mixed use urban neighborhood within a ¼ mile walking distance from the future commuter rail stop
- Allow existing buildings and uses to transition to a higher intensity, walkable areas with shops, cafes, employment, residences, and civic uses
- Sensitive to the existing historic resources and adjacent stable residential neighborhoods while providing opportunities for future redevelopment and new development
Iron Horse TOD
Iron Horse Goals

- Foster a major regional employment center with significant regional retail and residential uses within convenient walking distance from the future transit station.
- Higher-intensity development accommodating large scale office and retail users.
- Providing for moderate scale mixed use in the immediate vicinity of the station.
Final Thoughts

- Plan for and prioritize the pedestrian
- Establish maximum pedestrian block maximum in Subdivision Code
- Treat trails and sidewalks like a thoroughfare plan (local, collector, arterial) through a Pedestrian Master Plan and a Bicycle Master Plan
- Establish good relationship with MPO
- Flexibility in implementing the vision... what’s the critical purpose and intent?
What’s Next for North Richland Hills

- Vision2030 Transportation Plan Implementation
  - Develop a Pedestrian Master Plan: Connect destinations, complete network gaps
  - Bicycle boulevards
  - Establish a local Bicycle & Pedestrian Advisory Committee (BPAC)
  - Codify parking standards for bicycles
- 2020 Street Bond Program: complete streets, right-sizing roadways
- Explore bike share program opportunities and other last-mile solutions
- Expand, enhance and amenitize trail system
- Smithfield Main Street reconstruction and private development
Zoning for Multi-Modal
North Richland Hills

Clayton Comstock, AICP, CNU-A
Director of Planning & Inspections
City of North Richland Hills
(817)427-6301
ccomstock@nrhtx.com
GREETINGS from

SOUTH BEND

INDIANA

North Central Texas Council of Governments Webinar
January 20, 2022
Context & Challenges
Population - industrialization
Live in the Suburbs

Home Gardens
Neighborhood Disinvestment

1972 (48 houses)  2019 (14 houses)
Population – post industrial & suburbanization

Challenges

- Population loss – 50,000 people within 1960 City boundary
- Urban decline and suburbanization
- Residential market failure
- Disproportional effect on minorities
- Fiscal impacts and property tax implications
- Under utilized infrastructure

Zoning Ordinance did not address any of these issues.
Define Your Values
Values:
Promote Urbanism
Values:
Encourage Housing Choice
Values:
Heal Neighborhood with Infill
Values:
Allow Only Quality Outward Growth
Values:
Ensure Fiscal Sustainability
Values:
Make Regulations Specific to South Bend
Craft The Process
The Process

- Line by line code review:
- Frequent variance requests:
- Known issues:
- Poor outcomes:

Ask yourself ‘Why?’ for everything
Reduce, eliminate, cut red tape
Loopholes, ambiguous language
Not achieving our values
The Process

- **Stress Test the Code**: How does the code achieve or hinder development that reflects our values?

**Involve**
- Code Consultant
- Urban Designer / Architect
- Zoning Administration
- Strategic Planning
- Public Works
- Common Council Representation
The Process

Internal Audit

Code Testing

External Audit

Draw everything
The Process

- Internal Audit
- Code Testing
- External Audit

‘Quick Fix’ Code
The Process

Quick Fixes to New Code
- Incremental changes
- Technical
- Allows for testing
- Reduces risk
- Builds trust
- It takes time
- Meaningful engagement
The Process

- Internal Audit
- External Audit
- Code Testing

Quick Fix 1
Quick Fix 2
Quick Fix 3
Quick Fix 4
Quick Fix 5
Quick Fix 6
Quick Fix 7
Quick Fix 8

Document Design & Legal Review

New Code

- 3 years to complete
- 50 formal public meetings
- Multiple informal Council updates
- Stakeholder meetings
- 18 votes
Section 21-02-02
SF2 Single Family and Two Family District

Intent – The SF2 District is established to protect, promote and maintain the development of single family dwellings and two family dwellings in the urban core of the City of South Bend as well as to provide for limited public and institutional uses that are compatible with an urban residential neighborhood. The availability of public facilities (e.g., public water, public sanitary sewer, storm sewer, natural gas, electricity, telephone, etc.) is required for development within this district.

