

# Meeting Summary

<b>Subject</b>	Coordinated Land Use and Transportation Planning Task Force	<b>Date</b>	October 20, 2021
<b>Facilitator(s)</b>	Travis Liska, Shawn Conrad, Sydnee Steelman, Catherine Osborn	<b>Time</b>	2:00 pm – 4:00 pm
<b>Location</b>	Zoom Meeting	<b>Recorded by</b>	Sydnee Steelman
<b>Meeting Purpose</b>	Coordinate with cities and other interested parties on the coordination of land use and transportation planning in North Texas. The theme of this meeting was value capture in the region.		

## Discussion Items

Welcome and introductions by NCTCOG staff.

### 1. Local Updates

Doug McDonald with the City of Richardson discussed the Richardson IQ District, which was identified as an Enhancement Area in the City's 2009 Comprehensive Plan. The IQ District is located near the DART Arapaho Center Station and consists of over 1,000 businesses, two educational institutions, and over 19,000 employees. The City adopted a form-based code for the area that aims to remove barriers and increase flexibility to maximize development potential for sites, support existing businesses, position Arapaho Center Station as a walkable mixed-use district, and more. Since adopting the code, the City has developed a new district name and branding, installed bike lanes on Greenville Avenue, and completed pedestrian improvements. The City of Richardson will soon kick off a Smart Cities Toolkit to position the area as a Regional Mobility Hub, further develop a branding strategy, and begin an Innovation Hub Market Feasibility Study.

Kyle Hines with the City of Dallas provided an overview of the City's 1,000-unit Transit-Oriented Development (TOD) Housing Challenge. The challenge originated from a 2020 Dallas City Council memo that focused on economic development recovery efforts for TODs and mixed income housing for post-COVID-19. The memo challenged the City and DART to identify and develop on City/DART-owned land within 0.5 miles of DART rail stations, produce at least 1,000 units of mixed-income housing, and issue construction permits by August 2021. The City selected proposals for three locations: 3015 Al Lipscomb Way, 6601 S. Lancaster Road, and 4515 Lancaster Road. These properties will consist of a total of 732 rental units. The City is currently assisting developers with environmental reviews, permits, zoning changes, etc. Financial closeout is anticipated for 2022.

### 2. Value Capture in North Texas: Land Use Paying for Transportation

Travis Liska, NCTCOG, provided an introduction on Tax Increment Finance (TIF) and a regional Tax Increment Reinvestment Zones (TIRZ) inventory developed by NCTCOG staff. It's important for cities to use creative funding strategies to pay for infrastructure improvements due to rising development costs. The TIRZ inventory documented the number of zones located in each of the 50 most populous cities in the region. The inventory shows TIRZs in 45 of the 50 cities, with higher populated cities having more, and most often associated with downtown or main street areas.

Imelda Speck with the City of Irving presented on the Irving Boulevard TIF District. The project began in 2008 as a part of the Irving Blvd Enhancement Study, which established a vision for redevelopment along the corridor. Project goals included strengthening district identity, planning for bike-friendly infrastructure in public streetscapes, further support of businesses, and increasing health, safety, and welfare of the area. In 2010, the TIF #2 was created to fund the long-term development and the City began working with Gateway Consulting to initiate the removal of a portion of the corridor from the state highway system, which was later approved by TxDOT. The Irving City Council approved

new zoning in 2017. In 2018, the Council approved an Interlocal Agreement between NCTCOG and the City to fund \$12 million in surface transportation improvements with Regional Toll Revenue funds. The City received more funding from TxDOT in 2020 through an Advanced Funding Agreement. Imelda also discussed the form-based code the City adopted in 2017 for the area around the corridor. The code ensures consistency in form, allocates character districts, and codifies the vision to facilitate construction and investment. Since project inception, various roadway and stormwater/sewer/water improvements have occurred. Project next steps include continuing land banking, façade enhancements, main street repurposing pilot, and housing rehabilitation, along with various other strategies and tasks.

Peter Braster with the City of Plano discussed the Downtown Plano and Collin Creek Mall TIRZ. Peter explained that while this project is not necessarily related to transportation, the strategies used in the project can be replicated in other cities. The Collin Creek Mall project leveraged a public-private partnership to develop a mixed-use urban center consisting of residential living, 1.6 miles of trail, retail, 8.7 acres of open space, and entertainment. A Public Improvement District (PID) was established through the public-private partnership, which allowed the City to levy assessments to pay for the construction of certain improvements in the project area. Peter also highlighted three TIF zones within Plano –Downtown Plano, DART Silver Line stations, and Collin Creek Mall.

Tom Yantis with the City of Taylor discussed the link between land use patterns and financial resiliency, how to evaluate the financial performance of a development proposal, and how to determine if development regulations hinder the ability to create financially resilient places. The city completed a study of its land use patterns and noticed that denser properties/districts create more productive land uses. Tom suggested that other cities should think about how much maintenance costs are and ensure that properties can generate sufficient revenue to offset those costs for a city. He stated that it is important to incorporate the relationship between revenue and costs in the new development. Lastly, he discussed a tool the City developed to evaluate a development proposal to see if its revenue would bring in the amount needed to support maintenance costs. The tool allows the user to enter various project factors and outputs a project cost and revenue amount.