(a) Permitted Uses:

1. Primary Uses.
   (A) One (1) Single Family Dwelling.
   (B) Residential Facility for the Developmentally Disabled.
   (C) Residential Facility for the Mentally Ill.
   (D) Child Care Home (that is used as the primary residence of the person who operates the child care home).
   (E) Religious Use.
   (F) Public Park – Active or Passive. (Ord. No. 9513-04)
   (G) Private Park Passive. (Ord. No. 9513-04)
   (H) Schools, Public or Parochial. (Ord. No. 9513-04)
   (I) Neighborhood Partnership Center. (Ord. No. 9513-04)

2. Special Exception Uses.
   (A) Educational Use: Including but not limited to: Child Care Center; Child Care Ministry; College, Preschool; Public Library; University.
   (B) Governmental Use: Including but not limited to: Fire Station or Police Station.
   (C) Miscellaneous: Including but not limited to: Bed & Breakfast.
   (D) Public Facilities: Including but not limited to: Cemetery – with or without Crematory, Funeral Home, Mausoleum or Mortuary; Community Center; Funeral Home; Mortuary; Parking Lot – Accessory; Private Park – Active. (Ord. No. 9513-04)
   (E) Recreation: Including but not limited to: Swimming Pool - private or public.
   (F) Residential: Including but not limited to: Accessory Dwelling; Assisted Living; Group Home; Nursing Home; Two Family Dwelling.
The Outcomes
Housing Choice: ADUs As-of-Right Citywide
Zoning District for Missing Middle (Easy-to-Use Format)
Reduce/Eliminate Setbacks in Urban Areas
Reduce/Eliminate Off-Street Parking Requirements
Revise Subdivision Regulations
Accomplishments

- Allow ADUs As-of-Right Citywide
- Create Zoning District for Missing Middle Housing Types
- Reduce/Eliminate Required Setbacks in Urban Areas
- Reduce/Eliminate Off-Street Parking Requirements
- Revise Subdivision Regulations
  - Limit Culs-de-Sac and Maximum Block Lengths
  - Permit New Residential Alleys
Population – turning a corner
Lessons Learned

- Make the zoning ordinance reflective of the City’s context
  - Built environment, political, economic
- Focus on desired outcomes, not on jargon when presenting
- Practice some incremental code reform before complete overhaul
- Keep the zoning ordinance simple and easy to use
- Assemble a strong code writing team
  - Members playing the right roles
  - Urban design mindset
Thank You!

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Michael Divita
mdivita@southbendin.gov
Zoning as a Revitalization Tool for Aging Commercial Corridors

January 20, 2022
NCTCOG Land Use and Transportation Task Force
Learning Objectives

• Establishing a common vocabulary for “aging commercial corridors”
• What are the challenges impacting aging corridors?
• What are the triggers (local government or market) that can jumpstart the redevelopment momentum?
• How can cities proactively plan for current opportunities while evolving the market for future opportunities?
The Challenge of Aging Commercial Corridors

• Communities across Texas and the US have **miles** of aging commercial corridors characterized by:
  • Auto focused, often in excess of 4 lanes
  • Poor pedestrian conditions
  • Older commercial development, often obsolete
  • Negative impacts on adjoining neighborhoods
Typical Characteristics of Commercial Corridors

- Over designated for conventional commercial land use and zoning
- Limited market for new commercial
- Low rents, high vacancy and obsolete commercial formats
Revitalization Challenges of Aging Commercial Corridors

• Oversupply of expensive-to-redevelop land
• Expensive to assemble due to fractured ownership and old infrastructure that often needs to be replaced (can’t be done piece-meal)
• Low rents and amortized improvements (with no debt) have a lot of inertia
• Reduced retail demand
• Multi-family usually lacks context and is usually a LULU (locally undesirable land use)
Approaches to Corridor Revitalization

• Commercial Corridors Strategy, Fort Worth (2002)
• Camp Bowie Form-Based Code, Fort Worth (2009)
• IH35E Overlay District, Lewisville (2018)
• East Lancaster Corridor Transit Study, Fort Worth (2021)
• University Drive FBC, Sunrise, FL (2020-2022)
• Jacksboro Hwy Corridor Rezoning Initiative, SP/FW (2021-22)
What Triggers Corridor Revitalization?

- Property owner/neighborhood driven (Camp Bowie PID)
- City driven:
  - Land locked, impacts on adjoining neighborhoods, reinvestment in areas long neglected by cities (Fort Worth, Sunrise)
  - Highway or roadway reconstructions/improvements (Lewisville, Sansom Park, Fort Worth)
  - Current or position for future transit corridor (Fort Worth, Sunrise)
- Combination of drivers -- City, Transit Agency, State DOT, Regional Planning Agency
Case Studies

Lewisville, Texas

IH 35E Corridor Overlay: Interstate Highway context

Sansom Park/Fort Worth

Jacksboro Highway Corridor Plan: TxDOT Arterial Roadway context

Fort Worth

East Lancaster Transit Corridor: TOD Planning
IH-35E Corridor Plan and Overlay, City of Lewisville, TX
Context:
IH-35E Corridor
Lewisville, Texas

Distance: 9.0 miles
Lewisville 2025 Vision Plan adopted July 2014
Big Move Number 7 of 9 – Identity Focal Points

Figure 11: Lewisville 2025 Big Moves. *Sustainability and Marketing and Communication Big Moves are not shown.

Figure 19: Identity Focal Points Big Move

November 7, 2019
I-35E Corridor Redevelopment Plan (2014)

• City to encourage market-evolution of uses

• This enables greater tax base value capture via incentives and public-private initiatives to invest in needed new infrastructure for walkable, transit-oriented mixed use neighborhoods

• This place making strategy creates a more competitive growth strategy for Lewisville

• Key is adjacency predictability as redevelopment occurs via specific sector plan, better transportation design and form-based code to implement
Current Conditions

- Auto-oriented development and auto-service uses
- Highly visible sites
- Obsolete buildings and sites
- Visual clutter along highway
- Lack of transitions between commercial and adjoining neighborhoods
- Over supply of commercially zoned properties
I-35E Corridor Overlay Sub-Districts

- Core Sub-districts
  - Northern Gateway
  - Main Street
  - Central
  - Southern Gateway
- Transition Sub-district
Core Sub-districts

- Higher priority and opportunity “nodes” identified in the I-35E Redevelopment Plan
- Allow for higher intensity, walkable, mixed use redevelopment
- Interconnected, multi-modal transportation network
Transition Sub-district

• Areas in between the “nodes”
• Most of the existing development will likely remain for the next 10+ years
• Allow for modest rehab of older sites and structures with focus on reducing clutter and improving corridor aesthetics through:
  • Better streetscaping (cross walks, street lighting, sidewalks/trails, way-finding, etc.)
  • More landscaping (surface parking lots and along Frontage roads and arterial/collector roadways)
  • Façade improvements
• Align with ED Incentive Policy and objectives for streetscaping and façade improvement projects
Illustrative Plans: Non-Regulatory (Core Sub-districts)

- Adopted as the ultimate vision for the corridor through the I-35E Corridor Redevelopment Plan
- Intended to guide elected officials, developers, and city staff on the character and form of redevelopment desired
- Not regulatory (Appendix C)
Framework Plans: Regulatory (Core Sub-Districts)

- Establishes:
  - Alignment of new streets and blocks
  - Primary Pedestrian Streets
  - Major open space locations
  - Special intersections

- To ensure continuity of streets and frontages as redevelopment occurs incrementally
Large Lot
Redevelopment
Test Site
Large Lot Redevelopment Plan
Central Sub-District
Incremental Redevelopment
Possible Redevelopment Site Plan

Site Requirements

- Building Height: 20’ or 2 stories min.
- Pedestrian frontage along the building fronts and secondary sidewalk along the building with 12’ sidewalk.
- Parking located side or rear or building.
- Trees spaced 40’ on center.
- New buildings built up to Primary Pedestrian Street.
- Primary pedestrian street (“mews” frontage).
- Single aisle parking, max 2 head-in rows Along Arterial and Highway Frontages.
- Min. 20’ landscape strip parking lot screen.
- Min. 10% open space for developments > 5 acres.
- Primary pedestrian street Arterial Street.
- Arterial Street.
I-35E Overlay: Key Takeaways

• Illustrative and Framework Plans create adjacency predictability

• Administrative flexibility and approval authority

• Be willing to tweak as you move forward
Jacksboro Hwy (SH 199) Corridor Plan
Regional Location
Corridor Context
Corridor Zoning
Issues to be Considered

- Older, commercial, auto-related uses that do not meet any of the existing zoning standards
- Smaller lots and buildings (mostly small, independent business owners) with limited block depths
- Limited locations along the corridor for property assembly and larger scale redevelopment
- Existing commercial zoning on the corridor with limited market for redevelopment due to low rents
Biway Street & Skyline have the most potential for a walkable corridors, connecting both sides of Sansom Park and extending to Azle Ave.
SH 199 CORRIDOR PLAN
CITY OF SANSOM PARK

Joy James Elementary

Connects the Elementary School and the Park

Marion Sansom Park

Terrace Trail

Skyline Dr

Beverly Hills

SH 199 (Jacksboro Hwy)
Focus on intersection of Biway and Jacksboro to create "Town Center"
Jacksboro Hwy: Small Parcel Redevelopment Options