Specific funding information for each project can be found in the meeting recording or the “presentations” link available on the Task Force web page.

### 3. Panel Discussion

The following are general comments and questions that were discussed throughout the meeting and during the Panel Discussion.

- **Question: Are you using sustainable development codes to create more financially resilient land use patterns?**
  - **Response:** Imelda Speck stated that the City of Irving is updating the zoning to incorporate some of those changes (listed in the poll).
  - **Response:** Peter Braster stated that there is an ongoing comprehensive plan where the city is recalibrating everything. Also, half of the revenue comes from commercial properties which likely won't change. There is still a lot of education that needs to take place and it's hard to find if people are open to it.
  - **Response:** Tom Yantis stated: We had people in existing neighborhoods that are nervous about increasing density. Really have been driving home the long-term financial needs to build more densely.
  
- **Question: Do we need to be taking this message to our residents? How difficult is it to engage around these elements?**
  - **Response:** Imelda Speck stated that they are thinking about it a lot recently, had a bond election. There's always that conflict around density. A continual conversation and education. Someone has

moved into a community, and they're used to a certain type of development pattern and change is hard.

- **Response:** Peter Braster stated that it's very important, especially for the faster growing cities.
- **Response:** Tom Yantis stated that it's not about making an all-or-nothing proposition. It's okay to have low-density land uses; you just need to have other types that will generate excess revenue and subsidize these other parts of the community.

- **Question: Has the City of Taylor ever considered using street connectivity indexes?**

- **Response:** Tom Yantis responded yes; we are kicking off development to ensure that we reach maximum connectivity. So, we will use those metrics.

- **Question: You mentioned the Collin Creek Mall TIRZ is financing infrastructure, but the Downtown TIRZ was pay as you go?**

- **Response:** Peter responded that there isn't a need to borrow. Usually, you can do one project a year with these funds as in the downtown TIF.

- **Question: Any main takeaways you want to recommend to the cities of North Texas?**

- **Response:** Imelda answered: have patience, development takes time. It took 10 years for the redevelopment of our 10-mile stretch. We say that because the community has a lot of ideas for what they want to see. For a community that's just starting, bringing them in from the beginning and tell them that it's going to take time to get that public investment.
- **Response:** Peter answered: When's the right time to form a TIRZ? I say 10 years ago. You want it so that it will be there when you need it.

**4. Announcements and Closing:**

Travis announced the Bicycle Safety at the Intersection Workshop which will take place on November 16 and 18.

More information here: [www.nctcog.org/intersectionsafety](http://www.nctcog.org/intersectionsafety)

Travis also announced that earlier this year, USDOT issued new guidance regarding TOD loans which will provide opportunity for low interest TOD project loans. More information here:

<https://www.transportation.gov/buildamerica/TOD>

The 2022 meeting schedule is TBD.

Action Item(s)			
	Item	Responsibility	Target Completion Date
1	NCTCOG to post meeting materials on website	NCTCOG	October
2	NCTCOG to distribute meeting notes and other materials to Task Force participants	NCTCOG	October

**Next Meeting:**

**Date:** January 2022

**Time:** 2PM-4PM

**Location:** Virtual Meeting

### Attendance

NAME	AGENCY REPRESENTNG
<b>14693094020</b>	City of Waxahachie
<b>Carolyn Horner</b>	NCTCOG
<b>Catherine Osborn</b>	NCTCOG
<b>Clayton Comstock</b>	City of North Richland Hills
<b>Craig Fisher</b>	City of Princeton
<b>Daniel Church</b>	City of Dallas
<b>Don Raines</b>	City of Dallas
<b>Doug McDonald</b>	City of Richardson
<b>Drew Brawner</b>	City of Plano
<b>Eric Fladager</b>	City of Fort Worth
<b>Erin Curry</b>	NCTCOG
<b>Imelda Speck</b>	City of Irving
<b>Josh Shane</b>	AECOM
<b>Karla Weaver</b>	NCTCOG
<b>Keith Krum</b>	City of Richardson
<b>Ken Schmidt</b>	Town of Addison
<b>Kyle Hines</b>	City of Dallas
<b>Mark Schluter</b>	Pachecho Koch
<b>Michael Kovacs</b>	City of Fate
<b>Olga Chernomorets</b>	Town of Little Elm
<b>Pam Thompson</b>	City of Dallas
<b>Peter Braster</b>	City of Plano
<b>Phil Dupler</b>	Trinity Metro
<b>Rachel Roberts</b>	City of Crowley
<b>Robert Sturns</b>	City of Fort Worth
<b>Sandip Sen</b>	Trinity Metro
<b>Shawn Conrad</b>	NCTCOG
<b>Shon Brooks</b>	City of Waxahachie
<b>Surupa Sen</b>	City of Farmers Branch
<b>Sydnee Steelman</b>	NCTCOG
<b>Tom Yantis</b>	City of Taylor
<b>Travis Liska</b>	NCTCOG
<b>Venus Wehle</b>	City of Forest Hill