- SLOPED AREA
- FUTURE CROSS ACCESS DRIVE
- REAR PARKING AND CROSS ACCESS LANE
- SIDE PARKING, REAR CROSS ACCESS LANE
- SINGLE ROW OF PARKING WITH FRONT CROSS ACCESS EASEMENT
- DOUBLE ROW OF PARKING WITH FRONT CROSS ACCESS EASEMENT

SH 199 CORRIDOR PLAN
CITY OF SANSON PARK
LIVABLE PLANS & CODES
Zoning Recommendations for Corridor Mixed Use

• Allow multi-family and “missing middle” residential uses by right (with additional design and performance standards such as open space, pedestrian/bike amenities, regional drainage, etc.)

• Reduce parking for all commercial uses to 1 space per 300 sq.ft. (allows for uses to intensify over time without triggering additional requirements for parking)

• Reduce front setbacks along Jacksboro Hwy to 10’ (current requirement is 20’)

• Auto-service uses to go through SUP process and additional design & location standards to apply
Zoning Recommendations for Corridor Mixed Use

• Require cross-access easements to adjoining properties (location of cross access to be flexible based on the adjoining development context)

• No off-street parking allowed between the roadway and buildings at key intersections (Biway, Skyline, etc.)

• Allow landscaping standards to apply along the SH 199 frontage with addition of trail/sidewalk and streetscaping along 199

• Work with property owners to consolidate driveways and provide funding for cross-access where redevelopment is prioritized
Zoning Recommendations for Neigh. Mixed Use

- Allow a mix of single-family, missing middle, and small scale office and retail uses
- Limit the total area dedicated to commercial uses to no more than 6,000 sq.ft. per lot
- Establish massing and scale standards to keep the buildings in a residential scale
  - 3 stories (max.) with sloped roofs
  - 12’ setbacks along Terrace Trail
  - Off-street parking to be setback from the roadway
- Limit impervious coverage to not exceed 75%
Sansom Park: Key Takeaways

• Focus on a “lean code” approach for redevelopment of the commercial corridor
• Plan for the corridor within a city-wide framework
• Phased/modest implementation to meet the capacity needs of the city

Jacksboro and Biway - Existing

Jacksboro and Biway - Proposed
East Lancaster Corridor: Places

Provides access to four Urban Villages and Downtown Fort Worth

Two Libraries

Trinity Trails and Tandy Hills Nature Area

More than Ten Schools

Texas A&M University School of Law

Human Services Organizations
Beach Station Area
Beach and Lancaster Today

Future Land Use
Commercial and Industrial
Beach: Development Types

- 4 story residential
- 3 story senior housing
- Restaurants and bars
Beach: Station Area Concept

Bring buildings and active uses to the street

Focus retail, food, entertainment, culture, workspace and community services close to stations

Place parking behind or within buildings

Celebrate the median – landscape, ecology, storm-water BMPs

Enhance sidewalks – walkability, landscape, shade, storm-water BMPs
Station Type: Corridor Hub
Existing Zoning:
- F (Gen Comm.)
- FR (Gen. Comm. Restricted)
- E (Neighborhood Comm.)
- B (2-Family Residential)
- C (Med. Density Residential)
- CF (Community Facilities)
- I (Industrial)
MU-1 (North of Lancaster)

Note areas added to TOD boundary

Retain existing Industrial with opt-in for MU-2, or,

New zone MM-1 (New Mixed Manufacturing - similar to Camp Bowie Industrial Arts Zone)

Retain or MU-1

Proposed Rezoning:

MR

MU-1 (North of Lancaster)

MU-2 (South of Lancaster)

New Mixed-Use Corridor Zone between stations
Regulating Plan:

- MU-2 (Mixed-use)
- MU-1 (Mixed-use)
- MU-C (Mixed-use Corridor)
- MR (Mixed Residential)
- I or MM (Industrial or Mixed Manufacturing)

Recommended new pedestrian connection

Placemaking opportunity
PLACEMAKING OPPORTUNITY – BEACH STATION

Proposed re-design of intersection not shown
Oakland Corners Today

Future Land Use
Mixed-Use
Oakland Corners: Development Types

- 3 story residential
- 4 story residential
- 4 story Mixed Use
- Active retail
Oakland Corners: Station Area Concept

Focus the highest densities close to stations

Create "streets" within larger sites

Enhance sidewalks – walkability, landscape, shade

Create new public spaces for residents + visitors

Celebrate the median – landscape, ecology, storm-water BMPs

Focus retail, food, entertainment, culture, workspace and community services close to stations

Step heights down to neighborhoods
Station Type: **Urban Village**

Existing Zoning:

- F (Gen Comm.)
- FR (Gen. Comm. Restricted)
- E (Neighborhood Comm.)
- ER (Neigh. Comm. Restricted)
- B (2 Family Residential)
- C (Med. Density Residential)
- CF (Community Facilities)
- I (Industrial)
Proposed Rezoning:

- Expand MR (Mixed Residential) where connected to station
- Expand MU-1 along Oakland
- Expand MR (Mixed Residential) where connected to station
- Expand MU-1 along Oakland
Oakland: Zoning Analysis

Regulating Plan:

- MU-2 (Mixed-use)
- MU-1 (Mixed-use)
- MU-C (Mixed-use Corridor)
- MR (Mixed Residential) or B
- I or MM (Industrial or Mixed Manufacturing)

→ → → Recommended new pedestrian connection

★ Placemaking opportunity
East Lancaster: Key Takeaways

• Use and/or tweak existing zoning tools available (easier than adopting a new code)
• Lot and block level assessment to apply the right zoning tool is critical
• City-initiated rezoning will be important at key station locations to reduce the cost of redevelopment
Walkable Urbanism Lessons Learned

• Important to have a plan and vision
Walkable Urbanism Lessons Learned

• Understand the market; use minimum height requirements and mandatory mixed use requirements very carefully
Walkable Urbanism Lessons Learned

- Ability to approve projects and modify some code provisions administratively is key

Table 3.2 Minor Modifications Allowed

<table>
<thead>
<tr>
<th>Standard</th>
<th>Minor Modification Allowed</th>
<th>Criteria</th>
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| Area/boundary of Character Zones| No more than a 15% change (increase or decrease) in the area of any Character Zone (aggregate or per block) | • Shall not eliminate any Character Zone  
• Shall not change the overall boundary of the Regulating Plan  
• 15% measurement shall be based on the total area of that specific Character Zone within the entire Corridor |
| Building Form and Development Standards | • Build to zones/setbacks No more than a 20% change in the maximum or minimum setback. | • Changes to the build to zones and setbacks may only be due to any changes to the street cross sections or changes in the width of a sidewalk.  
• In no case shall the sidewalk be less than 6 feet in width |
| • Building Frontage            | No more than a 15% reduction in the required building frontage along each block of a Neighborhood Street. | • Any reduction in the required building frontage shall be to accommodate porte-cochere for drop-off and pick-up. |
| • Street screen                | Waiver of street screen requirement along the Boulevard.                                     | • Requirement for a street screen may only be waived along the Boulevard along the frontage of any interim surface parking lot (off-street) that is intended to be in-filled with a parking structure.  
• In no case shall any portion of the surface parking have frontage along a Neighborhood Street without a required street screen  
• In no case shall the (off-street) surface parking lot be located at a street intersection for a minimum depth of 20' along each street (regardless of the Street Type). |
| Streetscape standards          | Street tree planting, street lighting, and other streetscape standards may be adjusted based on the development context and street cross section. | • Any changes to the streetscape standards shall be based on specific development context such as vegetation, natural features, drainage, and fire access and is subject to approval by the City. |
Walkable Urbanism Lessons Learned

• Zoning cannot solve everything; getting the Public Realm right is key
Panel Discussion
Announcements
Connected Street Network & Subdivision Design Webinar

January 28th, 2022: 10:00am-11:30am

• Benefits of more connected street networks for safe active transportation
• Designing street networks to encourage SRTS programs
• Strategies for codifying street connectivity and subdivision design
• Local DFW examples

To register, please visit: www.nctcog.org/SafeRoutesToSchool
Mobility Transportation Plan Update

Region's long-range transportation plan

Phase 2
• Draft recommendations for review
• Official comment period

Public meetings in February and March

Amy Johnson
Senior Transportation Planner
Ajohnson@nctcog.org

MOBILITY PLAN SCHEDULE

<table>
<thead>
<tr>
<th>2020</th>
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Agency and Public Coordination
Plan Development

Draft Recommendations for Review

Official Comment Period
STTC Action
RTC Action

Air Quality Conformity

NCTCOG.ORG/TRANS/PLAN/MTP/MOBILITY-PLAN-UPDATE
After Today’s LUTTF

Log AICP CM Credits

Complete Post-Event Survey
https://forms.office.com/r/629wyQT21N

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

Coordinated Land Use and Transportation Task Force – Zoning for Multi-Modal Transportation